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MOSBY, MO ..... GPH - 1869
MOUNDRIDGE, KS .... 47K - 699
MOUNT PLEASANT, IA MPZ - 313
MOUNTAIN GROVE, MO 1MO - 1881
MOUNTAIN VIEW, MO . MNF - 1883
MUSCATINE, IA ..... MUT - 317
NEBRASKA CITY, NE . AFK - 2514
NELIGH, NE ..... 4V9 - 2519
NEODESHA, KS ..... 2K7 - 702
NEOSHO, MO ..... EOS - 1885
NEVADA, MO ..... NVD - 1889
NEW MADRID, MO .... EIW - 1893
NEW ULM, MN ..... ULM - 1343
NEWTON, IA ..... TNU - 322
NEWTON, KS ..... EWK - 704
NORFOLK, NE ..... OFK - 2522
NORTH PLATTE, NE .. LBF - 2533
NORTHWOOD, ND ..... 4V4 - 2263
NORTON, KS ..... NRN - 710
OAKES, ND ..... 2D5 - 2265
OAKLEY, KS ..... OEL - 715
OBERLIN, KS ..... OIN - 718
OELWEIN, IA ..... OLZ - 328
OGALLALA, NE ..... OGA - 2540
OLATHE, KS ..... IXD - 720
OLATHE, KS ..... OJC - 743
OLIVIA, MN ..... OVL - 1346
OMAHA, NE ..... MLE - 2547
OMAHA, NE ..... OFF - 2551
OMAHA, NE ..... OMA - 2570
ONEILL, NE ..... ONL - 2600
ORANGE CITY, IA ... ORC - 332
ORD, NE ..... ODX - 2605
ORR, MN ..... ORB - 1349
ORTONVILLE, MN .... VVV - 1352
OSAGE BEACH, MO ... K15 - 1897
OSCEOLA, IA ..... I75 - 334
OSHKOSH, NE ..... OKS - 2610
OSKALOOSA, IA ..... OOA - 338
OTTAWA, KS ..... OWI - 765
OTTUMWA, IA ..... OTM - 343
OWATONNA, MN ..... OWA - 1355
PAOLA, KS ..... K81 - 768
PARK RAPIDS, MN ... PKD - 1360
PARSONS, KS ..... PPF - 771
PELLA, IA ..... PEA - 352
PEMBINA, ND ..... PMB - 2267
PERHAM, MN ..... 16D - 1365
PERRY, IA ..... PRO - 356
PERRYVILLE, MO .... K02 - 1901
PHILIP, SD ..... PHP - 2761
PHILLIPSBURG, KS .. PHG - 775
PIERRE, SD ..... PIR - 2763
PINE RIDGE, SD .... IEN - 2771
PINE RIVER, MN .... PWC - 1367
PINECREEK, MN ..... 48Y - 1370
PIPESTONE, MN ..... PQN - 1372
PITTSBURG, KS ..... PTS - 779
PLATTSMOUTH, NE ... PMV - 2614
POCAHONTAS, IA .... POH - 361
POINT LOOKOUT, MO . PLK - 1905
POPLAR BLUFF, MO .. POF - 1908
POTOSI, MO ..... 8WC - 1912
PRATT, KS ..... PTT - 785
PRESTON, MN ..... FKA - 1376
PRINCETON, MN ..... PNM - 1378
RAPID CITY, SD .... RAP - 2773
RAPID CITY, SD .... RCA - 2780
RED OAK, IA ..... RDK - 364
RED WING, MN ..... RGK - 1382
REDWOOD FALLS, MN . RWF - 1387
ROCHESTER, MN ..... RST - 1390
ROCK RAPIDS, IA ... RRQ - 369
ROLLA-VICHY, MO ... VIH - 1917
ROLLA, MO ..... K07 - 1915
ROLLA, ND ..... 06D - 2269
ROSEAU, MN ..... ROX - 1402
RUGBY, ND ..... RUG - 2271
RUSH CITY, MN ..... ROS - 1407
RUSHFORD, MN ..... 55Y - 1410
RUSHVILLE, NE ..... 9V5 - 2619
RUSSELL, KS ..... RSL - 789
SAC CITY, IA ..... SKI - 372
SALEM, MO ..... K33 - 1922
SALINA, KS ..... SLN - 793
SAUK CENTRE, MN ... D39 - 1413
SCOTT CITY, KS .... TQK - 804
SCOTTSBLUFF, NE ... BFF - 2622
SCRIBNER, NE ..... SCB - 2632
SEDALIA, MO ..... DMO - 1926
SEWARD, NE ..... SWT - 2636
SHELDON, IA ..... SHL - 375
SHENANDOAH, IA .... SDA - 379
SHERMAN AAF, KS ... FLV - 808
SIBLEY, IA ..... ISB - 383
SIDNEY, NE ..... SNY - 2641

SIKESTON, MO ..... SIK - 1931
SILVER BAY, MN .... BFW - 1415
SIOUX CENTER, IA .. SOY - 386
SIOUX CITY, IA .... SUX - 389
SIOUX FALLS, SD ... FSD - 2791
SLAYTON, MN ..... DVP - 1418
SMITH CENTER, KS .. K82 - 827
SOUTH ST. PAUL, MN SGS - 1420
SPEARFISH, SD ..... SPF - 2807
SPENCER, IA ..... SPW - 407
SPRINGFIELD, MN ... D42 - 1425
SPRINGFIELD, MO ... SGF - 1936
ST. CHARLES, MO ... 3SQ - 1950
ST. CHARLES, MO ... SET - 1952
ST. CLOUD, MN ..... STC - 1427
ST. FRANCIS, KS ... SYF - 831
ST. JAMES, MN ..... JYG - 1437
ST. JOSEPH, MO .... STJ - 1955
ST. LOUIS, MO ..... 1H0 - 1979
ST. LOUIS, MO ..... STL - 1984
ST. LOUIS, MO ..... SUS - 2050
ST. PAUL, MN ..... 21D - 1441
ST. PAUL, MN ..... STP - 1445
STANLEY, ND ..... 08D - 2274
STAPLES, MN ..... SAZ - 1475
STOCKTON, MO ..... MO3 - 2071
STORM LAKE, IA .... SLB - 416
STURGIS, SD ..... 49B - 2810
SULLIVAN, MO ..... UUV - 2075
SUPERIOR, NE ..... 12K - 2648
SYRACUSE, KS ..... 3K3 - 833
TARKIO, MO ..... K57 - 2079
TEKAMAH, NE ..... TQE - 2650
THEDFORD, NE ..... TIF - 2654
THIEF RIVER FAL, MN TVF - 1477
TIOGA, ND ..... D60 - 2276
TIPTON, IA ..... 8C4 - 421
TOPEKA, KS ..... FOE - 836
TOPEKA, KS ..... TOP - 852
TOWER, MN ..... 12D - 1486
TRACY, MN ..... TKC - 1489
TRENTON, MO ..... TRX - 2082
TWO HARBORS, MN ... TWM - 1492
ULYSSES, KS ..... ULS - 865
VALENTINE, NE ..... VTN - 2659
VALLEY CITY, ND ... BAC - 2278
VERMILLION, SD .... VMR - 2812
VINTON, IA ..... VTI - 424
WADENA, MN ..... ADC - 1494
WAHOO, NE ..... AHQ - 2663
WAHPETON, ND ..... BWP - 2282
WALHALLA, ND ..... 96D - 2286
WARREN, MN ..... D37 - 1496
WARRENSBURG, MO ... RCM - 2087
WARROAD, MN ..... RRT - 1498
WASECA, MN ..... ACQ - 1503
WASHINGTON, IA .... AWG - 427
WASHINGTON, KS .... K38 - 871
WASHINGTON, MO .... FYG - 2091
WATERLOO, IA ..... ALO - 432
WATERTOWN, SD ..... ATY - 2814
WATFORD CITY, ND .. S25 - 2288
WAVERLY, IA ..... C25 - 451
WAYNE, NE ..... LCG - 2666
WEBSTER CITY, IA .. EBS - 453
WELLINGTON, KS .... EGT - 873
WEST PLAINS, MO ... UNO - 2095
WEST UNION, IA .... 3Y2 - 457
WHEATON, MN ..... ETH - 1507
WICHITA, KS ..... AAO - 878
WICHITA, KS ..... BEC - 884
WICHITA, KS ..... CEA - 890
WICHITA, KS ..... IAB - 893
WICHITA, KS ..... ICT - 901
WILLISTON, ND ..... ISN - 2291
WILLMAR, MN ..... BDH - 1509
WINDOM, MN ..... MWM - 1515
WINFIELD-ARKANS, KS WLD - 922
WINNER, SD ..... ICR - 2824
WINONA, MN ..... ONA - 1519
WINTERSET, IA ..... 3Y3 - 461
WORTHINGTON, MN ... OTG - 1524
YANKTON, SD ..... YKN - 2828
YORK, NE ..... JYR - 2673

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AMES, IA	
AMES MUNI	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 19
	RNAV (GPS) Rwy 31
NA when local weather not available.	
ANKENY, IA	
ANKENY RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ATLANTIC, IA	
ATLANTIC MUNI	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 20
Category D, 800-2½.	
NA when local weather not available.	
BRANSON, MO	
BRANSON	**RNAV (GPS) Rwy 14**[1]
	RNAV (GPS) Rwy 32[2]
NA when local weather not available.	
[1]Category C, 800-2¼; Category D, 800-2½.	
[2]Category D, 800-2¼.	
BURLINGTON, IA	
SOUTHEAST IOWA RGNL	**ILS or LOC Rwy 36**[1]
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 36
	VOR/DME Rwy 12
	VOR Rwy 30
NA when local weather not available.	
[1]ILS,LOC, Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
CAPE GIRARDEAU, MO	
CAPE GIRARDEAU RGNL	**ILS or LOC Rwy 10**[12]
	LOC/DME BC Rwy 28[1]
	RNAV (GPS) Rwy 10[1]
	RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.	
[2]ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A,B,C,D, 900-2¼.	
CEDAR RAPIDS, IA	
THE EASTERN IOWA	**ILS or LOC Rwy 9**[1]
	ILS or LOC Rwy 27[1]
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 27
	VOR Rwy 27
	VOR/DME Rwy 9
NA when local weather not available.	
[1]NA when control tower closed.	
CENTERVILLE, IA	
CENTERVILLE MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
CHARITON, IA	
CHARITON MUNI	**RNAV (GPS) Rwy 10**
	RNAV (GPS) Rwy 17
NA when local weather not available.	
CHARLES CITY, IA	
NORTHEAST IOWA RGNL	**LOC Rwy 12**
	NDB Rwy 12
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CHEROKEE, IA	
CHEROKEE COUNTY RGNL	**RNAV (GPS) Y Rwy 36**
	RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.	
[1]Categories A, B, 800-2¼.	

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NAME ALTERNATE MINIMUMS

CLARINDA, IA

SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA

CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

CLINTON, IA

CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2**[1]
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
BLUFFS MUNI ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DES MOINES, IA

DES MOINES INTL ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FARMINGTON, MO

FARMINGTON RGNL ..... **NDB Rwy 20**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

FORT MADISON, IA

FORT MADISON MUNI ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13

NA when control tower closed.

NAME ALTERNATE MINIMUMS

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL .. **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]

NA when local weather not available.
[1]Categories A,B, 900-2.

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NAME ALTERNATE MINIMUMS

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI . **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

MONETT, MO

MONETT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI ..... **NDB Rwy 33**[1]
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]Category C, 800-2¼.

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 6[23]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]
[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... **RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ROLLA-VICHY, MO

ROLLA NATIONAL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
VOR/DME Rwy 4
NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[12]
LOC BC Rwy 17[13]
RADAR-1[4]
RNAV (GPS) Rwy 35[56]
VOR or TACAN Rwy 17[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.
[6]NA when local weather not available.

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NAME — ALTERNATE MINIMUMS

ST. LOUIS, MO

LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS ..... **ILS or LOC Rwy 8R**[13]
ILS or LOC Rwy 26L[24]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[15]
RNAV (GPS) Rwy 26L[15]
RNAV (GPS) Rwy 26R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4
NA when local weather not available.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL
BUD DAY FIELD ..... **ILS or LOC Rwy 13**[13]
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA

SPENCER MUNI ..... **RNAV (GPS) Rwy 12**[12]
RNAV (GPS) Rwy 18[12]
RNAV (GPS) Rwy 30[12]
RNAV (GPS) Rwy 36[12]
VOR Rwy 12[12]
VOR Rwy 30[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼, Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON
NATIONAL ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]
[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

VINTON, IA

VINTON VETERANS
MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A
Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12**[1]
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI .... **RNAV (GPS) Rwy 32**
NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

NAME	TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13,** climb heading 133° to 2800 before turning right. **Rwy 19,** climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31,** climb heading 313° to 1500 before proceeding on course.
NOTE: **Rwy 1,** trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13,** trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19,** trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31,** trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA
ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

ATLANTIC, IA
ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO
CAMDENTON MEMORIAL (H21)
AMDT 1 10266 (FAA)
NOTE: **Rwy 15,** trees beginning 2' from DER, 199' right of centerline, up to 100' AGL/1189' MSL. Trees beginning 25' from DER, 150' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 230' from DER, 502' right of centerline, up to 38' AGL/1078' MSL. Vehicle on road beginning 88' from DER, 257' right of centerline, up to 15' AGL/1085' MSL. REIL 39' from DER, 76' right of centerline, up to 2' AGL/1061' MSL. REIL 40' from DER, 76' left of centerline, up to 2' AGL/1061' MSL. **Rwy 33,** trees beginning 42' from DER, 42' right of centerline, up to 100' AGL/1159' MSL. Trees beginning 3' from DER, 130' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 575' from DER, 65' right of centerline, up to 30' AGL/1072' MSL. Power poles beginning 244' from DER, 142' left of centerline, up to 30' AGL/1101' MSL. Light poles beginning 142' from DER, 319' left of centerline, up to 26' AGL/1083' MSL. Fuel tank 72' from DER, 263' left of centerline, up to 17' AGL/1077' MSL. REIL 40' from DER, 76' right of centerline, up to 5' AGL/1054' MSL. REIL 41' from DER, 76' left of centerline, up to 5' AGL/1054' MSL. Fence 272' from DER, 258' left of centerline, up to 1' AGL/1059' MSL. Buildings beginning 150' from DER, 296' left of centerline, up to 20' AGL/1080' MSL.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE, MO
CASSVILLE MUNI (94K)
ORIG 10154 (FAA)
NOTE: **Rwy 9,** tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA
THE EASTERN IOWA (CID)
AMDT 4 10266 (FAA)
NOTE: **Rwy 9,** building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL. Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. **Rwy 13,** vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. **Rwy 27,** poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL. **Rwy 31,** vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA
CENTERVILLE MUNI (TVK)
ORIG 10154 (FAA)
NOTE: **Rwy 16,** trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA-environmental. **Rwy 36,** 300-1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 020° to 1700 before turning left.
NOTE: **Rwy 2,** trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20,** trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)
NOTE: **Rwy 3,** trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21,** tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32,** vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA- Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA

DES MOINES INTL (DSM)

AMDT 10 03135 (FAA)

NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.

NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.

NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)

AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 2100 before turning right.

NOTE: **Rwy 2,** trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. **Rwy 20,** trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FORT MADISON, IA
FORT MADISON MUNI (FSW)
ORIG 10266 (FAA)
NOTE: **Rwy 17,** trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. **Rwy 35,** trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA
GUTHRIE COUNTY RGNL (GCT)
ORIG 10126 (FAA)
NOTE: **Rwy 18,** vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36,** tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI (HNR)
AMDT 1 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental. **Rwy 15,** 300-1¾ or std. w/ min. climb of 250' per NM to 1600.
NOTE: **Rwy 15,** vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL. Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. **Rwy 33,** antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO
LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.
NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO
HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)
NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA
INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA
IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.
NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA
IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 32,** 500-2 or std. w/ min. climb of 430' per NM to 1700.

NOTE: **Rwy 14,** fence 167' from DER, 253' left of centerline, 8' AGL/1048' MSL. Vehicle on road 755' from DER, 461' right of centerline, up to 15' AGL/1074' MSL. **Rwy 32,** rising terrain beginning 16' from DER, 326' left of centerline, up to 1049' MSL. Trees beginning 95' from DER, left and right of centerline, up to 77' AGL/1127' MSL. Vehicle on road beginning 294' from DER, 59' right of centerline, up to 15' AGL/1059' MSL. Antenna 968' from DER, 706' left of centerline, 58' AGL/1108' MSL. Grain elevator 8342' from DER, 1729' left of centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

21 OCT 2010 to 18 NOV 2010

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)
ORIG 10098 (FAA)

NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)
ORIG 08101 (FAA)

NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEBANON, MO
FLOYD W JONES LEBANON (LBO)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.
NOTE: **Rwy 18,** multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36,** multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI (LXT)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO
LEXINGTON MUNI (4K3)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO
MALDEN RGNL (MAW)
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.
NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA
JAMES G. WHITING MEMORIAL FIELD (MEY)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.
NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA
MAQUOKETA MUNI (OQW)
AMDT 1 10154 (FAA)
NOTE: **Rwy 15,** terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33,** multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO
MARSHALL MEMORIAL MUNI (MHL)
ORIG 05356 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARSHALLTOWN, IA
MARSHALLTOWN MUNI (MIW)
ORIG 10266 (FAA)
NOTE: **Rwy 13,** vehicle on roadway beginning 245' from DER, 364' right of centerline, up to 15' AGL/994' MSL. Trees beginning 1789' from DER, right and left of centerline, up to 100' AGL/1079' MSL. **Rwy 18,** trees beginning 859' from DER, 208' right of centerline, up to 100' AGL/1069' MSL. **Rwy 36,** trees beginning 911' from DER, right and left of centerline, up to 100' AGL/1089' MSL.

MARYVILLE, MO
NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.
NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO
MEXICO MEMORIAL (MYJ)
ORIG 04050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.
DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.
NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA
FULLER (4D8)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2.
DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO
MONETT MUNI (HFJ)
AMDT 1 10266 (FAA)
NOTE: **Rwy 18,** trees and fence beginning 1' from DER, 437' left of centerline, up to 100' AGL/1389' MSL. Trees beginning 1106' from DER, 292' right of centerline, up to 100' AGL/1389' MSL. **Rwy 36,** multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 399' right of centerline, up to 100' AGL/1409' MSL. Tree 1005' from DER, 520' left of centerline, 63' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI (MPZ)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental. **Rwy 33,** 400-2½ or std. w/ min. climb of 244' per NM to 1300.
NOTE: **Rwy 15,** equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL. **Rwy 33,** trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEVADA, MO
NEVADA MUNI (NVD)
ORIG 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 2,** trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO
PERRYVILLE MUNI (K02)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. **Rwy 20,** 400-2½ or std. w/ min. climb of 300' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1200 before proceeding on course. **Rwy 20,** climb heading 197° to 900 before turning left.
NOTE: **Rwy 2,** vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20,** vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

21 OCT 2010 to 18 NOV 2010

POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ROLLA/VICHY, MO
ROLLA NATIONAL (VIH)
ORIG 10266 (FAA)
NOTE: **Rwy 13,** multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL. **Rwy 22,** multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. **Rwy 31,** multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA
SAC CITY MUNI (SKI)
ORIG 10154 (FAA)
NOTE: **Rwy 18,** trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32,** vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36,** vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST. CHARLES, MO
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

21 OCT 2010 to 18 NOV 2010

ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1 or std. w/ min. climb of 407' per NM to 900. **Rwy 30L,** 200-1 or std. w/ min. climb of 241' per NM to 800. **Rwy 30R,** 200-1½ or std. w/ min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and atenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. **Rwy 11,** multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. **Rwy 12L,** tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. **Rwy 12R,** traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. **Rwy 30L,** multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. **Rwy 30R,** obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 200-1¼ or std. w/ min. climb of 238' per NM to 700. **Rwy 26L,** 200-2 or std. w/ min. climb of 231' per NM to 900.

NOTE: **Rwy 8L,** multiple trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL. Multiple trees and fence beginning 46' from DER, 72' right of centerline, up to 57' AGL/516' MSL. **Rwy 8R,** railroad and antenna on building beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL. **Rwy 26L,** tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL. **Rwy 26R,** multiple trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

21 OCT 2010 to 18 NOV 2010

SIKESTON, MO
SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)
NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA
SIOUX CENTER MUNI (SOY)
AMDT 2 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 174° to 2000 before turning east.
NOTE: **Rwy 18,** trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36,** trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIOUX CITY, IA
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.
NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA
SPENCER MUNI (SPW)
ORIG 10154 (FAA)
NOTE: **Rwy 12,** ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18,** vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO
SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO
SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO
GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA

WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)

NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)
ORIG 06271 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)
ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.

NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)
AMDT 2 10210 (FAA)

NOTE: **Rwy 17,** tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. **Rwy 35,** tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

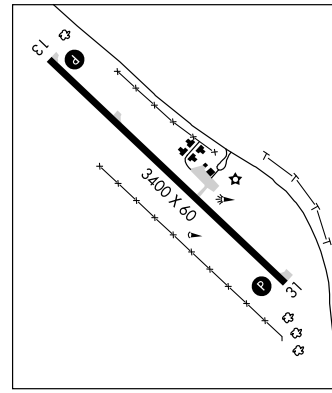
WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

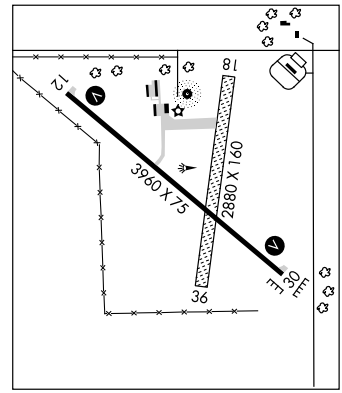
21 OCT 2010 to 18 NOV 2010

ACKLEY MUNI (4C7) 1 SE UTC−6(−5DT) N42°32.85′ W93°02.01′ OMAHA
1070 NOTAM FILE FOD
RWY 15–33: 2725X100 (TURF)
RWY 33: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Apr. Radio controlled aircraft activity.
COMMUNICATIONS: CTAF 122.9

ALBIA MUNI (4C8) 3 SE UTC−6(−5DT) N40°59.67′ W92°45.78′ CHICAGO
963 B **FUEL** 100LL NOTAM FILE FOD L–12J, 27A
RWY 13–31: H3400X60 (ASPH) S–15 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 30′. P–line.
RWY 31: PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. For svc call 515–932–7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 258° 20.0 NM to fld. 820/6E. **HIWAS.**



ALGONA MUNI (AXA) 2 W UTC−6(−5DT) N43°04.67′ W94°16.32′ OMAHA
1219 B S4 **FUEL** 100LL, JET A NOTAM FILE AXA L–12I
RWY 12–30: H3960X75 (CONC) S–30, D–48 MIRL IAP
RWY 12: REIL. SAVASI(S2L). Road.
RWY 30: REIL. SAVASI(S2R). Road.
RWY 18–36: 2880X160 (TURF) 0.3% up N
RWY 18: Road. **RWY 36:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Rwy 12 is calm wind rwy. Rwy 18–36 marked with yellow cones. ACTIVATE MIRL Rwy 12–30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (515) 295–9634.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 355° 28.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 403 AXA N43°04.88′ W94°16.35′ at fld. NOTAM FILE AXA.



ALLISON MUNI (K98) 0 NW UTC−6(−5DT) N42°45.83′ W92°48.26′ CHICAGO
1053 TPA—1853(800) NOTAM FILE FOD
RWY 18–36: 1790X175 (TURF)
RWY 36: Pole.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3400
307°	TDZE	963
	Apt Elev	963

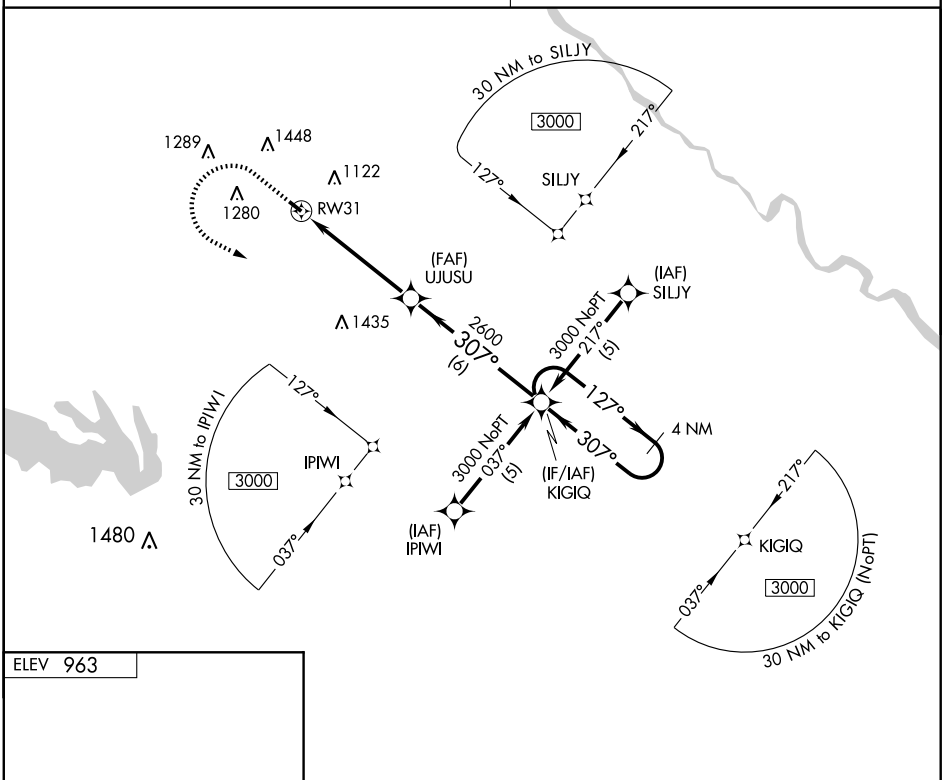
RNAV (GPS) RWY 31

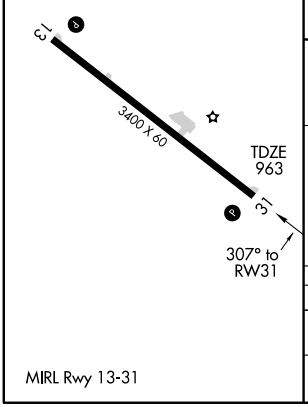
ALBIA MUNI (4C8)

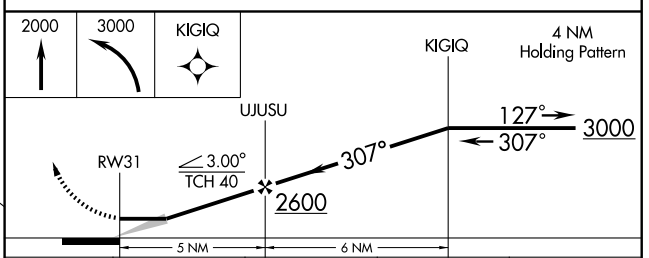
Use Ottumwa altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 497 (500-1)		NA	
CIRCLING	1460-1 497 (500-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTM	APP CRS	Rwy Idg	N/A
111.6	258°	TDZE	N/A
Chan 53		Apt Elev	963

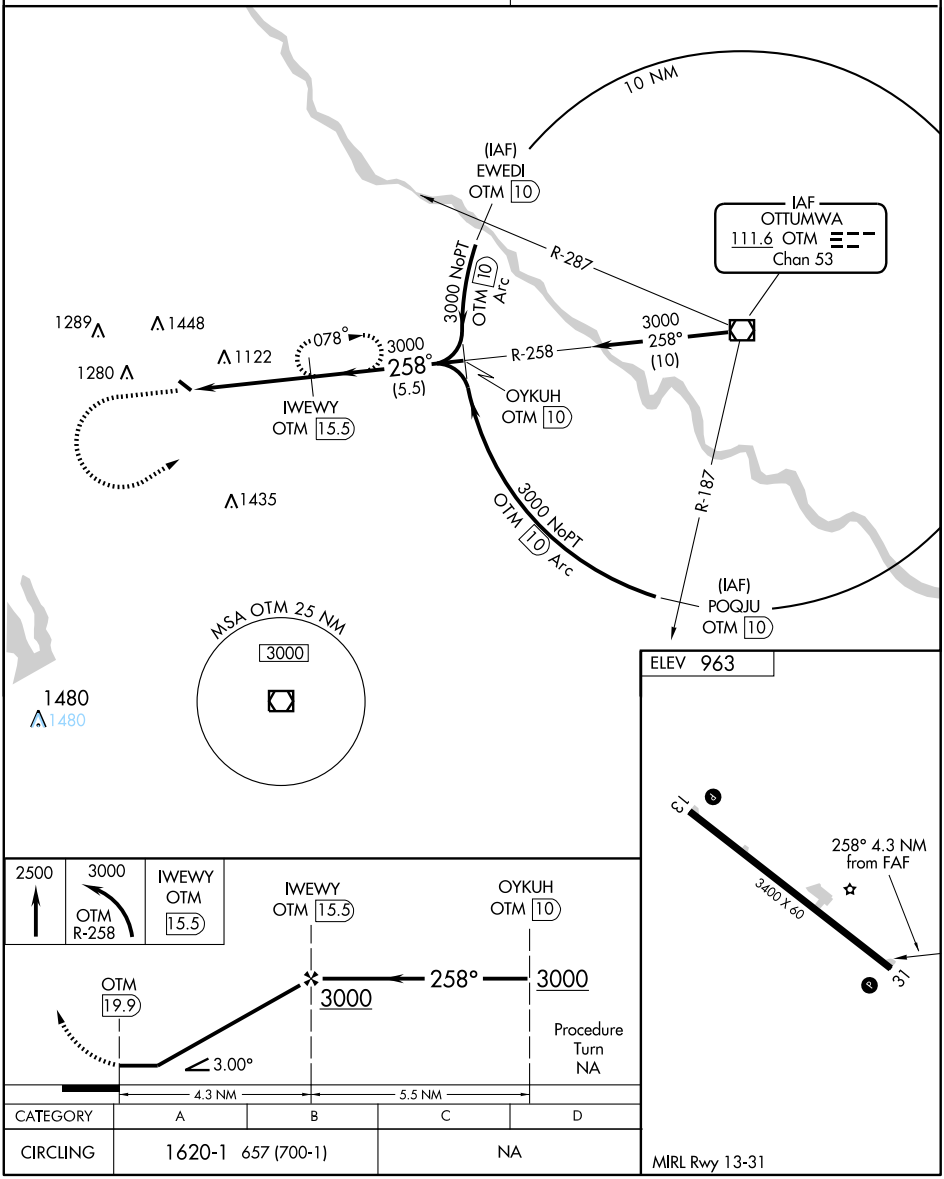
VOR/DME-A
ALBIA MUNI (4C8)

NA

Use Ottumwa altimeter setting.

MISSED APPROACH: Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L



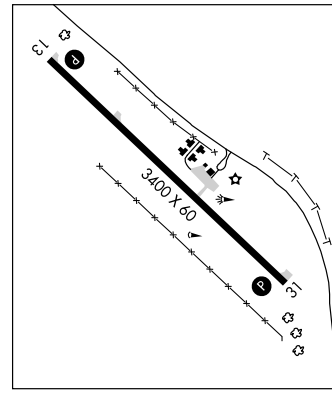
CATEGORY	A	B	C	D
CIRCLING	1620-1 657 (700-1)		NA	

MIRL Rwy 13-31

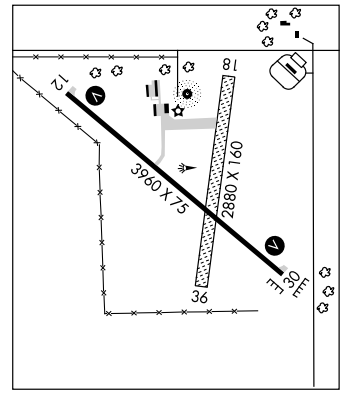
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ACKLEY MUNI (4C7) 1 SE UTC−6(−5DT) N42°32.85′ W93°02.01′ OMAHA
1070 NOTAM FILE FOD
RWY 15–33: 2725X100 (TURF)
RWY 33: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Apr. Radio controlled aircraft activity.
COMMUNICATIONS: CTAF 122.9

ALBIA MUNI (4C8) 3 SE UTC−6(−5DT) N40°59.67′ W92°45.78′ CHICAGO
963 B **FUEL** 100LL NOTAM FILE FOD L–12J, 27A
RWY 13–31: H3400X60 (ASPH) S–15 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 30′. P–line.
RWY 31: PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. For svc call 515–932–7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 258° 20.0 NM to fld. 820/6E. **HIWAS.**



ALGONA MUNI (AXA) 2 W UTC−6(−5DT) N43°04.67′ W94°16.32′ OMAHA
1219 B S4 **FUEL** 100LL, JET A NOTAM FILE AXA L–12I
RWY 12–30: H3960X75 (CONC) S–30, D–48 MIRL IAP
RWY 12: REIL. SAVASI(S2L). Road.
RWY 30: REIL. SAVASI(S2R). Road.
RWY 18–36: 2880X160 (TURF) 0.3% up N
RWY 18: Road. **RWY 36:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Rwy 12 is calm wind rwy. Rwy 18–36 marked with yellow cones. ACTIVATE MIRL Rwy 12–30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (515) 295–9634.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 355° 28.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 403 AXA N43°04.88′ W94°16.35′ at fld. NOTAM FILE AXA.



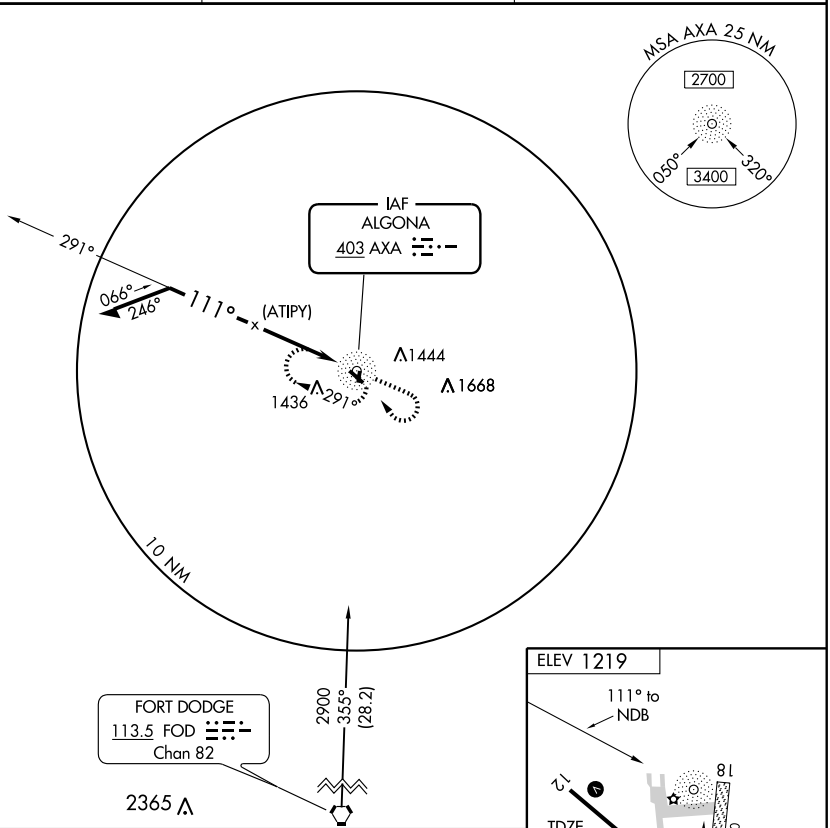
ALLISON MUNI (K98) 0 NW UTC−6(−5DT) N42°45.83′ W92°48.26′ CHICAGO
1053 TPA—1853(800) NOTAM FILE FOD
RWY 18–36: 1790X175 (TURF)
RWY 36: Pole.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

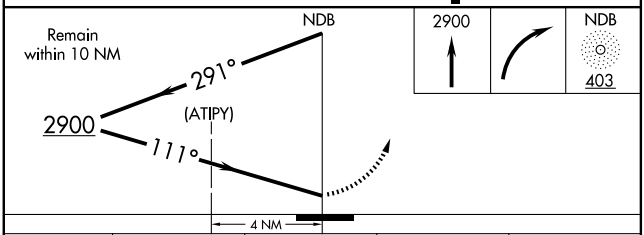
NDB AXA 403	APP CRS 111°	Rwy Idg 3960 TDZE 1219 Apt Elev 1219

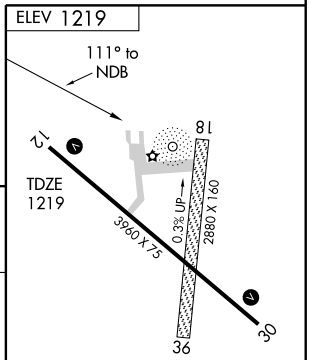
NDB or GPS RWY 12
ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1840-1 621 (700-1)		NA	
CIRCLING	1840-1 621 (700-1)		NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

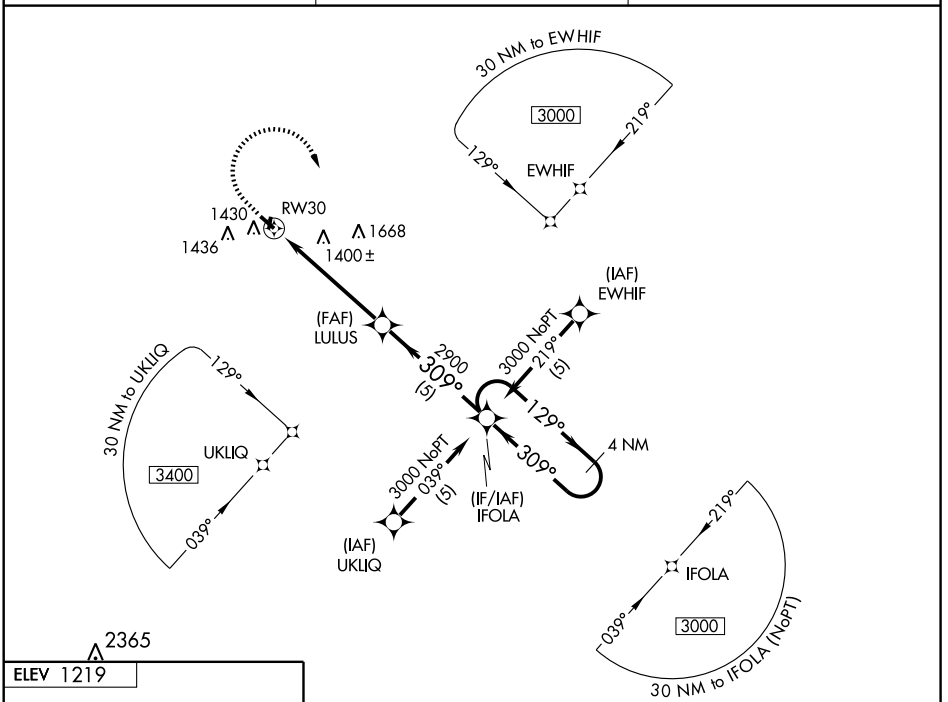
ALGONA MUNI (AXA)

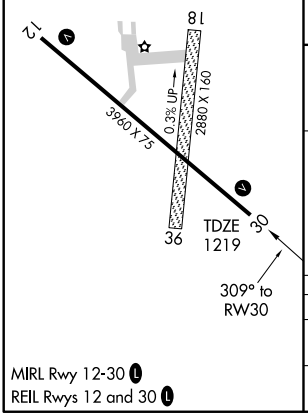
APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

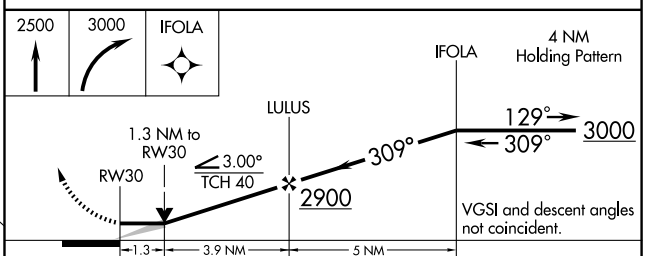
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 441 (500-1)		NA	
CIRCLING	1740-1 521 (600-1)		NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

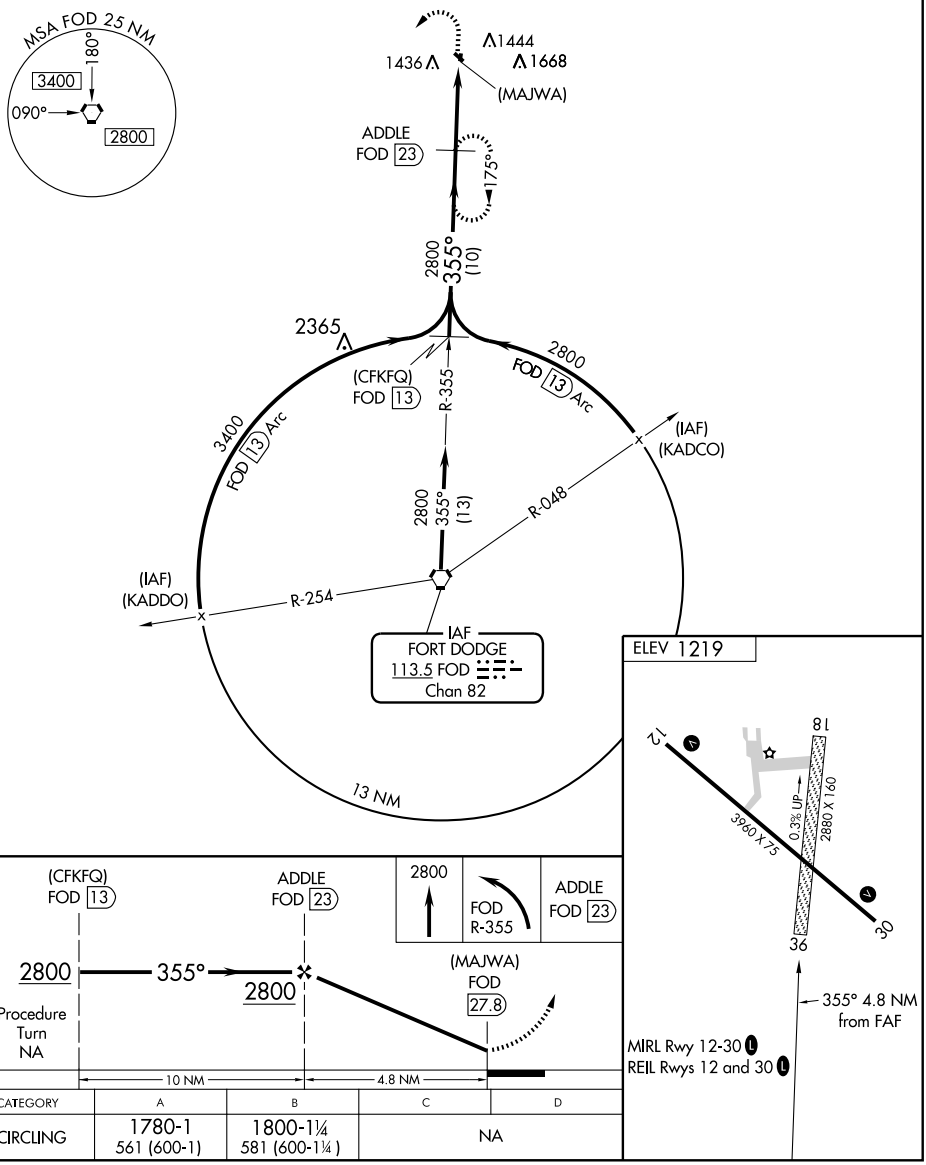
VORTAC FOD 113.5 Chan 82	APP CRS 355°	Rwy Idg N/A TDZE N/A Apt Elev 1219

VOR/DME or GPS-A

ALGONA MUNI (AXA)

MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1780-1 561 (600-1)	1800-1¼ 581 (600-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AMANA (C11) 0 SE UTC−6(−5DT) N41°47.62′ W91°51.89′ CHICAGO

712 NOTAM FILE FOD

RWY 08–26: 2600X95 (TURF)

RWY 08: P-line. **RWY 26:** Tree.

AIRPORT REMARKS: Attended Mar–Nov irregularly. Arpt CLOSED from first snow to early spring. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Ditches at rwy edges. Landing fee.

COMMUNICATIONS: CTAF 122.9

AMES MUNI (AMW) 2 SE UTC−6(−5DT) N41°59.52′ W93°37.31′ OMAHA

956 B S4 **FUEL** 100, JET A NOTAM FILE AMW H–5C, L–12J

RWY 01–19: H5701X100 (ASPH) S–30, D–38 MIRL 0.6% up S IAP

RWY 01: MALSR. Tree. Rgt tfc.

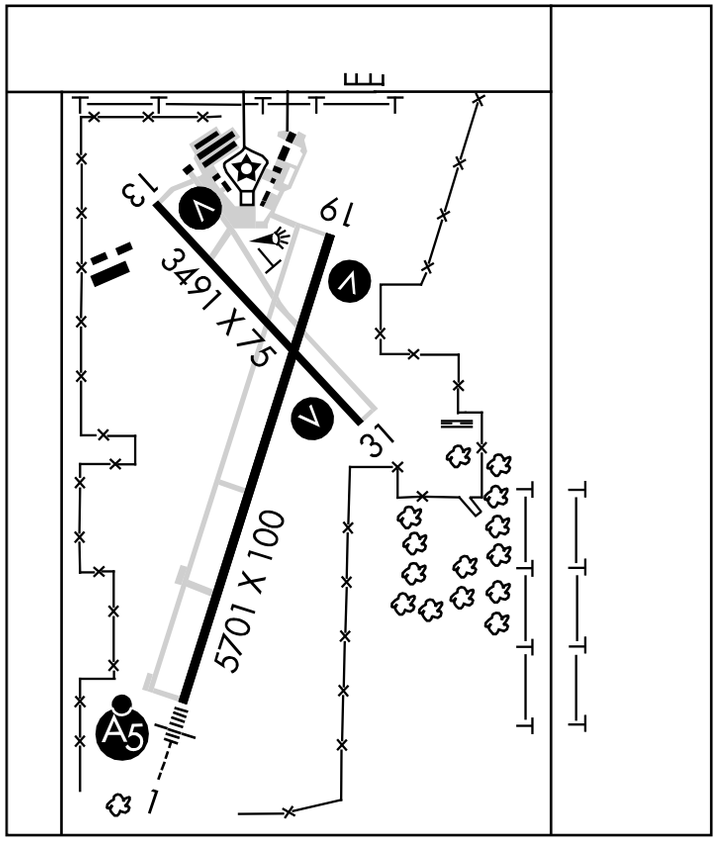
RWY 19: VASI(V4L)—GA 3.0° TCH 40′. Tree.

RWY 13–31: H3491X75 (CONC) S–30 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 43′. Tree. Rgt tfc.

RWY 31: VASI(V4L)—GA 3.0° TCH 36′. Tree.

AIRPORT REMARKS: Attended dawn–dusk. Be alert for glider and ultralight ops invof arpt. Bird activity on and invof arpt spring and fall. Rwy 01 is calm wind rwy. ACTIVATE MIRL Rwy 01–19 and Rwy 13–31, MALSR Rwy 01, VASI Rwy 13, Rwy 31 and Rwy 19—126.0.



WEATHER DATA SOURCES: ASOS 132.025 (515) 233–2611.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.0

RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 296° 26.2 NM to fld. 980/3E.

MERLE NDB (LOM) 362 EE N41°54.18′ W93°39.53′ 013° 5.6 NM to fld. Unmonitored.

ILS 110.7 I–EEE Rwy 01. LOM MERLE NDB. Glideslope unusable byd 5° left and 3.5° right of LOC course. ILS unmonitored.

ANITA MUNI–KEVIN BURKE MEM FLD (Y43) 1 S UTC−6(−5DT) N41°26.42′ W94°46.18′ OMAHA

1251 TPA—2151(900) NOTAM FILE FOD

RWY 05–23: 2825X95 (TURF) LIRL

RWY 05: Tree. **RWY 23:** Tree.

AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 05–23 sides and thlds marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

ILS or LOC RWY 1

AMES MUNI (AMW)

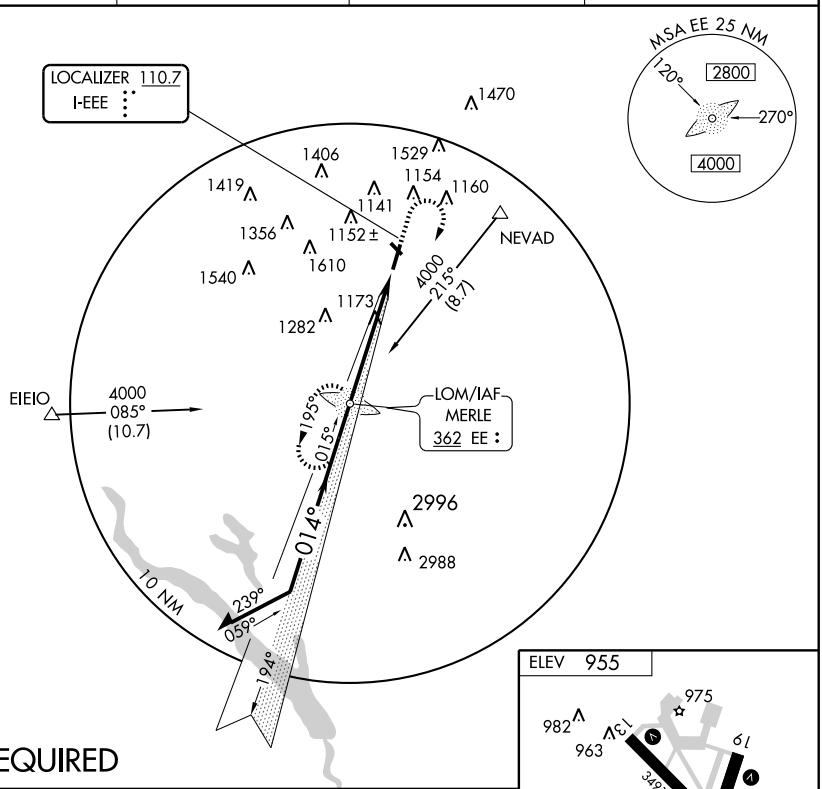
LOC I-EEE	APP CRS	Rwy Idg	5701
110.7	014°	TDZE	955
		Apt Elev	955

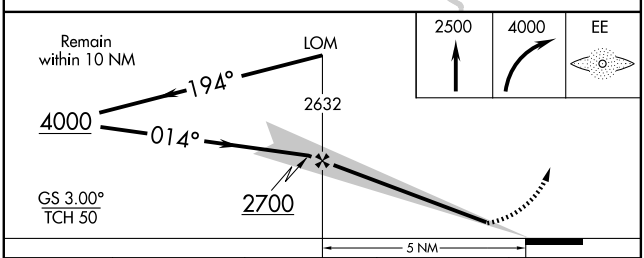
T
A NA — For inoperative MALSR, increase S-LOC 1 Cats A/B visibility to 1.

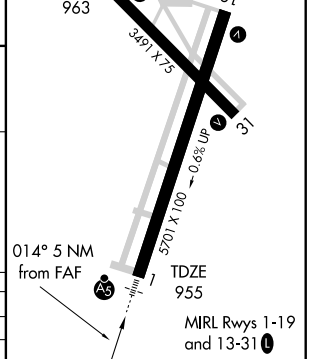
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
S-ILS 1	1261-¾ 305 (400-¾)			
S-LOC 1	1440-¾ 485 (500-¾)			1440-1 485 (500-1)
CIRCLING	1440-1 485 (500-1)		1460-1½ 505 (600-1½)	1520-2 565 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5701
CH 72717	014°	TDZE	956
W01A		Apt Elev	956

RNAV (GPS) RWY 1

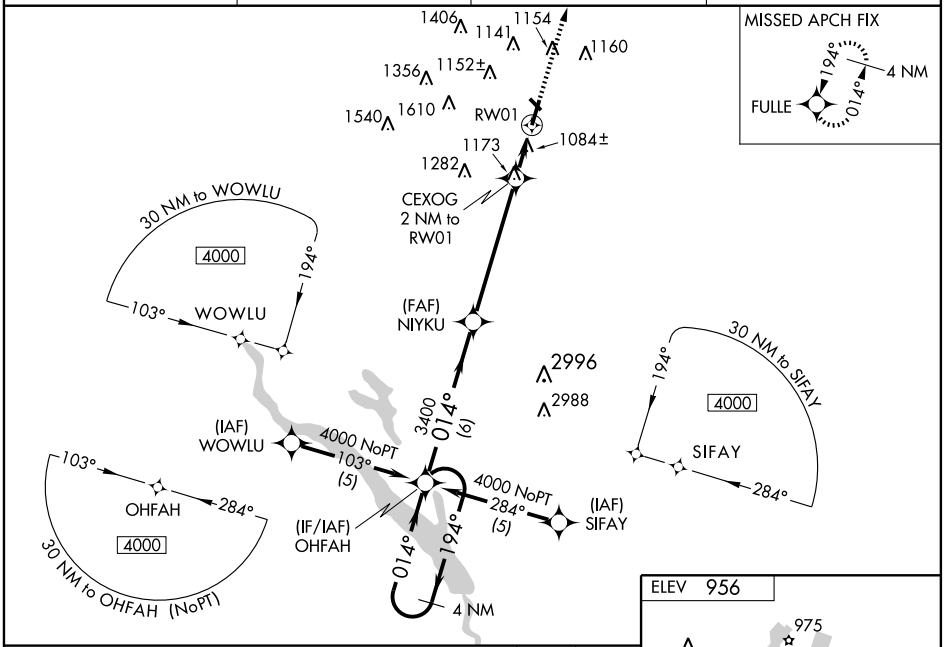
AMES MUNI (AMW)

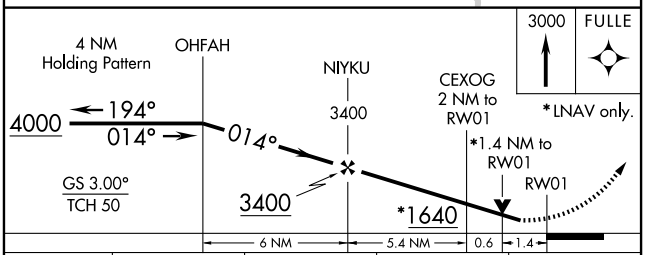
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Ankeny altimeter setting. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B visibility to 1 mile. For inoperative MALSR, when using Ankeny altimeter setting increase LPV all Cats visibility to 1¼ mile and LNAV Cats A, B visibility to 1 mile.

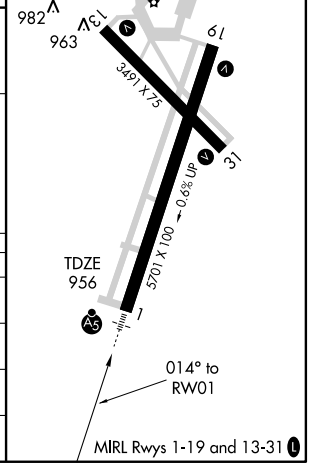
MALSR

MISSED APPROACH: Climb to 3000 direct FULLE and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1261-¾ 305 (400-¾)			NA
LNAV/VNAV DA	1364-1 408 (500-1)			NA
LNAV MDA	1440-¾ 484 (500-¾)			NA
CIRCLING	1440-1 484 (500-1)		1460-1½ 504 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

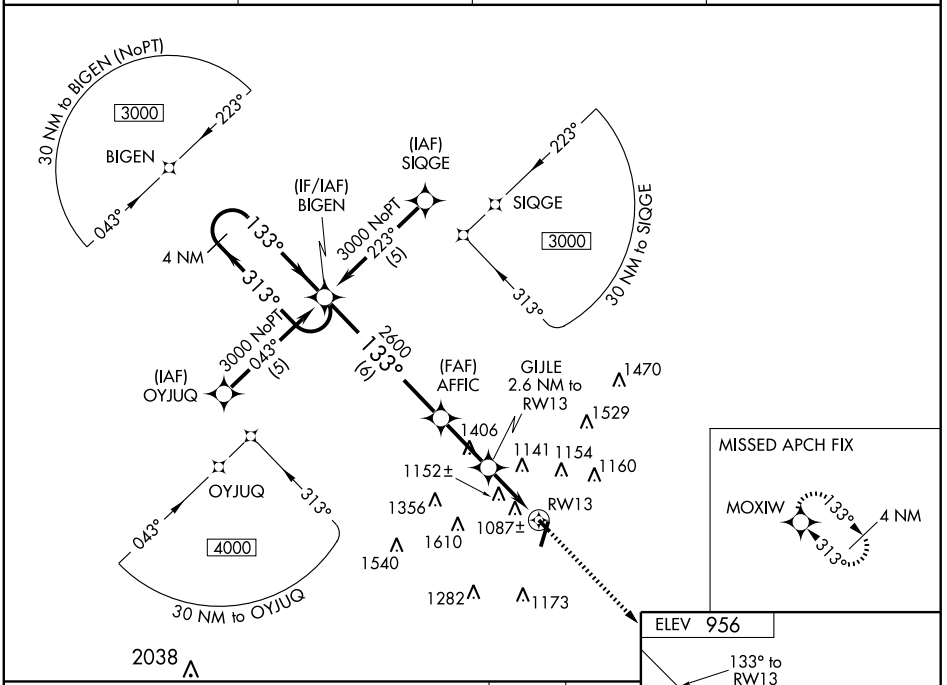
AMES MUNI (AMW)

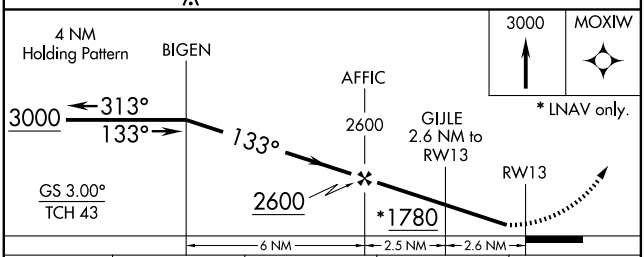
WAAS	APP CRS	Rwy Idg	3491
CH 63117	133°	TDZE	930
W13A		Apt Elev	956

Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct MOXIW and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 (L)	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1224-1 294 (300-1)			NA
LNAV/VNAV DA	1478-2 548 (600-1)			NA
LNAV MDA	1420-1 490 (500-1)		1420-1¼ 490 (500-1¼)	NA
CIRCLING	1440-1 484 (500-1)		1460-1½ 504 (600-1½)	NA

MIRL Rwys 1-19 and 13-31 (L)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5701
CH 61217	194°	TDZE	937
W19A		Apt Elev	956

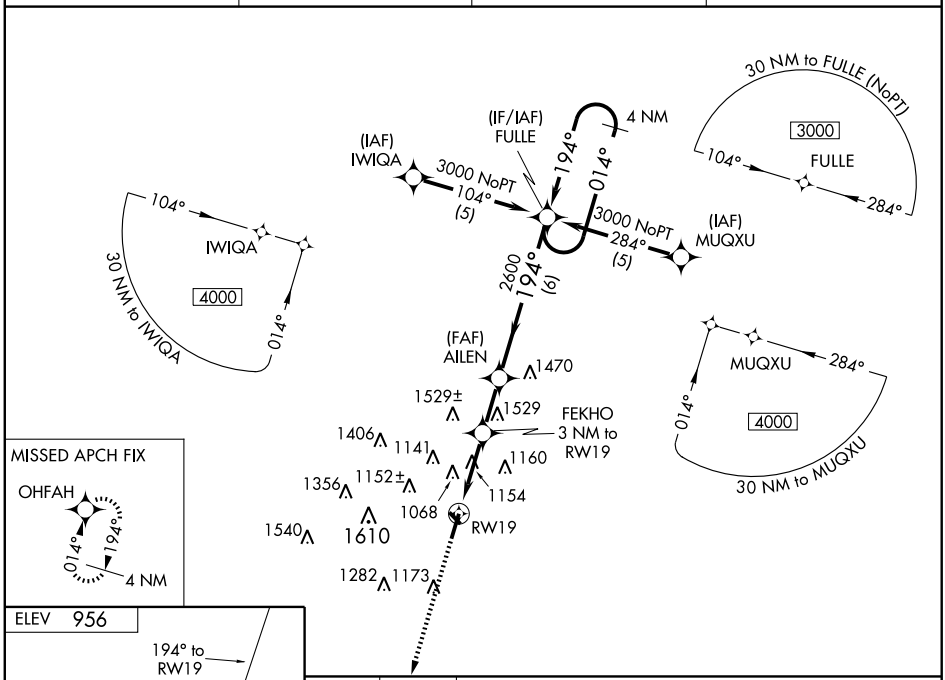
RNAV (GPS) RWY 19

AMES MUNI (AMW)

Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct OHFAH and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1187-1 250 (300-1)			NA
LNAV/VNAV DA	1352-1½ 415 (400-1½)			NA
LNAV MDA	1420-1 483 (500-1)		1420-1¼ 483 (500-1¼)	NA
CIRCLING	1440-1 484 (500-1)		1460-1½ 504 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

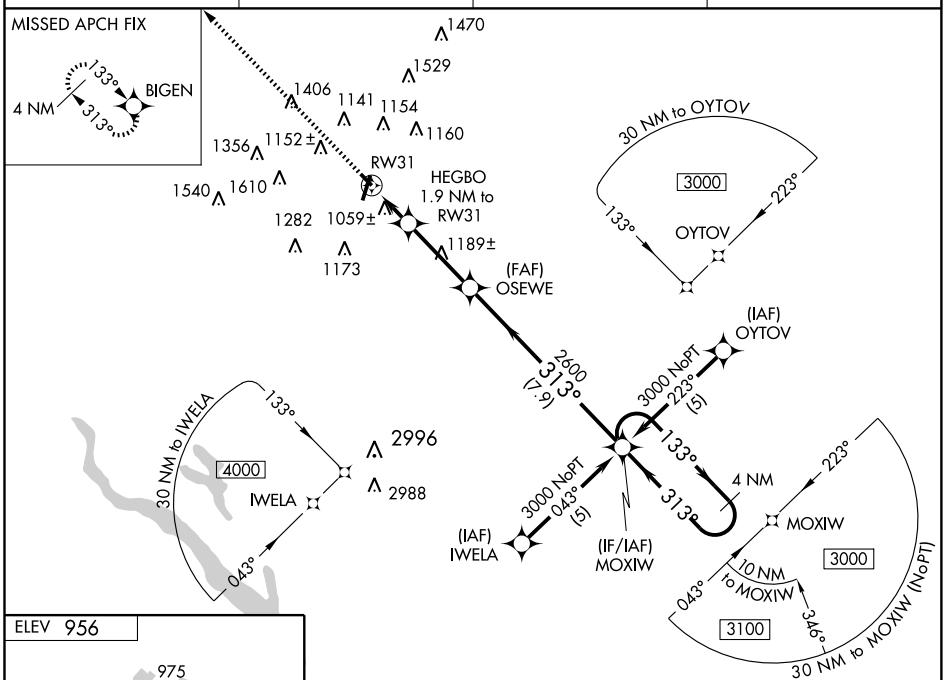
AMES MUNI (AMW)

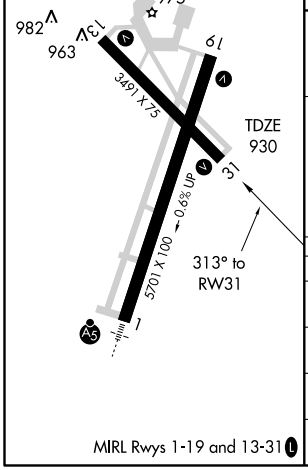
WAAS	APP CRS	Rwy Idg	3491
CH 90517	313°	TDZE	930
W31A		Apt Elev	956

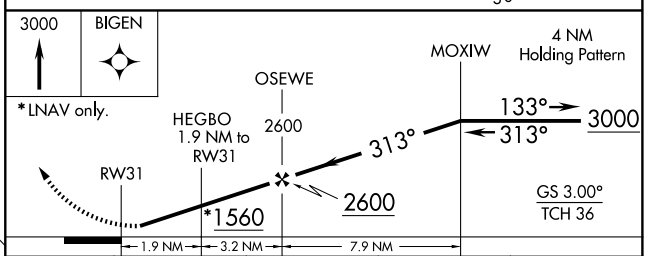
Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BIGEN and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1205-1 275 (300-1)			NA
LNAV/VNAV DA	1436-1¾ 506 (500-1¾)			NA
LNAV MDA	1320-1 390 (400-1)			NA
CIRCLING	1440-1 484 (500-1)		1460-1½ 504 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

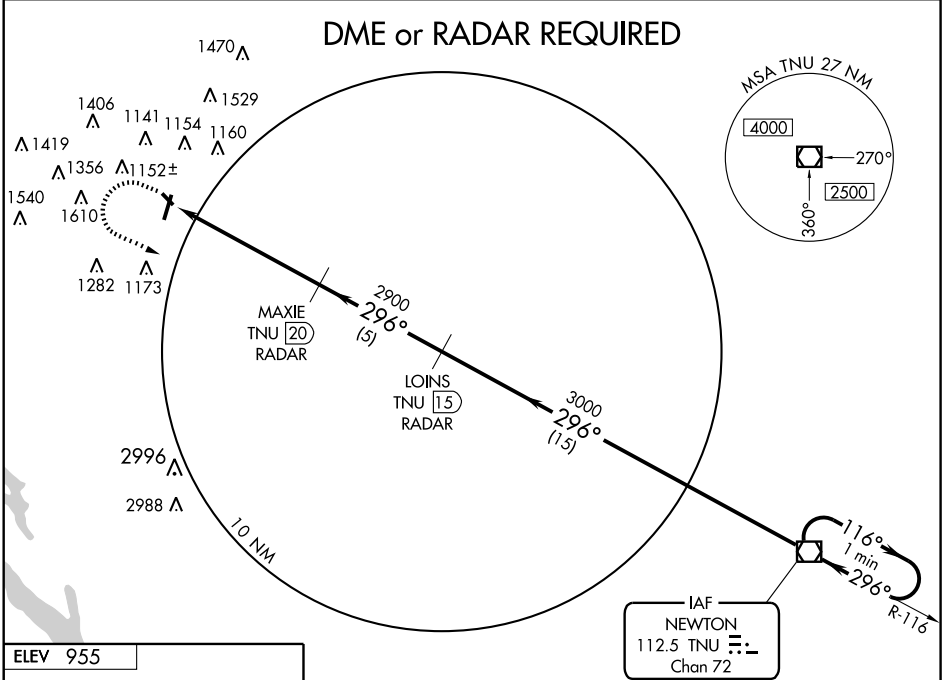
VOR/DME TNU	APP CRS	Rwy Idg	3491
112.5	296°	TDZE	930
Chan 72		Apt Elev	955

VOR RWY 31
AMES MUNI (AMW)

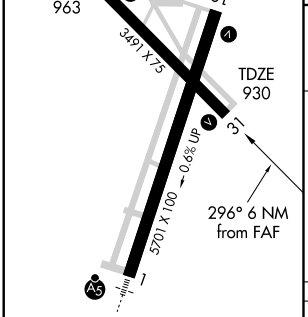
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

ASOS	DES MOINES APP CON	CLNC DEL	UNICOM
132.025	123.9 307.15	126.0 L	122.7 (CTAF)

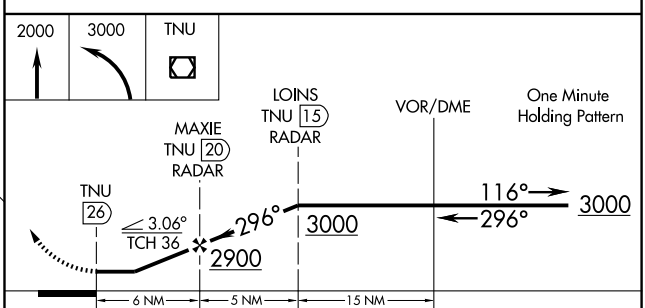
NC-3, 21 OCT 2010 to 18 NOV 2010



NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise 081.

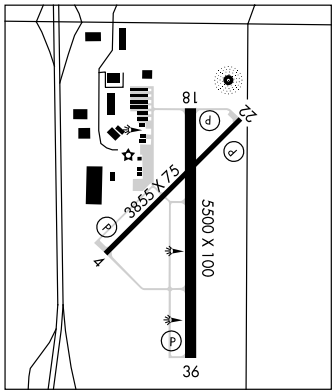


FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



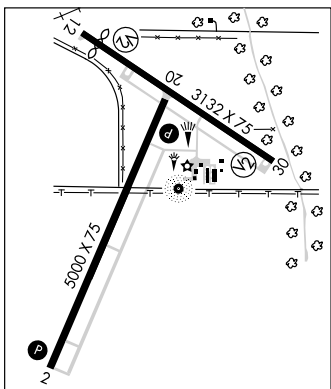
CATEGORY	A	B	C	D
S-31	1500-1 570 (600-1)	1500-1¼ 570 (600-1¼)	1500-1½ 570 (600-1½)	NA
CIRCLING	1500-1 545 (600-1)	1500-1¼ 545 (600-1¼)	1500-1½ 545 (600-1½)	NA

ANKENY RGNL (IKV) 1 SE UTC−6(−5DT) N41°41.47′ W93°33.99′ **OMAHA**
910 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE IKV **H–5C, L–12J**
RWY 18–36: H5500X100 (CONC) S–30, D–40 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28′. P–line. Rgt tfc.
RWY 04–22: H3855X75 (CONC) S–30, D–40 MIRL
RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32′. Road. Rgt tfc.
RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30′. Road.
AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Be aware of acft operating invof Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots. ACTIVATE MIRL Rwy 04–22 and Rwy 18–36, REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (515) 965–5764.
COMMUNICATIONS: CTAF/UNICOM 122.9
Ⓡ **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 007° 15.7 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 275 IKV N41°41.92′ W93°33.81′ at fld. NOTAM FILE IKV.
ILS/DME 111.1 I–FVH Chan 48 Rwy 36. ILS unmonitored.



ARTHUR N NEU (See CARROLL)

ATLANTIC MUNI (AIO) 2 W UTC−6(−5DT) N41°24.23′ W95°02.93′ **OMAHA**
1165 B S2 **FUEL** 100LL, JET A TPA—1965(800) NOTAM FILE AIO **H–5C, L–12I**
RWY 02–20: H5000X75 (CONC) MIRL **IAP**
RWY 02: REIL. PAPI(P2L) **RWY 20:** REIL. PAPI(P2L)
RWY 12–30: H3132X75 (ASPH) S–12.5 MIRL 0.7% up NW
RWY 12: REIL. PVASI(PSIL). Thld dsplcd 290′. Tree.
RWY 30: REIL. PVASI(PSIL). Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3132 TODA–3132 ASDA–3132 LDA–2842
RWY 30: TORA–3132 TODA–3132 ASDA–3132 LDA–3132
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. For svc after hrs call 712–267–3263. Ultralight activity on and invof arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02–20 and Rwy 12–30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (712) 243–2748.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 057° 34.2 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 365 AIO N41°24.24′ W95°02.78′ at fld. NOTAM FILE AIO. SHUTDOWN.



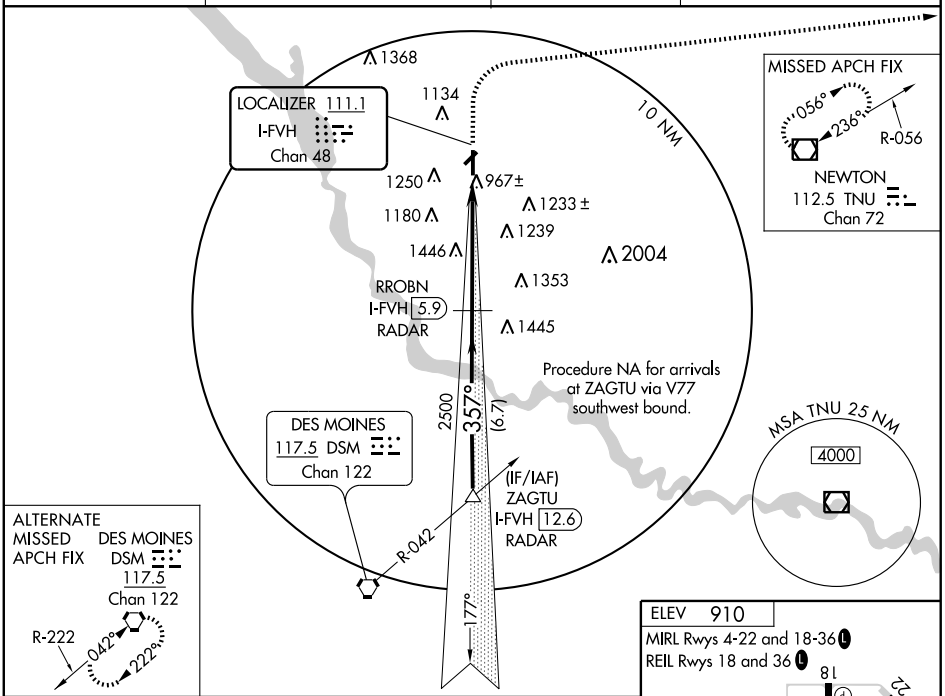
LOC/DME I-FVH	APP CRS	Rwy Idg	5500
111.1	357°	TDZE	891
Chan 48		Apt Elev	910

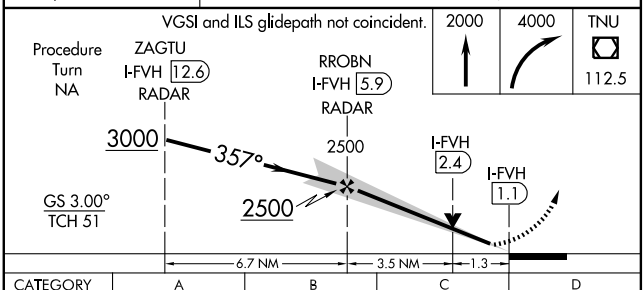
ILS or LOC RWY 36
ANKENY RGNL (IKV)

T
NA Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility ¼ mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

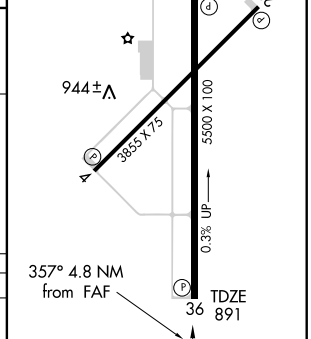
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 36	1141-¾ 250 (300-¾)			NA
S-LOC 36	1320-1 429 (500-1)		1320-1¼ 429 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

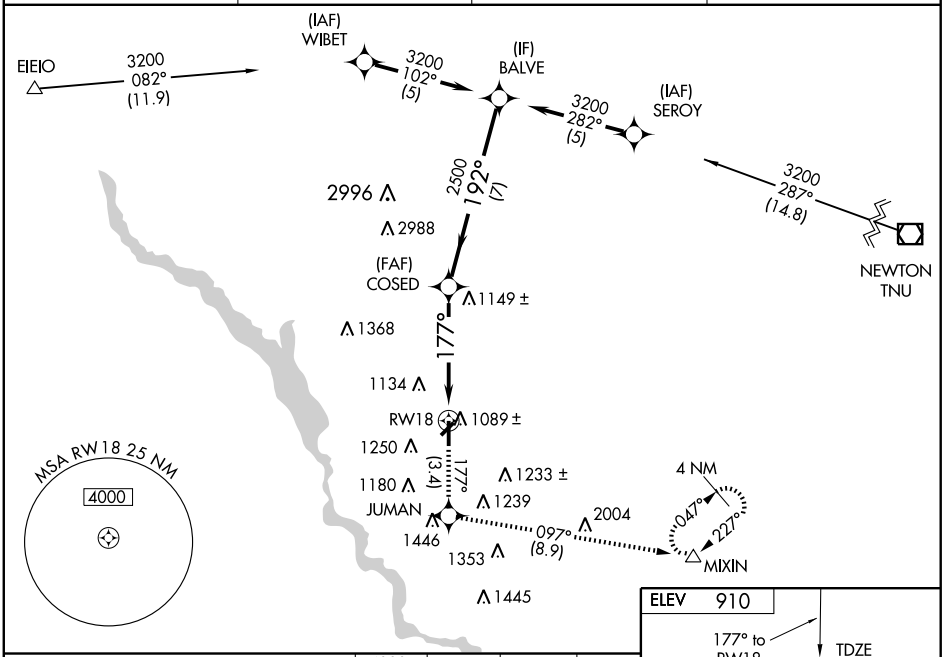
APP CRS	Rwy Idg	5500
177°	TDZE	903
	Apt Elev	910

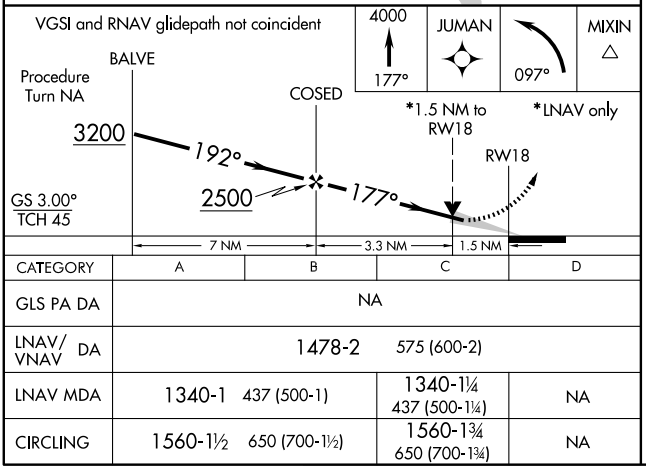
RNAV (GPS) RWY 18
ANKENY RGNL (IKV)

DME/DME RNP- 0.3 NA. Circling Rwy 22 NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.

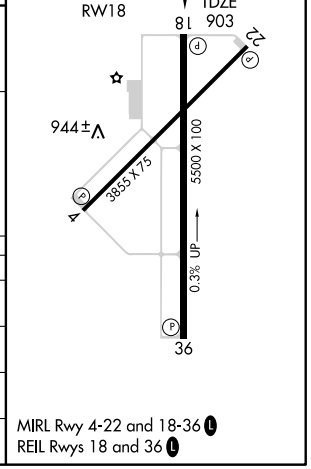
MISSED APPROACH: Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1478-2 575 (600-2)			
LNAV MDA	1340-1 437 (500-1)		1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½ 650 (700-1½)		1560-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

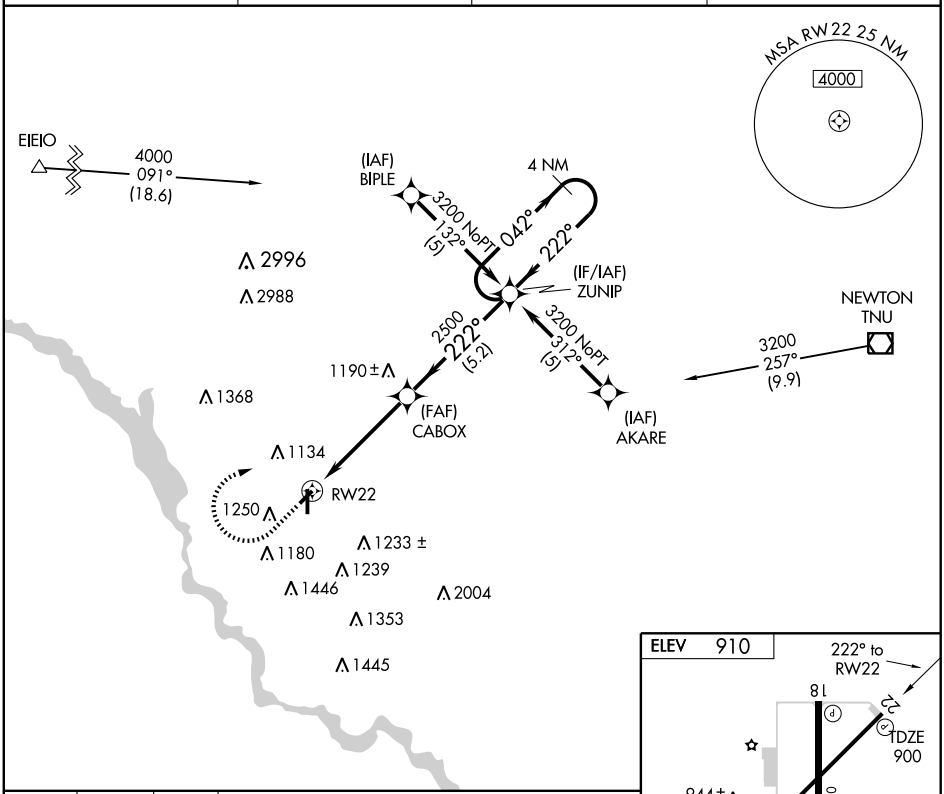
ANKENY RGNL (IKV)

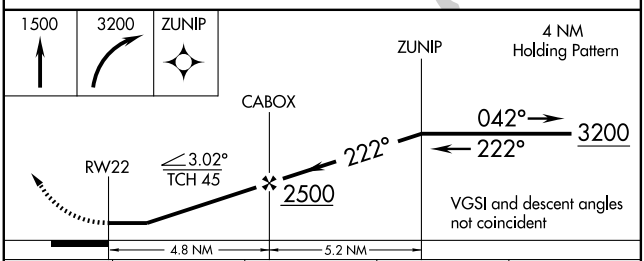
APP CRS		
222°	Rwy Idg	3855
	TDZE	900
	Apt Elev	910

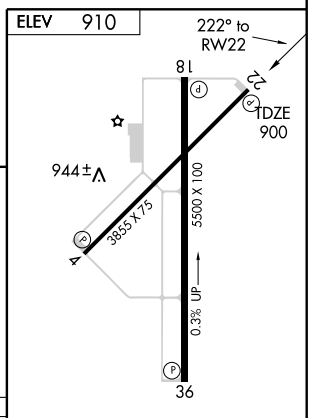
DME/DME RNP- 0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDA 40 feet. Increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then right climbing turn to 3200 direct ZUNIP WP and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 480 (500-1)		1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

MIRL Rwy 4-22 and 18-36 L
REIL Rwys 18 and 36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

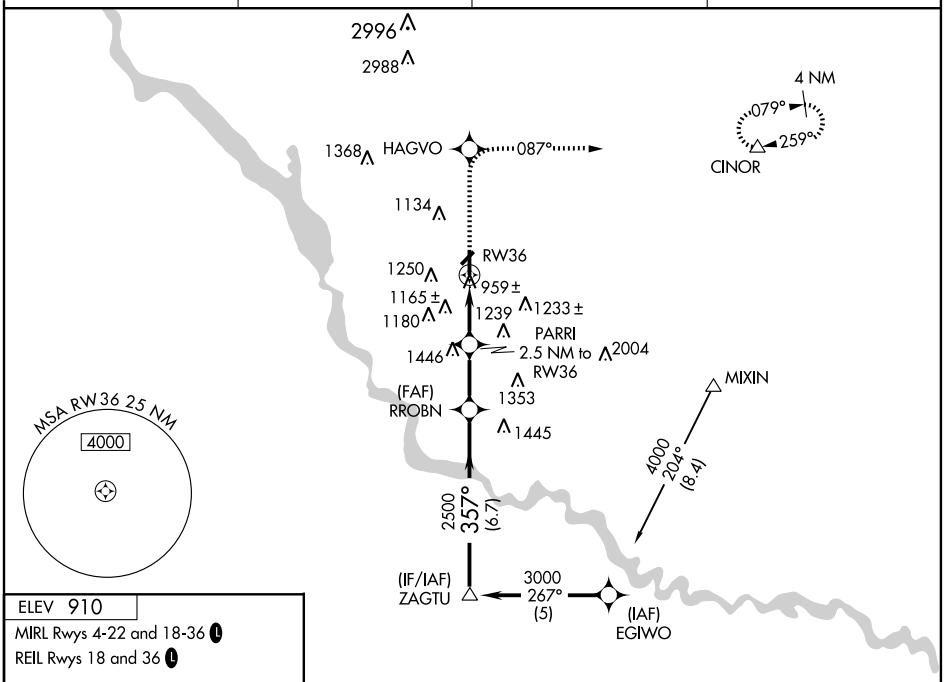
WAAS CH 70512 W36A	APP CRS 357°	Rwy Idg 5500 TDZE 891 Apt Elev 910

RNAV (GPS) RWY 36
ANKENY RGNL (IKV)

Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility ¼ mile.
VDP NA when using Des Moines Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

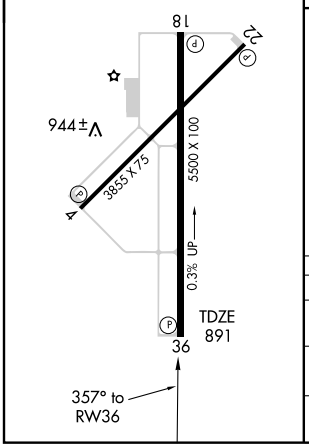
AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
119.175	123.9 307.15	126.65	122.9 (CTAF) L

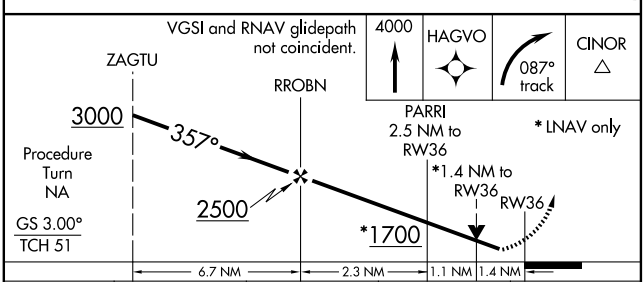


NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

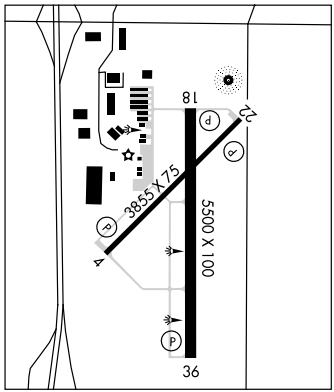
ELEV 910
MIRL Rwys 4-22 and 18-36 L
REIL Rwys 18 and 36 L





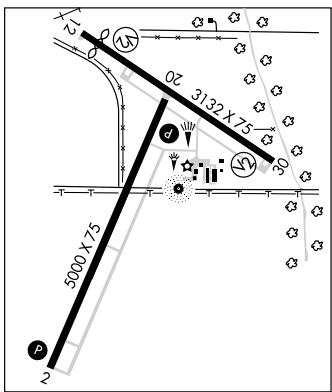
CATEGORY	A	B	C	D
LPV DA	1176-1 285 (300-1)			NA
LNAV MDA	1360-1 469 (500-1)		1360-1¼ 469 (500-1¼)	NA
CIRCLING	1560-1 650 (700-1)		1560-1¾ 650 (700-1¾)	NA

ANKENY RGNL (IKV) 1 SE UTC−6(−5DT) N41°41.47′ W93°33.99′ **OMAHA**
910 B S4 **FUEL** 100LL, JET A 0X 1 NOTAM FILE IKV **H–5C, L–12J**
RWY 18–36: H5500X100 (CONC) S–30, D–40 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28′. P–line. Rgt tfc.
RWY 04–22: H3855X75 (CONC) S–30, D–40 MIRL
RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32′. Road. Rgt tfc.
RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30′. Road.
AIRPORT REMARKS: Attended 1200Z‡–0300Z‡. Be aware of acft operating invof Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots. ACTIVATE MIRL Rwy 04–22 and Rwy 18–36, REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (515) 965–5764.
COMMUNICATIONS: CTAF/UNICOM 122.9
Ⓡ **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 007° 15.7 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 275 IKV N41°41.92′ W93°33.81′ at fld. NOTAM FILE IKV.
ILS/DME 111.1 I–FVH Chan 48 Rwy 36. ILS unmonitored.



ARTHUR N NEU (See CARROLL)

ATLANTIC MUNI (AIO) 2 W UTC−6(−5DT) N41°24.23′ W95°02.93′ **OMAHA**
1165 B S2 **FUEL** 100LL, JET A TPA—1965(800) NOTAM FILE AIO **H–5C, L–12I**
RWY 02–20: H5000X75 (CONC) MIRL **IAP**
RWY 02: REIL. PAPI(P2L) **RWY 20:** REIL. PAPI(P2L)
RWY 12–30: H3132X75 (ASPH) S–12.5 MIRL 0.7% up NW
RWY 12: REIL. PVASI(PSIL). Thld dsplcd 290′. Tree.
RWY 30: REIL. PVASI(PSIL). Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3132 TODA–3132 ASDA–3132 LDA–2842
RWY 30: TORA–3132 TODA–3132 ASDA–3132 LDA–3132
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. For svc after hrs call 712–267–3263. Ultralight activity on and invof arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02–20 and Rwy 12–30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (712) 243–2748.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 057° 34.2 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 365 AIO N41°24.24′ W95°02.78′ at fld. NOTAM FILE AIO. SHUTDOWN.



RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

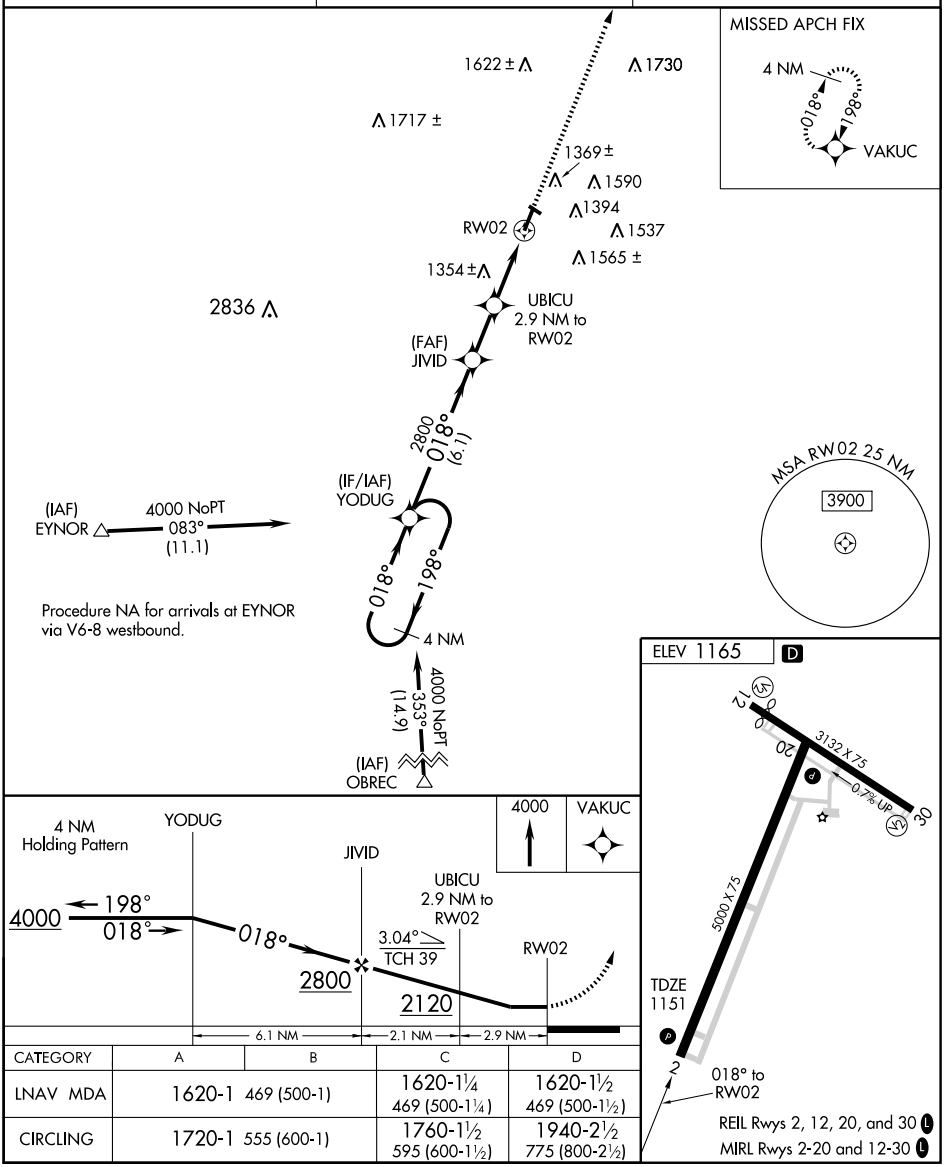
APP CRS		
018°	Rwy Idg	5000
	TDZE	1151
	Apt Elev	1165

T
A

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1620-1 469 (500-1)		1620-1¼ 469 (500-1¼)	1620-1½ 469 (500-1½)
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

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NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

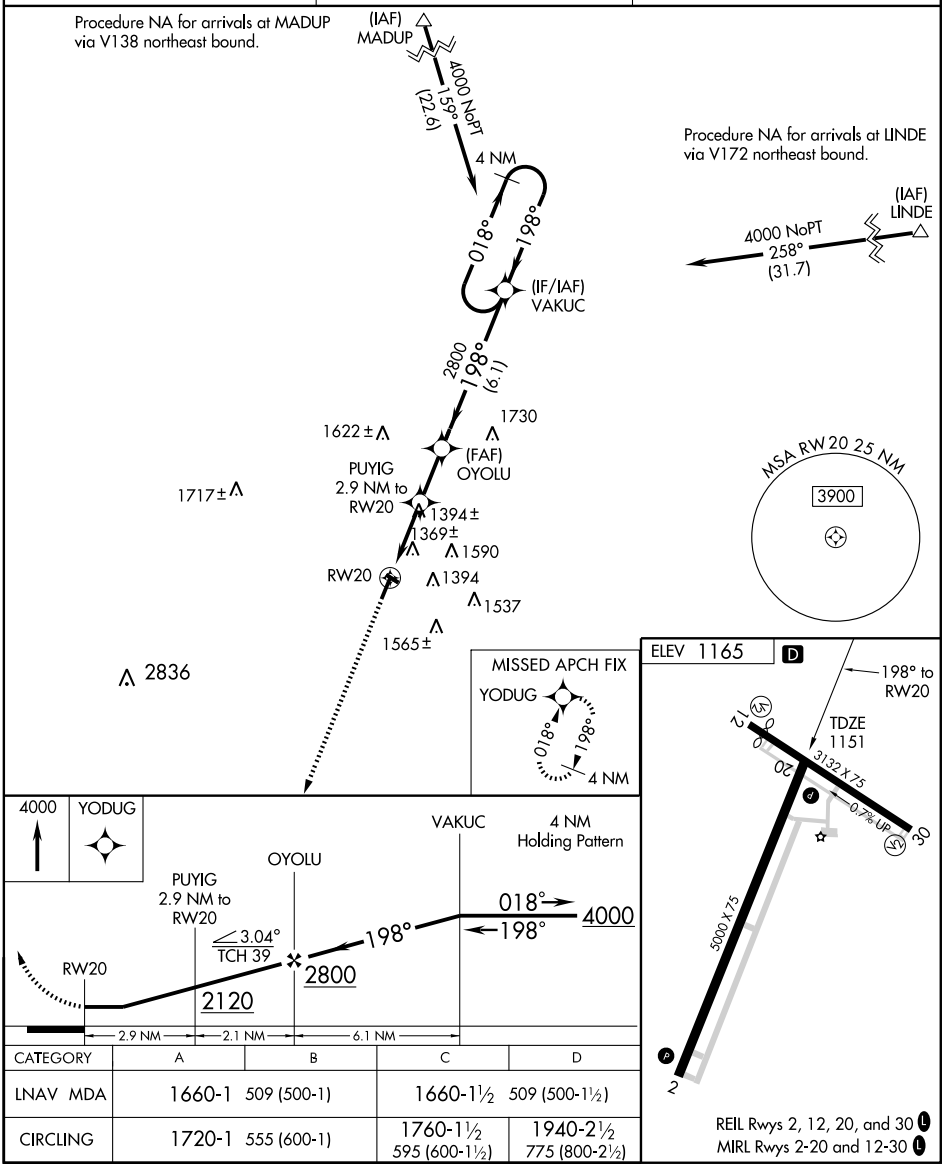
ATLANTIC MUNI (AIO)

APP CRS	Rwy Idg	5000
198°	TDZE	1151
	Apt Elev	1165

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct YODUG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	119.6 290.4	122.7 (CTAF) L

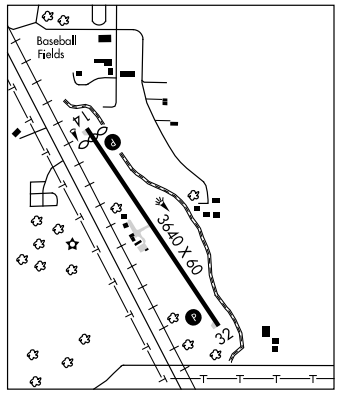


CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)		1660-1½ 509 (500-1½)	
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

REIL Rwys 2, 12, 20, and 30 L
MIRL Rwys 2-20 and 12-30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AUDUBON CO (ADU) 1 SE UTC−6(−5DT) N41°42.08′ W94°55.23′ OMAHA
1287 B **FUEL** 100LL, MOGAS NOTAM FILE ADU L–12I
RWY 14–32: H3640X60 (CONC) S–15 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Thld dsplcd 130′. Pole.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Pole.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rotating bcn OTS indef. Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14–32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (712) 563–2101.
COMMUNICATIONS: CTAF/UNICOM 122.8. CTAF OTS indef.
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 041° 48.8 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 266 ADU N41°41.42′ W94°54.60′ at fld. NOTAM FILE ADU. NDB unusable byd 12 NM.

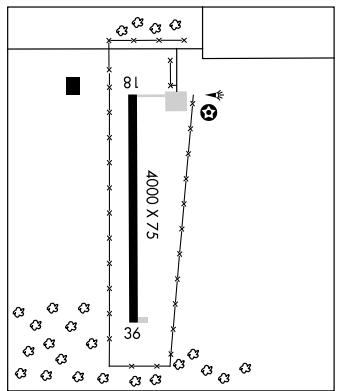


AUNEY N41°41.69′ W90°39.35′ NOTAM FILE FOD. CHICAGO
NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

BARRO N42°30.87′ W94°18.34′ NOTAM FILE FOD. OMAHA
NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

BEDFORD MUNI (Y46) 2 S UTC−6(−5DT) N40°38.27′ W94°43.76′ OMAHA
1201 NOTAM FILE FOD
RWY 18–36: 2710X100 (TURF)
RWY 18: Tree.
AIRPORT REMARKS: Unattended. Sharp drop at both ends Rwy 18–36. Rwy 18–36 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

BELLE PLAINE MUNI (TZT) 1 SW UTC−6(−5DT) N41°52.73′ W92°17.08′ CHICAGO
771 B S2 **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 18–36: H4000X75 (CONC) MIRL IAP
RWY 18: Building. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt attendant on call 641–821–0015. Birds on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8. ACTIVATE rotating bcn—122.8.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CID.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 264° 22.4 NM to fld. 876/5E.



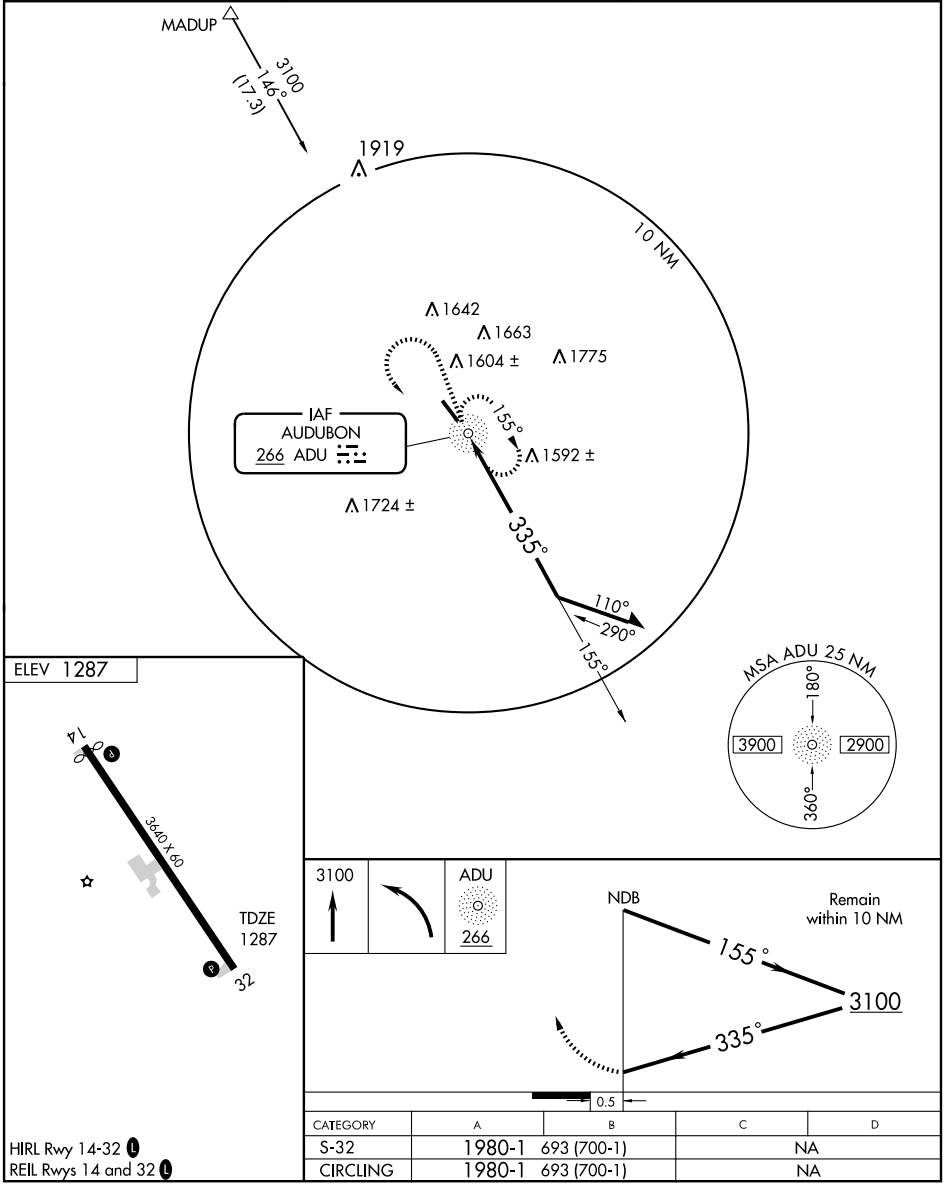
NDB ADU 266	APP CRS 335°	Rwy Idg 3640 TDZE 1287 Apt Elev 1287

NDB RWY 32
AUDUBON COUNTY (ADU)

NA

MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	
CIRCLING	1980-1	693 (700-1)	NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

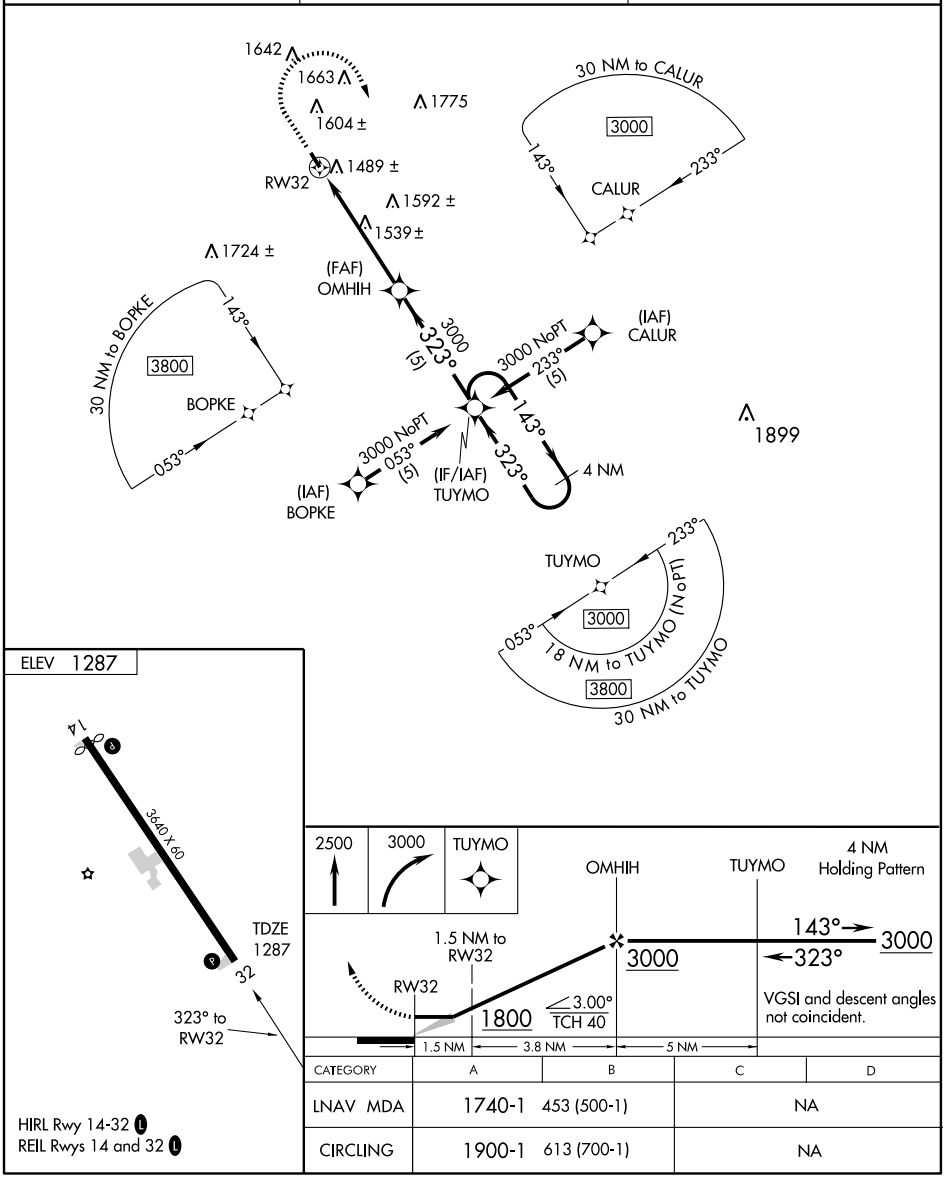
APP CRS	Rwy Idg	3640
323°	TDZE	1287
	Apt Elev	1287

RNAV (GPS) RWY 32
AUDUBON COUNTY (ADU)

NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.075	119.6 290.4	122.8 (CTAF) L

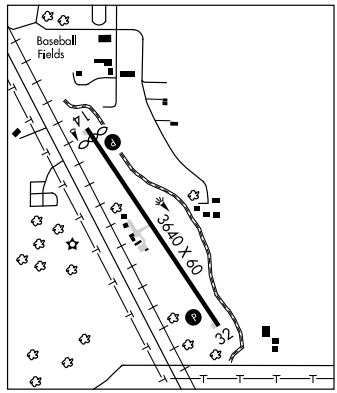


CATEGORY	A	B	C	D
LNAV MDA	1740-1 453 (500-1)		NA	
CIRCLING	1900-1 613 (700-1)		NA	

HIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AUDUBON CO (ADU) 1 SE UTC−6(−5DT) N41°42.08′ W94°55.23′ OMAHA
1287 B **FUEL** 100LL, MOGAS NOTAM FILE ADU L–12I
RWY 14–32: H3640X60 (CONC) S–15 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Thld dsplcd 130′. Pole.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Pole.
AIRPORT REMARKS: Attended 1200–0000Z‡. Rotating bcn OTS indef. Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14–32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (712) 563–2101.
COMMUNICATIONS: CTAF/UNICOM 122.8. CTAF OTS indef.
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 041° 48.8 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 266 ADU N41°41.42′ W94°54.60′ at fld. NOTAM FILE ADU. NDB unusable byd 12 NM.

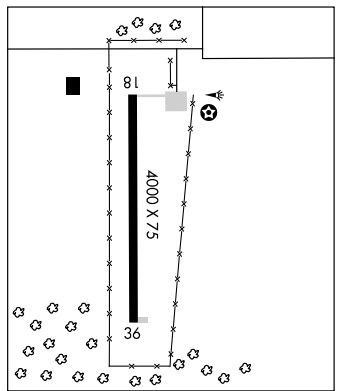


AUNEY N41°41.69′ W90°39.35′ NOTAM FILE FOD. CHICAGO
NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

BARRO N42°30.87′ W94°18.34′ NOTAM FILE FOD. OMAHA
NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

BEDFORD MUNI (Y46) 2 S UTC−6(−5DT) N40°38.27′ W94°43.76′ OMAHA
1201 NOTAM FILE FOD
RWY 18–36: 2710X100 (TURF)
RWY 18: Tree.
AIRPORT REMARKS: Unattended. Sharp drop at both ends Rwy 18–36. Rwy 18–36 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

BELLE PLAINE MUNI (TZT) 1 SW UTC−6(−5DT) N41°52.73′ W92°17.08′ CHICAGO
771 B S2 **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 18–36: H4000X75 (CONC) MIRL IAP
RWY 18: Building. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt attendant on call 641–821–0015. Birds on and invof arpt. ACTIVATE MIRL Rwy 18–36—122.8. ACTIVATE rotating bcn—122.8.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CID.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 264° 22.4 NM to fld. 876/5E.



GPS RWY 18

BELLE PLAINE MUNI (TZT)

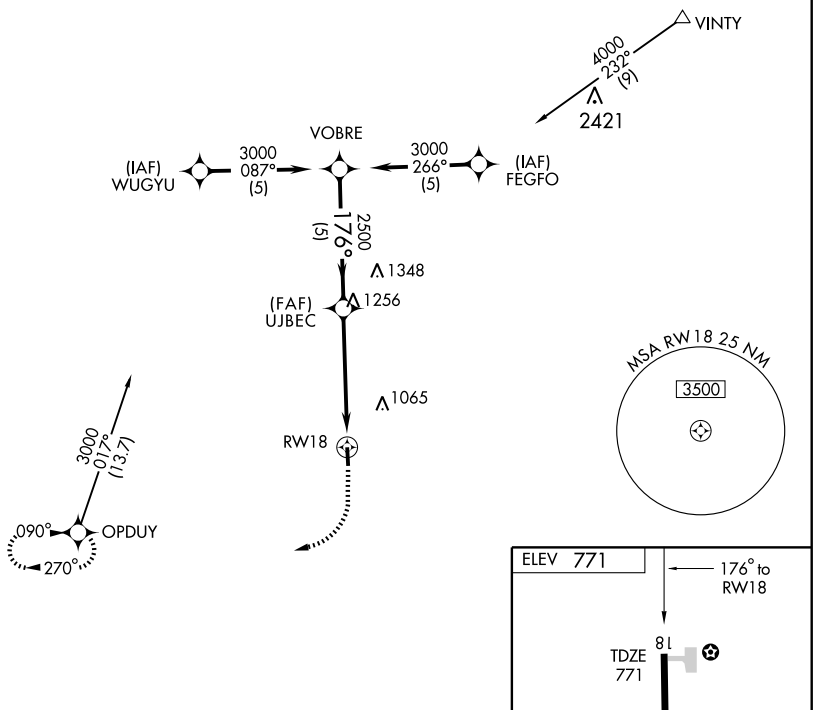
APP CRS	Rwy Idg	4000
176°	TDZE	771
	Apt Elev	771

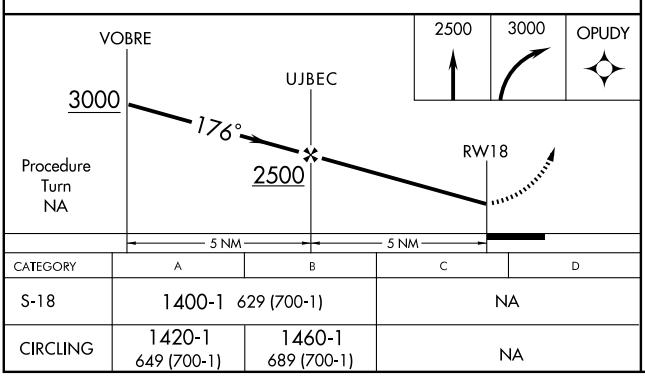
Use Cedar Rapids altimeter setting.

NA

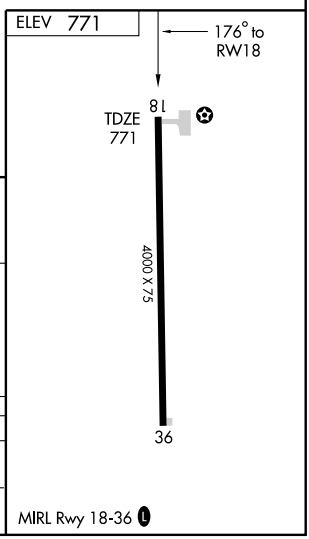
MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	





CATEGORY	A	B	C	D
S-18	1400-1 629 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	



MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

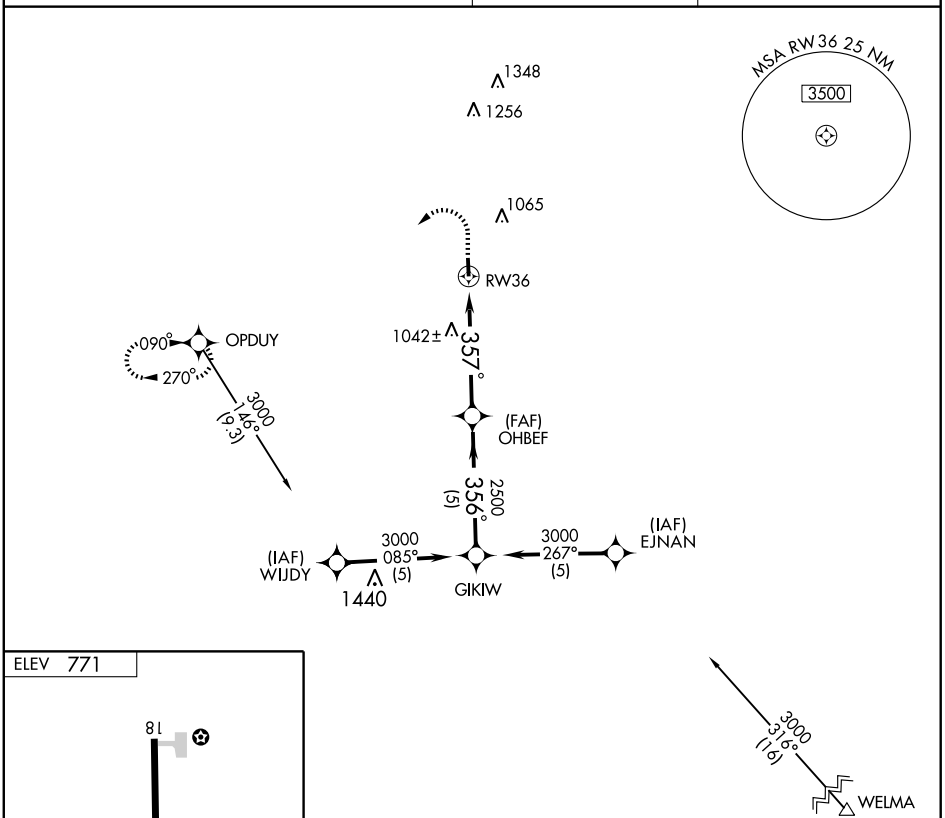
APP CRS	Rwy Idg	4000
357°	TDZE	770
	Apt Elev	771

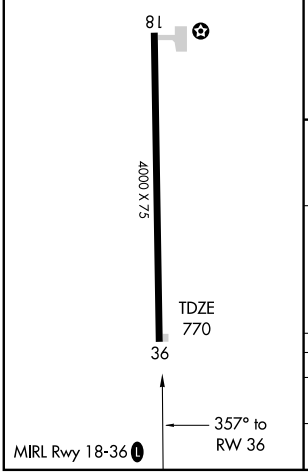
GPS RWY 36
BELLE PLAINE MUNI (TZT)

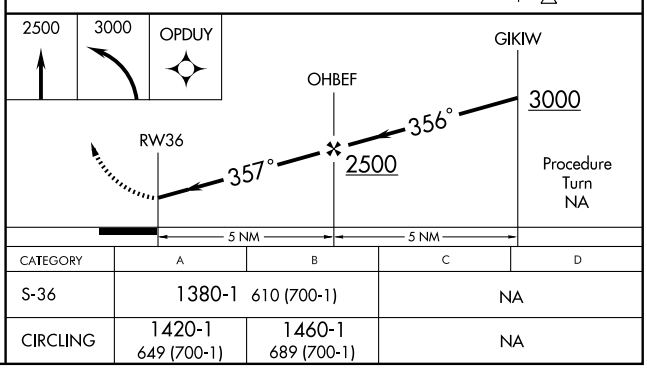
Use Cedar Rapids altimeter setting.
NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	







CATEGORY	A	B	C	D
S-36	1380-1 610 (700-1)		NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CID	APP CRS	Rwy Idg	N/A
114.1	264°	TDZE	N/A
Chan 88		Apt Elev	771

VOR/DME-A

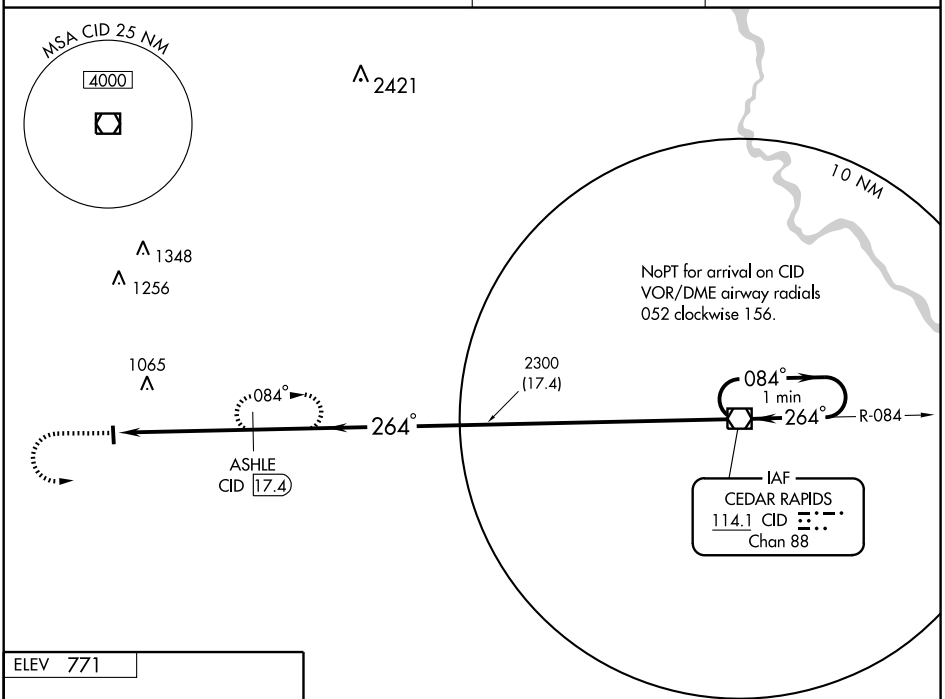
BELLE PLAINE MUNI (TZT)

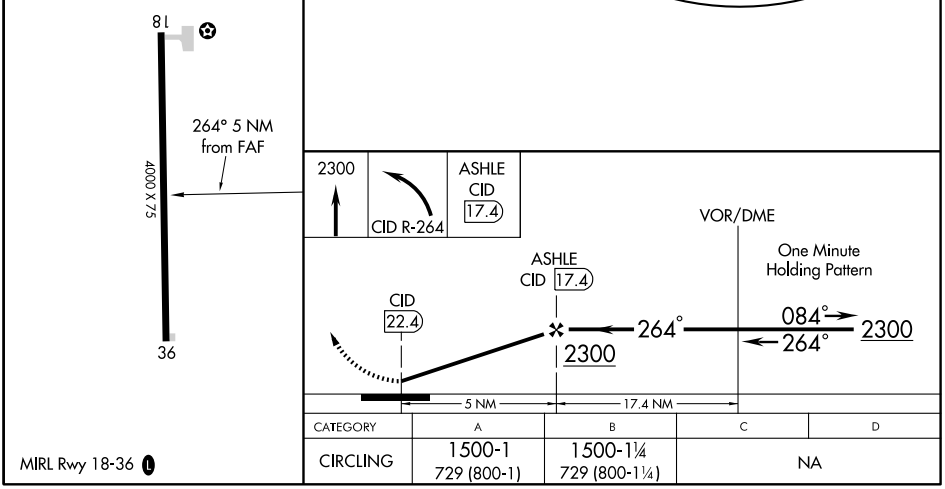
Use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

CEDAR RAPIDS APP CON ★	CTAF	122.8 L
119.7 266.8	122.9	





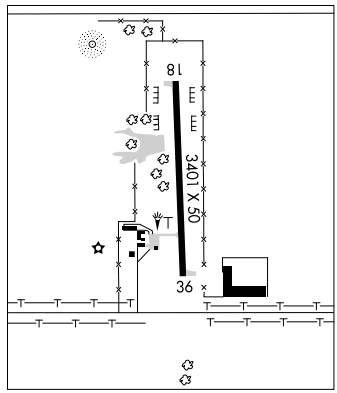
CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

MIRL Rwy 18-36 L

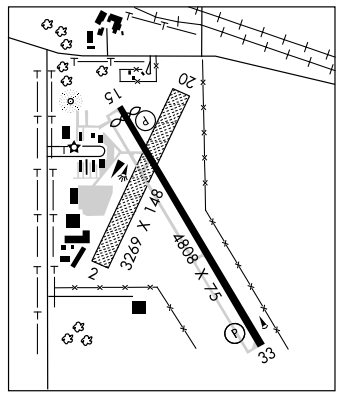
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

BELMOND MUNI (Y48) 1 E UTC−6(−5DT) N42°51.16′ W93°35.68′ OMAHA
1201 NOTAM FILE FOD
RWY 17–35: 3245X95 (TURF) LIRL (NSTD)
RWY 35: Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec–Mar except PPR 641–444–3386. Loose gravel in tiedown area and twys very rough. Ground drops off 25′ from Rwy 16 end. Rwy 17–35 marked with yellow cones. Rwy 17–35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

BLOOMFIELD MUNI (4K6) 2 SW UTC−6(−5DT) N40°43.93′ W92°25.70′ CHICAGO
888 B S4 **FUEL** 100LL NOTAM FILE FOD L–27A
RWY 18–36: H3401X50 (CONC) S–28, D–20 MIRL IAP
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡, Sat 1500–1800Z‡. For svc after hrs call 641–664–1607. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 189° 18.4 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 269 BEX N40°44.70′ W92°25.83′ at fld. NOTAM FILE FOD.



BOONE MUNI (BNW) 2 SE UTC−6(−5DT) N42°02.97′ W93°50.86′ OMAHA
1161 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE BNW L–12J
RWY 15–33: H4808X75 (ASPH–CONC) S–30 MIRL IAP
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 140′. Tree.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Rgt tfc.
RWY 02–20: 3269X148 (TURF)
RWY 02: Rgt tfc. **RWY 20:** P-lines.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–4807 TODA–4807 ASDA–4807 LDA–4667
RWY 33: TORA–4667 TODA–4807 ASDA–4807 LDA–4807
AIRPORT REMARKS: Attended Apr–Sep Mon–Thur 1500–0100Z‡, Fri–Sat 1400–0100Z‡, Sun 1400–2300Z‡, Oct–Mar Mon–Thur 1500–2300Z‡, Fri–Sun 1400–2300Z‡. OT call 515–795–2306 or 515–298–2934. Arpt unattended holidays and when ceiling is less than 400′ or the visibility is less than one mile. For fuel on holidays or after hrs call 515–795–2306. Parachute jumping on invof arpt. Rwy 02–20 marked with yellow cones. Rwy 15 REIL OTS indef. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.925 (515) 432–9042.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 293° 36.7 NM to fld. 980/3E.
NDB (MHW) 407 BNW N42°03.26′ W93°51.18′ at fld. NOTAM FILE BNW.



BURLINGTON N40°43.40′ W90°55.55′ NOTAM FILE BRL. CHICAGO
(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. **HIWAS.** H–5D, L–27B

NDB BEX 269	APP CRS 354°	Rwy Idg 3401 TDZE 888 Apt Elev 888

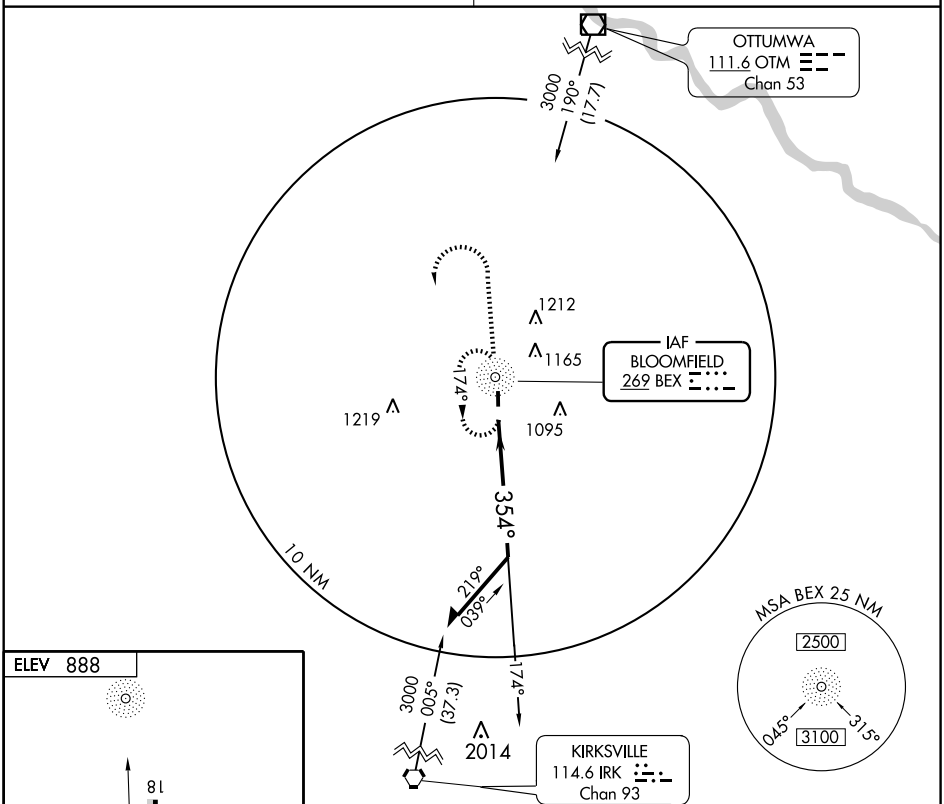
NDB RWY 36

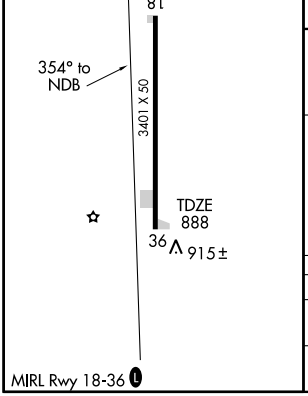
BLOOMFIELD MUNI (4K6)

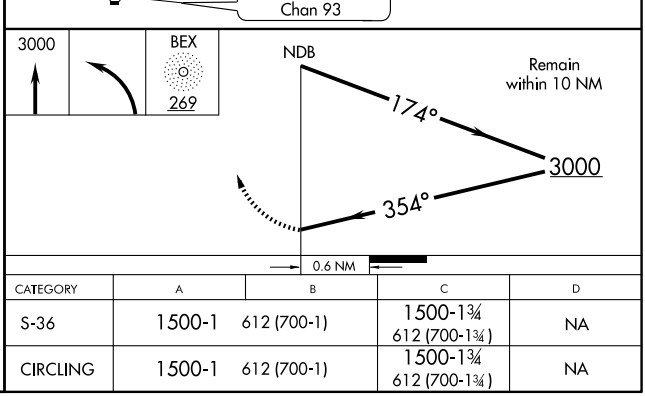
▼ Use Ottumwa altimeter setting; when not available, procedure NA.
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3401
357°	TDZE	888
	Apt Elev	888

RNAV (GPS) RWY 36

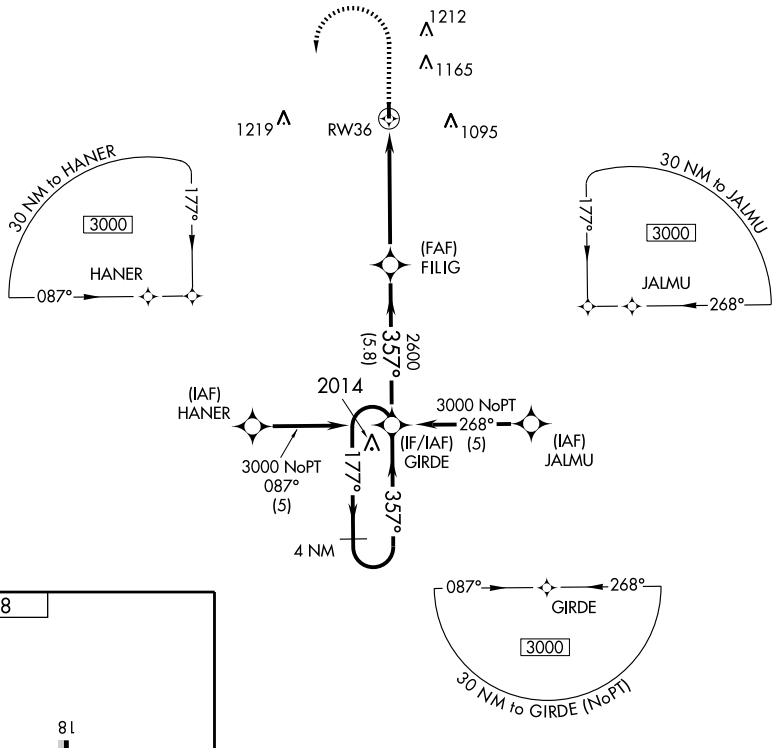
BLOOMFIELD MUNI (4K6)

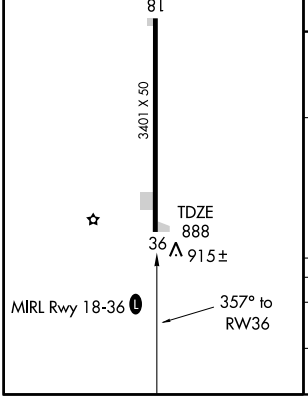
Use Ottumwa altimeter setting; when not available, procedure NA.

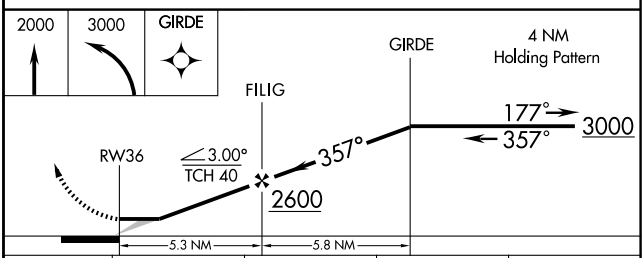
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER	UNICOM
118.15 354.1	122.8 (CTAF)





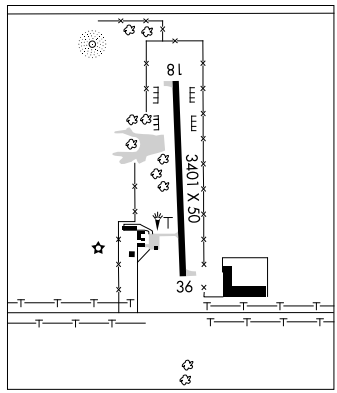


CATEGORY	A	B	C	D
LNAV MDA	1340-1	452 (500-1)	1340-1¼ 452 (500-1¼)	NA
CIRCLING	1440-1	552 (600-1)	1520-1¾ 632 (700-1¾)	NA

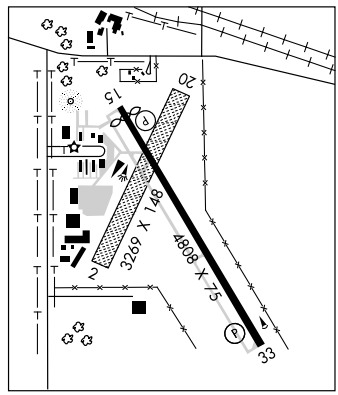
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

BELMOND MUNI (Y48) 1 E UTC−6(−5DT) N42°51.16′ W93°35.68′ OMAHA
1201 NOTAM FILE FOD
RWY 17–35: 3245X95 (TURF) LIRL (NSTD)
RWY 35: Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec–Mar except PPR 641–444–3386. Loose gravel in tiedown area and twys very rough. Ground drops off 25′ from Rwy 16 end. Rwy 17–35 marked with yellow cones. Rwy 17–35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

BLOOMFIELD MUNI (4K6) 2 SW UTC−6(−5DT) N40°43.93′ W92°25.70′ CHICAGO
888 B S4 **FUEL** 100LL NOTAM FILE FOD L–27A
RWY 18–36: H3401X50 (CONC) S–28, D–20 MIRL IAP
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡, Sat 1500–1800Z‡. For svc after hrs call 641–664–1607. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 189° 18.4 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 269 BEX N40°44.70′ W92°25.83′ at fld. NOTAM FILE FOD.



BOONE MUNI (BNW) 2 SE UTC−6(−5DT) N42°02.97′ W93°50.86′ OMAHA
1161 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE BNW L–12J
RWY 15–33: H4808X75 (ASPH–CONC) S–30 MIRL IAP
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 140′. Tree.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Rgt tfc.
RWY 02–20: 3269X148 (TURF)
RWY 02: Rgt tfc. **RWY 20:** P-lines.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 15: TORA–4807 TODA–4807 ASDA–4807 LDA–4667
RWY 33: TORA–4667 TODA–4807 ASDA–4807 LDA–4807
AIRPORT REMARKS: Attended Apr–Sep Mon–Thur 1500–0100Z‡, Fri–Sat 1400–0100Z‡, Sun 1400–2300Z‡, Oct–Mar Mon–Thur 1500–2300Z‡, Fri–Sun 1400–2300Z‡. OT call 515–795–2306 or 515–298–2934. Arpt unattended holidays and when ceiling is less than 400′ or the visibility is less than one mile. For fuel on holidays or after hrs call 515–795–2306. Parachute jumping on invof arpt. Rwy 02–20 marked with yellow cones. Rwy 15 REIL OTS indef. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.925 (515) 432–9042.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 293° 36.7 NM to fld. 980/3E.
NDB (MHW) 407 BNW N42°03.26′ W93°51.18′ at fld. NOTAM FILE BNW.



BURLINGTON N40°43.40′ W90°55.55′ NOTAM FILE BRL. CHICAGO
(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. **HIWAS.** H–5D, L–27B

NDB BNW 407	APP CRS 225°	Rwy Idg N/A TDZE 1147 Apt Elev 1160

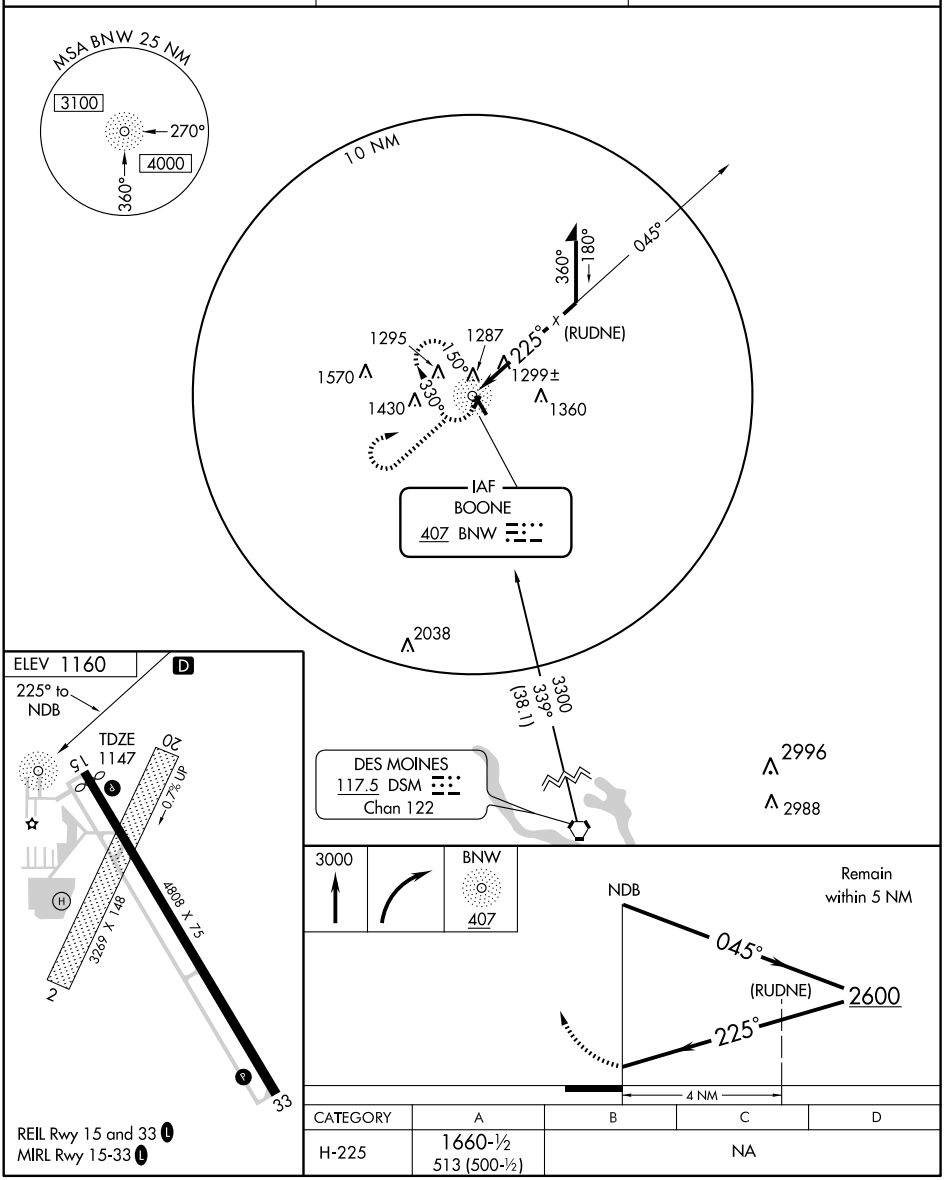
COPTER NDB or GPS 225°

BOONE MUNI (BNW)

NA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
H-225	1660-½ 513 (500-½)	NA		

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

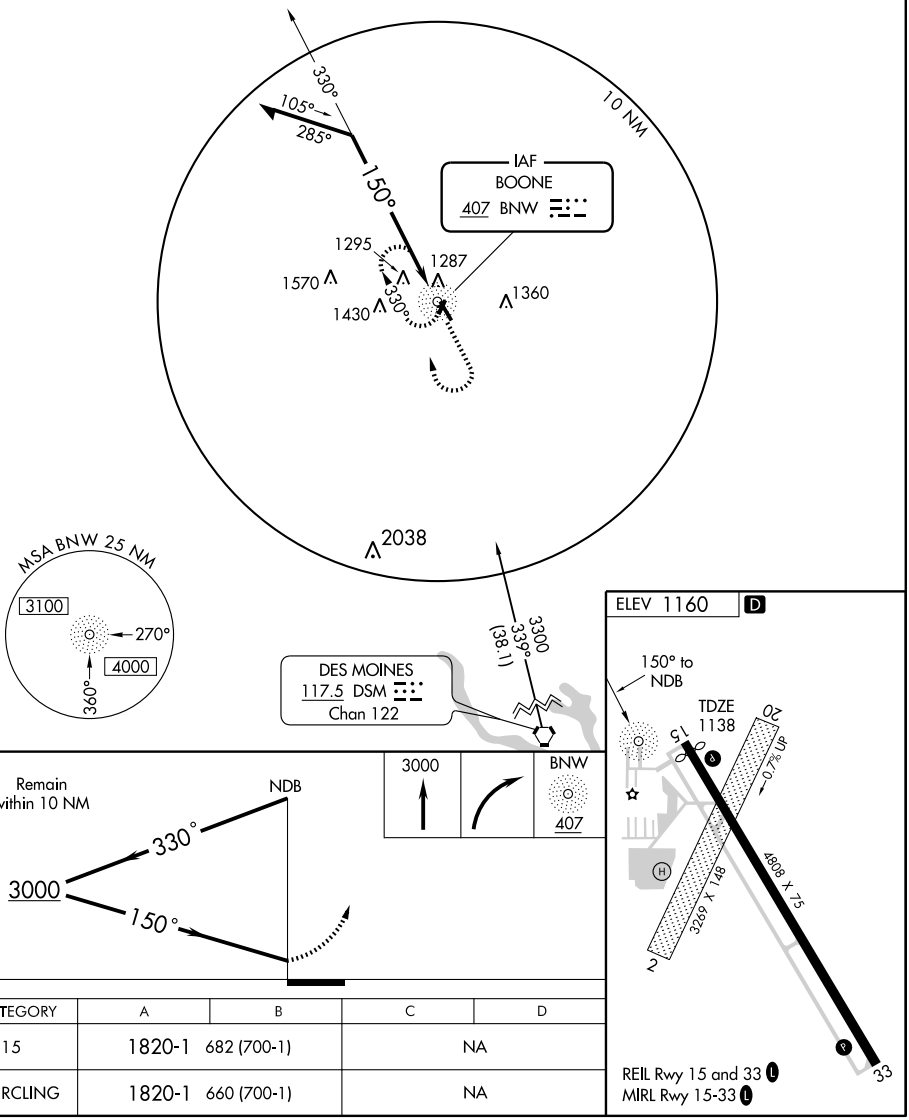
NDB BNW 407	APP CRS 150°	Rwy Idg 4667 TDZE 1138 Apt Elev 1160

NDB RWY 15
BOONE MUNI (BNW)

T
ANA

MISSED APPROACH: Climb to 3000 then right turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCLING	1820-1	660 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

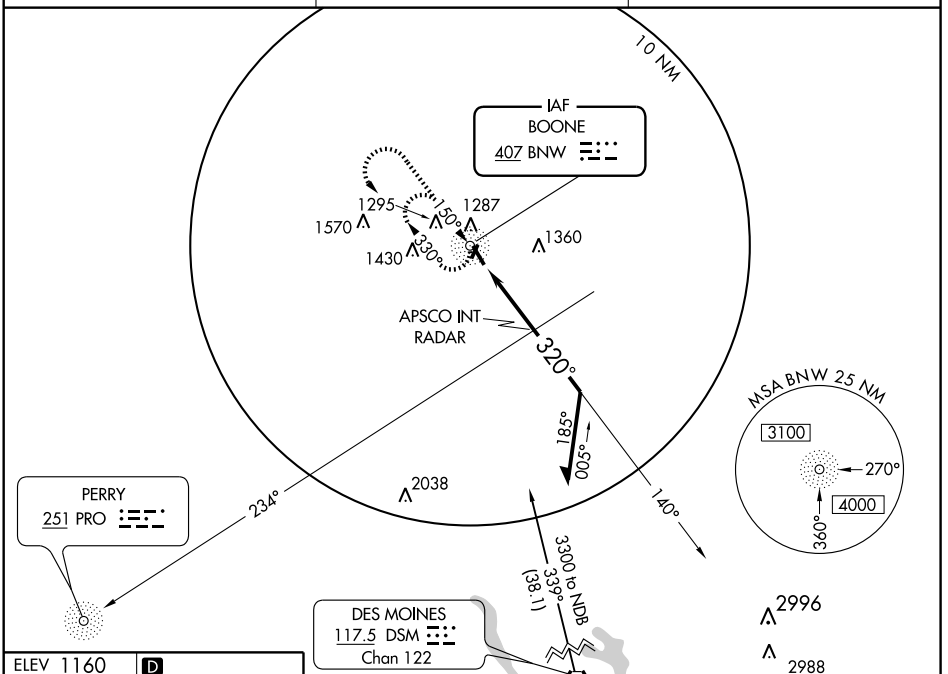
NDB BNW 407	APP CRS 320°	Rwy Idg 4807 TDZE 1138 Apt Elev 1160

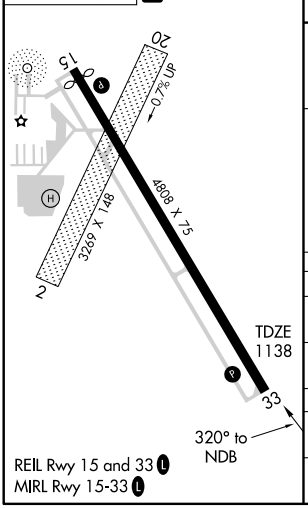
NDB RWY 33
BOONE MUNI (BNW)

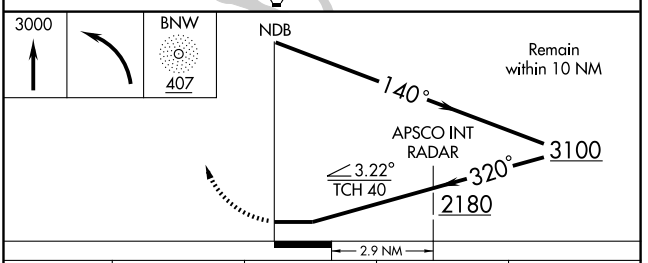
NA

MISSED APPROACH: Climb to 3000 then left turn direct BNW NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-33	2180-1¼ 1042 (1100-1¼)	2180-1½ 1042 (1100-1½)	NA	
CIRCLING	2180-1¼ 1020 (1100-1¼)	2180-1½ 1020 (1100-1½)	NA	
APSCO FIX MINIMUMS				
S-33	1660-1 522 (500-1)		NA	
CIRCLING	1660-1 500 (500-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

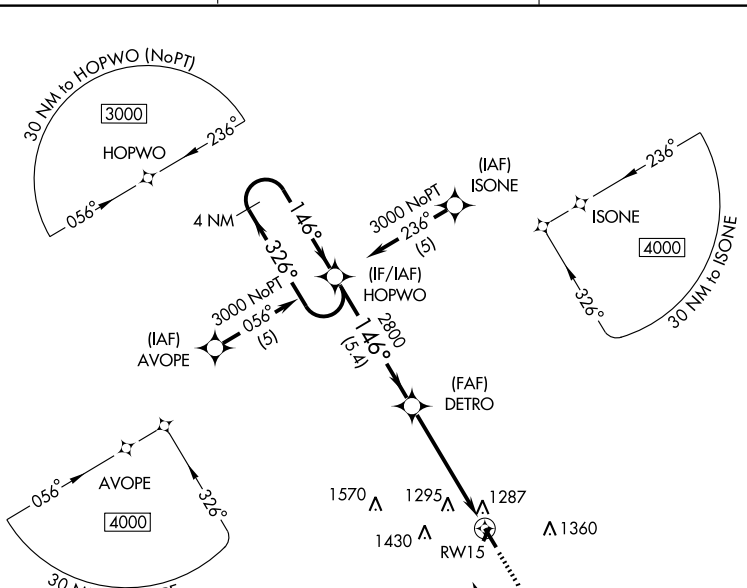
BOONE MUNI (BNW)

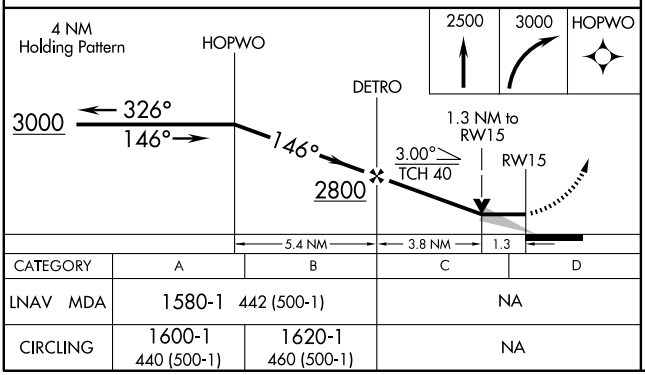
APP CRS	Rwy Idg	4667
146°	TDZE	1138
	Apt Elev	1160

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

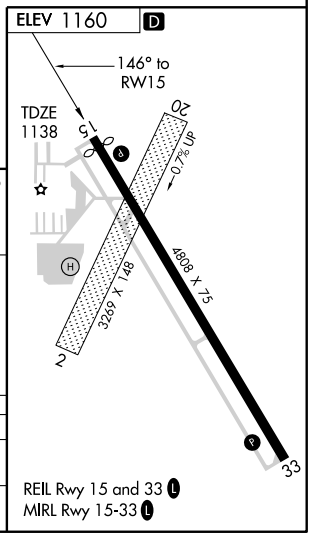
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1580-1 442 (500-1)		NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	



REIL Rwy 15 and 33 L

MIRL Rwy 15-33 L

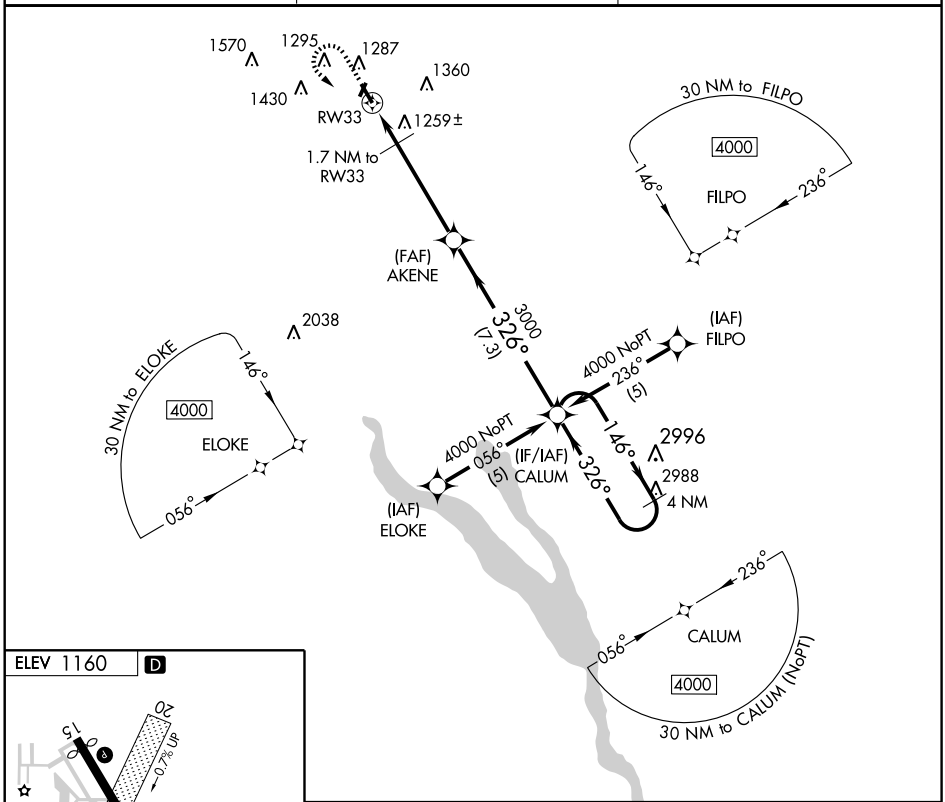
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

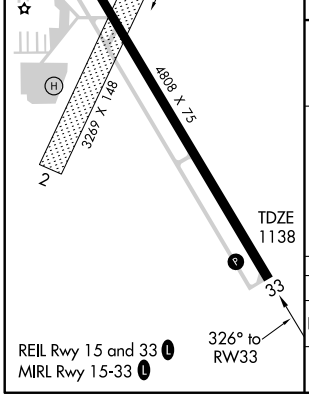
APP CRS	Rwy Idg	4807
326°	TDZE	1138
	Apt Elev	1160

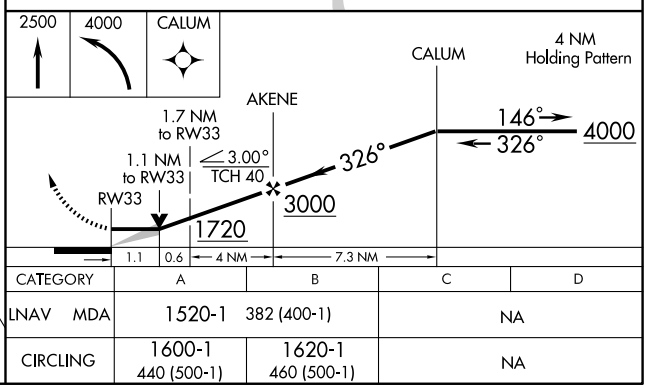
RNAV (GPS) RWY 33
BOONE MUNI (BNW)

V NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct CALUM WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.925	123.9 307.15	123.0 (CTAF) L





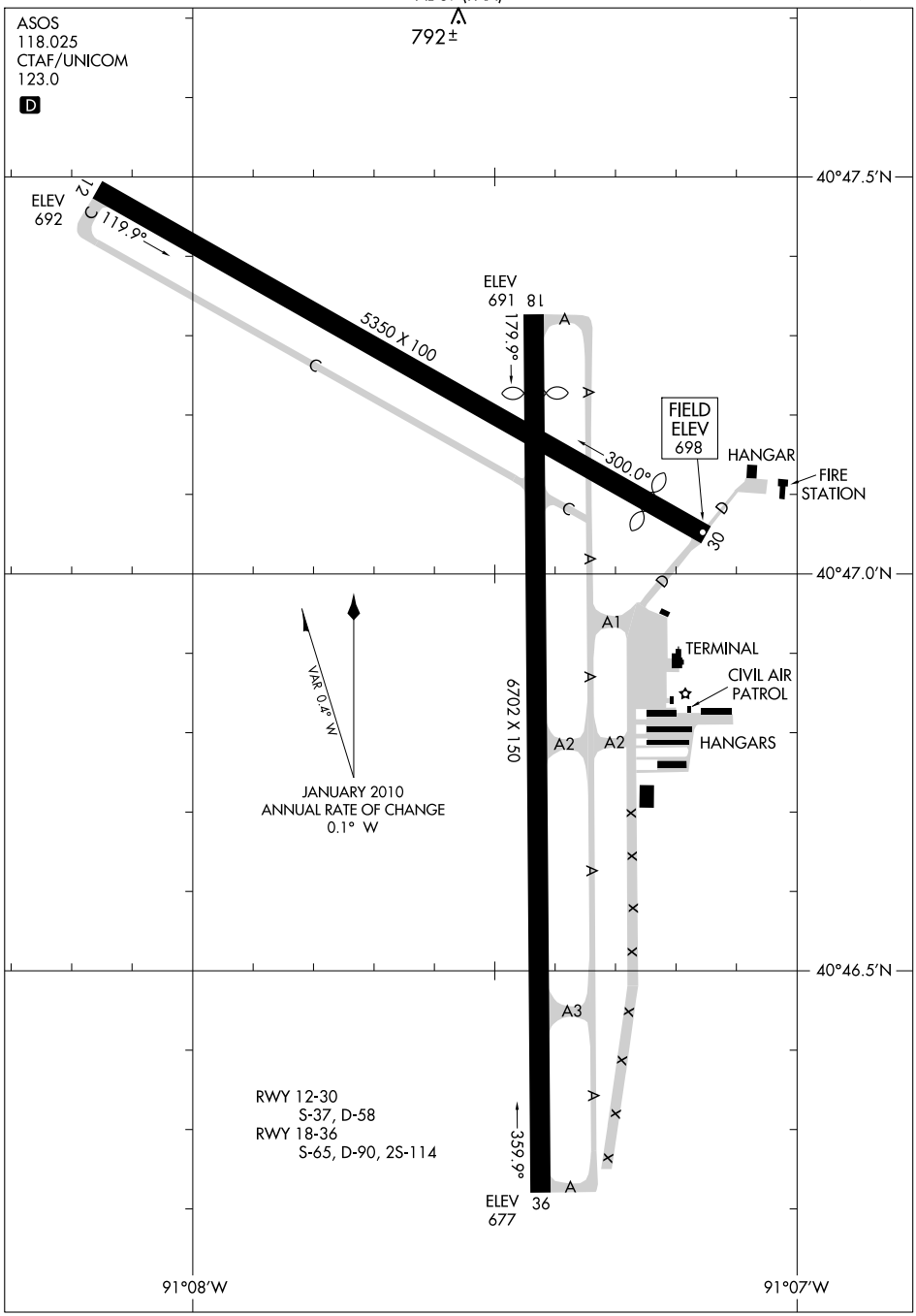


CATEGORY	A	B	C	D
LNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)
BURLINGTON, IOWA



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

BURLINGTON, IOWA
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

10210

BURLINGTON

SOUTHEAST IOWA RGNL (BRL) 2 SW UTC−6(−5DT) N40°46.99′ W91°07.53′ CHICAGO

698 B S4 **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BRL H–5D, L–27B

RWY 18–36: H6702X150 (ASPH–GRVD) S–65, D–90, 2S–114 HIRL IAP, AD

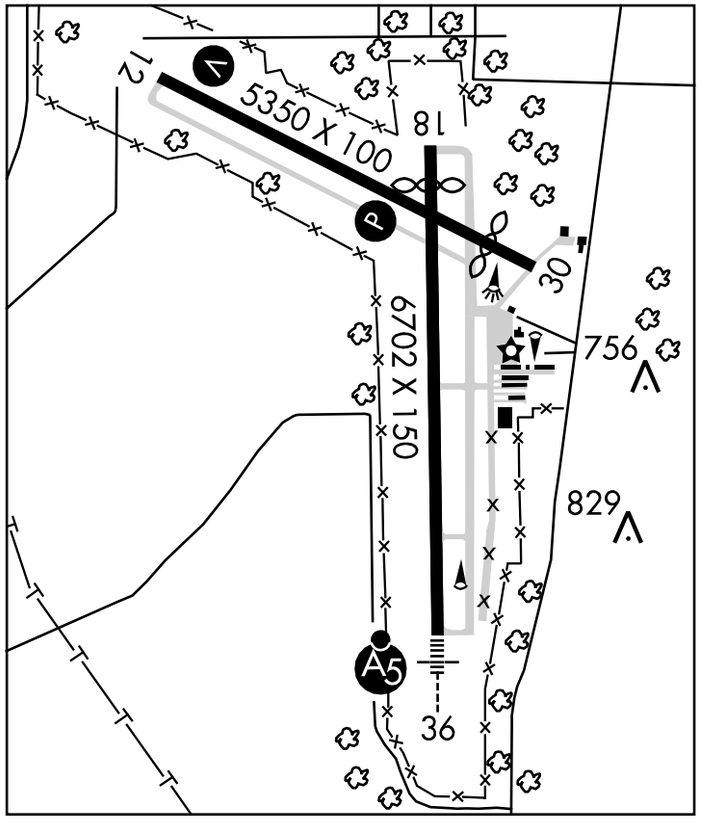
RWY 18: Thld dsplcd 600′. Trees. Rgt tfc.

RWY 36: MALSR. Tree.

RWY 12–30: H5350X100 (CONC–GRVD) S–37, D–58 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 39′. Rgt tfc.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 500′. Road.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–4850	TODA–5350	ASDA–4850	LDA–5350
RWY 18:	TORA–6702	TODA–6702	ASDA–6702	LDA–6102
RWY 30:	TORA–5350	TODA–5350	ASDA–5350	LDA–4850
RWY 36:	TORA–6702	TODA–6702	ASDA–6102	LDA–6102

AIRPORT REMARKS: Attended 1300–0100Z‡. Self svc fuel station avbl on north end of apron. Line of sight vision blocked between Rwy 36 and Rwy 12. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 319–754–1414. ARFF Index B equipment provided. Air carrier ops with more than 9 passenger seats not authorized in excess of 15 minutes of scheduled flight times without prior coordination with airport manager or dispatch center 319–753–8371. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 12–30, HIRL Rwy 18–36, VASI Rwy 12. PAPI Rwy 30, REIL Rwy 12 and Rwy 30 and MALSR Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 118.025 (319) 752–6246. **HIWAS** 111.4 BRL.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.65 (FORT DODGE RADIO)

Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6

RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 287° 9.8 NM to fld. 730/5E. **HIWAS.**

BURNS NDB (LOM) 390 BR N40°39.26′ W91°07.38′ 357° 7.0 NM to fld. Unmonitored.

ILS 108.9 I–BRL Rwy 36 Class IB LOM BURNS NDB. ILS unmonitored.

BURNS N40°39.26′ W91°07.38′ NOTAM FILE BRL. CHICAGO

NDB (LOM) 390 BR 357° 7.0 NM to Southeast Iowa Rgnl. Unmonitored.

CARROLL N42°02.70′ W94°47.11′ NOTAM FILE CIN. OMAHA

NDB (MHW) 397 CIN at Arthur N Neu. Unmonitored. L–12I

LOC I-BRL	APP CRS	Rwy Idg	6102
108.9	359°	TDZE	694
		Apt Elev	698

ILS or LOC RWY 36

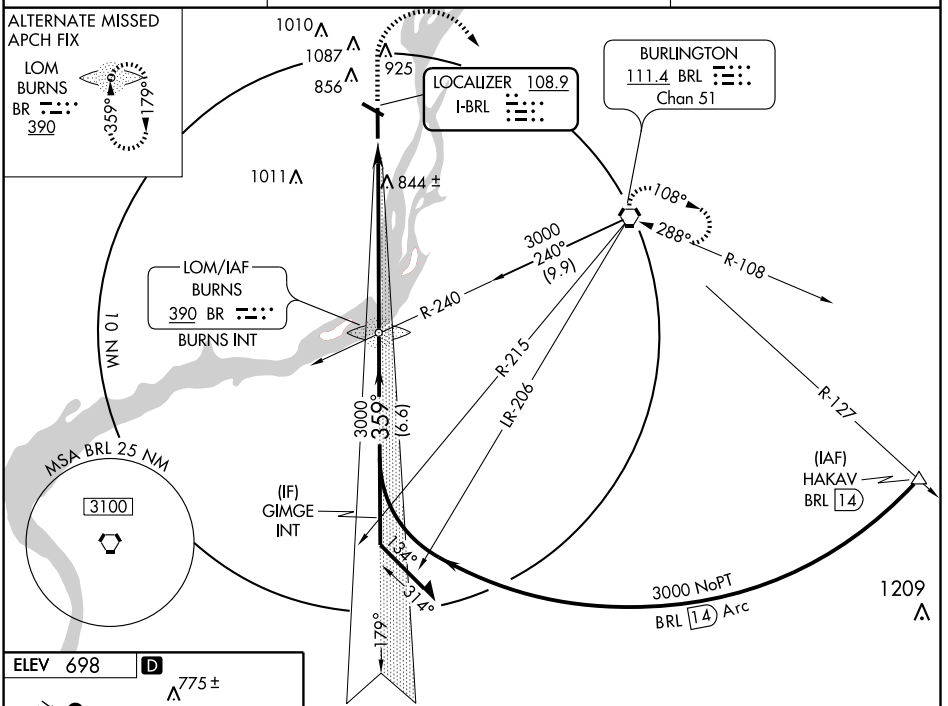
BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

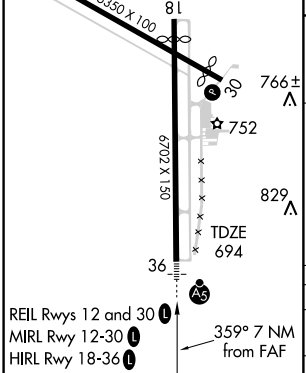
When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ¼ mile.

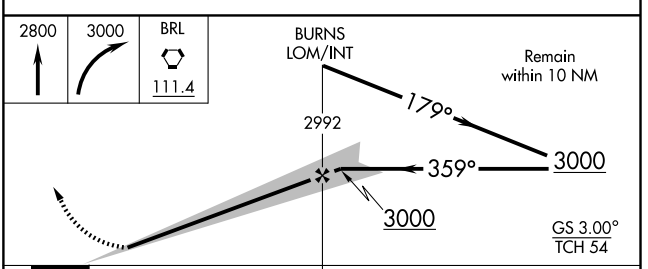
MALSR

MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	894-½ 200 (200-½)			
S-LOC 36	1140-½ 446 (500-½)		1140-¾ 446 (500-¾)	1140-1 446 (500-1)
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	1400-2¼ 702 (800-2¼)

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5350
118°	TDZE	692
	Apt Elev	698

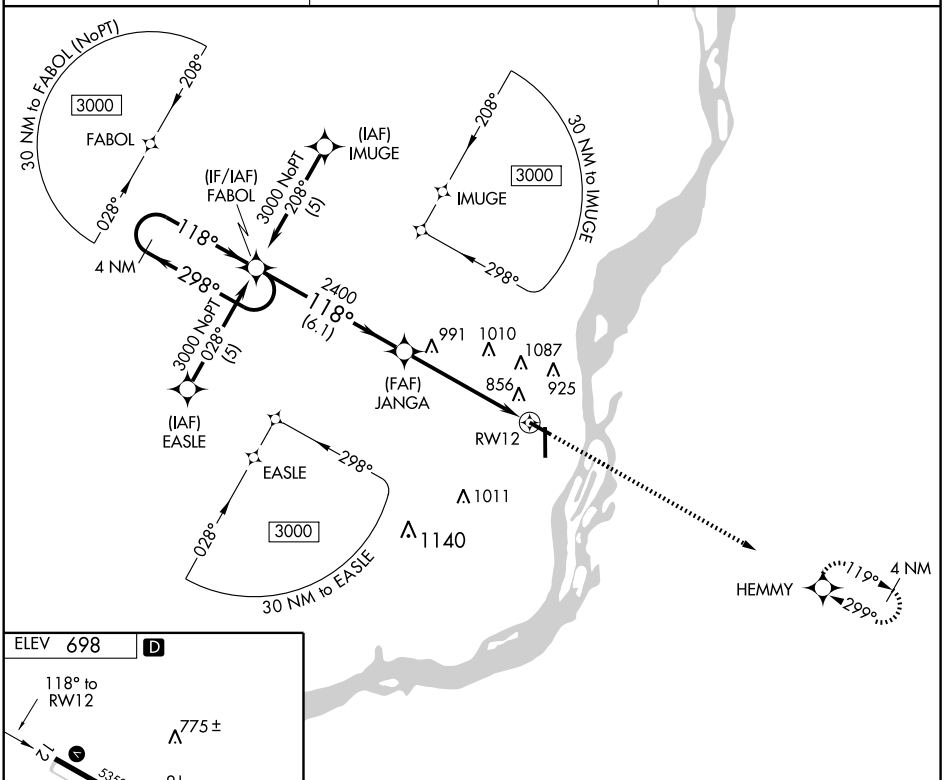
RNAV (GPS) RWY 12

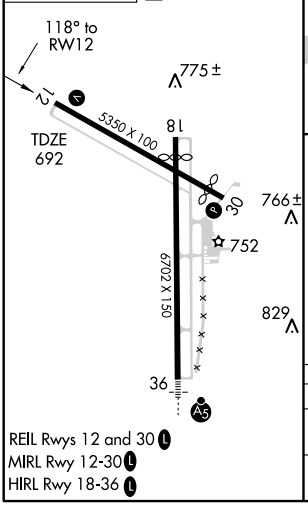
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

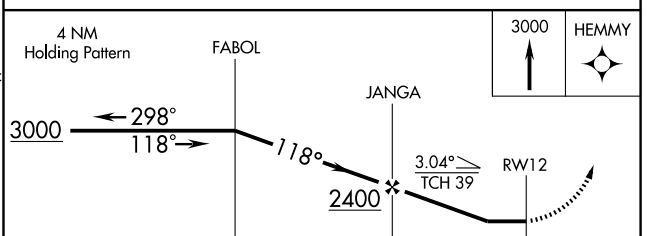
T A DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1300-1 608 (700-1)		1300-1¾ 608 (700-1¾)	NA
CIRCLING	1300-1 602 (700-1)		1300-1¾ 602 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
299°	Rwy Idg	4850
	TDZE	693
	Apt Elev	698

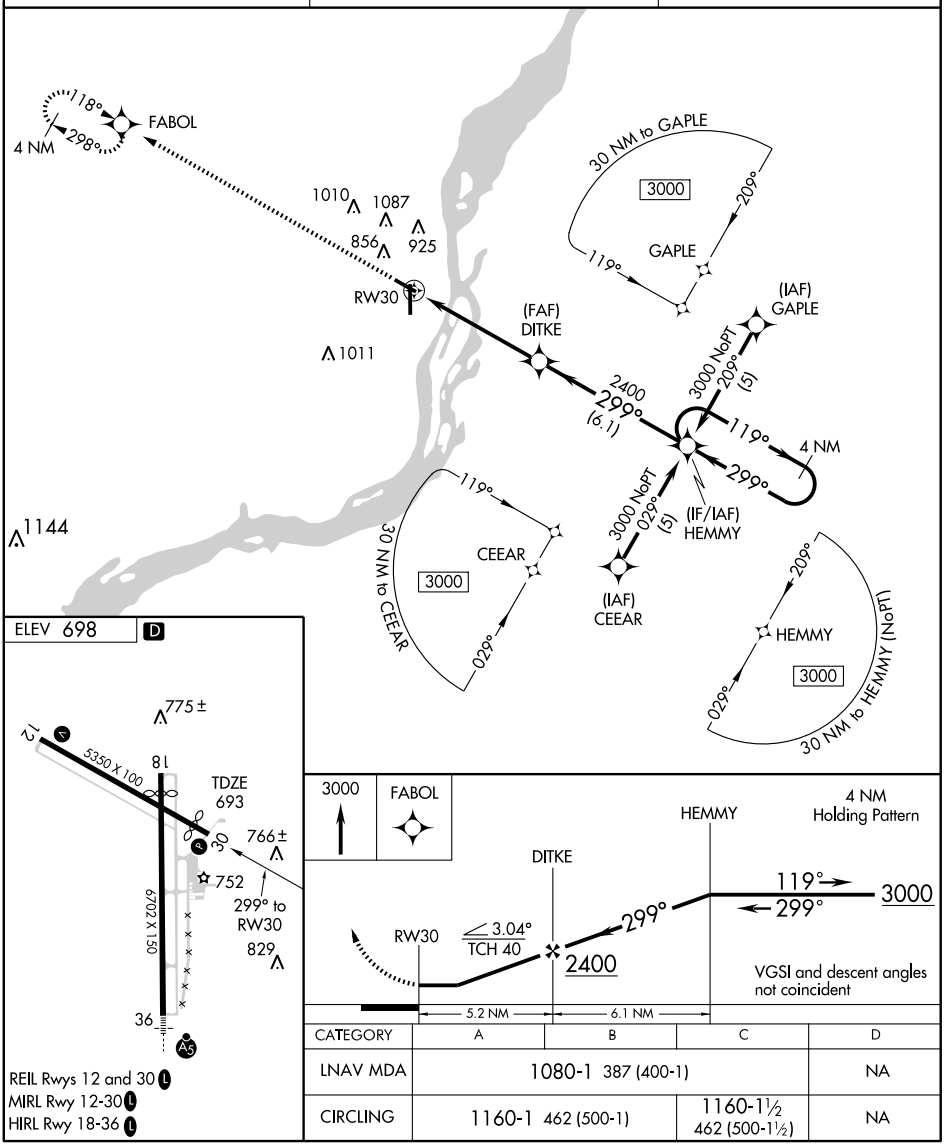
RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6102
CH 42711	359°	TDZE	694
W36A		Apt Elev	698

RNAV (GPS) RWY 36

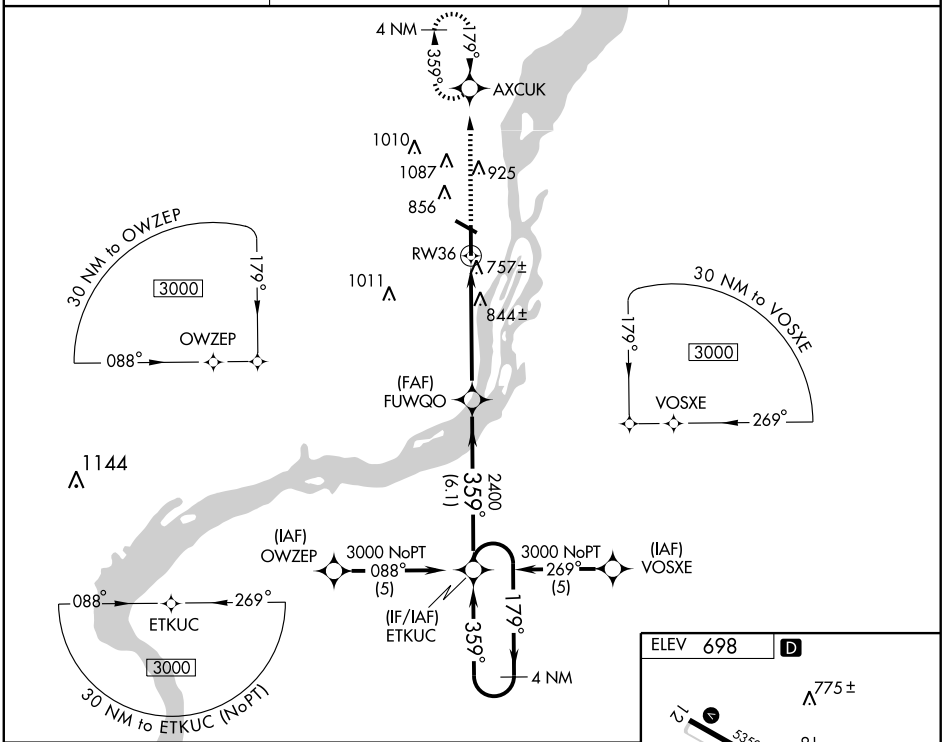
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

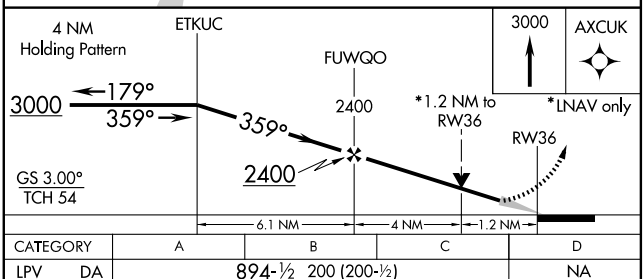
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

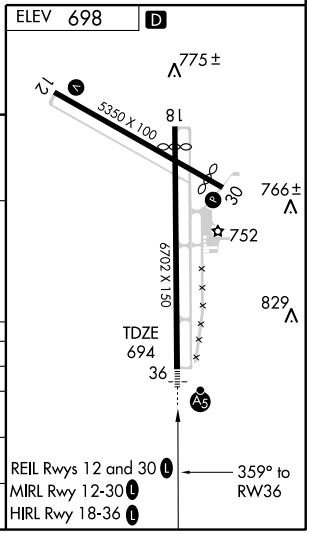
MALSR

MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	894-½ 200 (200-½)			NA
LNAV/VNAV DA	1026-¾ 332 (400-¾)			NA
LNAV MDA	1100-½ 406 (500-½)		1100-¾ 406 (500-¾)	NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 12

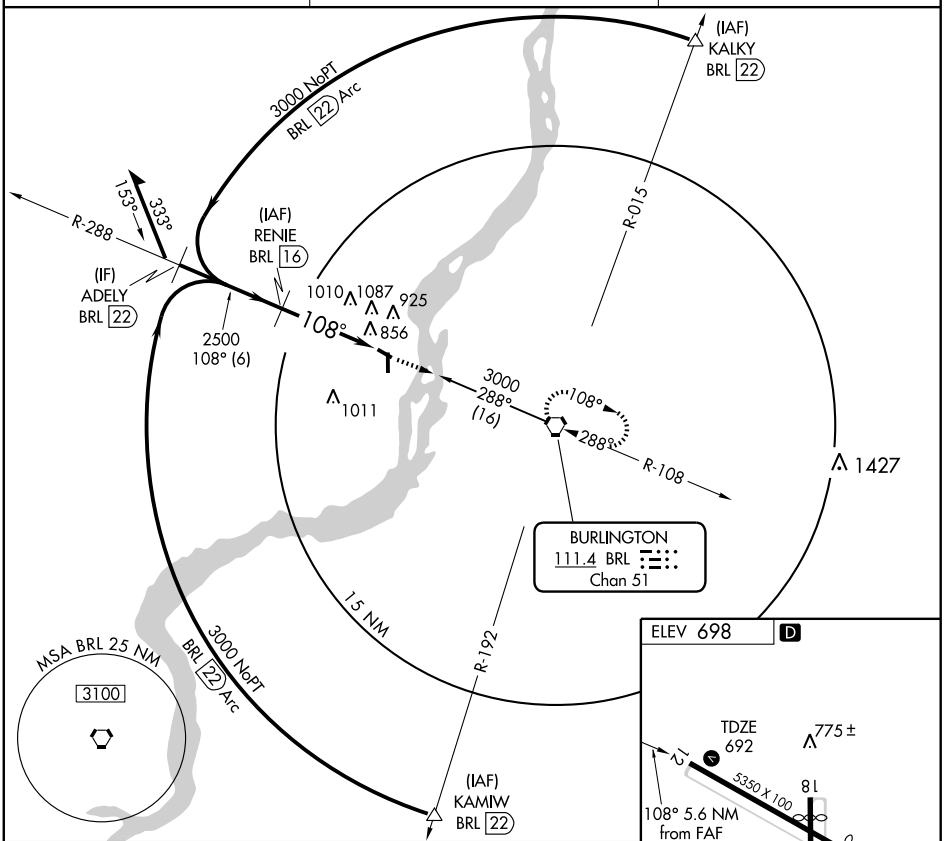
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

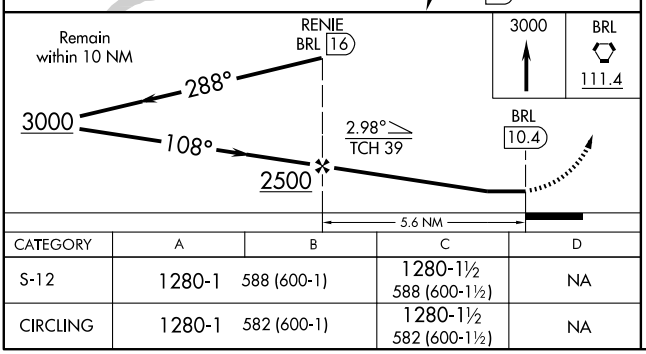
VORTAC BRL	APP CRS	Rwy Idg	5350
111.4	108°	TDZE	692
Chan 51		Apt Elev	698

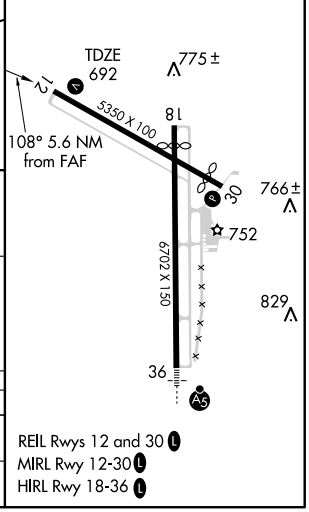
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRL VORTAC and hold.

ASOS	CHICAGO CENTER	UNICOM
118.025	135.6 370.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRL 111.4 Chan 51	APP CRS 288°	Rwy Idg 4850 TDZE 693 Apt Elev 698

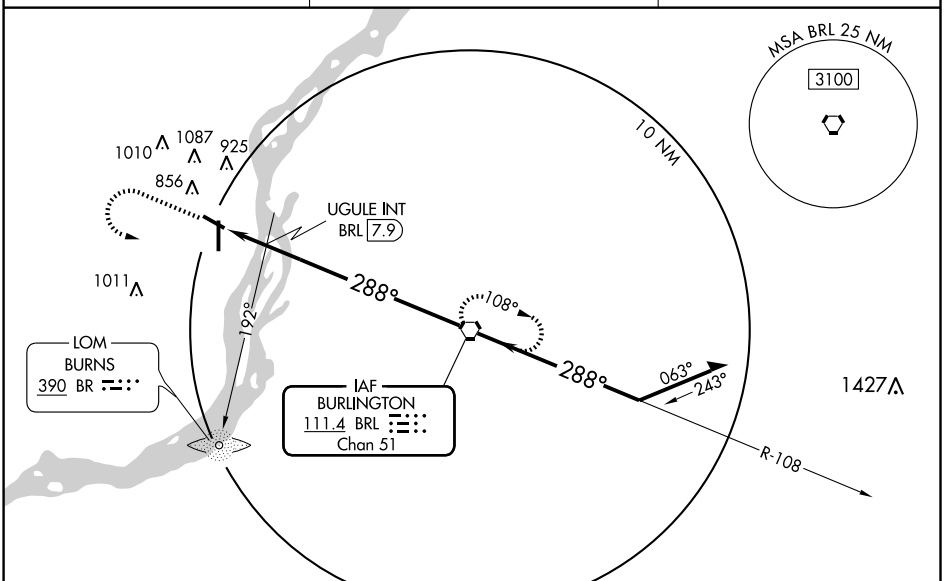
VOR RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

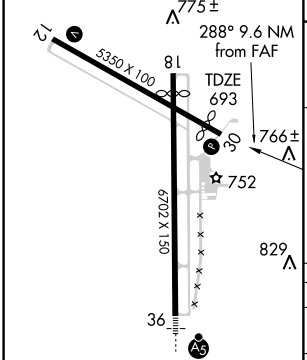
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS 118.025	CHICAGO CENTER 135.6 370.95	UNICOM 123.0 (CTAF) L



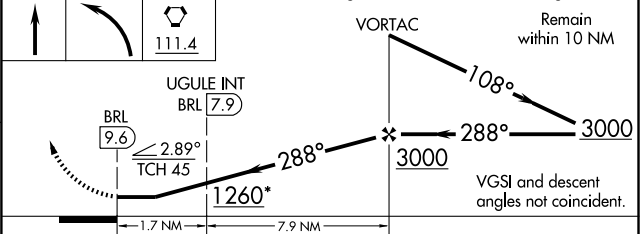
ELEV 698 D



FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

2000	3000	BRL 111.4

*1300 when using Fort Madison altimeter setting.



CATEGORY	A	B	C	D
S-30	1260-1 567 (600-1)		1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CARROLL

ARTHUR N NEU (CIN) 4 SE UTC−6(−5DT) N42°02.77′ W94°47.34′

OMAHA
H–5C, L–12I
IAP

1204 B S4 **FUEL** 100LL, JET A NOTAM FILE CIN

RWY 13–31: H5500X100 (CONC) S–30 MIRL

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 23′. Thld dsplcd 505′. Railroad.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 26′.

RWY 03–21: H3300X60 (CONC) MIRL

RWY 03: REIL. PAPI(P2L)—GA 3.0° Road.

RWY 21: REIL. PAPI(P2L)—GA 3.0° Road.

AIRPORT REMARKS: Attended 1400Z‡–dusk. For svc after hrs call 712–792–4980. Rwy 31 is calm wind rwy. MIRL Rwy 13–31 and Rwy 03–21 preset on low ints, to increase ints, and ACTIVATE REIL Rwy 13, Rwy 31, Rwy 03 and Rwy 21 and PAPI Rwy 13, Rwy 31, Rwy 03, and Rwy 21–CTAF.

WEATHER DATA SOURCES: AWOS–3 118.025 (712) 792–2306.

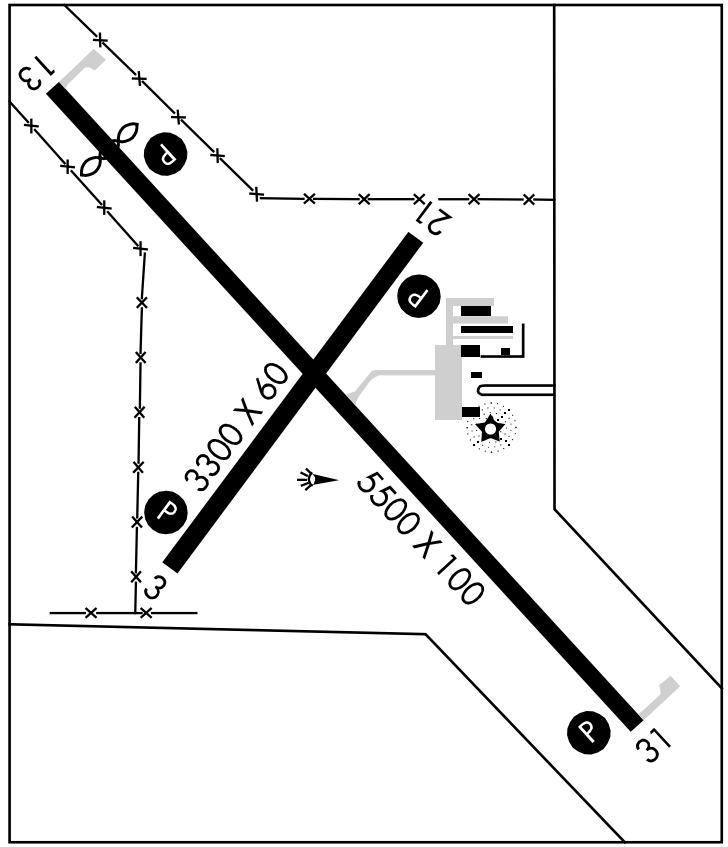
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 206° 40.4 NM to fld. 1164/7E. **HIWAS.**

CARROLL NDB (MHW) 397 CIN N42°02.70′ W94°47.11′ at fld. Unmonitored. NOTAM FILE CIN.



CEDAR RAPIDS N41°53.25′ W91°47.14′ NOTAM FILE CID.

CHICAGO
H–5D, L–28G

(H) VORW/DME 114.1 CID Chan 88 088° 3.3 NM to The Eastern Iowa arpt. 876/5E.

RCO 122.55 (FORT DODGE RADIO)

NDB CIN	APP CRS	Rwy Idg	5500
397	315°	TDZE	1203
		Apt Elev	1204

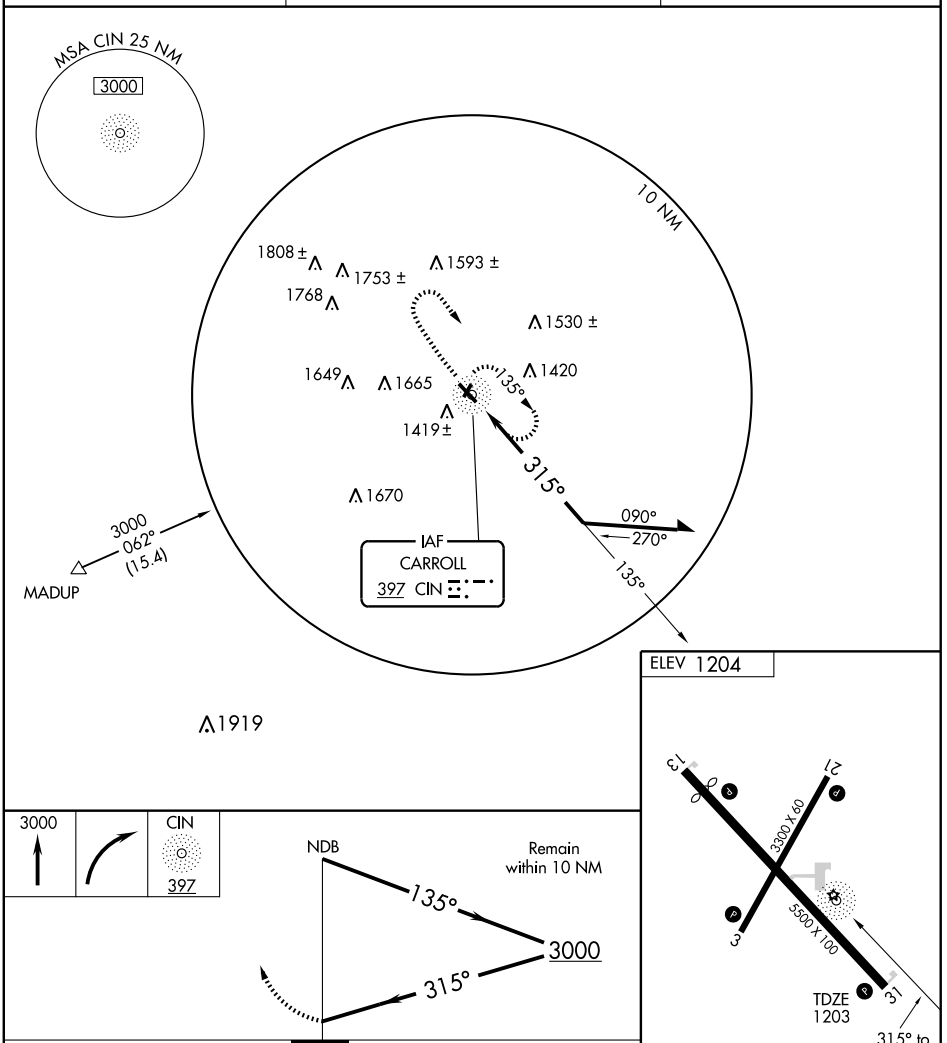
NDB RWY 31

CARROLL/ARTHUR N. NEU (CIN)

NA

MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1780-1	577 (600-1)	1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1	576 (600-1)	1780-1½ 576 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L

REIL Rwys 3, 13, 21 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4995
133°	TDZE	1203
	Apt Elev	1204

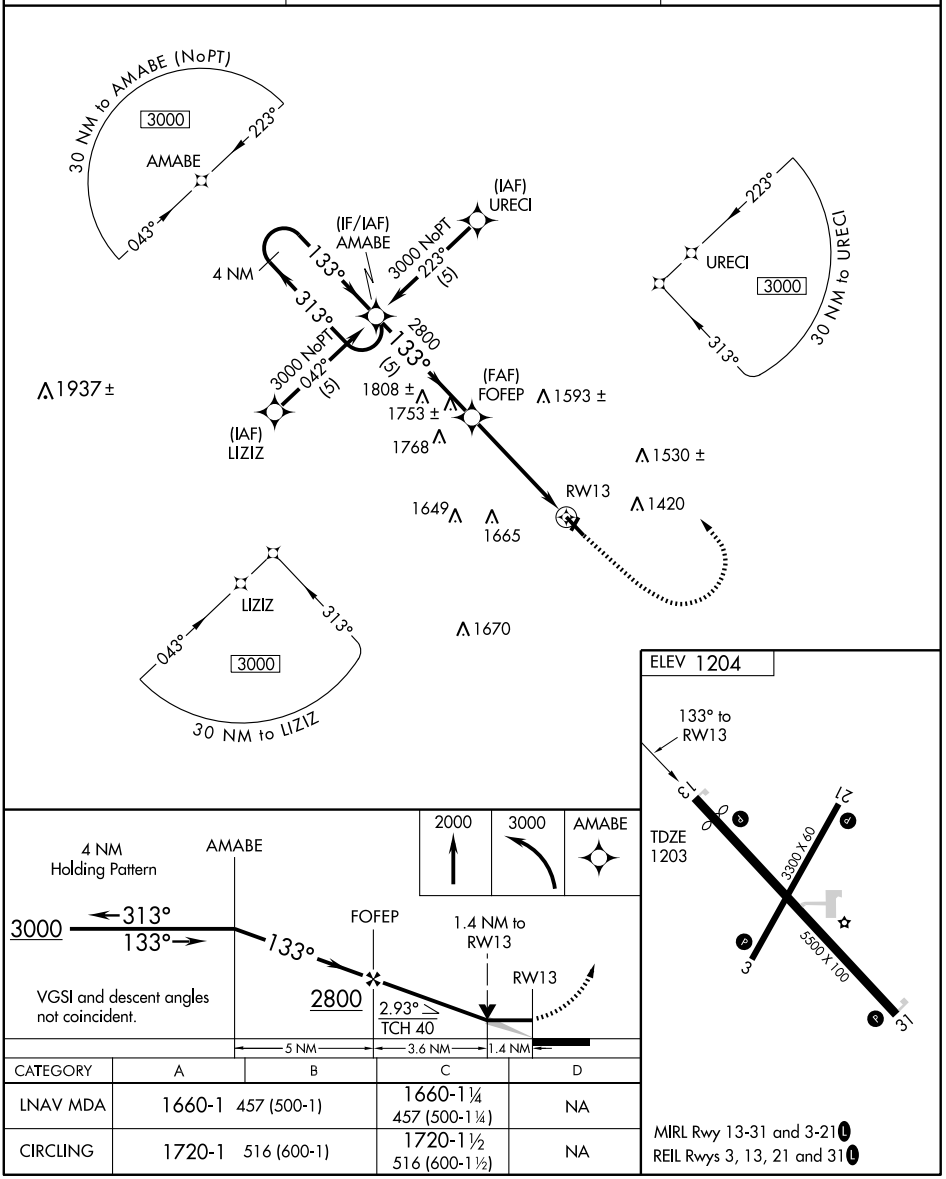
RNAV (GPS) RWY 13
CARROLL/ARTHUR N. NEU (CIN)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 457 (500-1)		1660-1¼ 457 (500-1¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 L

REIL Rwys 3, 13, 21 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
313°	TDZE	1203
	Apt Elev	1204

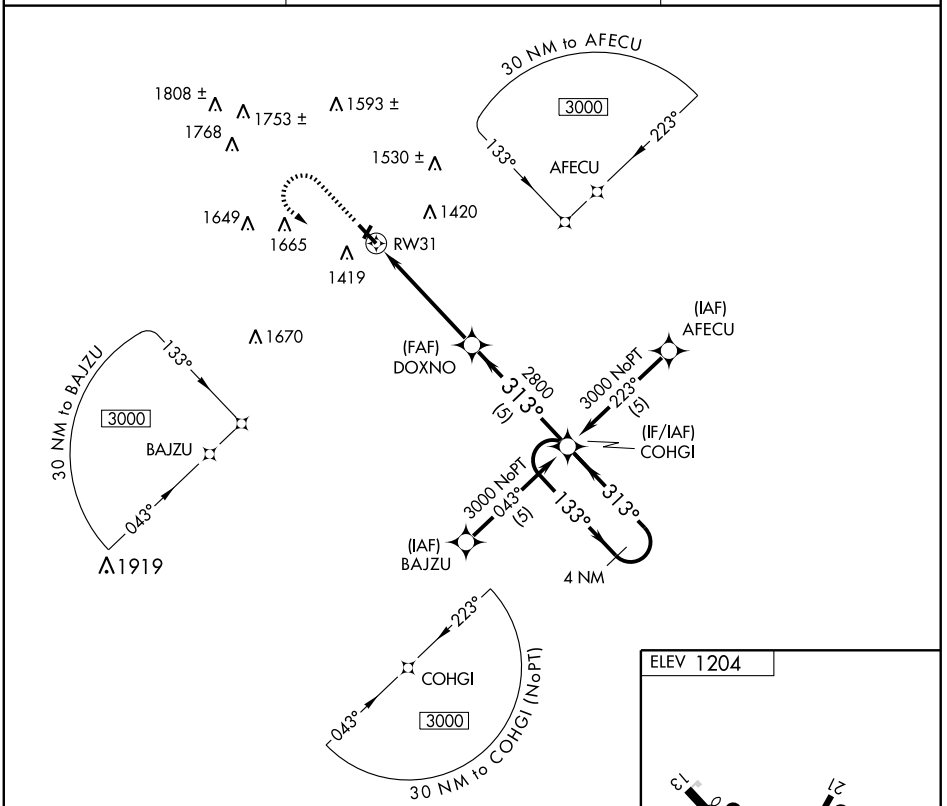
RNAV (GPS) RWY 31
CARROLL/ARTHUR N. NEU (CIN)

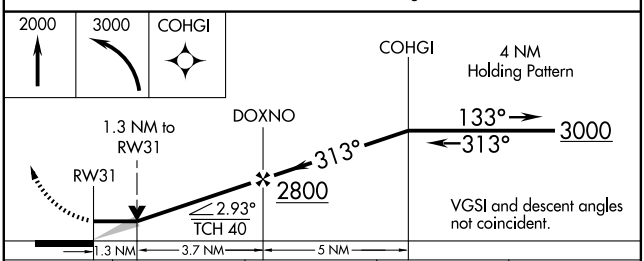
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

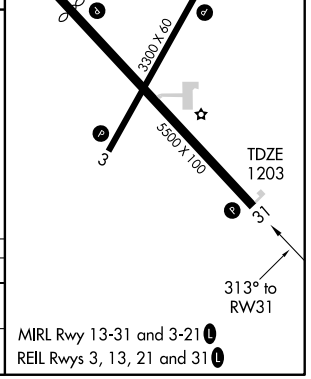
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1¼ 437 (500-1¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1½ 516 (600-1½)	NA



MIRL Rwy 13-31 and 3-21 L

REIL Rwys 3, 13, 21 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

CEDAR RAPIDS, IOWA

AL-250 (FAA)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

CEDAR RAPIDS, IOWA
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

10266

CEDAR RAPIDS

THE EASTERN IOWA (CID) 6 SW UTC−6(−5DT) N41°53.11′ W91°42.74′ **CHICAGO**

869 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 TPA—1869(1000) **H–5D, L–28G**

ARFF Index—See Remarks NOTAM FILE CID **IAP, AD**

RWY 09–27: H8600X150 (ASPH–CONC–GRVD) S–100, D–174, 2S–175, 2D–300 HIRL

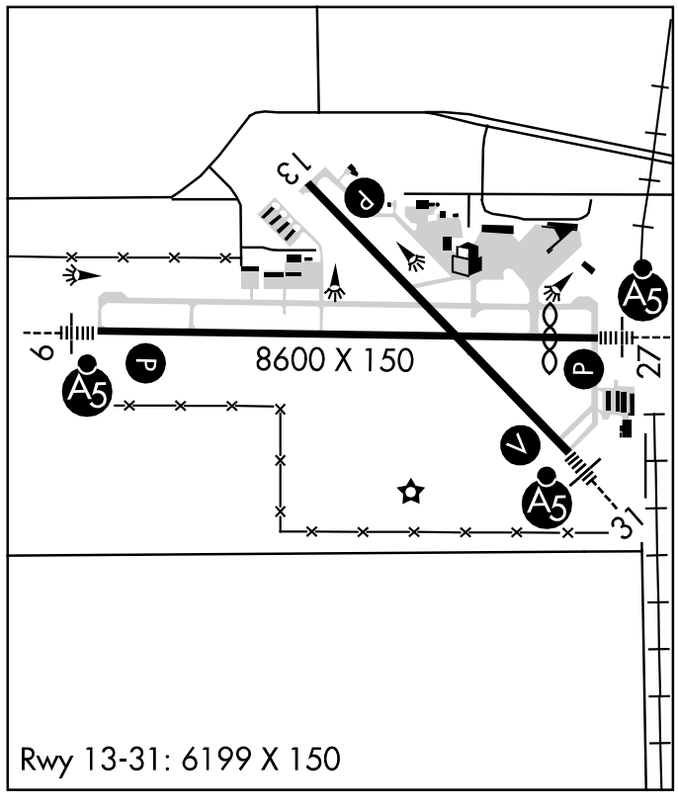
RWY 09: MALSR. PAPI(P4R)—GA 3.0° TCH 58′.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 46′. Thld dsplcd 425′. Railroad.

RWY 13–31: H6199X150 (ASPH–CONC–GRVD) S–100, D–174, 2S–175, 2D–300 MIRL 0.4% up NW

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 51′.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 43′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	13–31	5800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA–8600	TODA–8600	ASDA–8175	LDA–8175
RWY 13:	TORA–6200	TODA–6200	ASDA–6200	LDA–6200
RWY 27:	TORA–8600	TODA–8600	ASDA–8600	LDA–8175
RWY 31:	TORA–6200	TODA–6200	ASDA–6200	LDA–6200

AIRPORT REMARKS: Attended Mon–Sat 1600–1130Z‡, Sun 1700–1100Z‡. For fuel svc after hrs call 319–366–2246. Birds on and invof arpt. Rwy 08–26 CLOSED. When twr clsd and during snow and ice events, all arrival/departure acft announce their intentions on CTAF 5 minutes prior to using the rwys. Personnel and equipment performing snow and ice removal ops will monitor CTAF. Rwy 27 is calm wind rwy. Rwy 09 runway visual range avbl touchdown, rollout. Rwy 27 runway visual range avbl touchdown, rollout. Twy D is a non-movement area fm Twy B to the safety center building exit. Class I, ARFF Index B. Index C level ARFF avbl upon request with 48 hrs notice 319–366–2246. Rwy 27 PAPI restricted to 5° right and left of centerline. When twr clsd ACTIVATE HIRL Rwy 09–27, MIRL Rwy 13–31, VASI Rwy 31, PAPI Rwy 13, Rwy 09 and Rwy 27, MALSR Rwy 31, Rwy 09 and Rwy 27 (0530–1100Z‡) and twy lgts—CTAF. NOTE: See Special Notices—The Eastern Iowa Airport Temporary Rwy 08–26.

WEATHER DATA SOURCES: ASOS (319) 363–9021. LAWRS. WSP.

COMMUNICATIONS: CTAF 118.7 **ATIS** 124.15 **UNICOM** 122.95

CEDAR RAPIDS RCO 122.55 (FORT DODGE RADIO)

Ⓡ **APP/DEP CON** 119.7 (091°–269°) 134.05 (270°–090°) 119.05 (1100–0530Z‡)

CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)

TOWER 118.7 (1100–0530Z‡) **GND CON** 121.6 **CLNC DEL** 125.45

AIRSPACE: CLASS C svc 1100–0530Z‡ ctc APP CON other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 088° 3.3 NM to fld. 876/5E.

ILS 109.3 I–CID Rwy 09. ILS unmonitored when twr clsd. LOM unmonitored.

ILS/DME 111.3 I–RRU Chan 050 Rwy 27 Class IA. ILS unmonitored when twr clsd.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-CID	APP CRS	Rwy Idg	8175
109.3	089°	TDZE	855
		Apt Elev	869

ILS or LOC RWY 9

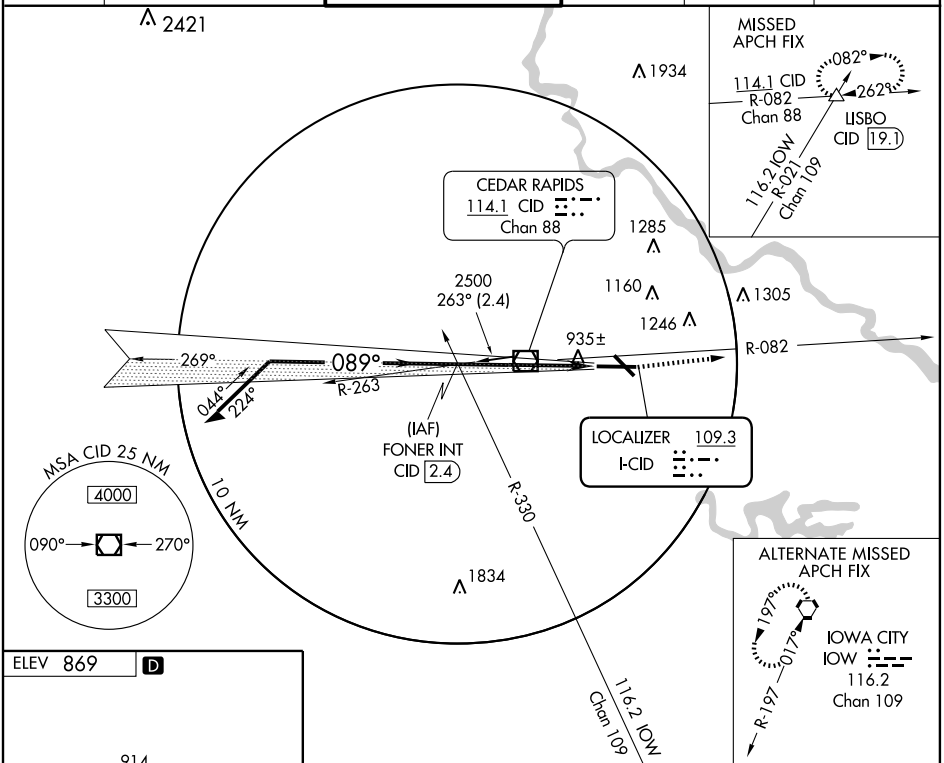
CEDAR RAPIDS/THE EASTERN IOWA (CID)

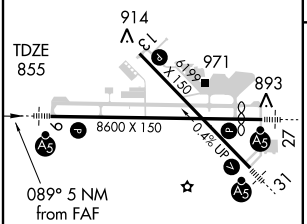
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

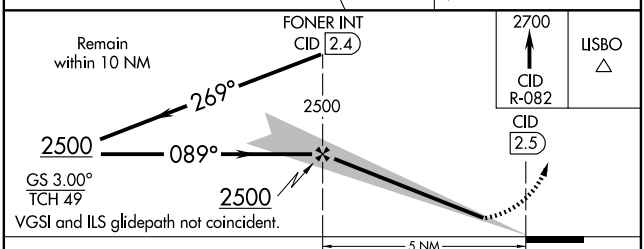
MALSR

MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS	CEDAR RAPIDS APP CON *	CEDAR RAPIDS TOWER *	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95







MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RRU	APP CRS	Rwy Idg	8175
111.3	269°	TDZE	862
Chan 50		Apt Elev	869

ILS or LOC RWY 27

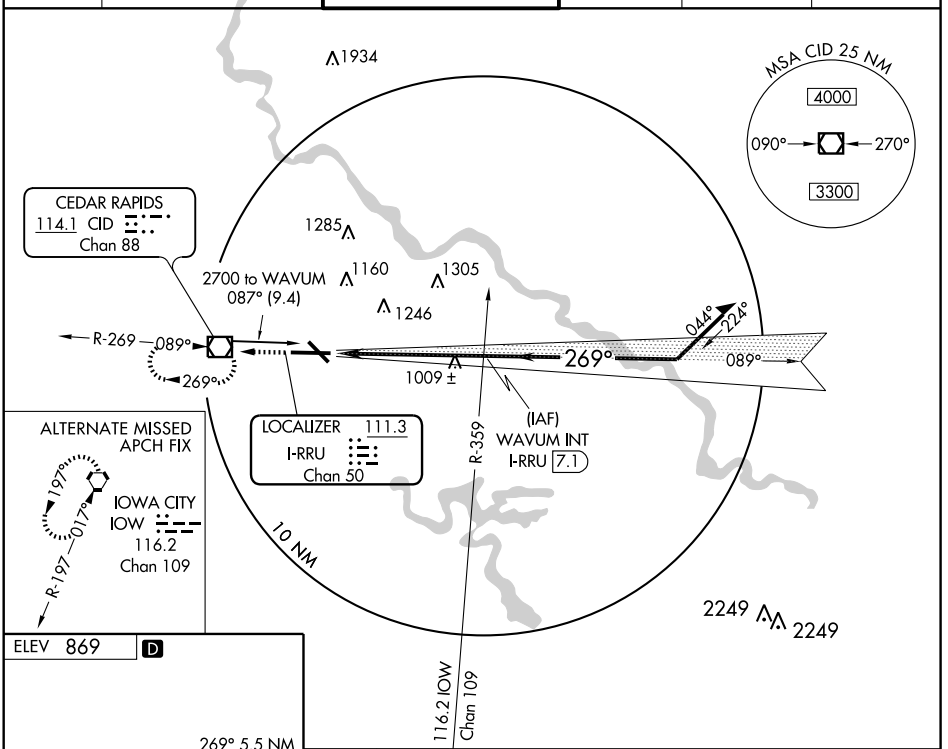
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

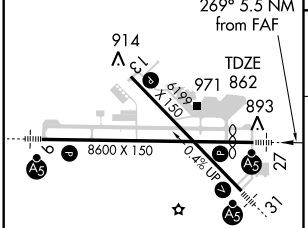
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

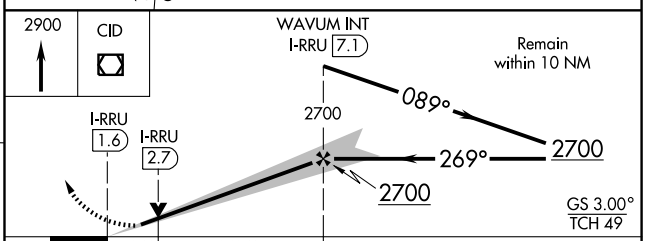
MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

ATIS	CEDAR RAPIDS APP CON*	CEDAR RAPIDS TOWER*	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) 266.8	121.6	125.45	122.95







MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 27 *	1062/24 200 (200-½)			
S-LOC 27	1260/24 398 (400-½)			1260/40 398 (400-¾)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

WAAS CH 77603 W09A	APP CRS 089°	Rwy ldg 8175 TDZE 857 Apt Elev 870

RNAV (GPS) RWY 9

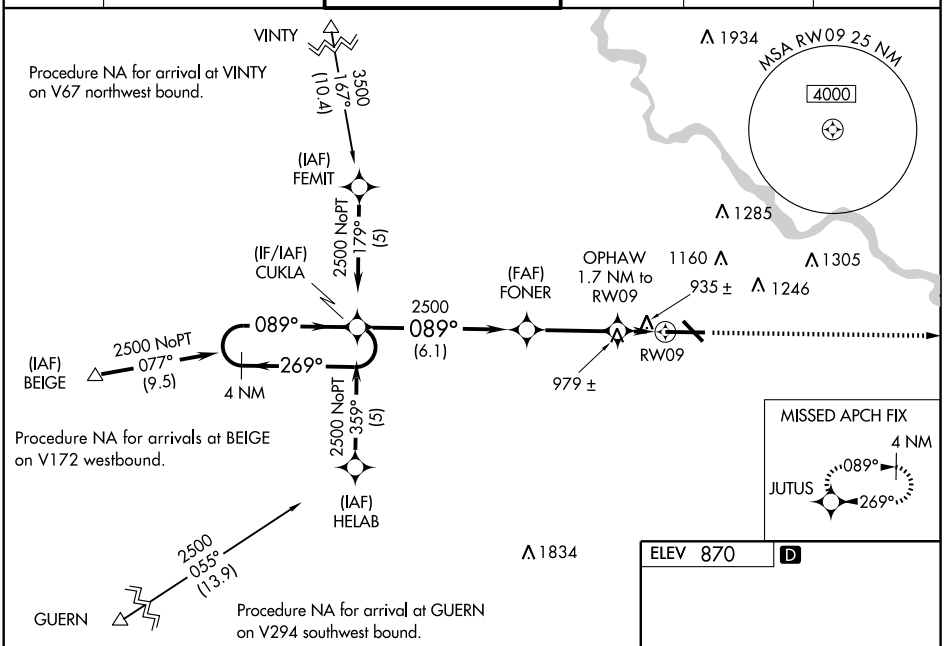
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

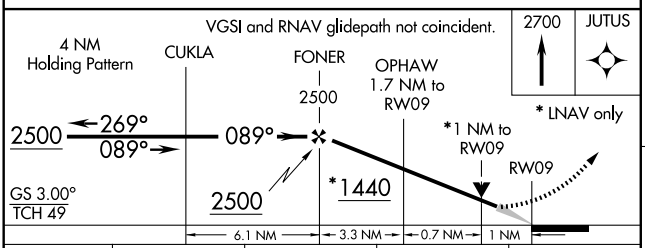
Baro-VNAV NA when using Iowa City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat C to RVR 4000. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA with Iowa City altimeter setting. When using Iowa City altimeter setting; for inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV Cat C visibility to RVR 6000 and LNAV Cat D visibility to 1½ miles.

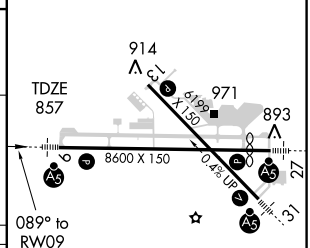
MALSR

MISSED APPROACH: Climb to 2700 direct JUTUS and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95







CATEGORY	A	B	C	D
LPV DA	1057/24 200 (200-½)			
LNAV/VNAV DA	1204/40 347 (400-¾)			
LNAV MDA	1240/24 383 (400-½)			1240/50 383(400-1)
CIRCLING	1280-1 410 (500-1)	1320-1 450 (500-1)	1320-1½ 450 (500-1½)	1420-2 550 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6199
Chan 86201	134°	TDZE	869
W13A		Apt Elev	869

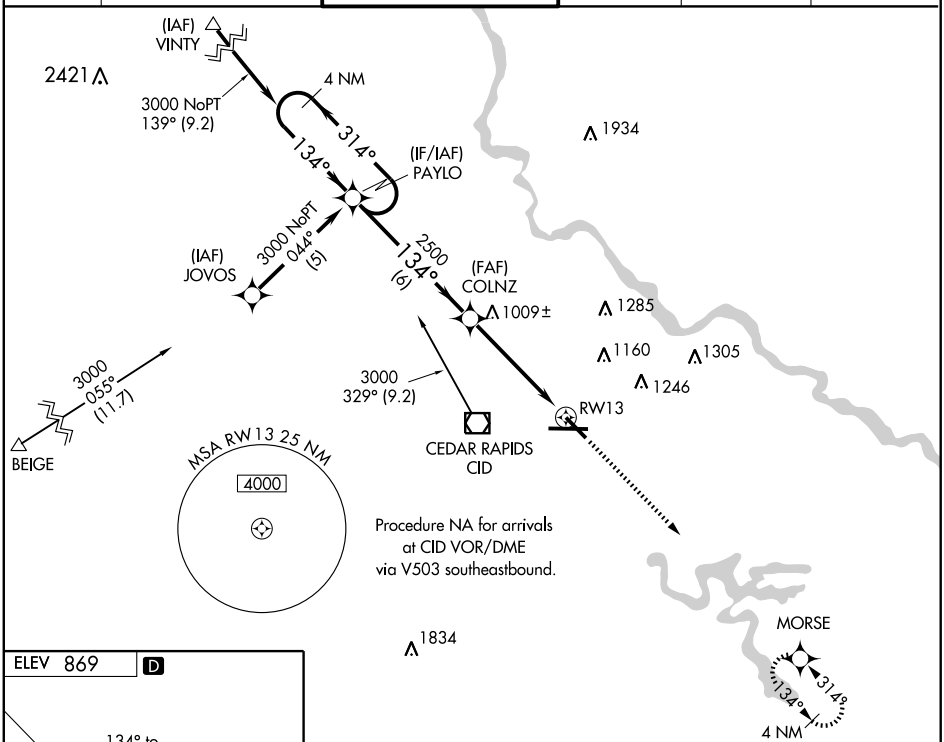
RNAV (GPS) RWY 13

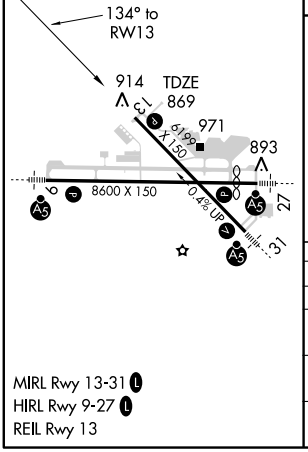
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

T Baro-VNAV NA below-16° (4°F).
DME/DME RNP-0.3 NA.
Straight in minimums NA at night when control tower closed.

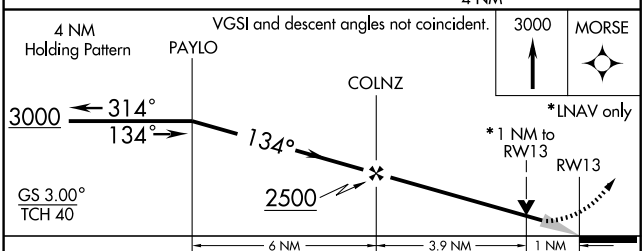
MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95





MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13



CATEGORY	A	B	C	D
LPV DA	1120-1 251 (300-1)			
LNAV/VNAV DA	1200-1¼ 331 (400-1¼)			
LNAV MDA	1260-1 391 (400-1)			1260-1¼ 391 (400-1¼)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72902 W27A	APP CRS 269°	Rwy Idg 8175 TDZE 862 Apt Elev 869

RNAV (GPS) RWY 27

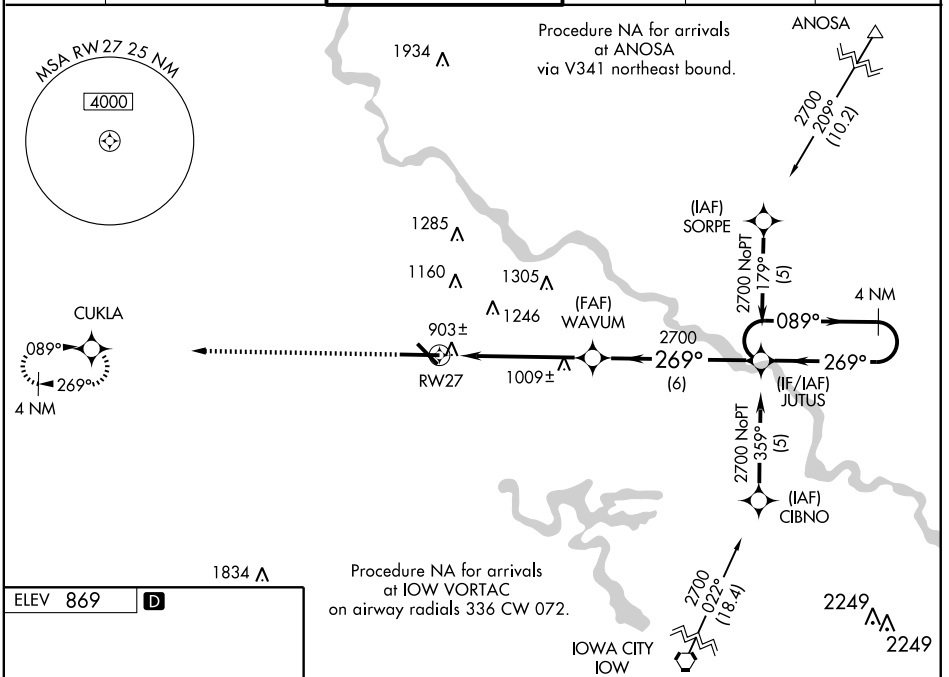
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

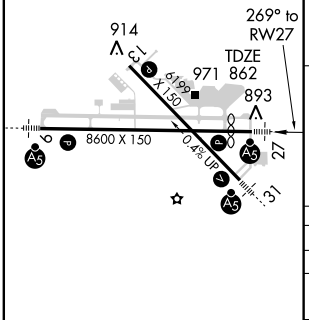
Baro-VNAV NA when using Iowa City altimeter setting.
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

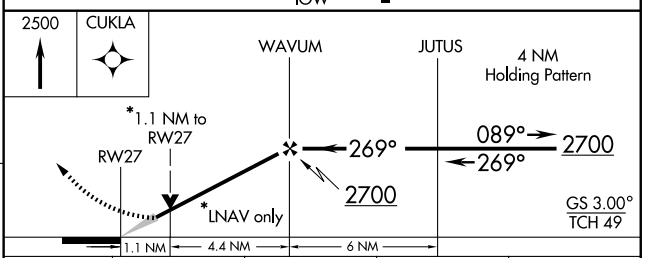
MALSR

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS	CEDAR RAPIDS APP CON*	CEDAR RAPIDS TOWER*	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95







CATEGORY	A	B	C	D
LPV DA	1112/24 250 (300-½)			
LNAV/VNAV DA	1163/24 301 (300-½)			1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6199
Chan 77503	314°	TDZE	861
W31A		Apt Elev	869

RNAV (GPS) RWY 31

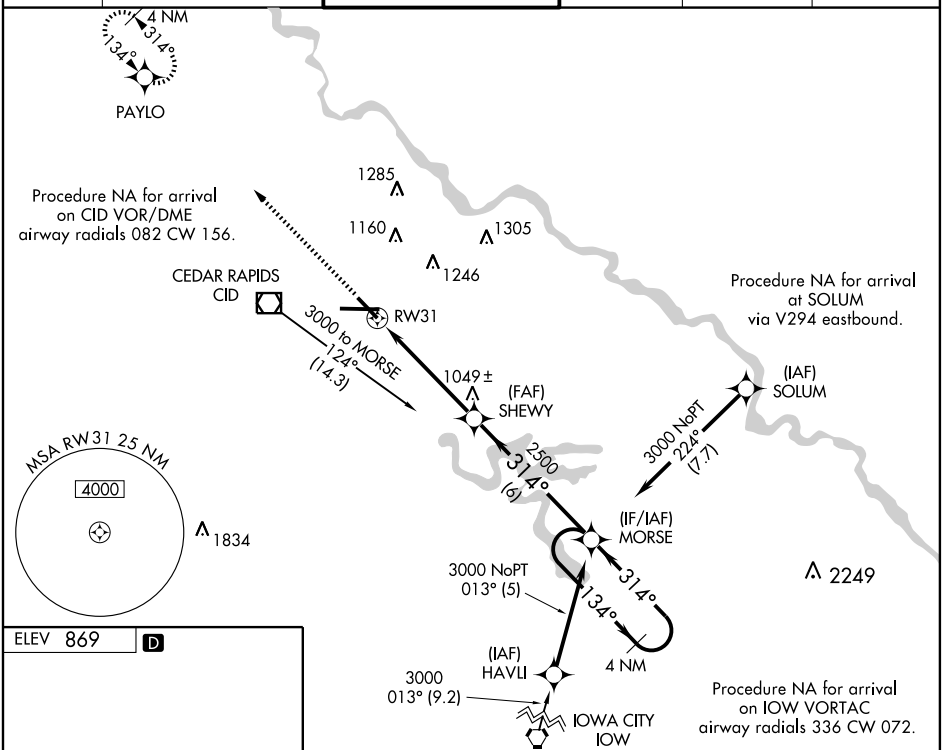
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

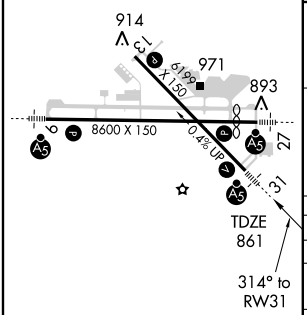
Baro-VNAV NA below -16°C (4°F).
DME/DME RNP- 0.3 NA.
Straight in minimums NA at night when control tower closed.
For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1¼ mile.

MALSR

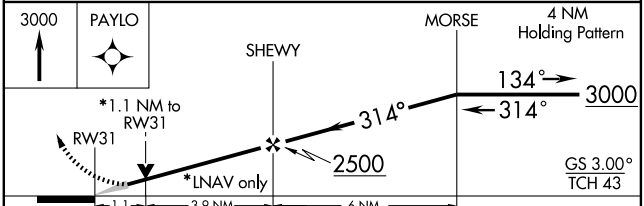
MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95





MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13



CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/ VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	089°	TDZE	857
Chan 88		Apt Elev	870

VOR/DME RWY 9

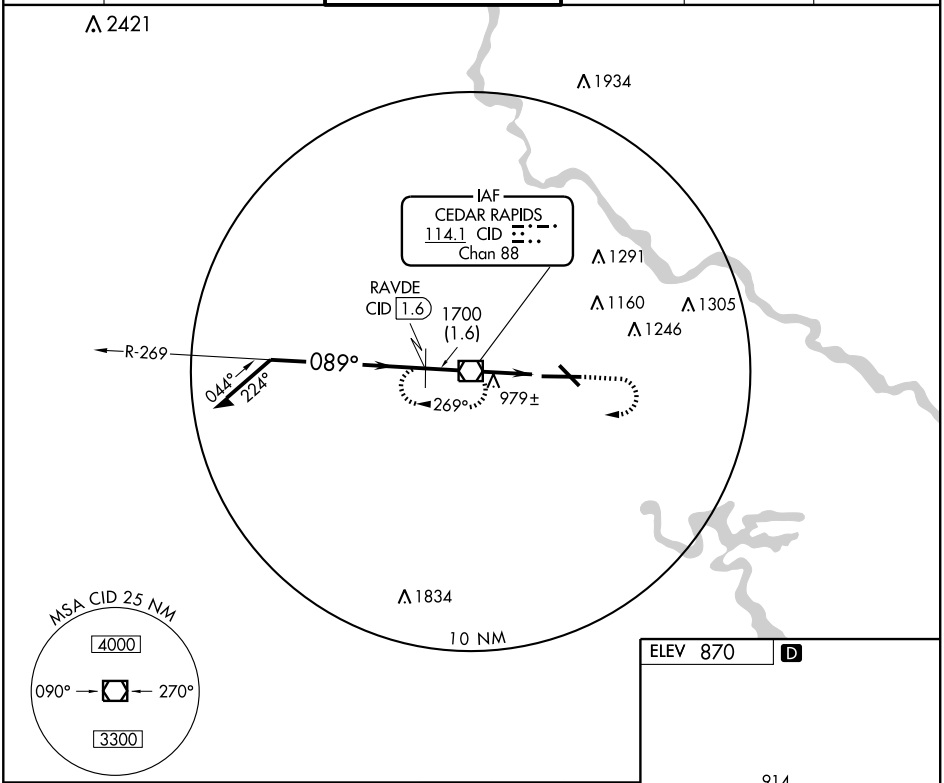
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

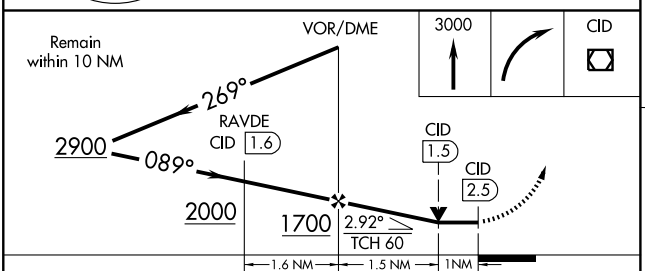
For inoperative MALSR increase S-9 Cat D visibility to RVR 6000. When local altimeter setting not received use Iowa City altimeter setting and increase all MDA 80 feet; increase S-9 Cat C visibility to RVR 4000. VDP NA with Iowa City altimeter setting.

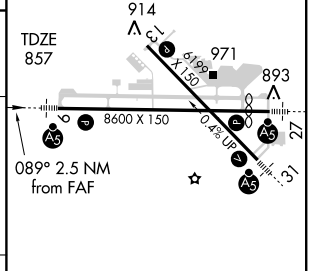
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct CID VOR/DME and hold.

ATIS	CEDAR RAPIDS APP CON★	CEDAR RAPIDS TOWER★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95







CATEGORY	A	B	C	D
S-9	1240/24 383 (400-½)			1240/50 383 (400-1)
CIRCLING	1280-1 410 (500-1)	1320-1 450 (500-1)	1320-1½ 450 (500-1½)	1420-2 550 (600-2)

MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CID	APP CRS	Rwy Idg	8175
114.1	268°	TDZE	862
Chan 88		Apt Elev	869

VOR RWY 27

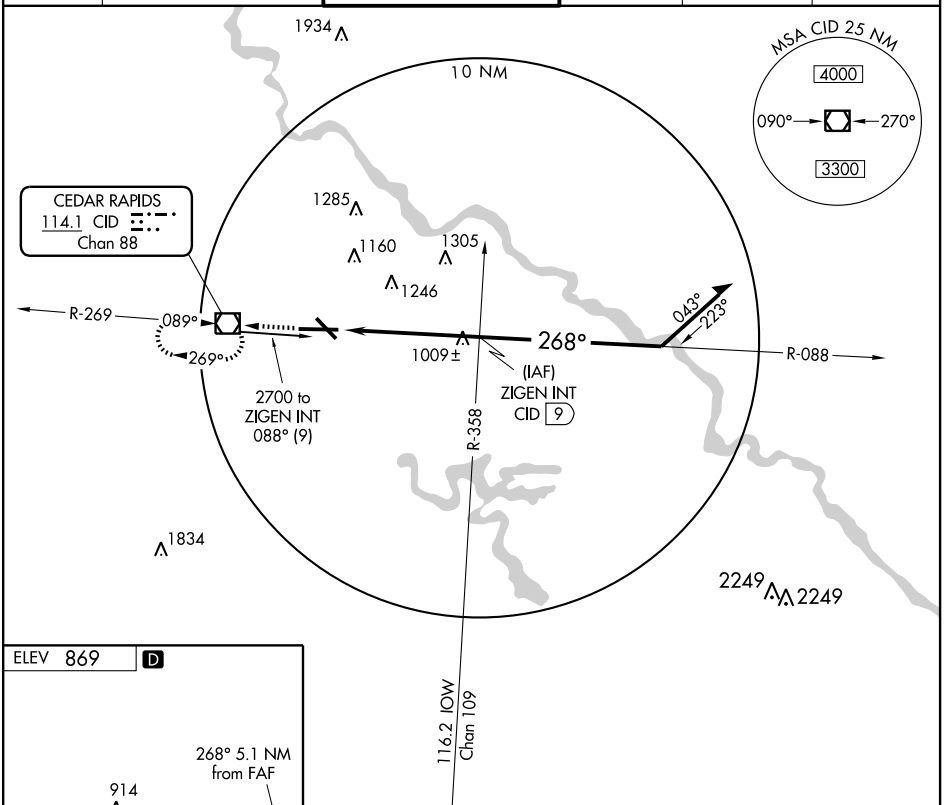
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

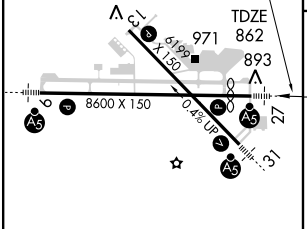
If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.
For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000.
VDP NA with Iowa City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 direct CID VOR/DME and hold, continue climb-in-hold to 2900.

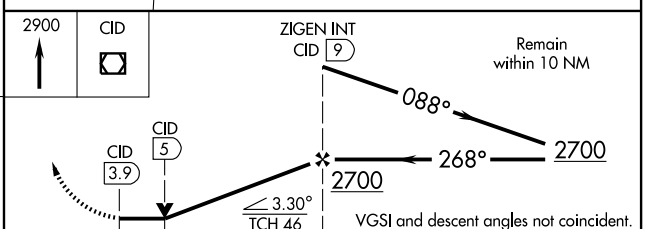
ATIS	CEDAR RAPIDS APP CON ★	CEDAR RAPIDS TOWER ★	GND CON	CLNC DEL	UNICOM
124.15	119.7 266.8	118.7 (CTAF) L 266.8	121.6	125.45	122.95





MIRL Rwy 13-31 L
HIRL Rwy 9-27 L
REIL Rwy 13

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-27	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CENTERVILLE MUNI (TVK) 3 SW UTC−6(−5DT) N40°41.07′ W92°54.06′

CHICAGO
L–27A
IAP

1023 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16–34: H4099X75 (CONC) S–42, D–65, 2D–120 MIRL

RWY 16: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Trees.

RWY 34: REIL. PAPI(P2l)–GA 3.0° TCH 40′.

AIRPORT REMARKS: Attended Mon–Fri 1430–2300Z‡, Arpt on call holidays. After hrs call Airport Manager on 641–856–4023, residence located on arpt grounds. 24–hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 123.775 (641) 437–1213.

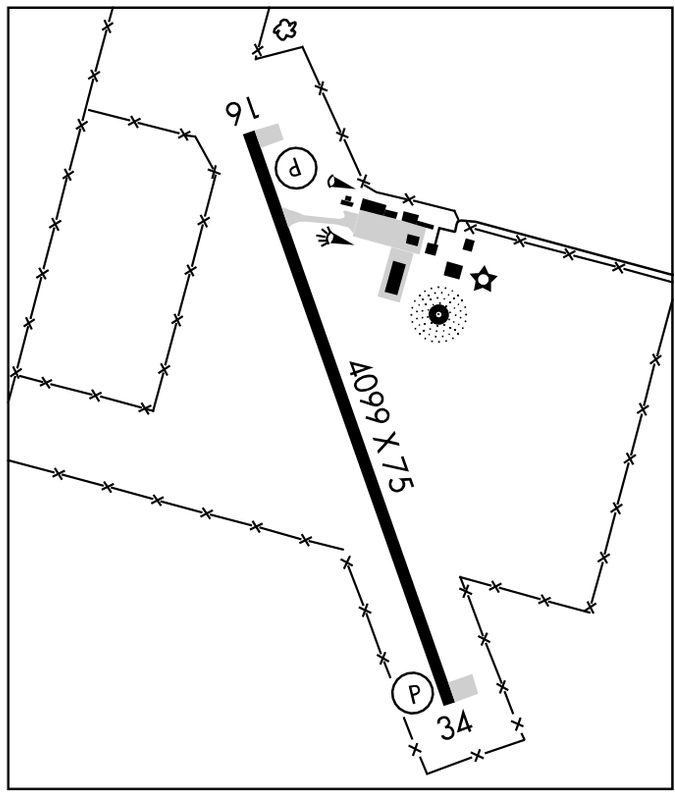
COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 226° 33.4 NM to fld. 820/6E.
HIWAS.

NDB (MHW) 290 TVK N40°41.23′ W92°54.00′ at fld. NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.



CHARITON MUNI (CNC) 3 W UTC−6(−5DT) N41°01.18′ W93°21.58′

OMAHA
L–12J, 27A
IAP

1050 B **FUEL** 100LL, JET A NOTAM FILE CNC

RWY 10–28: H4000X75 (CONC–WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 26′. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 33′.

RWY 17–35: H2800X75 (CONC) S–4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. **RWY 35:** REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended on call. For assistance call 641–774–5083. MIRL Rwy 17–35 and Rwy 10–28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.525 (641) 774–5645.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DES MOINES APP/DEP CON** 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 145° 28.2 NM to fld. 940/7E.
HIWAS.

NDB (MHW) 335 CNC N41°01.01′ W93°21.72′ at fld. NOTAM FILE CNC.

CHARLES CITY N43°04.11′ W92°36.49′ NOTAM FILE CCY.

CHICAGO
L–12J, 28F

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)

NDB TVK 290	APP CRS 135°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028

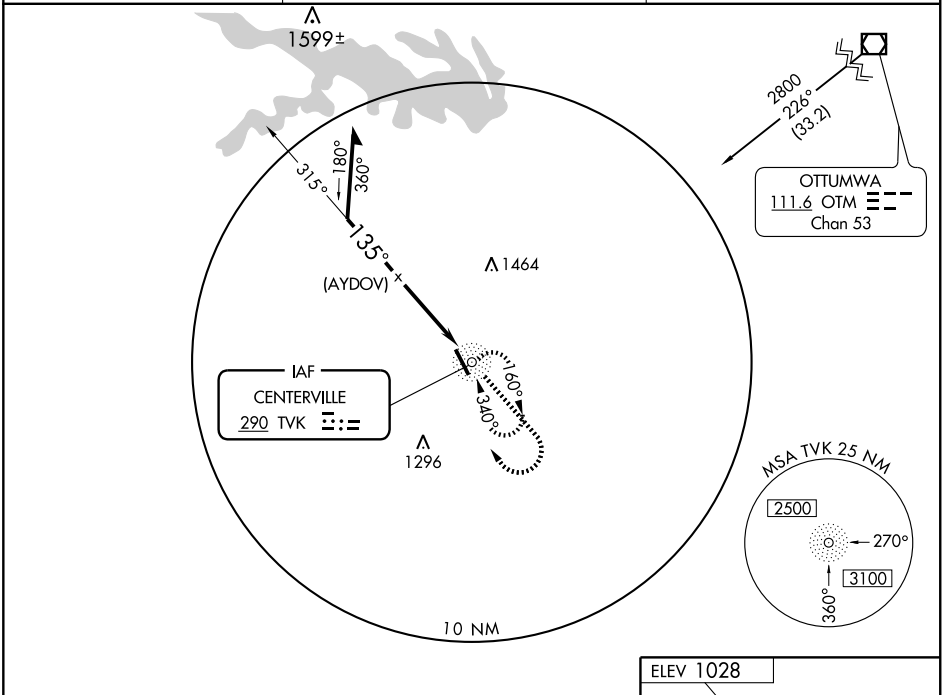
NDB or GPS RWY 16
CENTERVILLE MUNI (TVK)

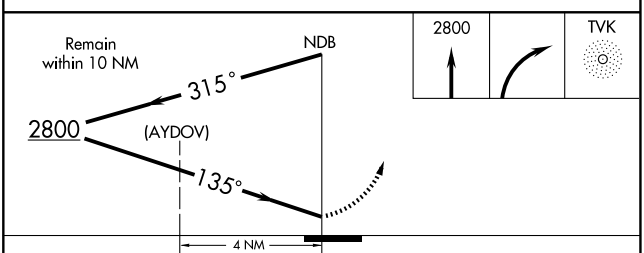
NA

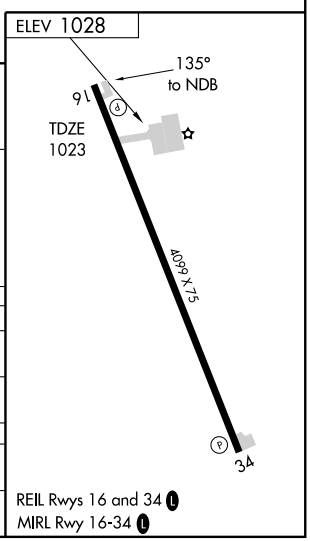
When local altimeter settting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	1740-1	717 (800-1)	1740-2 717 (800-2)	1740-2¼ 717 (800-2¼)
CIRCLING	1740-1	712 (800-1)	1740-2 712 (800-2)	1740-2¼ 712 (800-2¼)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-16	1900-1 877 (900-1)	1900-1¼ 877 (900-1¼)	1900-2½ 877 (900-2½)	1900-2¾ 877 (900-2¾)
CIRCLING	1900-1 872 (900-1)	1900-1¼ 872 (900-1¼)	1900-2½ 872 (900-2½)	1900-2¾ 872 (900-2¾)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB TVK 290	APP CRS 340°	Rwy Idg 4099 TDZE 1023 Apt Elev 1028

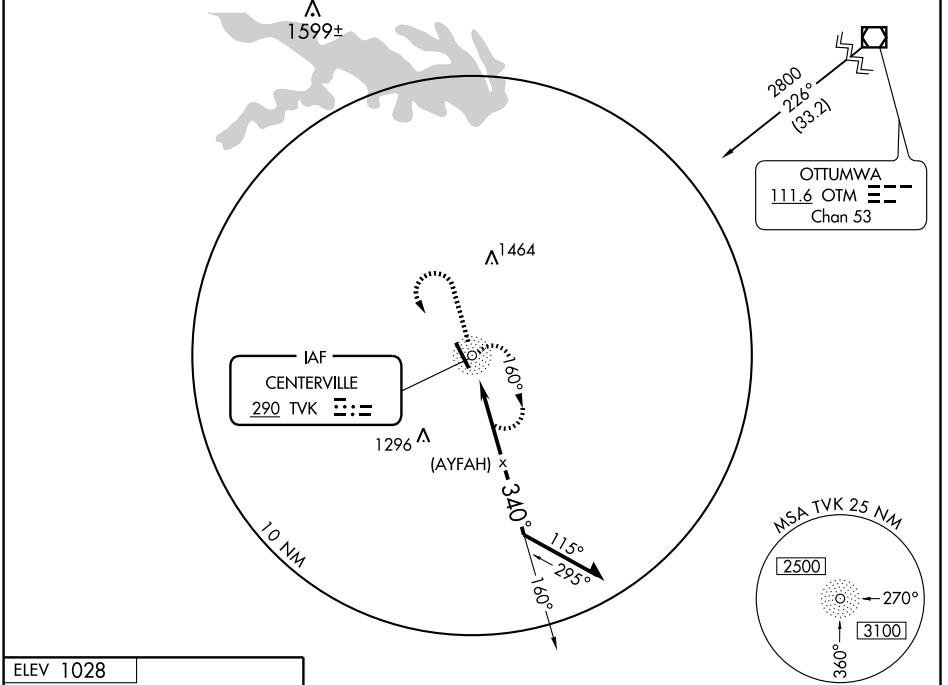
NDB or GPS RWY 34

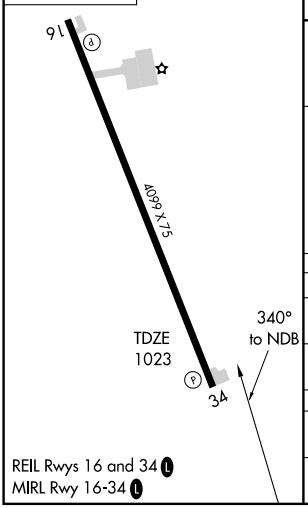
CENTERVILLE MUNI (TVK)

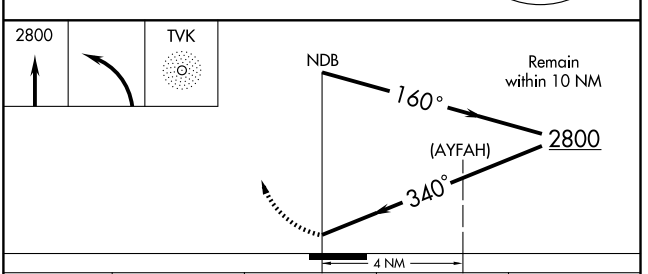
NA — When local altimeter setting not received, use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct TVK NDB and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1640-1 617 (700-1)		1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1 612 (700-1)		1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

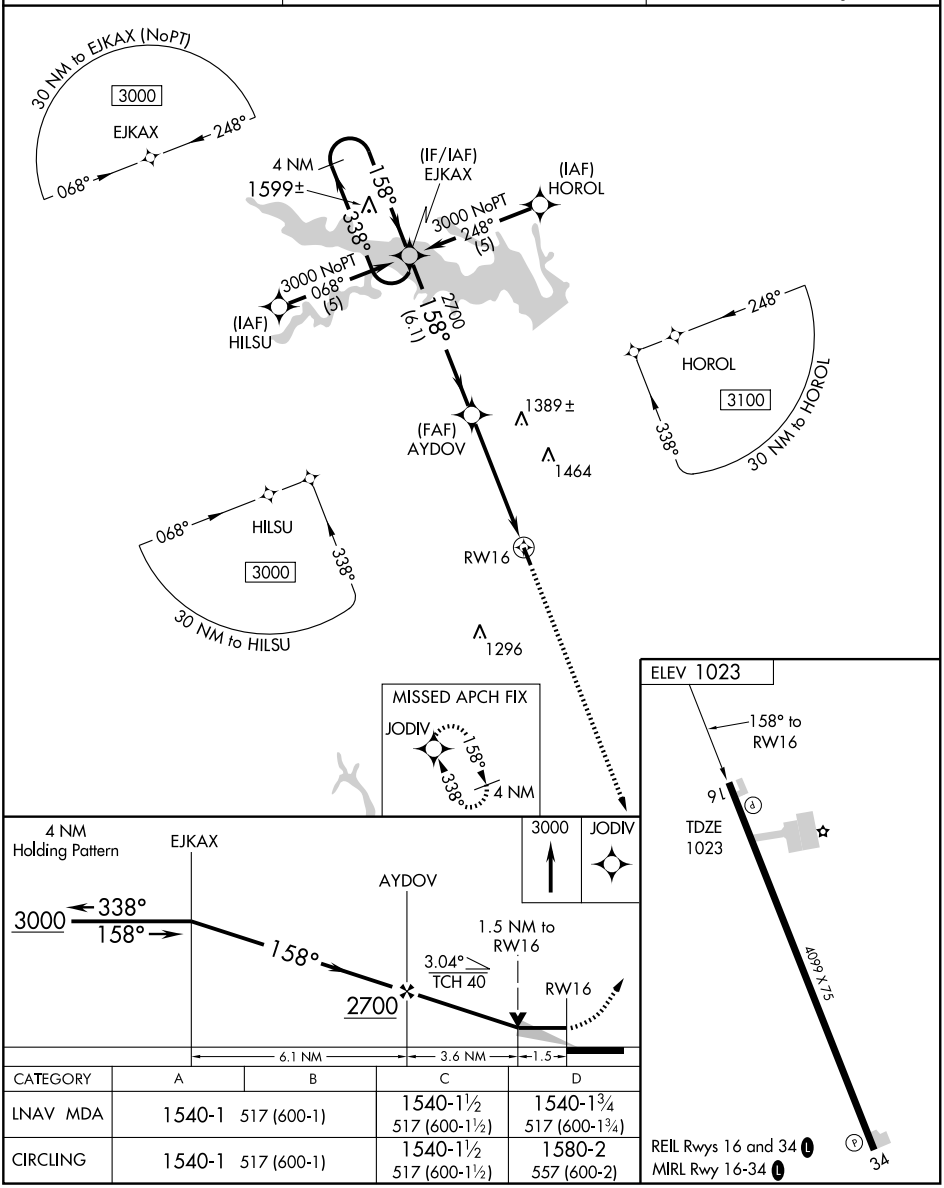
CENTERVILLE MUNI (TVK)

APP CRS	Rwy Idg	4099
158°	TDZE	1023
	Apt Elev	1023

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chariton altimeter setting and increase all MDA 80 feet. VDP NA when using Chariton altimeter setting.

MISSED APPROACH: Climb to 3000 direct JODIV and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1540-1¾ 517 (600-1¾)
CIRCLING	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1580-2 557 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4099
CH 86517	338°	TDZE	1023
W34A		Apt Elev	1023

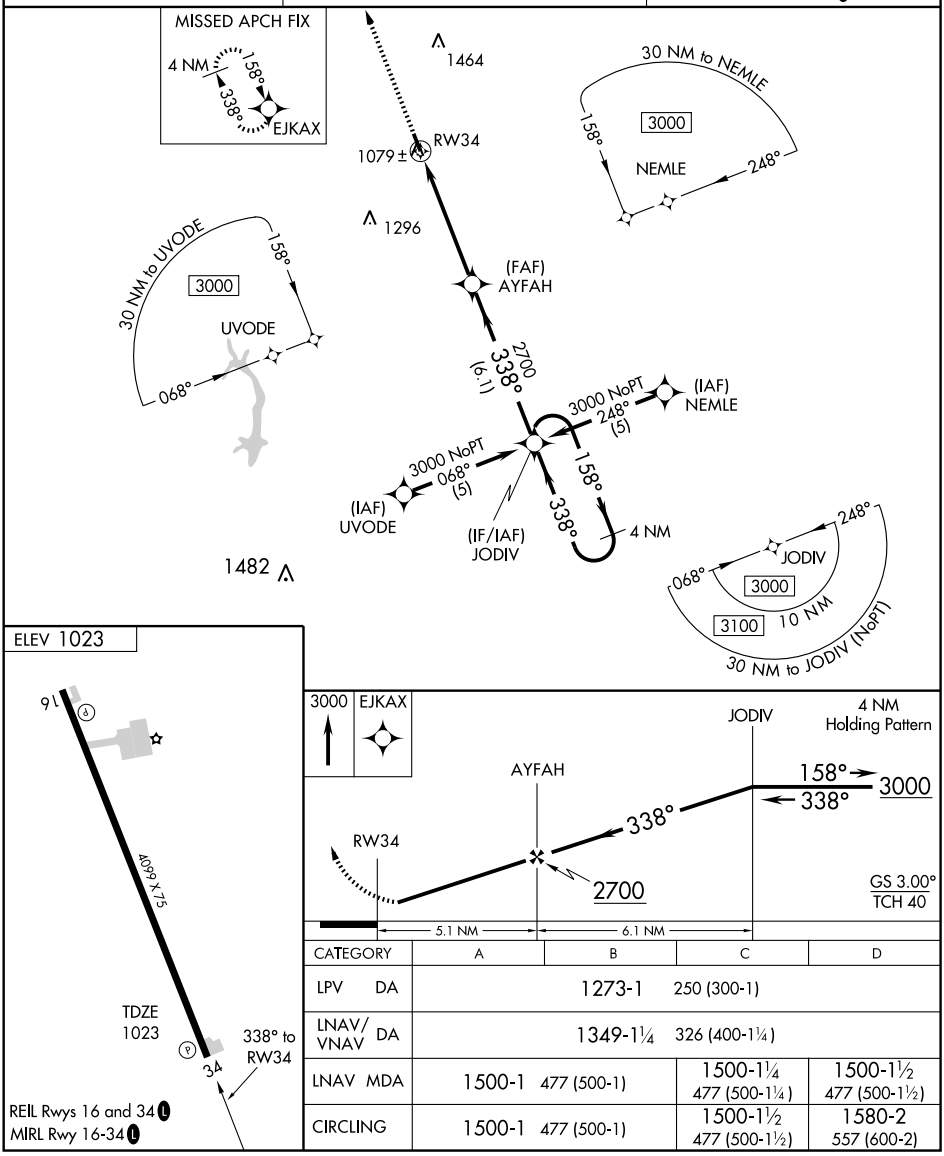
RNAV (GPS) RWY 34

CENTERVILLE MUNI (TVK)

Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. VDP NA when using Chariton altimeter setting.

MISSED APPROACH: Climb to 3000 direct EJKAX and hold.

ASOS	CHICAGO CENTER	UNICOM
123.775	118.15 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1273-1 250 (300-1)			
LNAV/VNAV DA	1349-1¼ 326 (400-1¼)			
LNAV MDA	1500-1 477 (500-1)		1500-1¼ 477 (500-1¼)	1500-1½ 477 (500-1½)
CIRCLING	1500-1 477 (500-1)		1500-1½ 477 (500-1½)	1580-2 557 (600-2)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CENTERVILLE MUNI (TVK) 3 SW UTC−6(−5DT) N40°41.07′ W92°54.06′

CHICAGO
L–27A
IAP

1023 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16–34: H4099X75 (CONC) S–42, D–65, 2D–120 MIRL

RWY 16: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Trees.

RWY 34: REIL. PAPI(P2l)–GA 3.0° TCH 40′.

AIRPORT REMARKS: Attended Mon–Fri 1430–2300Z‡, Arpt on call holidays. After hrs call Airport Manager on 641–856–4023, residence located on arpt grounds. 24–hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 123.775 (641) 437–1213.

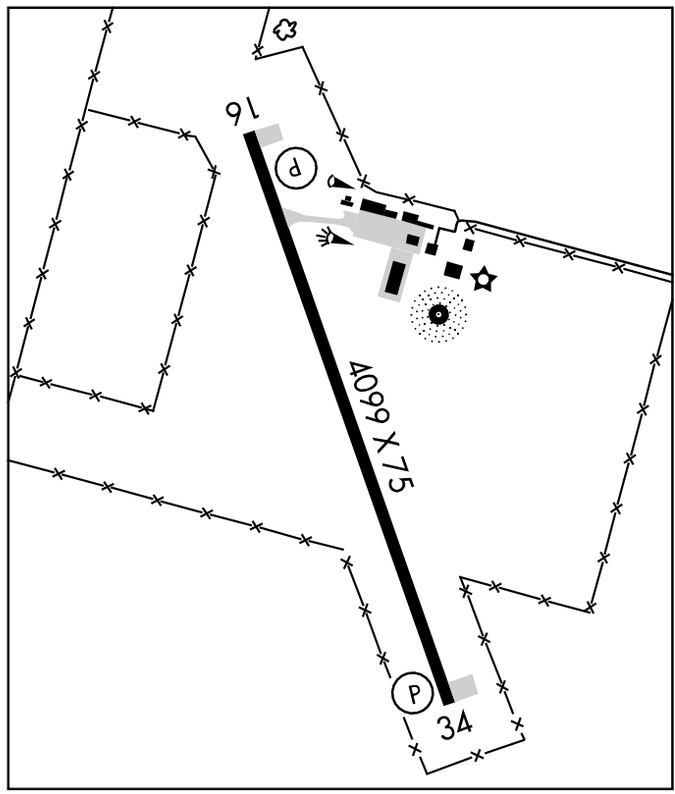
COMMUNICATIONS: CTAF/UNICOM 122.8

CHICAGO CENTER APP/DEP CON 118.15

RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 226° 33.4 NM to fld. 820/6E.
HIWAS.

NDB (MHW) 290 TVK N40°41.23′ W92°54.00′ at fld. NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.



CHARITON MUNI (CNC) 3 W UTC−6(−5DT) N41°01.18′ W93°21.58′

OMAHA
L–12J, 27A
IAP

1050 B **FUEL** 100LL, JET A NOTAM FILE CNC

RWY 10–28: H4000X75 (CONC–WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)—GA 3.0° TCH 26′. **RWY 28:** REIL. PAPI(P2L)—GA 3.0° TCH 33′.

RWY 17–35: H2800X75 (CONC) S–4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. **RWY 35:** REIL. PAPI(P2L). Road.

AIRPORT REMARKS: Attended on call. For assistance call 641–774–5083. MIRL Rwy 17–35 and Rwy 10–28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.525 (641) 774–5645.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DES MOINES APP/DEP CON** 135.2

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 145° 28.2 NM to fld. 940/7E.
HIWAS.

NDB (MHW) 335 CNC N41°01.01′ W93°21.72′ at fld. NOTAM FILE CNC.

CHARLES CITY N43°04.11′ W92°36.49′ NOTAM FILE CCY.

CHICAGO
L–12J, 28F

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)

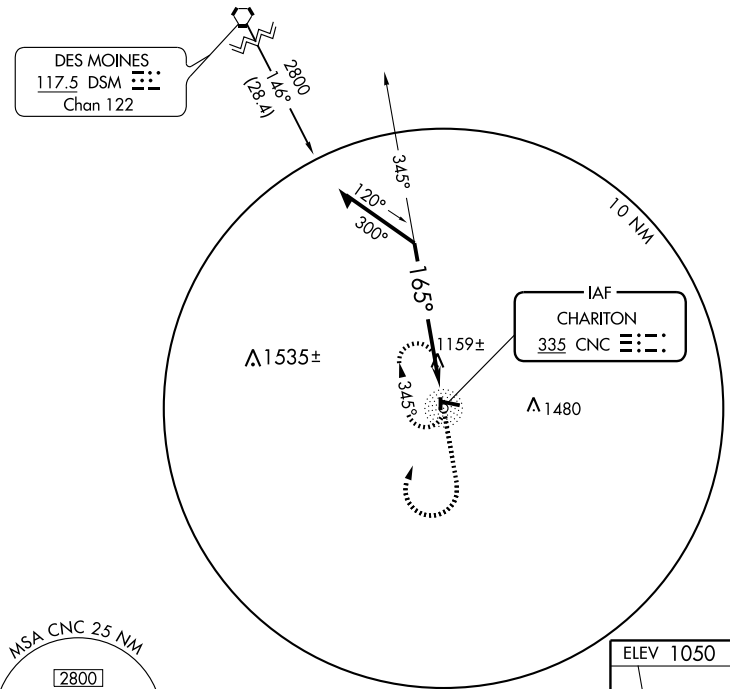
NDB CNC	APP CRS	Rwy Idg	2800
335	165°	TDZE	1050
		Apt Elev	1050

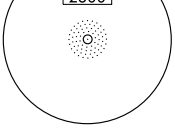
NDB RWY 17
CHARITON MUNI (CNC)

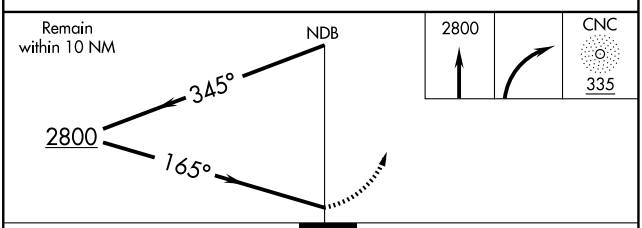
NA

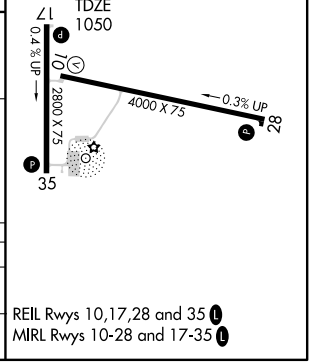
MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-17	1520-1	470 (500-1)	1520-1¼ 470 (500-1¼)	NA
CIRCLING	1520-1	470 (500-1)	1520-1½ 470 (500-1½)	NA

REIL Rwys 10,17,28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

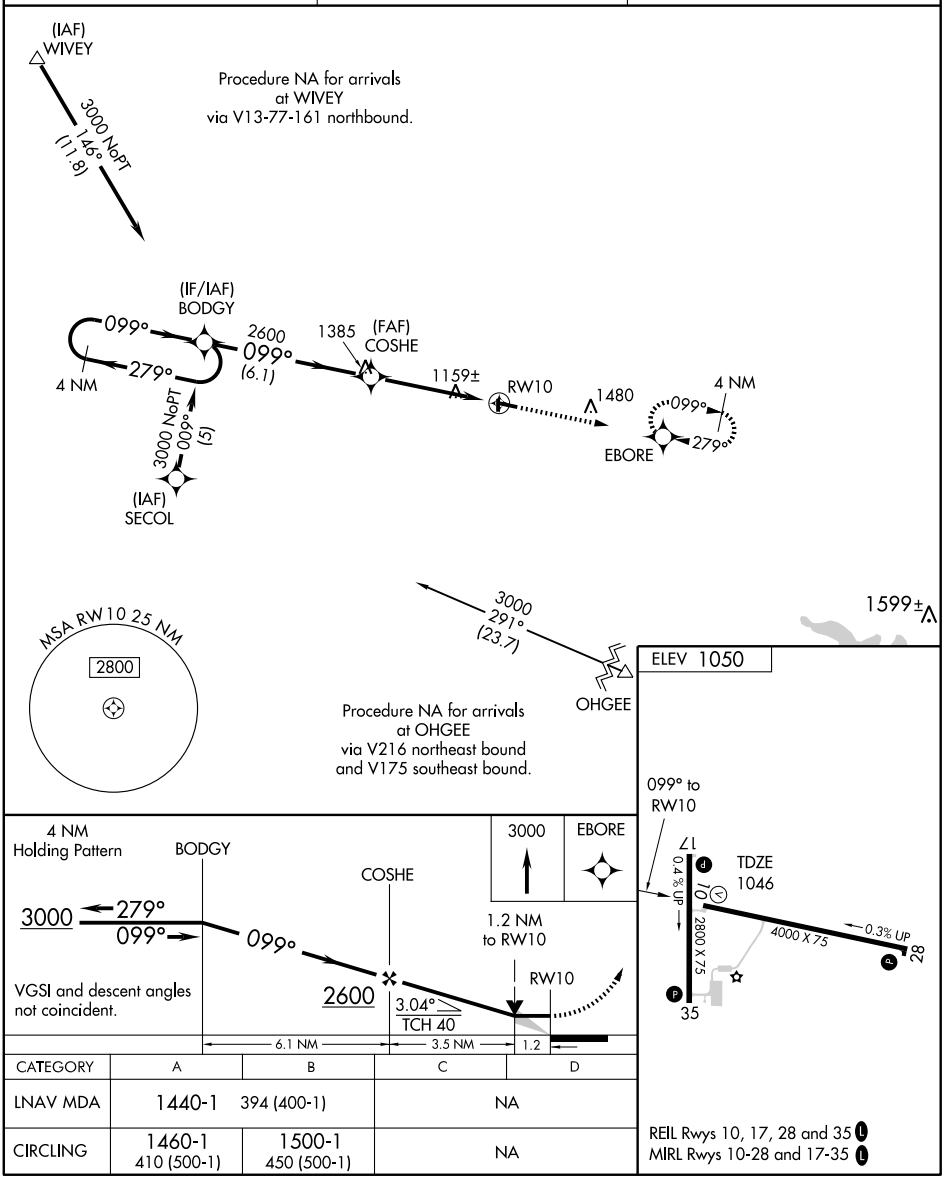
APP CRS	Rwy Idg	4000
099°	TDZE	1046
	Apt Elev	1050

RNAV (GPS) RWY 10
CHARITON MUNI (CNC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.
VDP NA when using Lamoni altimeter setting.

MISSED APPROACH:
Climb to 3000 direct EBORE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	394 (400-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

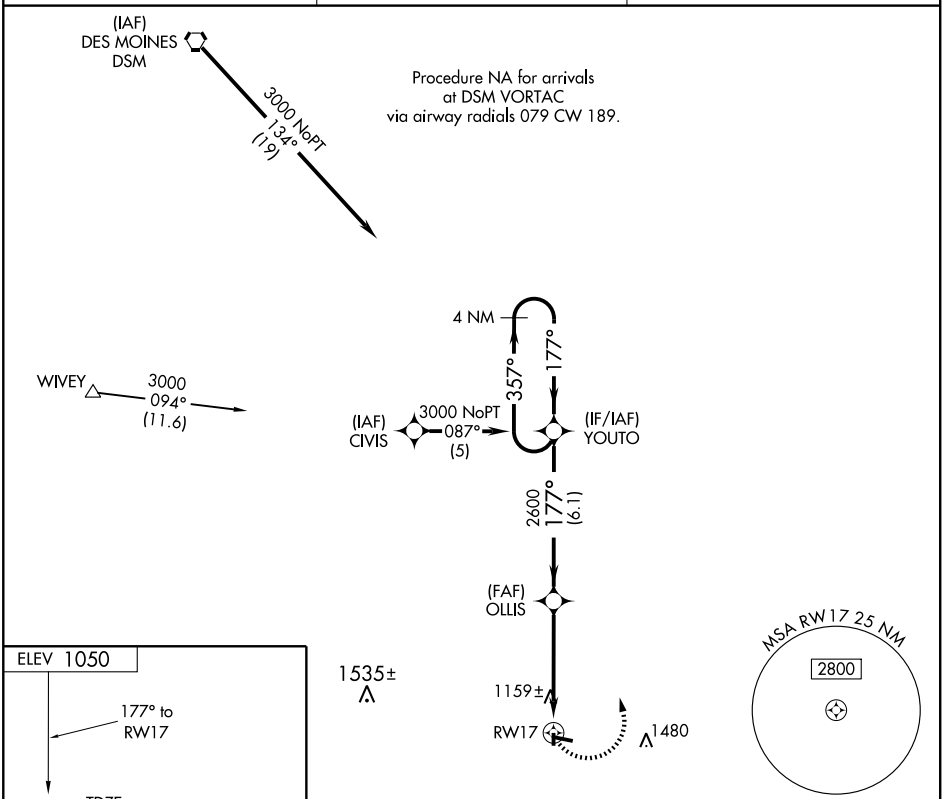
APP CRS	Rwy Idg	2800
177°	TDZE	1050
	Apt Elev	1050

RNAV (GPS) RWY 17
CHARITON MUNI (CNC)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3	DES MOINES APP CON	UNICOM
125.525	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DSM 117.5 Chan 122	APP CRS 146°	Rwy Idg 2800 TDZE 1050 Apt Elev 1050

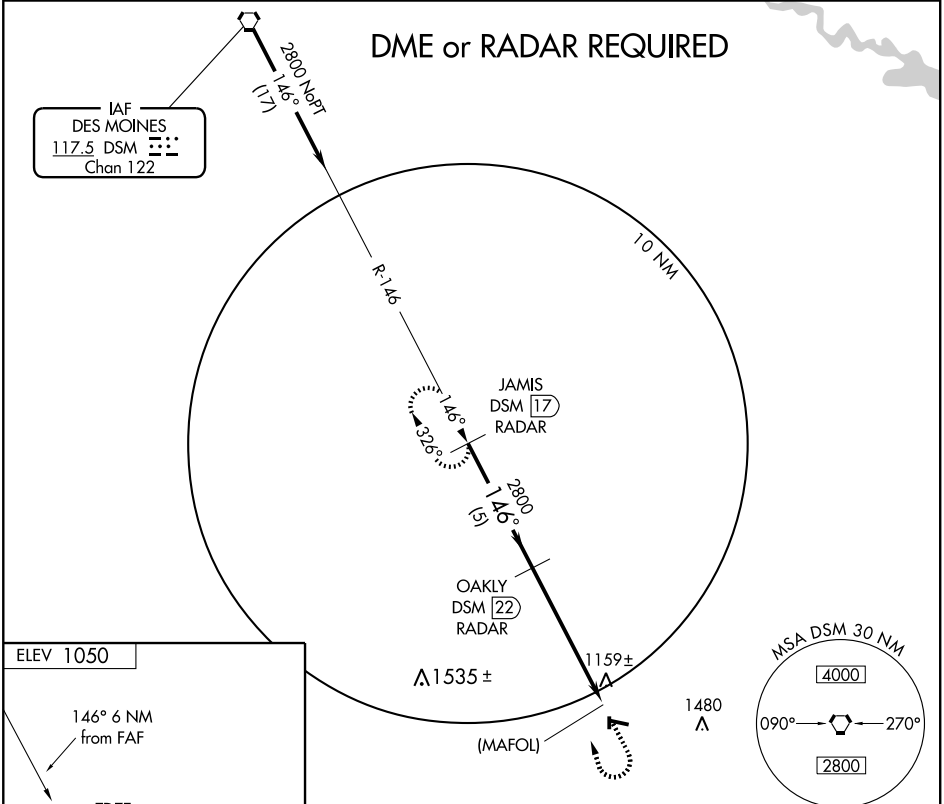
VOR or GPS RWY 17

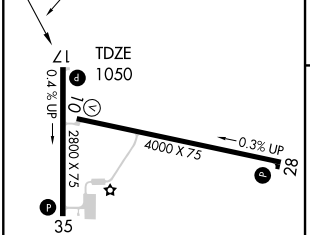
CHARITON MUNI (CNC)

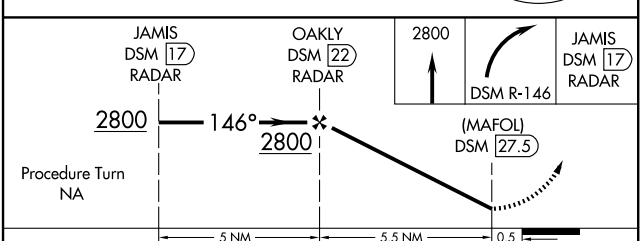
MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

AWOS-3 125.525	DES MOINES APP CON 135.2 360.7	UNICOM 122.8 (CTAF) L

DME or RADAR REQUIRED







REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CHARLES CITY

NORTHEAST IOWA RGNL (CCY) 3 E UTC−6(−5DT) N43°04.36′ W92°36.65′ — CHICAGO
1125 B S4 **FUEL** 100LL, JET A NOTAM FILE CCY — L–12J, 28F
RWY 12–30: H4001X75 (CONC) S–30 MIRL — IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26′. Tree. **RWY 30:** REIL. VASI(V2L)—GA 3.0° TCH 27′. Tree.
RWY 04–22: 2536X160 (TURF)
RWY 04: P-line. **RWY 22:** Tree.
RWY 17–35: 1780X170 (TURF)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡, Sun 1400–2200Z‡. For svc after dusk call 641–228–3075/228–6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones. Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (641) 228–7069.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARLES CITY RCO 122.4 (FORT DODGE RADIO)
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 086° 31.7 NM to fld. 1210/6E.
CHARLES CITY NDB (MHW) 375 CCY N43°04.11′ W92°36.49′ at fld. NOTAM FILE CCY. Unmonitored 2300–1300Z‡.
CHUKK NDB (MHW/LOM) 417 IY N43°08.04′ W92°43.69′ 122° 6.3 NM to fld.
ILS 108.3 I–IYY Rwy 12. LOM CHUKK NDB. LOC only.

CHEROKEE CO RGNL (CKP) 1 S UTC−6(−5DT) N42°43.87′ W95°33.37′ — OMAHA
1227 B **FUEL** 100LL, JET A NOTAM FILE CKP — L–12I
RWY 18–36: H3801X75 (CONC) S–15 MIRL 0.4% up S — IAP
RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46′. Trees.
RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49′. Pole.
RWY 01–19: 2645X100 (TURF)
RWY 01: Thld dsplcd 408′. Railroad. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. For attendant after hours call 712–225–6168. For fuel after hrs call 712–225–6168 or 712–229–9365. Waterfowl on and invof arpt. Parachute Jumping. Rwy 01–19 CLOSED Nov–Apr. Rwy 01–19 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.225 (712) 225–1088.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 206° 30.2 NM to fld. 1330/5E.

CHUKK N43°08.04′ W92°43.69′ NOTAM FILE FOD. — CHICAGO
NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL. — L–28J, 28F

CLARINDA N40°43.60′ W95°01.65′ NOTAM FILE ICL. — OMAHA
NDB (MHW) 353 ICL at Schenck Fld. — L–10J

AL-5329 (FAA)

LOC I-IYY	APP CRS	Rwy Idg	4001
108.3	122°	TDZE	1120
		Apt Elev	1125

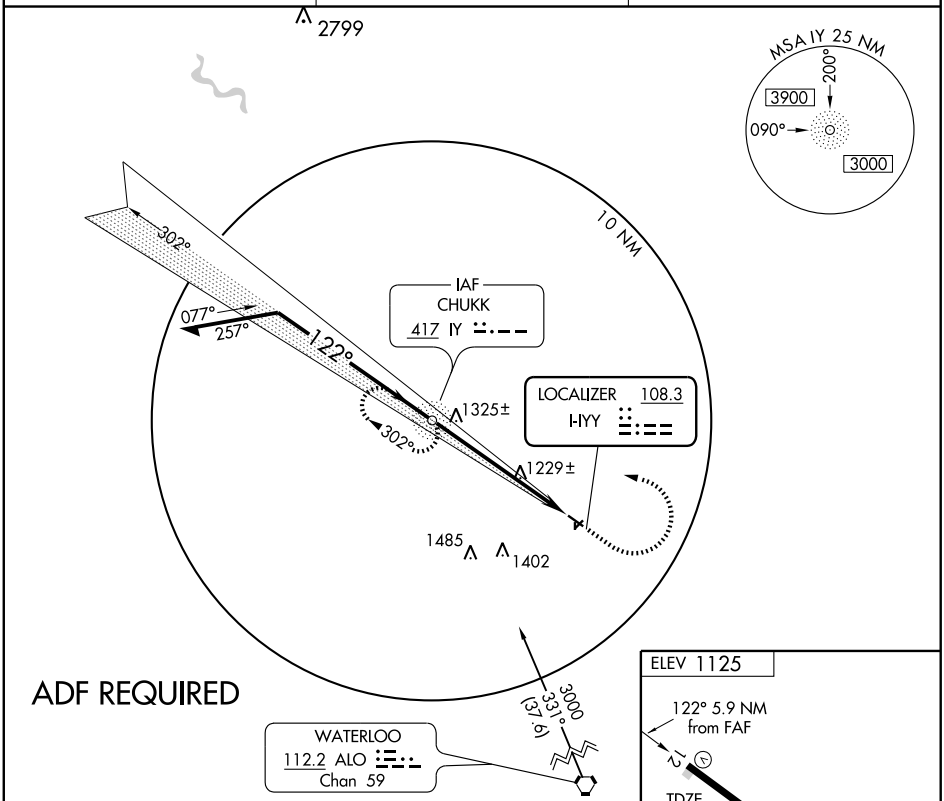
LOC RWY 12

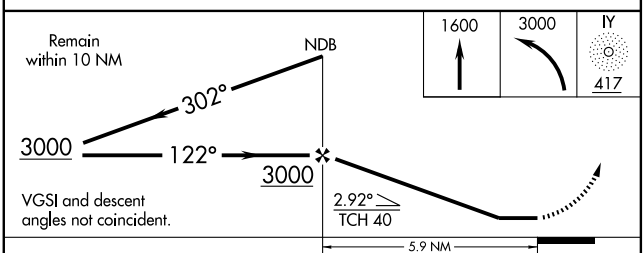
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

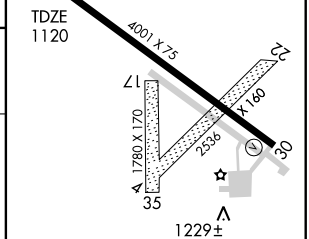
ADF required.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct IY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-12	1480-1 360 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB IYY	APP CRS	Rwy Idg	4001
417	122°	TDZE	1120
		Apt Elev	1125

AL-5329 (FAA)

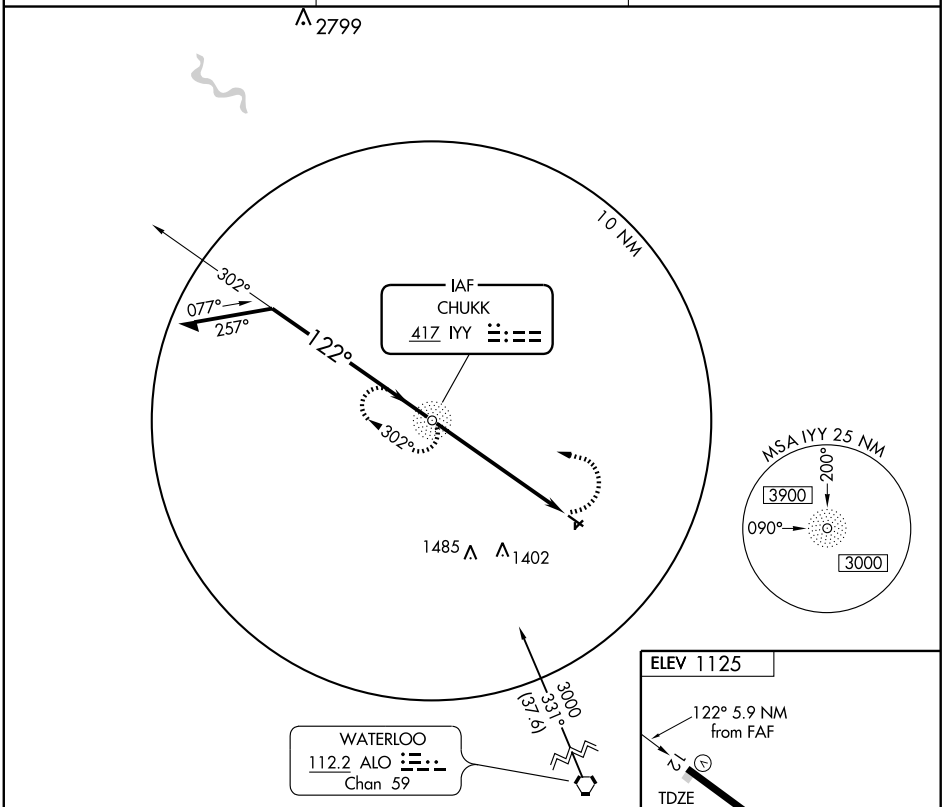
NDB RWY 12

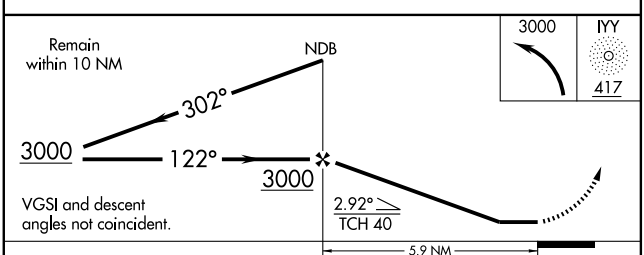
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

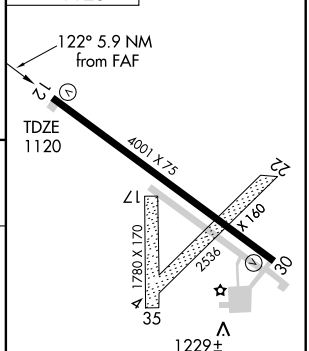
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct IYY NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L







MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

CATEGORY	A	B	C	D
S-12	1640-1 520 (600-1)		NA	
CIRCLING	1640-1 515 (600-1)		NA	

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
122°	TDZE	1120
	Apt Elev	1125

AL-5329 (FAA)

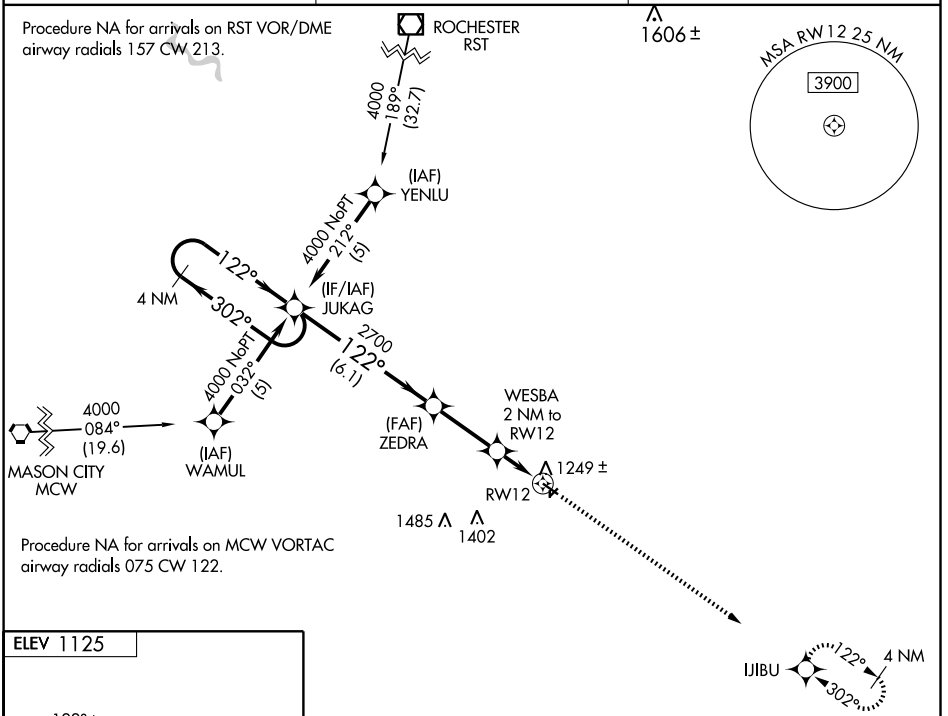
RNAV (GPS) RWY 12

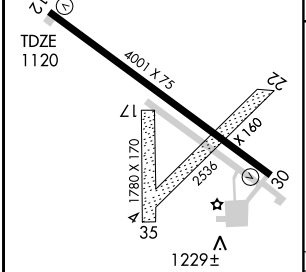
CHARLES CITY/NORTHEAST IOWA RGNL (CCY)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

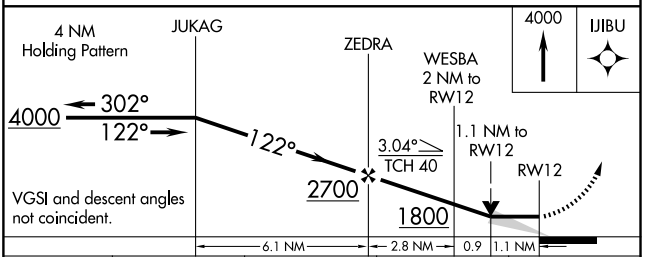
MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L





MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
302°	TDZE	1120
	Apt Elev	1125

RNAV (GPS) RWY 30

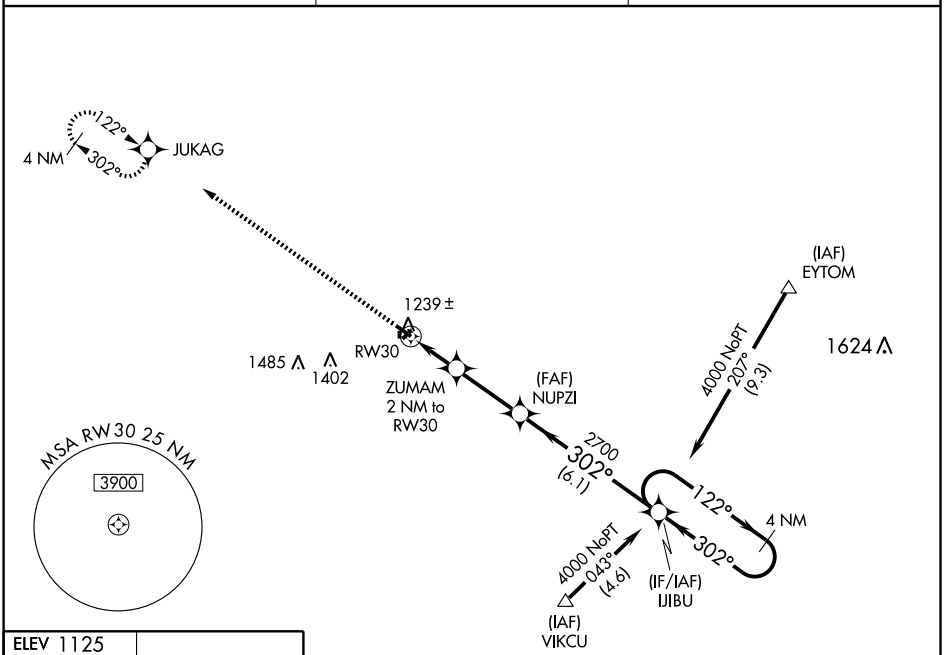
CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

DME/DME RNP-0.3 NA

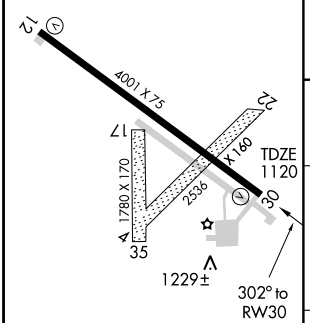
When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.
VDP NA when using Waterloo altimeter setting.

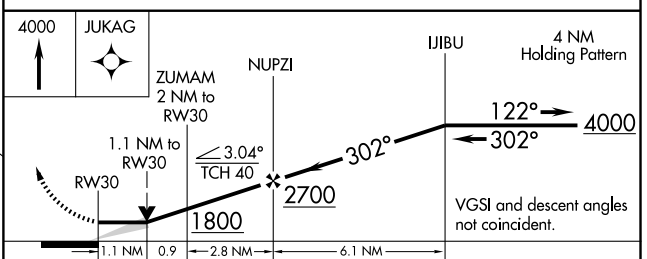
MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

AWOS-3	WATERLOO APP CON ★	UNICOM
125.525	118.9 251.15	122.8 (CTAF) L



Procedure NA for arrivals at EYTOM via V503 northwest bound, and arrivals at VIKCU via V158 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1500-1 380 (400-1)		NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CHARLES CITY

NORTHEAST IOWA RGNL (CCY) 3 E UTC−6(−5DT) N43°04.36′ W92°36.65′ — CHICAGO
1125 B S4 **FUEL** 100LL, JET A NOTAM FILE CCY — L–12J, 28F
RWY 12–30: H4001X75 (CONC) S–30 MIRL — IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26′. Tree. **RWY 30:** REIL. VASI(V2L)—GA 3.0° TCH 27′. Tree.
RWY 04–22: 2536X160 (TURF)
RWY 04: P-line. **RWY 22:** Tree.
RWY 17–35: 1780X170 (TURF)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡, Sun 1400–2200Z‡. For svc after dusk call 641–228–3075/228–6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones. Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (641) 228–7069.
COMMUNICATIONS: CTAF/UNICOM 122.8
CHARLES CITY RCO 122.4 (FORT DODGE RADIO)
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 086° 31.7 NM to fld. 1210/6E.
CHARLES CITY NDB (MHW) 375 CCY N43°04.11′ W92°36.49′ at fld. NOTAM FILE CCY. Unmonitored 2300–1300Z‡.
CHUKK NDB (MHW/LOM) 417 IY N43°08.04′ W92°43.69′ 122° 6.3 NM to fld.
ILS 108.3 I–IYY Rwy 12. LOM CHUKK NDB. LOC only.

CHEROKEE CO RGNL (CKP) 1 S UTC−6(−5DT) N42°43.87′ W95°33.37′ — OMAHA
1227 B **FUEL** 100LL, JET A NOTAM FILE CKP — L–12I
RWY 18–36: H3801X75 (CONC) S–15 MIRL 0.4% up S — IAP
RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46′. Trees.
RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49′. Pole.
RWY 01–19: 2645X100 (TURF)
RWY 01: Thld dsplcd 408′. Railroad. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. For attendant after hours call 712–225–6168. For fuel after hrs call 712–225–6168 or 712–229–9365. Waterfowl on and invof arpt. Parachute Jumping. Rwy 01–19 CLOSED Nov–Apr. Rwy 01–19 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.225 (712) 225–1088.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 206° 30.2 NM to fld. 1330/5E.

CHUKK N43°08.04′ W92°43.69′ NOTAM FILE FOD. — CHICAGO
NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL. — L–28J, 28F

CLARINDA N40°43.60′ W95°01.65′ NOTAM FILE ICL. — OMAHA
NDB (MHW) 353 ICL at Schenck Fld. — L–10J

APP CRS		
358°	Rwy Idg	3801
	TDZE	1227
	Apt Elev	1227

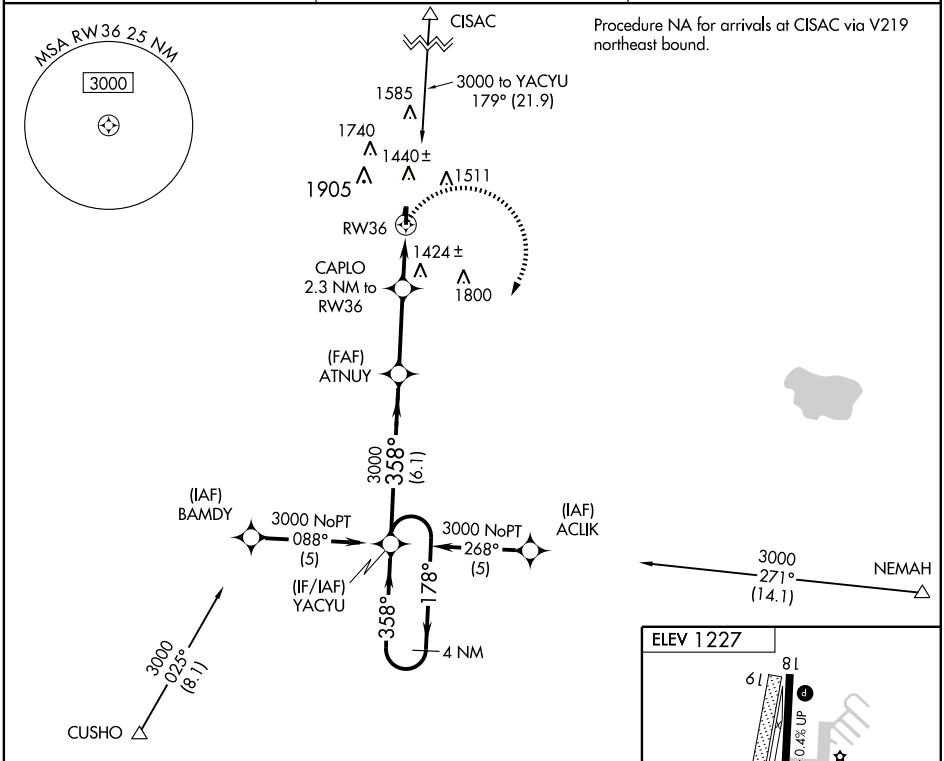
RNAV (GPS) Y RWY 36

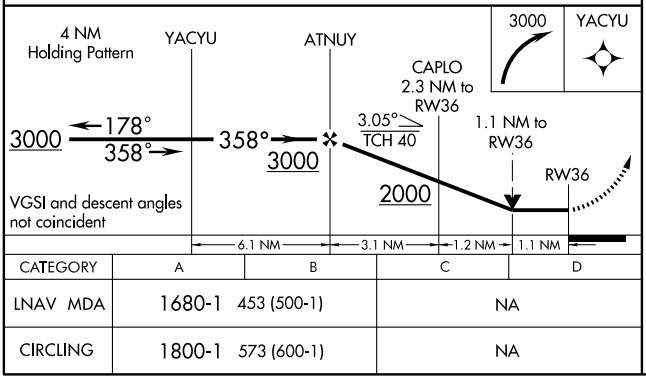
CHEROKEE COUNTY RGNL (CKP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Circling to Rwy 1-19 NA. Circling NA at night.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.
VDP NA when using Storm Lake altimeter setting.

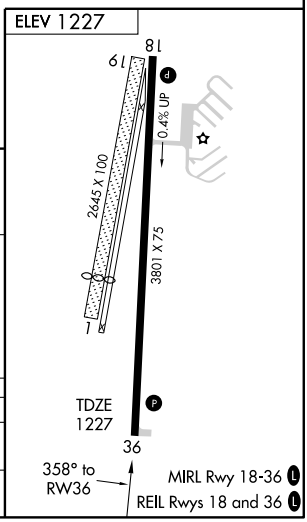
MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1680-1	453 (500-1)	NA	
CIRCLING	1800-1	573 (600-1)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

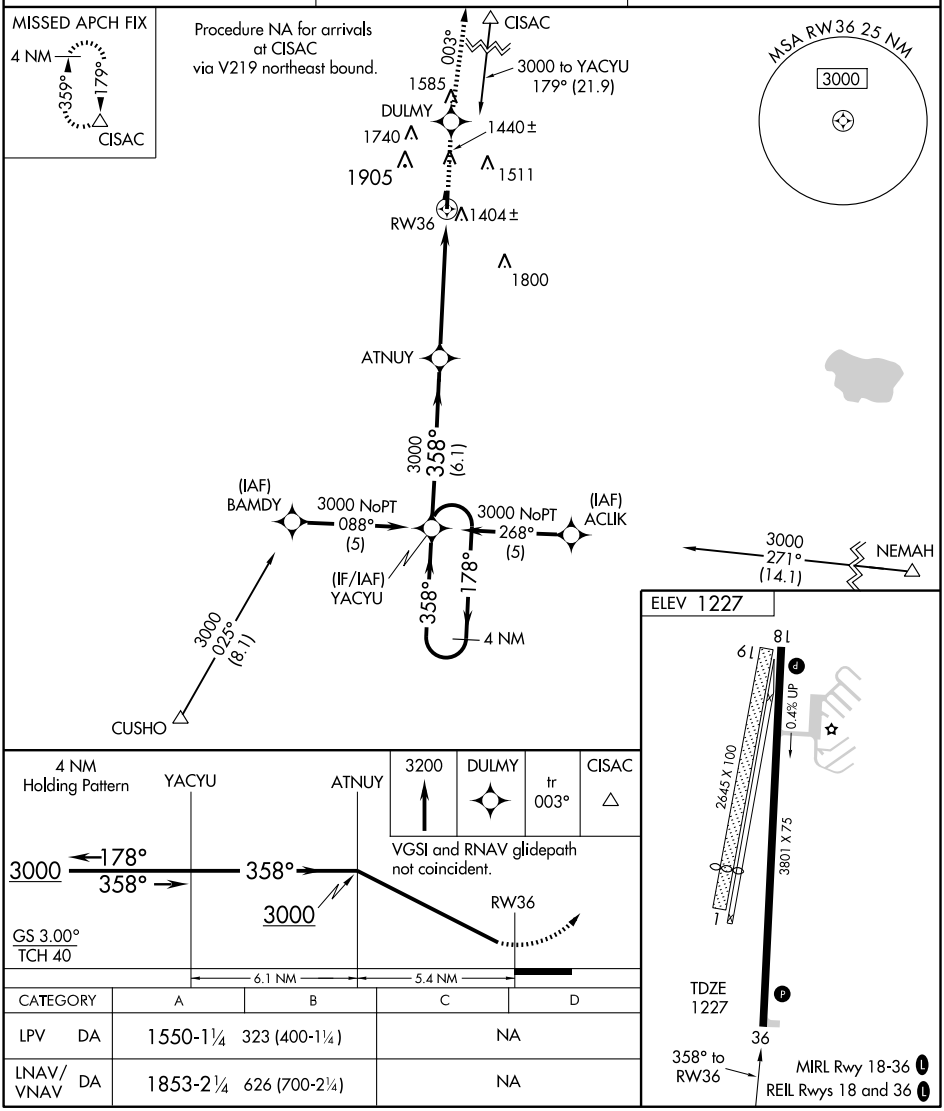
WAAS	APP CRS	Rwy Idg	3801
CH 56512	358°	TDZE	1227
W36A		Apt Elev	1227

RNAV (GPS) Z RWY 36
CHEROKEE COUNTY RGNL (CKP)

T
A
Baro-VNAV NA when using Storm Lake altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct DULMY and on track 003° to CISAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.225	124.1 269.0	122.8 (CTAF) L

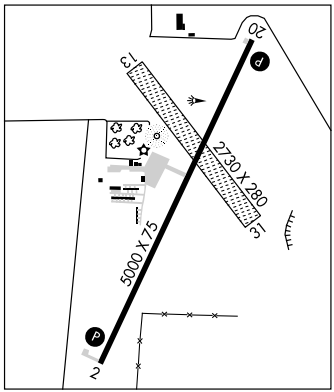


CATEGORY	A	B	C	D
LPV DA	1550-1¼ 323 (400-1¼)		NA	
LNAV/VNAV DA	1853-2¼ 626 (700-2¼)		NA	

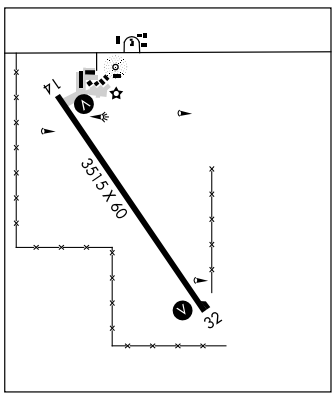
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CLARINDA

SCHENCK FLD (ICL) 1 SE UTC−6(−5DT) N40°43.33′ W95°01.60′ **OMAHA**
996 B S2 **FUEL** 100LL, JET A NOTAM FILE ICL **H–5C, L–10J**
RWY 02–20: H5000X75 (CONC) S–12 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21′. Road.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Building.
RWY 13–31: 2730X280 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 13–31 marked with yellow cones. ACTIVATE MIRL Rwy 02–20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (712) 542–3345.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 121° 41.9 NM to fld. 1300/8E. **HIWAS.**
CLARINDA NDB (MHW) 353 ICL N40°43.42′ W95°01.68′ at fld. NOTAM FILE ICL.



CLARION MUNI (CAV) 1 NW UTC−6(−5DT) N42°44.52′ W93°45.53′ **OMAHA**
1162 B **FUEL** 100LL, JET A NOTAM FILE CAV **L–12J**
RWY 14–32: H3515X60 (CONC) S–17 MIRL **IAP**
RWY 14: REIL. VASI(V4L). Road. **RWY 32:** REIL. VASI(V4L). Tree.
AIRPORT REMARKS: Unattended. Rwy 14–32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14–32 higher ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.575 (515) 532–3515.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 065° 25.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 387 CAV N42°44.75′ W93°45.53′ at fld. NOTAM FILE CAV. Unmonitored.



NDB ICL	APP CRS	Rwy Idg	NA
353	345°	TDZE	NA
		Apt Elev	994

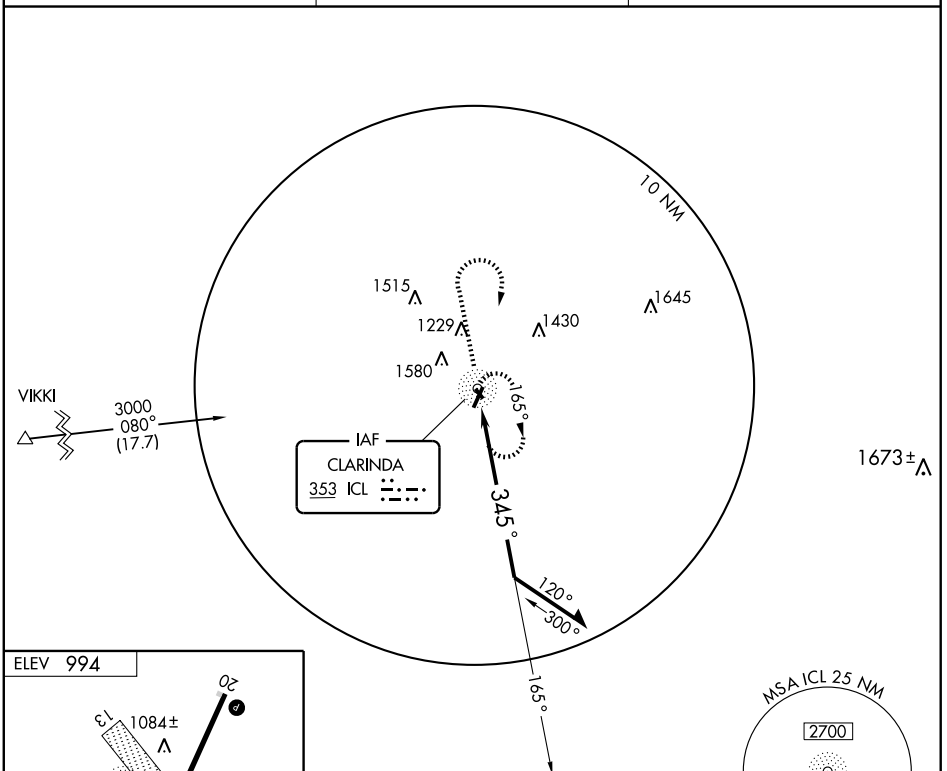
NDB-A

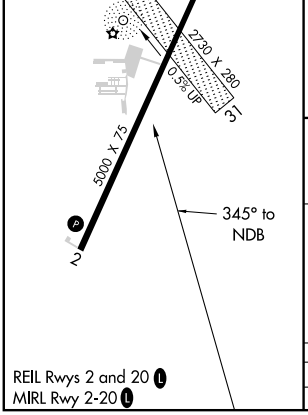
CLARINDA/ SCHENCK FIELD (ICL)

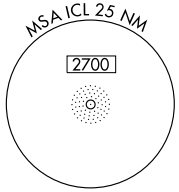
NA

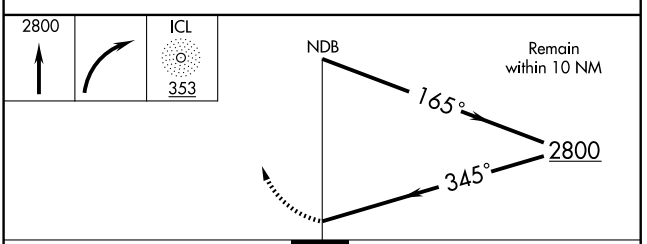
MISSED APPROACH: Climb to 2800, then turn right direct ICL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L









REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

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NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99416	020°	TDZE	991
W02A		Apt Elev	996

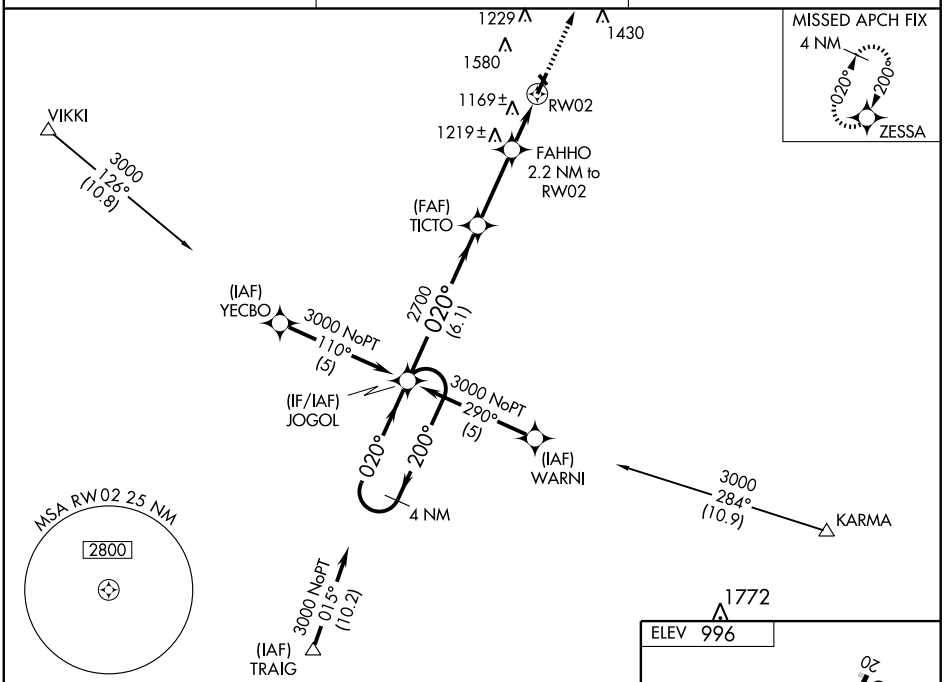
RNAV (GPS) RWY 2

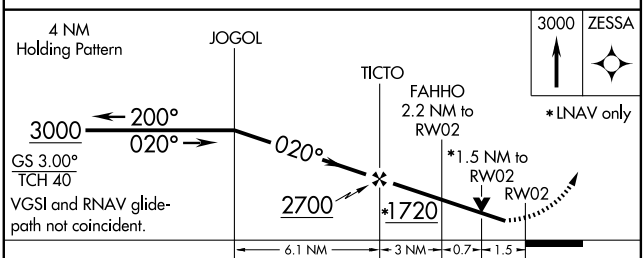
CLARINDA/SCHENCK FIELD (ICL)

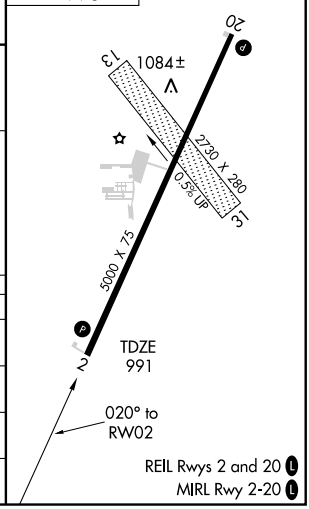
T A Circling NA west of Rwy 02-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZESSA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1293-1	302 (300-1)	NA	
LNAV/VNAV DA	1604-2¼	613 (700-2¼)	NA	
LNAV MDA	1480-1	489 (500-1)	NA	
CIRCLING	1500-1	504 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
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APP CRS	Rwy Idg	5000
200°	TDZE	995
	Apt Elev	996

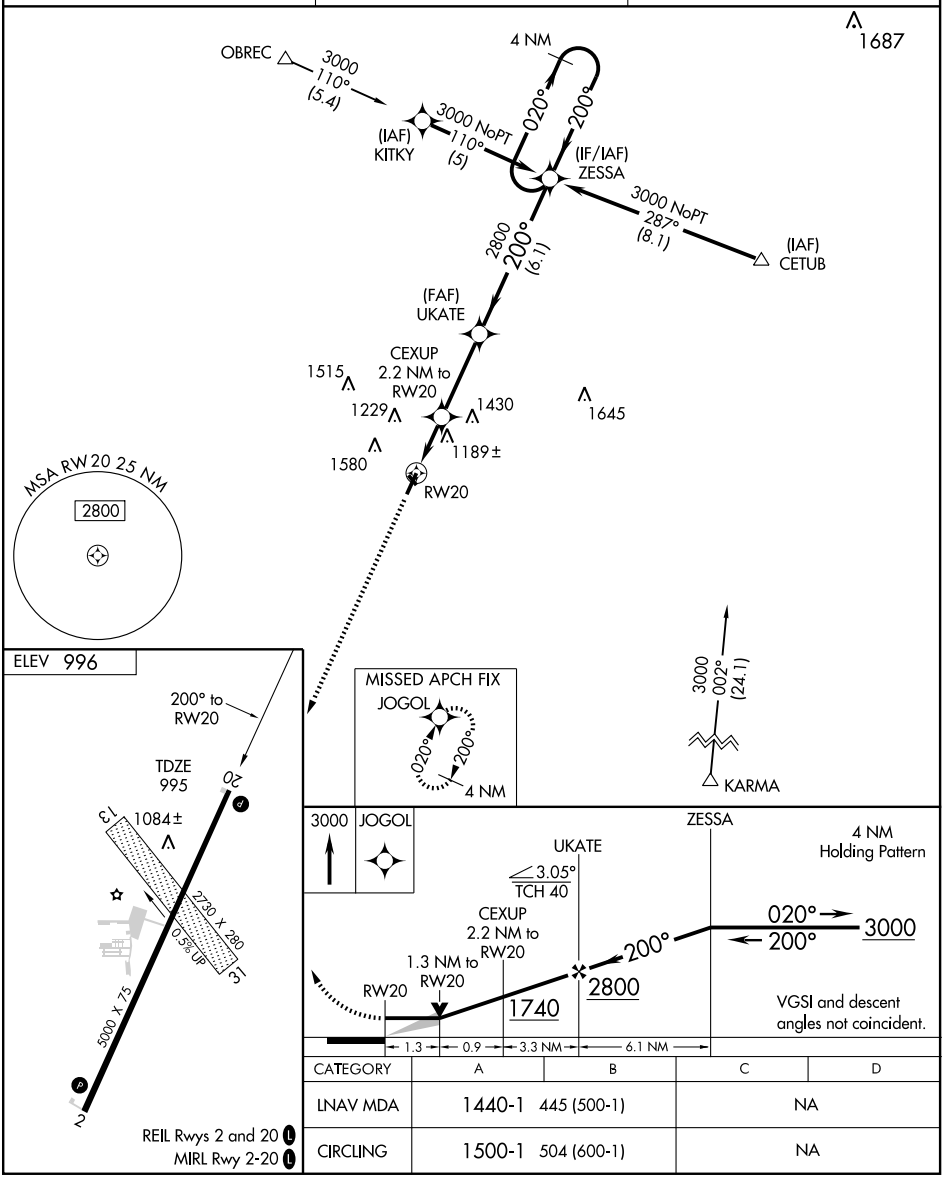
RNAV (GPS) RWY 20

CLARINDA/SCHENCK FIELD (ICL)

T A Circling NA west of Rwy 02-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOGOL and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
132.025	119.6 290.4	122.8 (CTAF) L



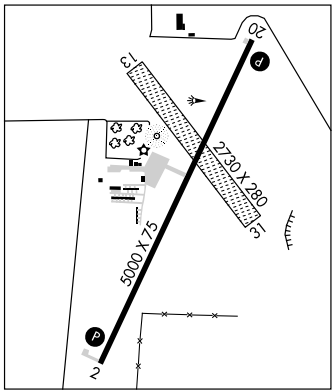
CATEGORY	A	B	C	D
LNAV MDA	1440-1 445 (500-1)		NA	
CIRCLING	1500-1 504 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010

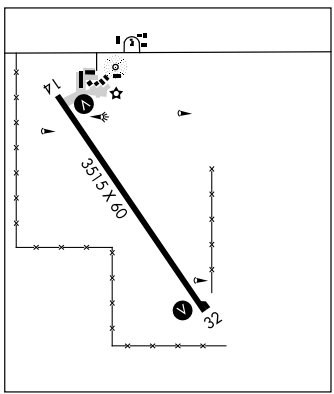
NC-3, 21 OCT 2010 to 18 NOV 2010

CLARINDA

SCHENCK FLD (ICL) 1 SE UTC−6(−5DT) N40°43.33′ W95°01.60′ **OMAHA**
996 B S2 **FUEL** 100LL, JET A NOTAM FILE ICL **H–5C, L–10J**
RWY 02–20: H5000X75 (CONC) S–12 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21′. Road.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Building.
RWY 13–31: 2730X280 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 13–31 marked with yellow cones. ACTIVATE MIRL Rwy 02–20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (712) 542–3345.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 121° 41.9 NM to fld. 1300/8E. **HIWAS.**
CLARINDA NDB (MHW) 353 ICL N40°43.42′ W95°01.68′ at fld. NOTAM FILE ICL.



CLARION MUNI (CAV) 1 NW UTC−6(−5DT) N42°44.52′ W93°45.53′ **OMAHA**
1162 B **FUEL** 100LL, JET A NOTAM FILE CAV **L–12J**
RWY 14–32: H3515X60 (CONC) S–17 MIRL **IAP**
RWY 14: REIL. VASI(V4L). Road. **RWY 32:** REIL. VASI(V4L). Tree.
AIRPORT REMARKS: Unattended. Rwy 14–32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14–32 higher ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.575 (515) 532–3515.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 065° 25.0 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 387 CAV N42°44.75′ W93°45.53′ at fld. NOTAM FILE CAV. Unmonitored.



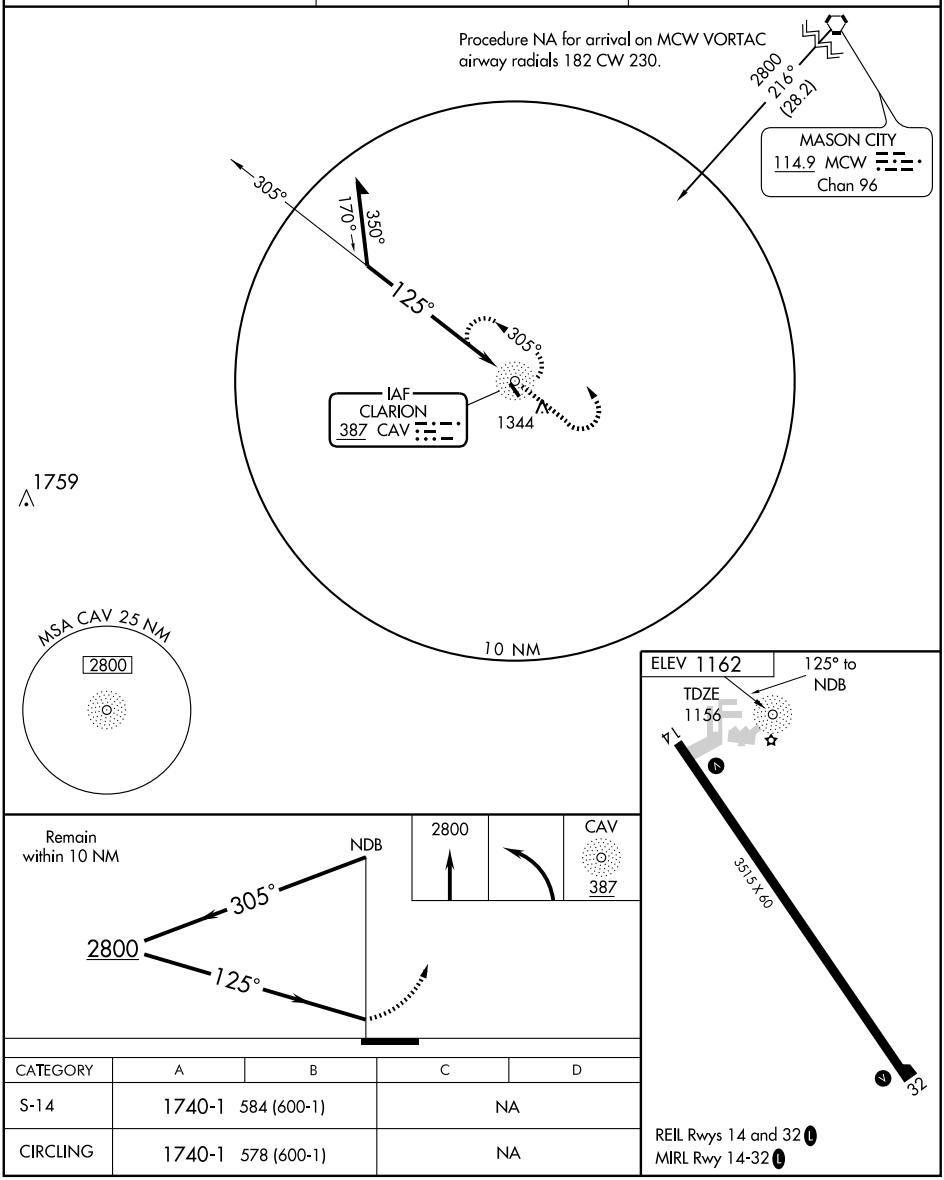
NDB CAV	APP CRS	Rwy Idg	3515
387	125°	TDZE	1156
		Apt Elev	1162

NDB RWY 14
CLARION MUNI (CAV)

▼ When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct CAV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1740-1	584 (600-1)	NA	
CIRCLING	1740-1	578 (600-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

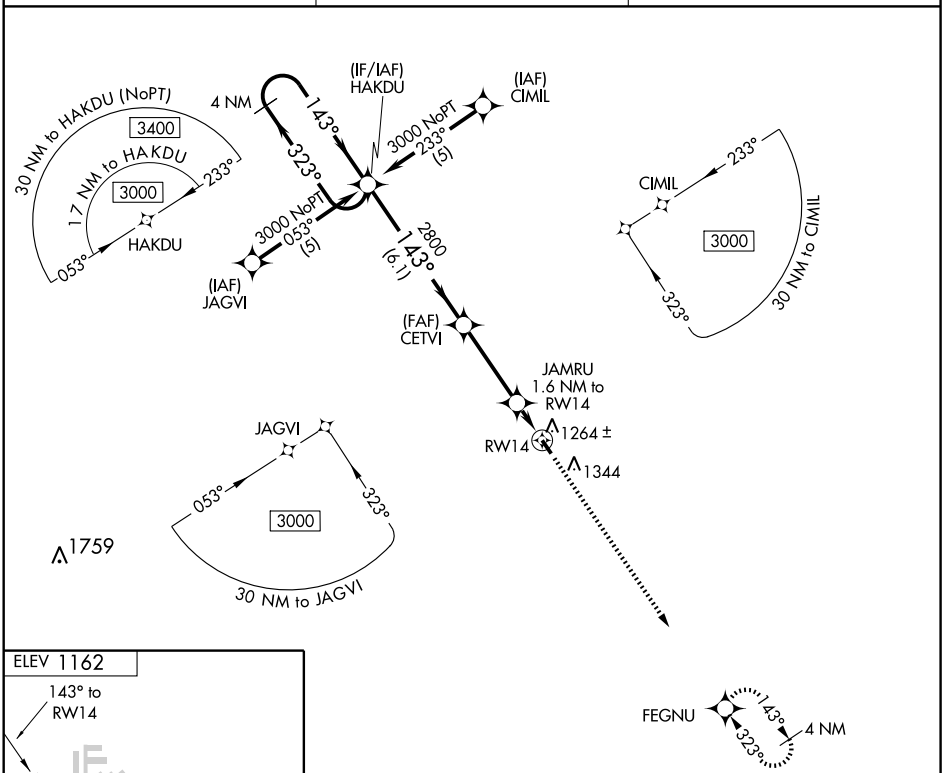
APP CRS	Rwy Idg	3515
143°	TDZE	1156
	Apt Elev	1162

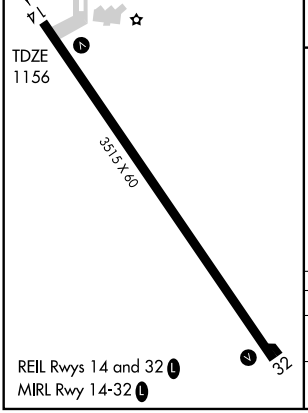
RNAV (GPS) RWY 14
CLARION MUNI (CAV)

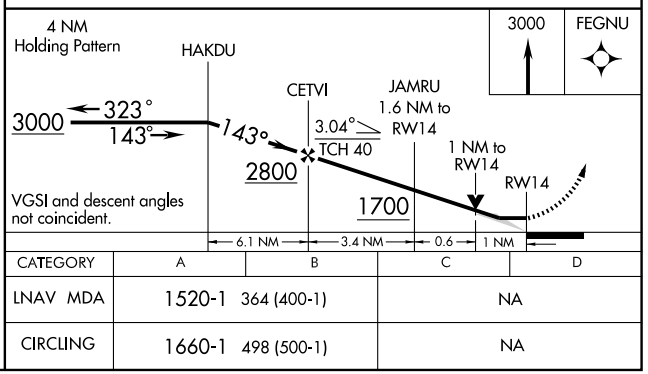
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. VDP NA when using Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1520-1 364 (400-1)		NA	
CIRCLING	1660-1 498 (500-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

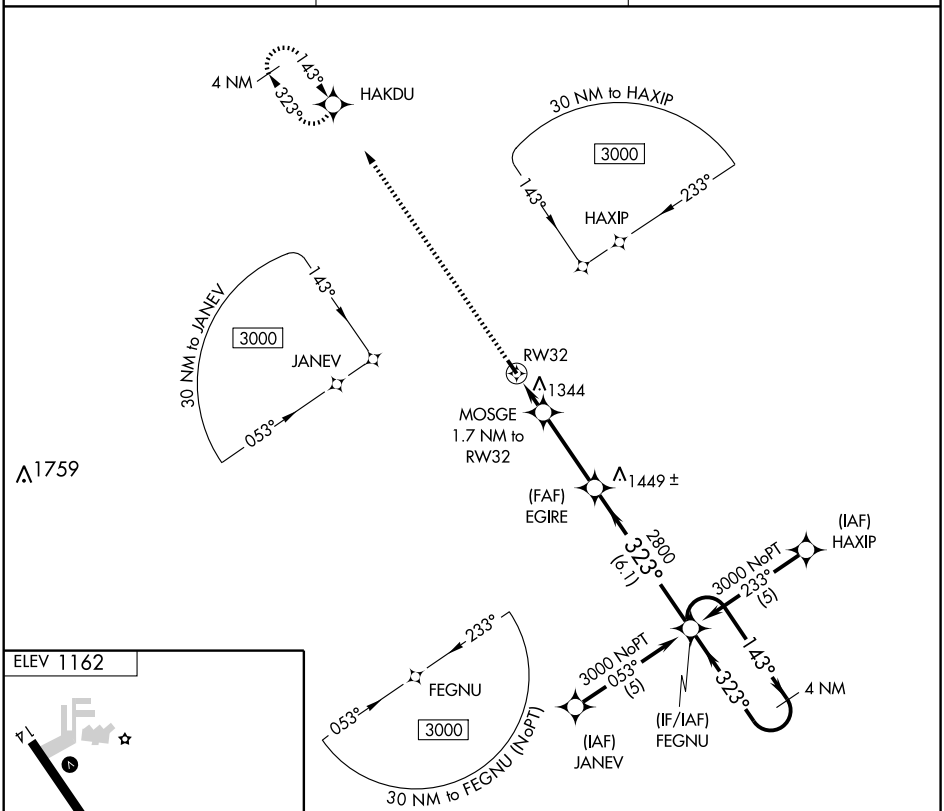
APP CRS	Rwy Idg	3515
323°	TDZE	1156
	Apt Elev	1162

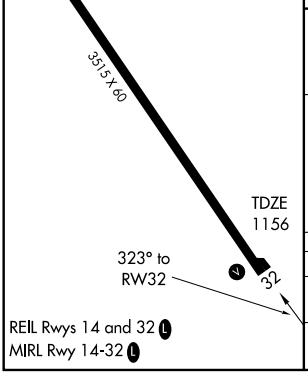
RNAV (GPS) RWY 32
CLARION MUNI (CAV)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

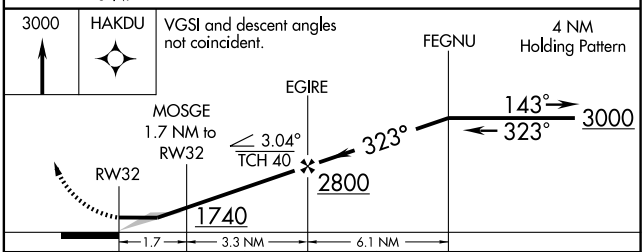
MISSED APPROACH: Climb to 3000 direct HAKDU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



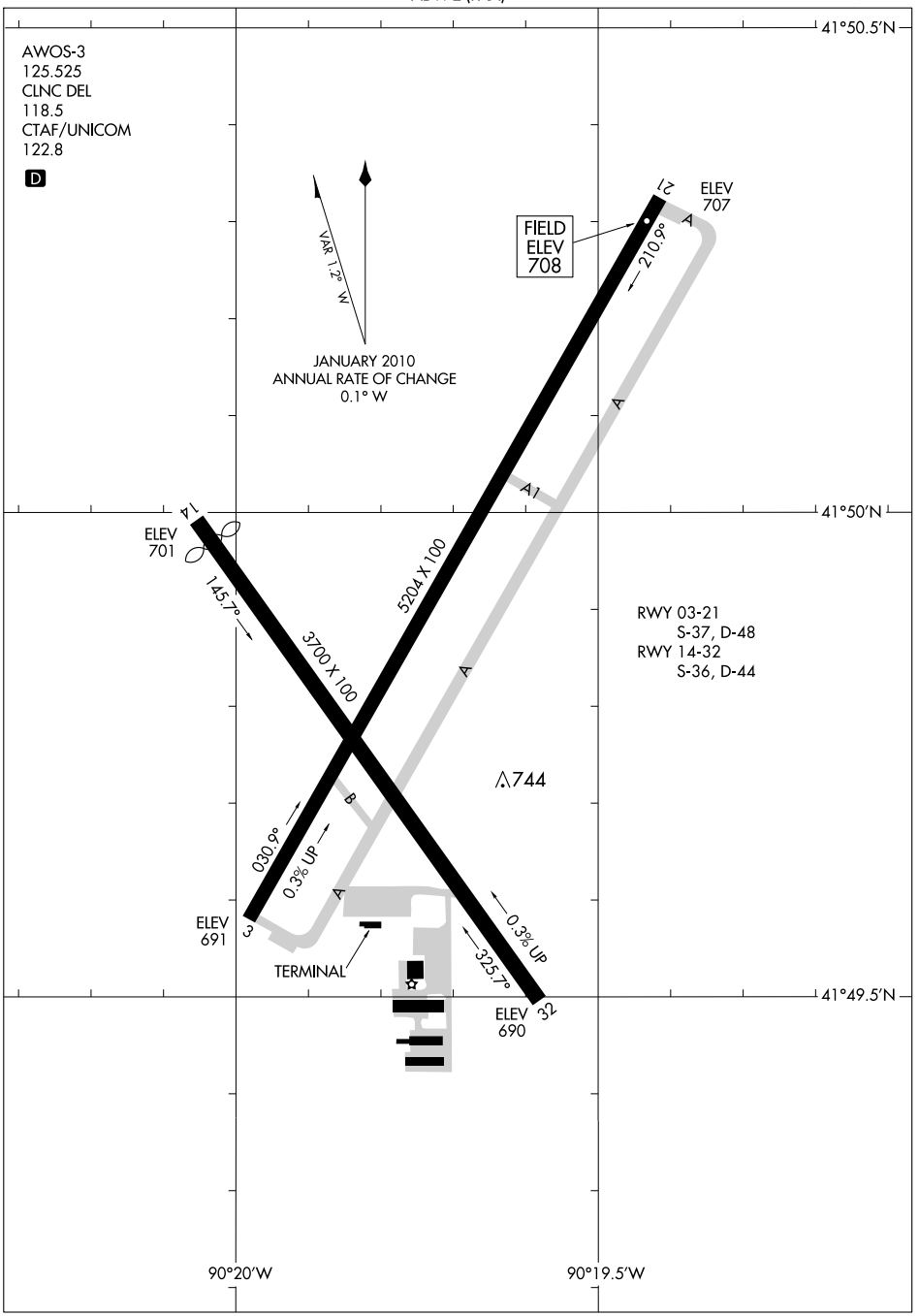


REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 444 (500-1)		NA	
CIRCLING	1660-1 498 (500-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010

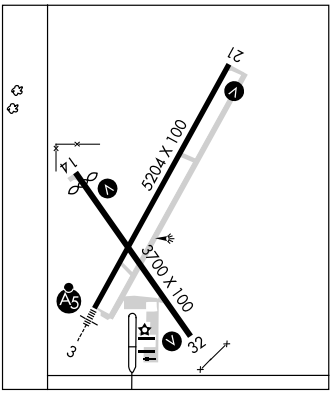


NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

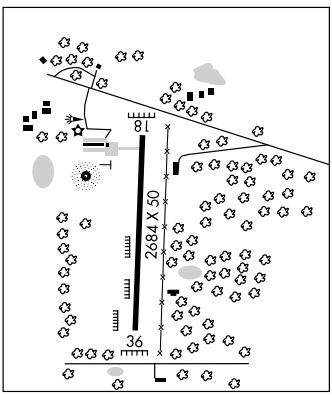
CLINTON MUNI (CWI) 6 SW UTC−6(−5DT) N41°49.87′ W90°19.75′ CHICAGO
708 B **FUEL** 100LL, JET A NOTAM FILE CWI H–5D, L–28G
RWY 03–21: H5204X100 (ASPH) S–37, D–48 HIRL 0.3% up NE IAP, AD
RWY 03: MALSR. Road.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34′.
RWY 14–32: H3700X100 (ASPH) S–36, D–44 MIRL 0.3% up NW
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33′. Thld dsplcd 170′. Road.
RWY 32: VASI(V4L)—GA 3.3° TCH 26′. Fence.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–5204	TODA–5204	ASDA–5204	LDA–5204
RWY 14:	TORA–3700	TODA–3700	ASDA–3700	LDA–3530
RWY 21:	TORA–5204	TODA–5204	ASDA–5204	LDA–5204
RWY 32:	TORA–3700	TODA–3700	ASDA–3700	LDA–3700

AIRPORT REMARKS: Attended May–Sep Mon–Fri 1400–0100Z‡, Sat–Sun 1400–2300Z‡, Oct–Apr Mon–Fri 1400–2300Z‡, Sat–Sun 1400–2200Z‡. CAUTION: ultralight activity on and invof arpt. Rwy 03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL Rwys 03–21, MIRL 14–32, MALSR Rwy 03, VASI Rwys 14, 21 and 32 and REIL Rwys 14 and 21—118.5.
WEATHER DATA SOURCES: AWOS–3 125.525 (563)243–8934.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
QUAD CITY CLNC DEL 118.5
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
AIRSPACE: CLASS E svc Mon–Fri 1300–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51′ W90°29.00′ 039° 10.1 NM to fld. 767/4E. **HIWAS.**
HILLZ NDB (LOM) 517 FN N41°45.10′ W90°23.43′ 030° 5.5 NM to fld.
ILS/DME 109.7 I–FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



CORNING MUNI (CRZ) 1 W UTC−6(−5DT) N40°59.65′ W94°45.30′ OMAHA
1274 B **FUEL** 100LL, MOGAS NOTAM FILE FOD L–10J, 12I
RWY 18–36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N IAP
RWY 18: REIL. Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. For svc call 641–322–4444/3385. Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18–36 NSTD LIRL, edge lgts 58′ fm centerline. ACTIVATE NSTD LIRL Rwy 18–36 and REIL Rwy 18—122.8.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON—119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 297° 43.1 NM to fld. 1140/7E. **HIWAS.**
NDB (MHW) 278 CRZ N40°59.78′ W94°45.42′ at fld. Unmonitored.



CORYDON (ØE9) 4 E UTC−6(−5DT) N40°45.47′ W93°14.28′ OMAHA
1020 **FUEL** MOGAS NOTAM FILE FOD
RWY 09–27: 3270X80 (TURF)
RWY 09: Thld dsplcd 1080′. Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended SR–SS. Rwy 09–27 ends and dsplcd thld marked with yellow cones, two outboard cones each side of rwy mark dsplcd thld. Rwy 09 has tall grass and weeds hiding dsplcd thld marker cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

WATERWAY 11–29: 3000X100 (WATER)

LOC/DME I-FNO	APP CRS	Rwy Idg	5204
109.7	030°	TDZE	700
Chan 34		Apt Elev	708

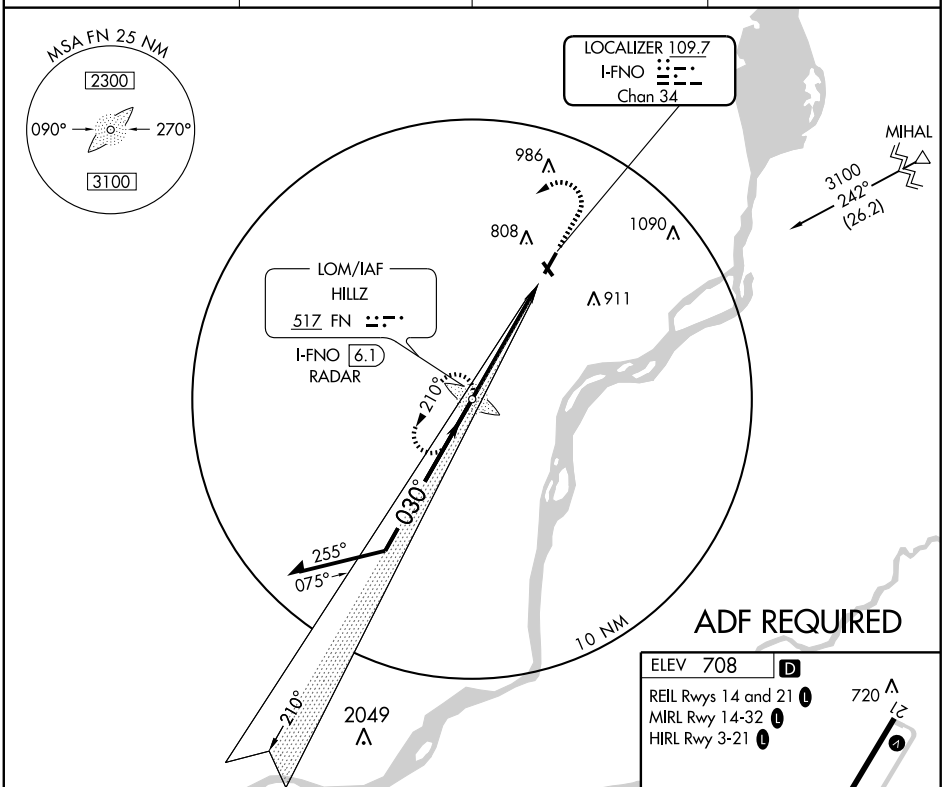
ILS or LOC RWY 3

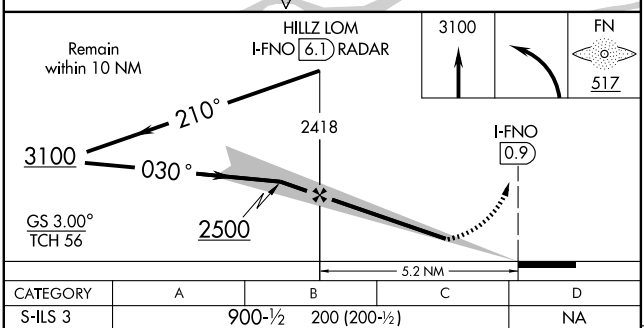
CLINTON MUNI (CWI)

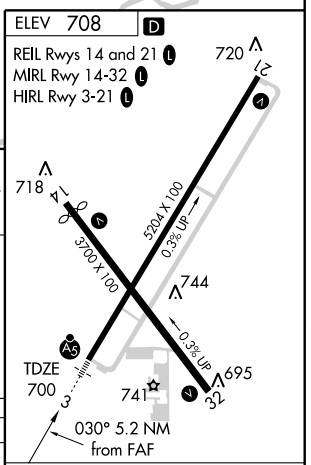
MALSR

MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 3	900-½	200 (200-½)		NA
S-LOC 3	1080-½	380 (400-½)		NA
CIRCLING	1120-1 412 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69610 W03A	APP CRS 030°	Rwy Idg 5204 TDZE 700 Apt Elev 708

RNAV (GPS) RWY 3

CLINTON MUNI (CWI)

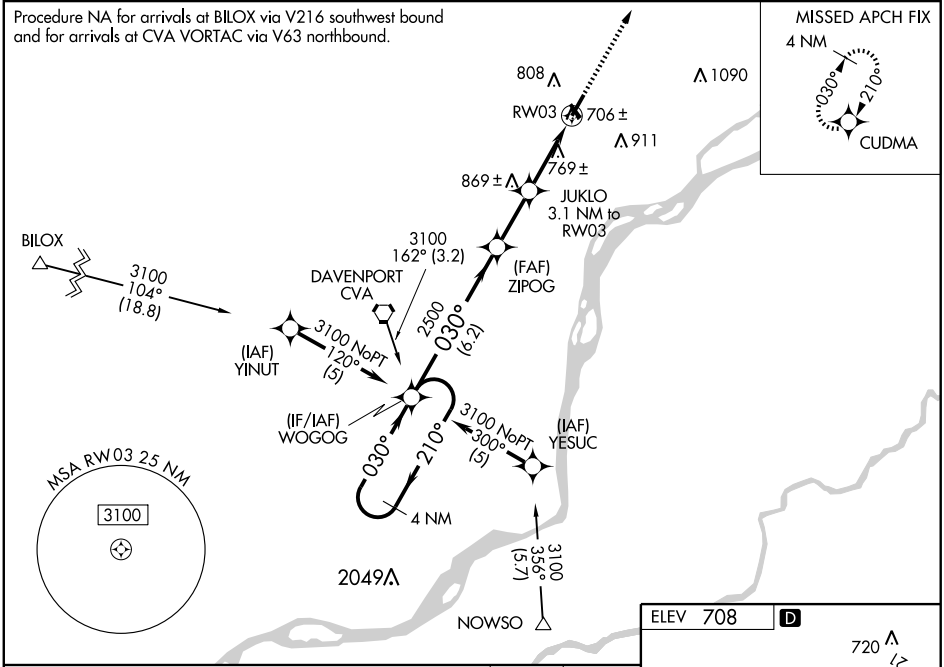
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Davenport altimeter setting. When local altimeter setting not received, use Davenport altimeter setting and increase all DA 47 feet and all MDA 60 feet.

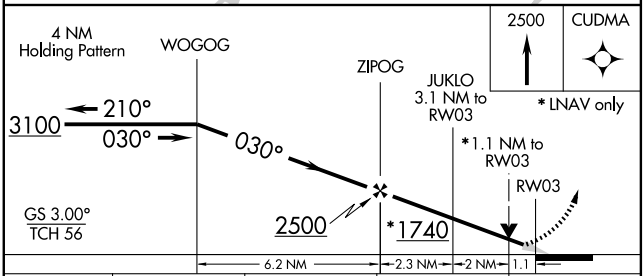
MALSR

MISSED APPROACH: Climb to 2500 direct CUDMA and hold.

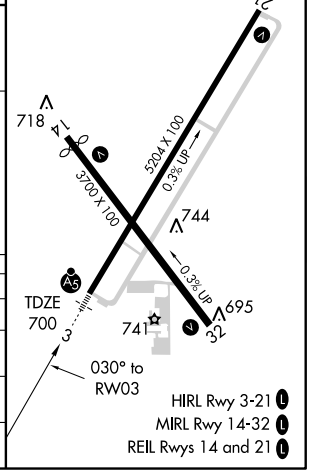
AWOS-3	QUAD CITY APP CON *	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)

Procedure NA for arrivals at BILOX via V216 southwest bound and for arrivals at CVA VORTAC via V63 northbound.





CATEGORY	A	B	C	D
LPV DA	900-½	200 (200-½)		NA
LNAV/VNAV DA	1039-¾	339 (400-¾)		NA
LNAV MDA	1020-½	320 (400-½)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3530
144°	TDZE	701
	Apt Elev	708

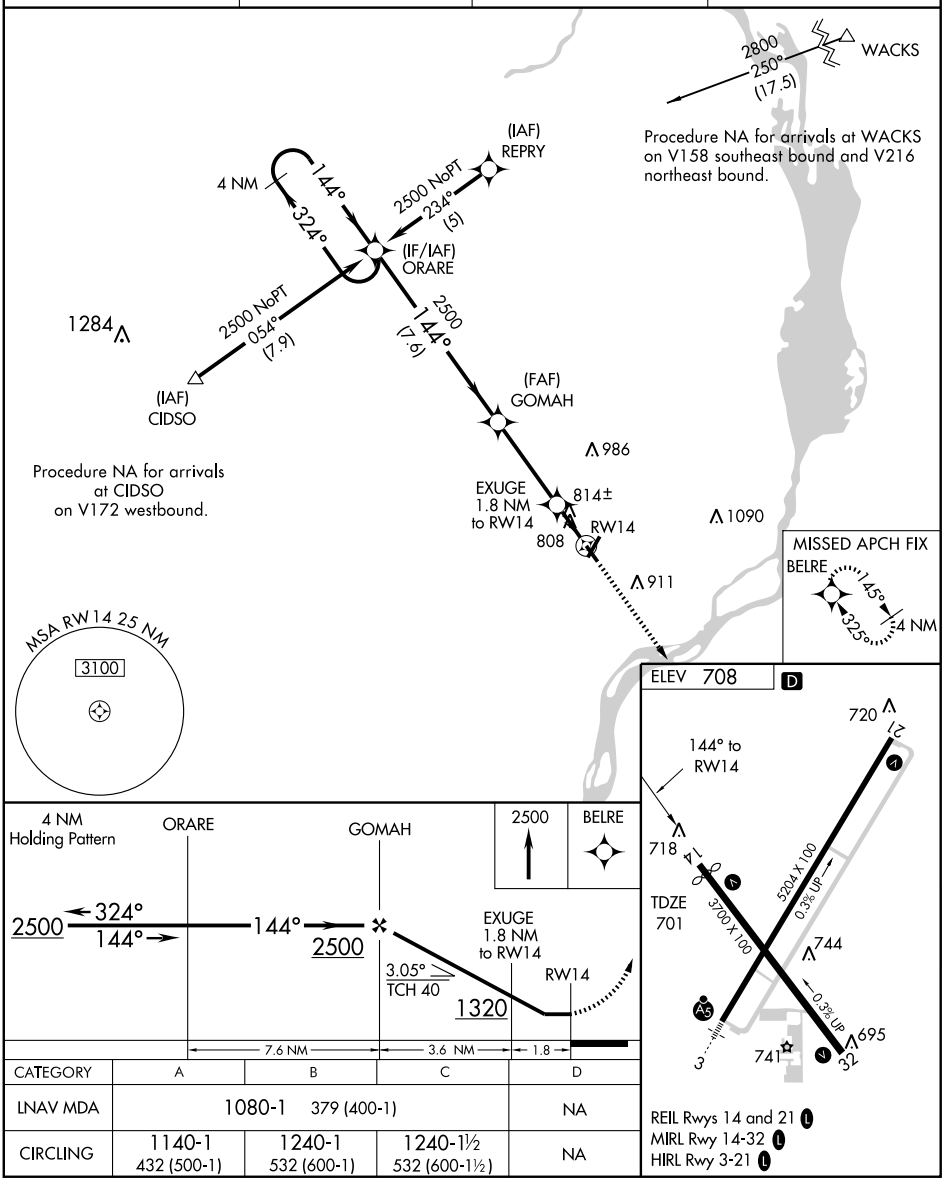
RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1 379 (400-1)			NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5204
210°	TDZE	708
	Apt Elev	708

RNAV (GPS) RWY 21
CLINTON MUNI (CWI)

DME/DME RNP-0.3 NA
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 direct WIKES and right turn via 310° track to CIDSO and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)

Procedure NA for arrivals at WACKS via V216 northeast bound.

(IAF) WACKS
2500 NoPT 216° (11.6)
4 NM
(IAF) BABAW
2500 NoPT 120° (5)
030° 210°
2500 NoPT 284° (11.9)
(IAF) PACAF
(IF/IAF) CUDMA
2400 210° (6.2)
(FAF) XOLDY
OYUYA 2.5 NM to RW21
986 869± 808 1090
RW21 911
1284
2500 067° (17.1)
CIDSO
067° 247°
4 NM
310°
MSA RW 21 25 NM
3100
WIKES

ELEV 708 D
210° to RW21
720
TDZE 708
718
5204 X 100
0.3% UP
3700 X 100
744
695
741
REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

2500 | WIKES | 310° track | CIDSO

CUDMA 4 NM Holding Pattern
XOLDY
OYUYA 2.5 NM to RW21
3.04° TCH 35
RW21
210° 030° 210° 2500
2400
1540
2.5 NM 2.6 NM 6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

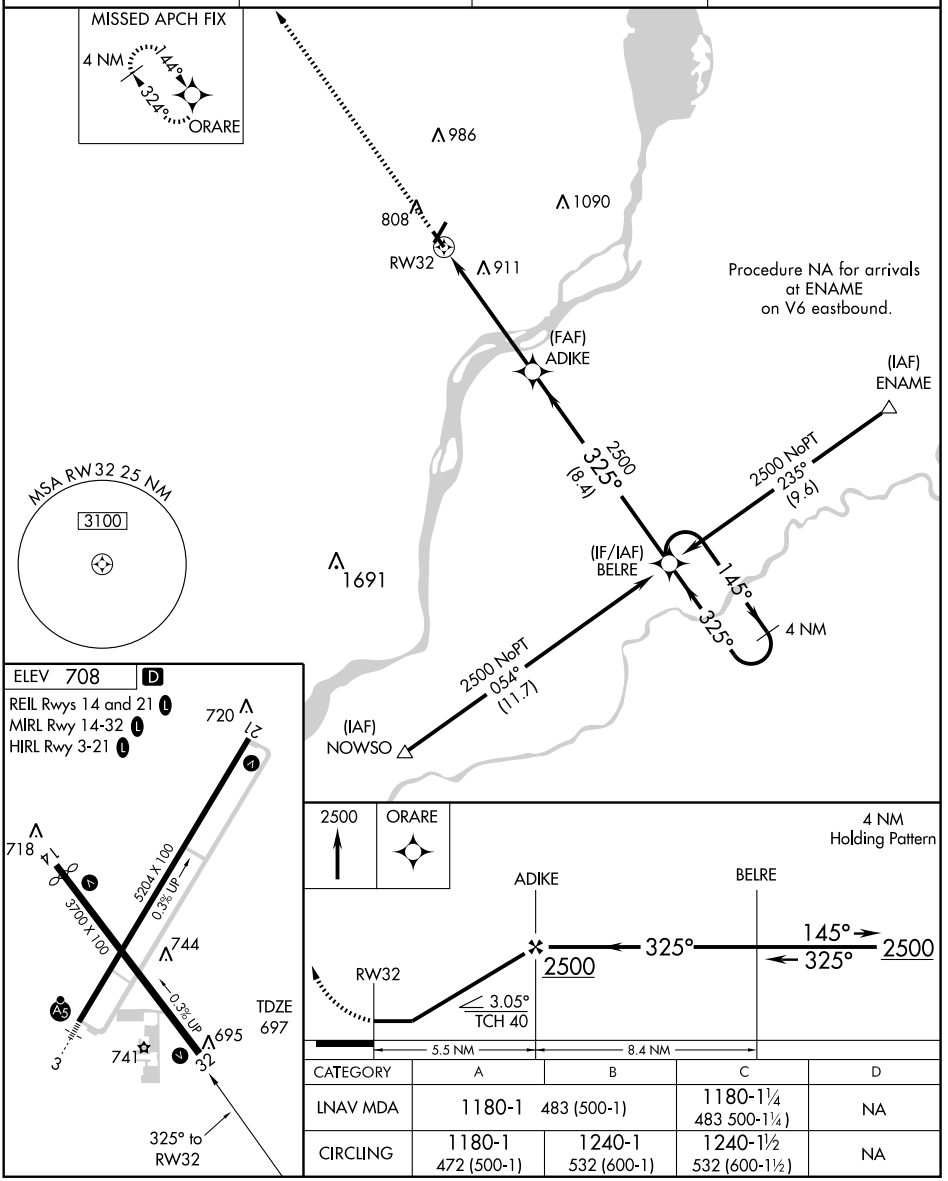
CLINTON MUNI (CWI)

APP CRS	Rwy Idg	3700
325°	TDZE	697
	Apt Elev	708

T A — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct ORARE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1180-1 483 (500-1)		1180-1¼ 483 500-1¼)	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

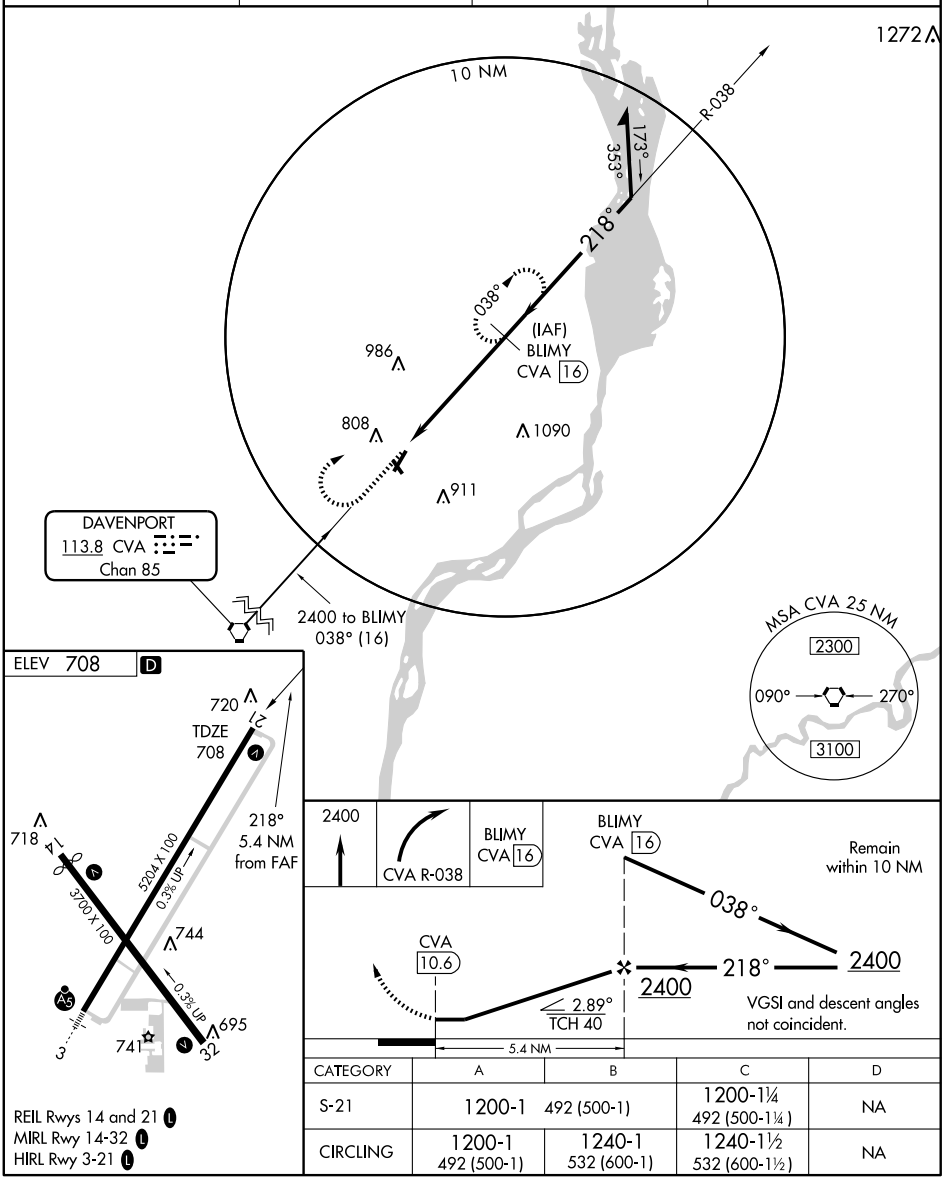
VORTAC CVA	APP CRS	Rwy Idg	5204
113.8	218°	TDZE	708
Chan 85		Apt Elev	708

VOR/DME RWY 21

CLINTON MUNI (CWI)

MISSED APPROACH: Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)



CATEGORY	A	B	C	D
S-21	1200-1	492 (500-1)	1200-1¼ 492 (500-1¼)	NA
CIRCLING	1200-1 492 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC CVA	APP CRS	Rwy Idg	5204
113.8	040°	TDZE	700
Chan 85		Apt Elev	708

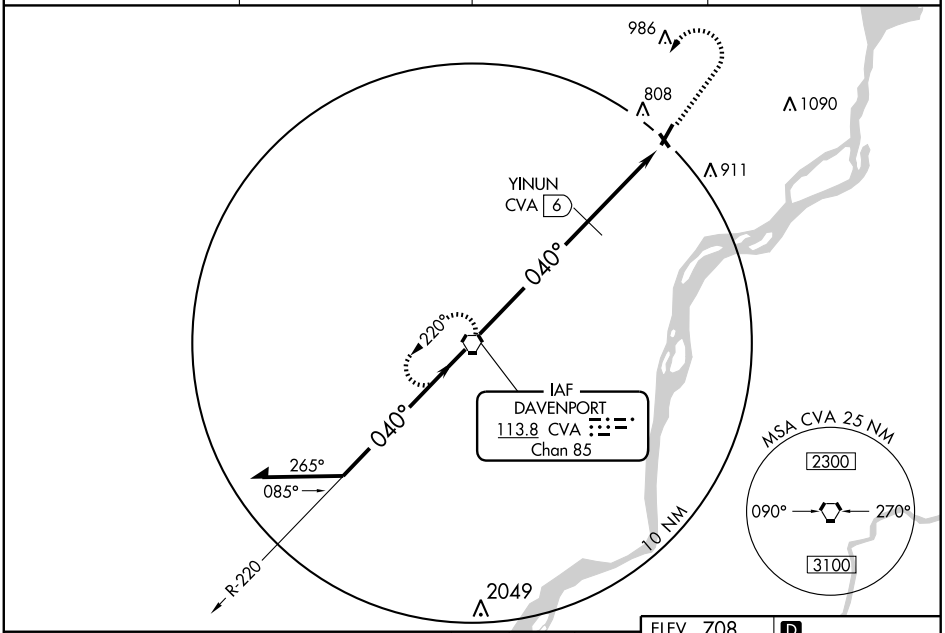
VOR RWY 3
CLINTON MUNI (CWI)

▼ Inoperative table does not apply.
▲ VDP NA when using Davenport altimeter setting.
When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility S-3 Cat C and circling Cat C ¼ mile.

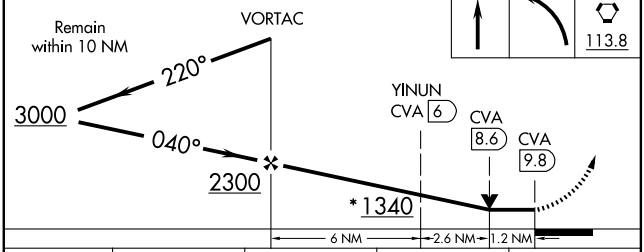
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
125.525	125.95 257.8	118.5 L	122.8 (CTAF)

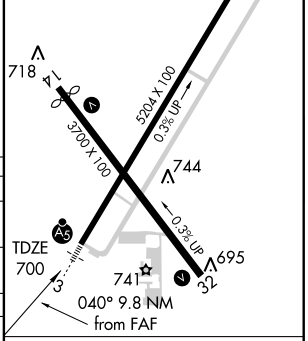


* 1400 when using Davenport altimeter setting.



CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¾ 640 (700-1¾)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¾ 632 (700-1¾)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

ELEV 708 D
REIL Rwys 14 and 21 L
MIRL Rwy 14-32 L
HIRL Rwy 3-21 L



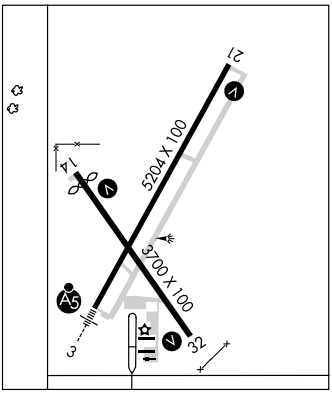
FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

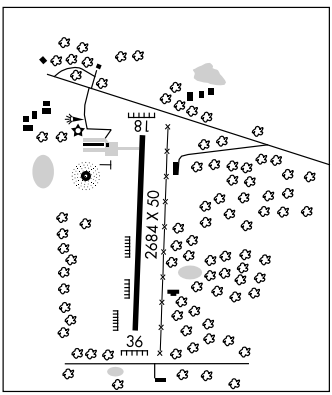
CLINTON MUNI (CWI) 6 SW UTC−6(−5DT) N41°49.87′ W90°19.75′ CHICAGO
708 B **FUEL** 100LL, JET A NOTAM FILE CWI H–5D, L–28G
RWY 03–21: H5204X100 (ASPH) S–37, D–48 HIRL 0.3% up NE IAP, AD
RWY 03: MALSR. Road.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34′.
RWY 14–32: H3700X100 (ASPH) S–36, D–44 MIRL 0.3% up NW
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33′. Thld dsplcd 170′. Road.
RWY 32: VASI(V4L)—GA 3.3° TCH 26′. Fence.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–5204	TODA–5204	ASDA–5204	LDA–5204
RWY 14:	TORA–3700	TODA–3700	ASDA–3700	LDA–3530
RWY 21:	TORA–5204	TODA–5204	ASDA–5204	LDA–5204
RWY 32:	TORA–3700	TODA–3700	ASDA–3700	LDA–3700

AIRPORT REMARKS: Attended May–Sep Mon–Fri 1400–0100Z‡, Sat–Sun 1400–2300Z‡, Oct–Apr Mon–Fri 1400–2300Z‡, Sat–Sun 1400–2200Z‡. CAUTION: ultralight activity on and invof arpt. Rwy 03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL Rwys 03–21, MIRL 14–32, MALSR Rwy 03, VASI Rwys 14, 21 and 32 and REIL Rwys 14 and 21—118.5.
WEATHER DATA SOURCES: AWOS–3 125.525 (563)243–8934.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
QUAD CITY CLNC DEL 118.5
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
AIRSPACE: CLASS E svc Mon–Fri 1300–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51′ W90°29.00′ 039° 10.1 NM to fld. 767/4E. **HIWAS.**
HILLZ NDB (LOM) 517 FN N41°45.10′ W90°23.43′ 030° 5.5 NM to fld.
ILS/DME 109.7 I–FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



CORNING MUNI (CRZ) 1 W UTC−6(−5DT) N40°59.65′ W94°45.30′ OMAHA
1274 B **FUEL** 100LL, MOGAS NOTAM FILE FOD L–10J, 12I
RWY 18–36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N IAP
RWY 18: REIL. Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. For svc call 641–322–4444/3385. Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18–36 NSTD LIRL, edge lgts 58′ fm centerline. ACTIVATE NSTD LIRL Rwy 18–36 and REIL Rwy 18—122.8.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON—119.6
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 297° 43.1 NM to fld. 1140/7E. **HIWAS.**
NDB (MHW) 278 CRZ N40°59.78′ W94°45.42′ at fld. Unmonitored.



CORYDON (ØE9) 4 E UTC−6(−5DT) N40°45.47′ W93°14.28′ OMAHA
1020 **FUEL** MOGAS NOTAM FILE FOD
RWY 09–27: 3270X80 (TURF)
RWY 09: Thld dsplcd 1080′. Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended SR–SS. Rwy 09–27 ends and dsplcd thld marked with yellow cones, two outboard cones each side of rwy mark dsplcd thld. Rwy 09 has tall grass and weeds hiding dsplcd thld marker cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

WATERWAY 11–29: 3000X100 (WATER)

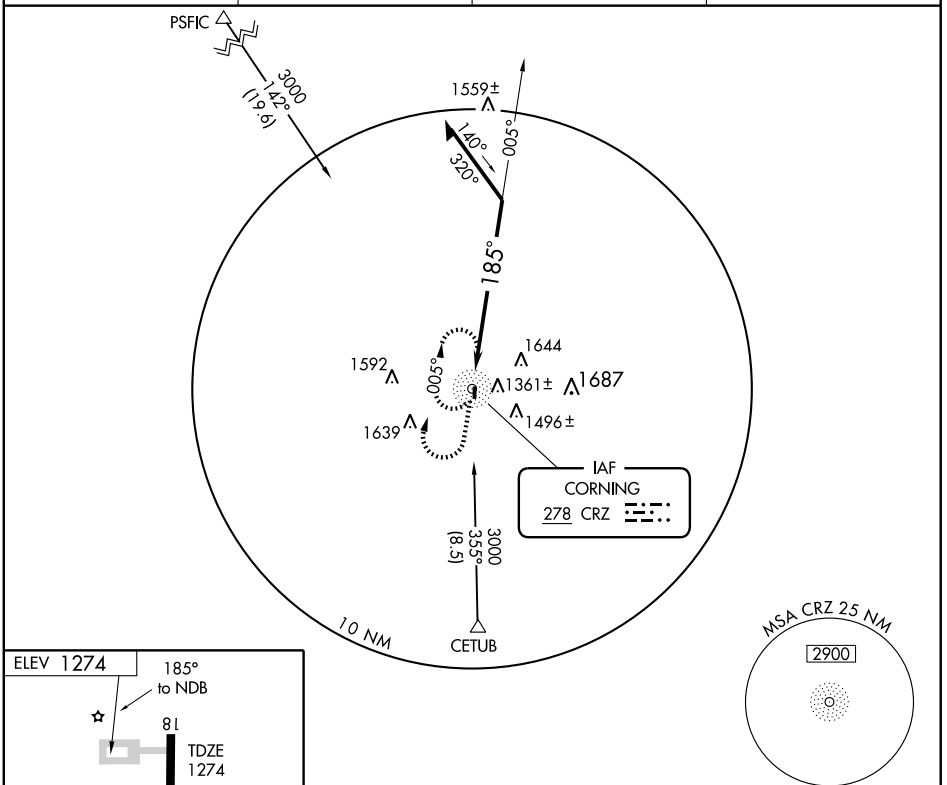
NDB CRZ	APP CRS	Rwy Idg	2684
278	185°	TDZE	1274
		Apt Elev	1274

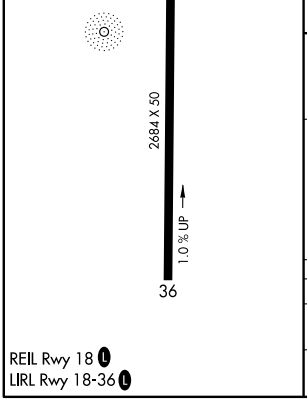
NDB RWY 18
CORNING MUNI (CRZ)

Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

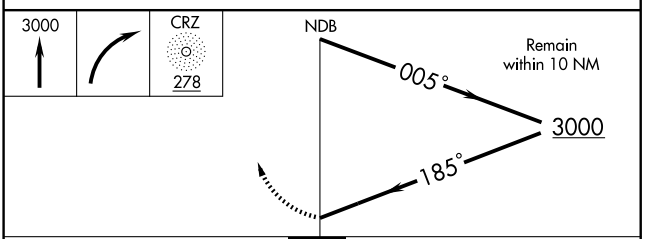
MISSED APPROACH: Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	122.8 L
124.75	119.6 290.4	122.9	





REIL Rwy 18 L
LIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

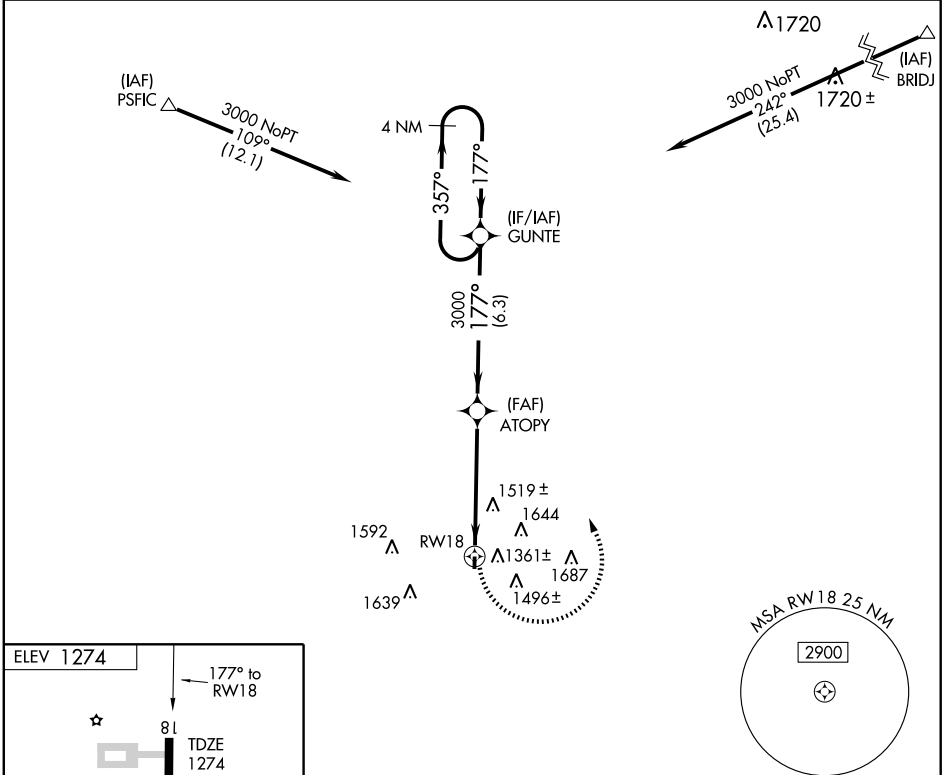
CORNING MUNI (CRZ)

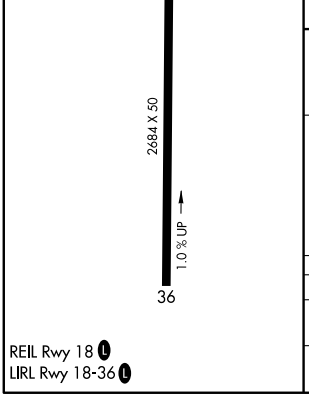
APP CRS	Rwy Idg	2684
177°	TDZE	1274
	Apt Elev	1274

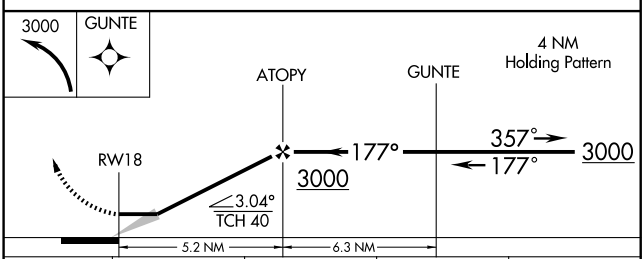
Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3	MINNEAPOLIS CENTER	CTAF	122.8 L
124.75	119.6 290.4	122.9	





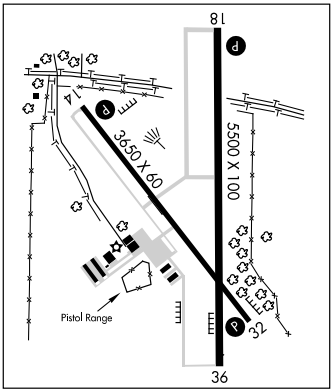


CATEGORY	A	B	C	D
LNAV MDA	1820-1 546 (600-1)		NA	
CIRCLING	1820-1 546 (600-1)		NA	

REIL Rwy 18 L
LIRL Rwy 18-36 L

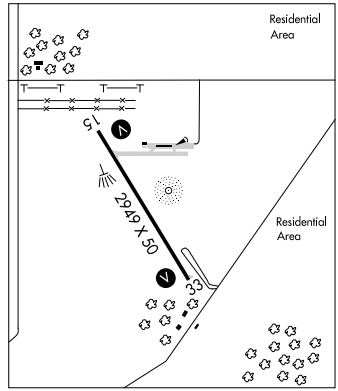
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

COUNCIL BLUFFS MUNI (CBF) 4 E UTC−6(−5DT) N41°15.61′ W95°45.52′ OMAHA
1253 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE CBF H–5C, L–10I, 12I
RWY 18–36: H5500X100 (CONC) S–30, D–60 HIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0 TCH 45′.
RWY 36: REIL.
RWY 14–32: H3650X60 (CONC) S–28, D–48 MIRL 0.3% up SE
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 32: REIL. PAPI(P2L)—GA 3.5° TCH 30′.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14–32 HIRL Rwy 18–36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.575 (712) 323–1542.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 342° 5.7 NM to fld. 1300/8E. **HIWAS.**
ILS/DME 111.35 I–CBF Chan 50(Y) Rwy 36.



CRESCO

ELLEN CHURCH FLD (CJJ) 1 SW UTC−6(−5DT) N43°21.92′ W92°07.98′ CHICAGO
1279 NOTAM FILE FOD L–28F
RWY 15–33: H2949X50 (CONC) S–29 LIRL 0.5% up NW IAP
RWY 15: VASI(V2L). Trees. **RWY 33:** VASI(V2L). Pole.
AIRPORT REMARKS: Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15–33 and VASI Rwys 15 and 33—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.
MINNEAPOLIS CENTER APP/DEP CON 118.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 276° 26.6 NM to fld. 1288/5E.
CRESCO NDB (MHW) 293 CJJ N43°21.96′ W92°07.86′ at fld. Unmonitored.



CRESCO N43°21.96′ W92°07.86′ NOTAM FILE FOD. CHICAGO
NDB (MHW) 293 CJJ at Ellen Church Fld. Unmonitored. L–28F

LOC/DME I-CBF	APP CRS	Rwy Idg	5500
111.35	356°	TDZE	1245
Chan 50 (Y)		Apt Elev	1253

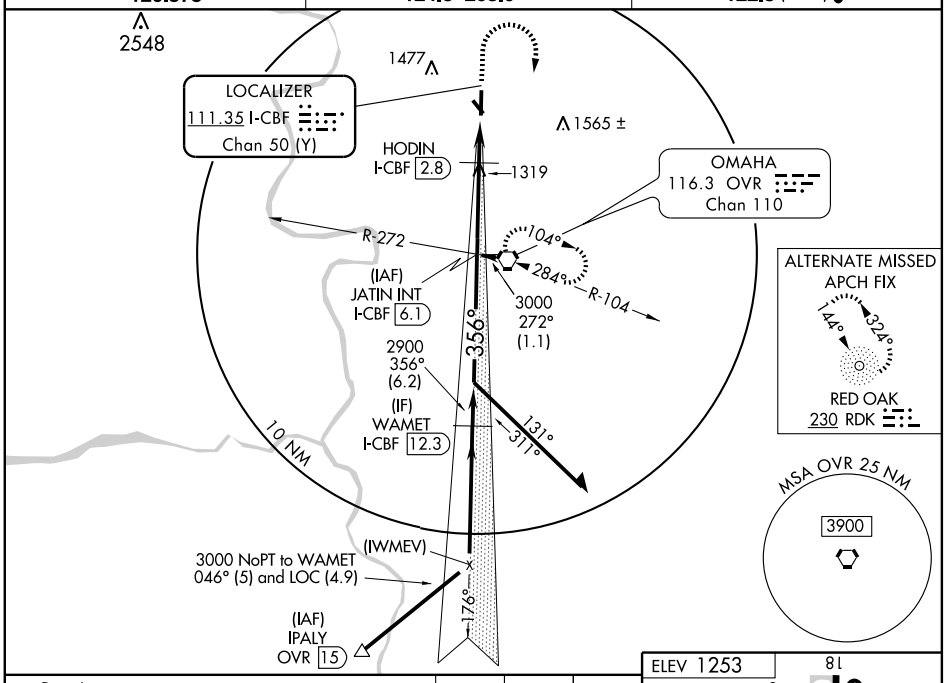
ILS OR LOC RWY 36

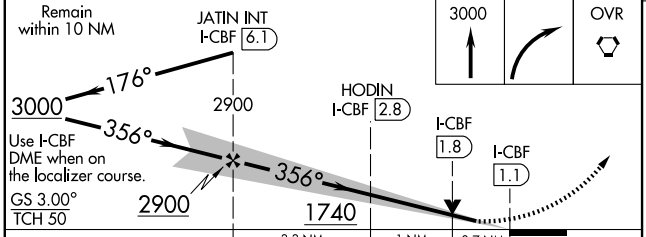
COUNCIL BUFFS MUNI (CBF)

When local altimeter setting not recieved, use Eppley Airfield altimeter setting and increase all DA 53 feet, and all MDA 60 feet and increase S-LOC 36 Cats C and D and Circling Cat C visibility ¼ mile. HODIN fix minimums: increase Circling Cat C visibility ¼ mile. VDP NA with Eppley Airfield altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct OVR VORTAC and hold or as directed by ATC.

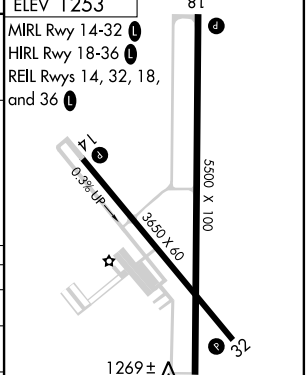
AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF)





CATEGORY	A	B	C	D
S-ILS 36	1445-¾ 200 (200-¾)			
S-LOC 36	1740-1 495 (500-1)		1740-1¼ 495 (500-1¼)	1740-1½ 495 (500-1½)
CIRCLING	1740-1 487 (500-1)		1840-1½ 587 (600-1½)	1840-2 587 (600-2)
HODIN FIX MINIMUMS				
S-LOC 36	1520-1 275 (300-1)			
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

ELEV 1253
MIRL Rwy 14-32 (L)
HIRL Rwy 18-36 (L)
REIL Rwys 14, 32, 18, and 36 (L)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

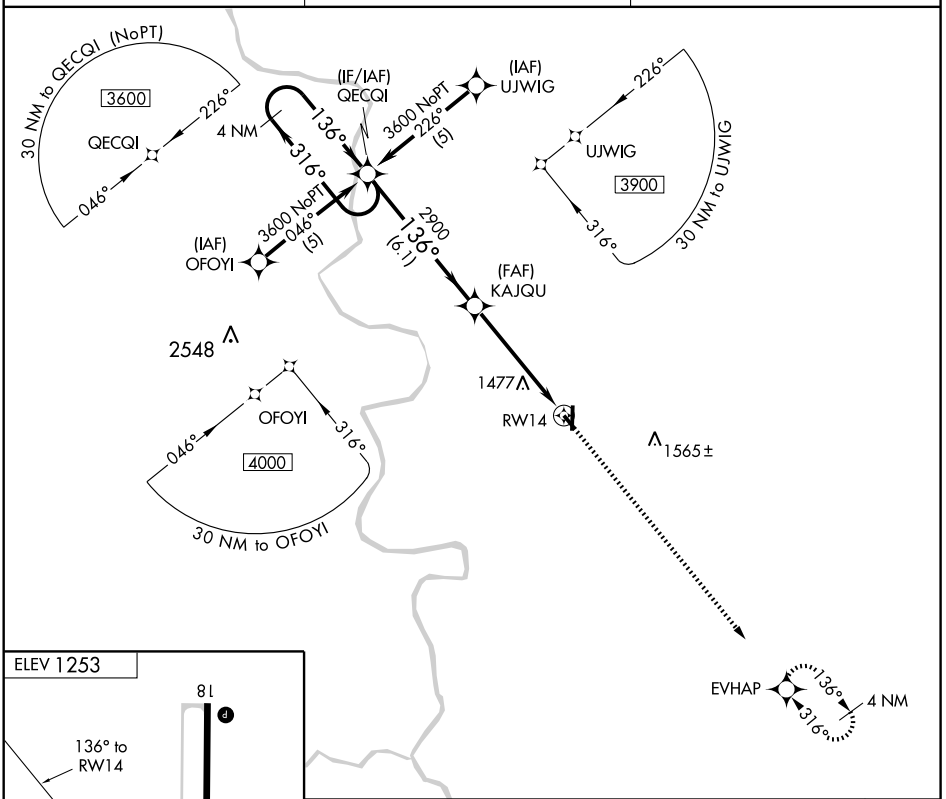
COUNCIL BLUFFS MUNI (CBF)

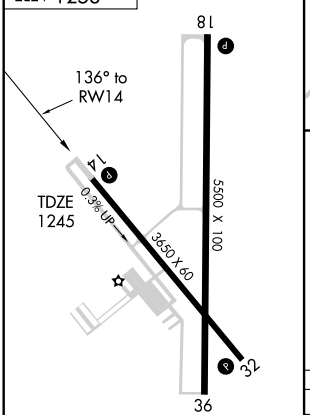
APP CRS	Rwy Idg	3650
136°	TDZE	1245
	Apt Elev	1253

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility ¼ mile.

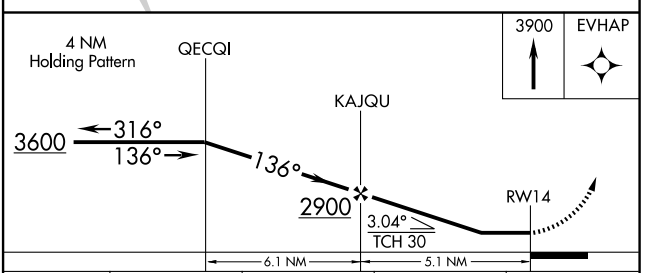
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy 18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1780-1 535 (600-1)		1780-1½ 535 (600-1½)	1780-1¾ 535 (600-1¾)
CIRCLING	1780-1 527 (600-1)		1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

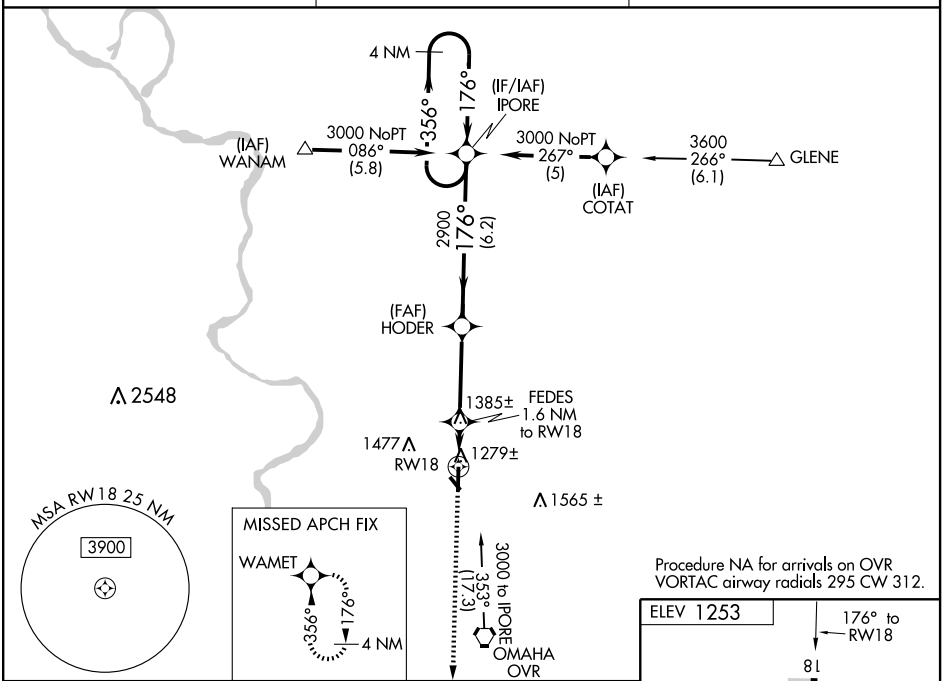
WAAS	APP CRS	Rwy Idg	5500
CH 42806	176°	TDZE	1241
W18A		Apt Elev	1253

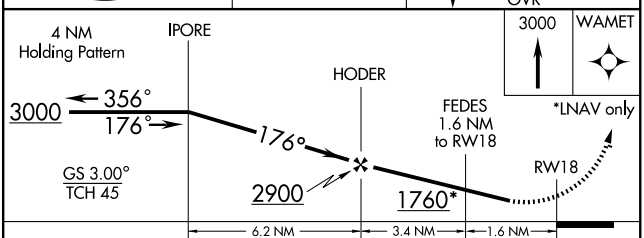
RNAV (GPS) RWY 18
COUNCIL BLUFFS MUNI (CBF)

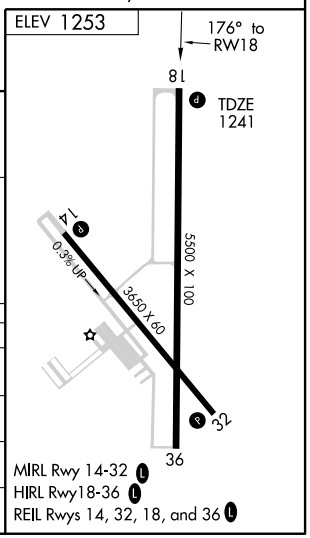
Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/ VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

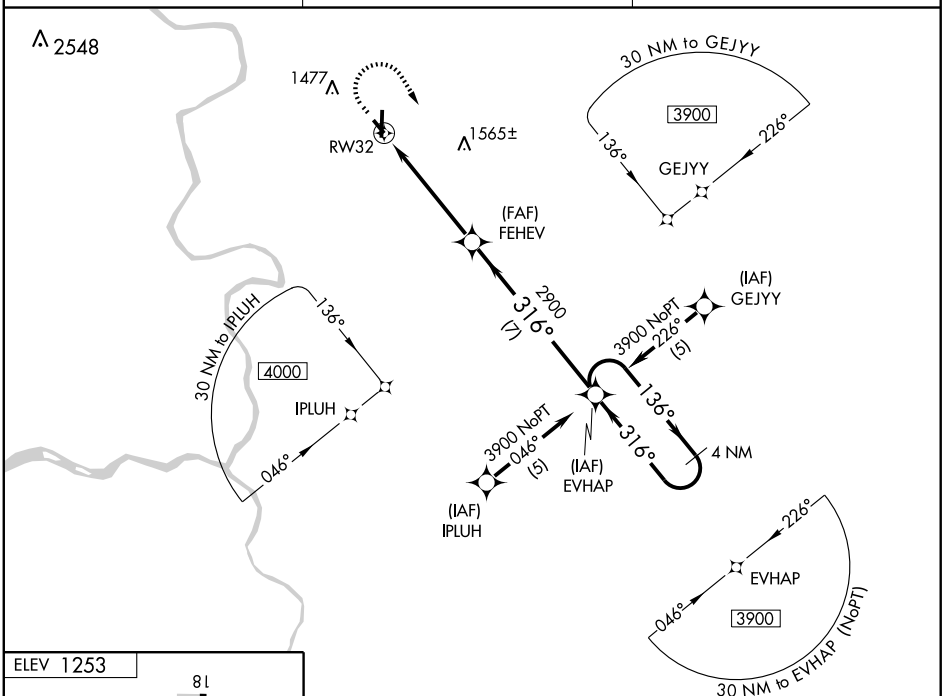
APP CRS	Rwy Idg	3650
316°	TDZE	1245
	Apt Elev	1253

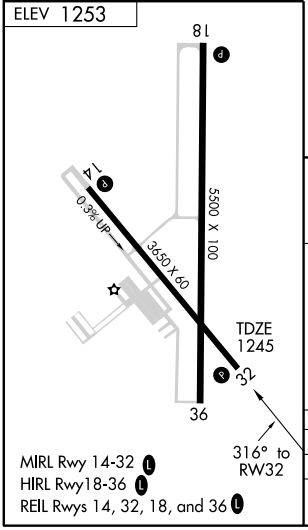
RNAV (GPS) RWY 32
COUNCIL BLUFFS MUNI (CBF)

NA When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. DME/DME RNP- 0.3 NA.

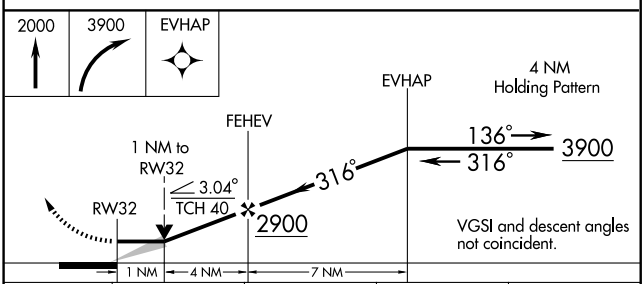
MISSED APPROACH: Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





MIRL Rwy 14-32 L
HIRL Rwy18-36 L
REIL Rwys 14, 32, 18, and 36 L



CATEGORY	A	B	C	D
LNAV MDA	1660-1	415 (500-1)	1660-1¼	415 (500-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53606	356°	TDZE	1245
W36A		Apt Elev	1253

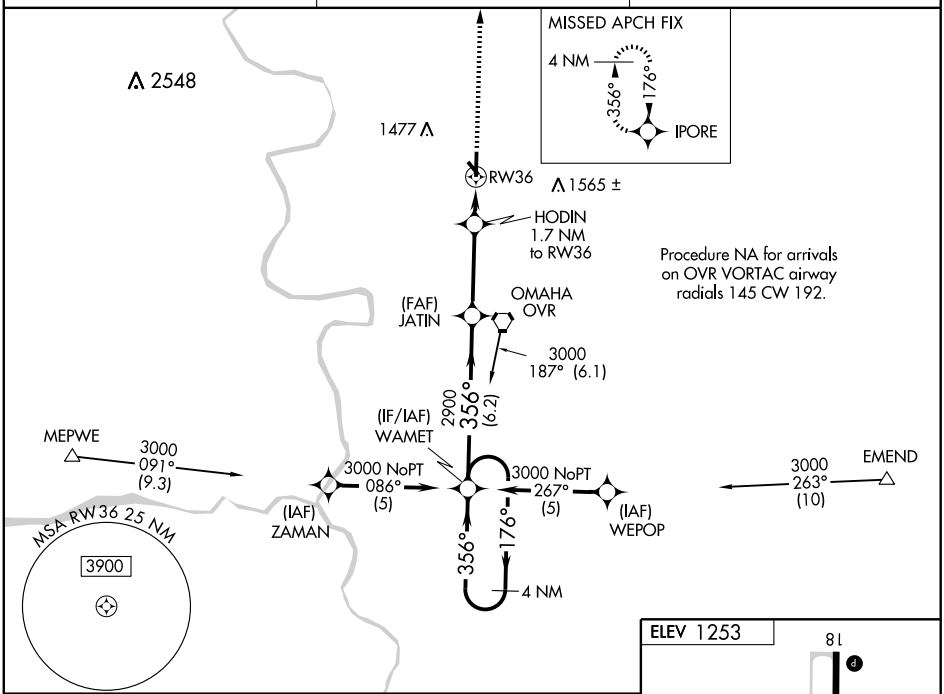
RNAV (GPS) RWY 36

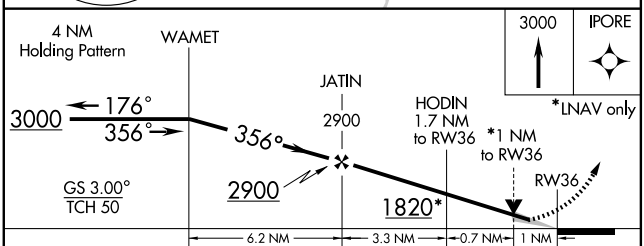
COUNCIL BUFFLES MUNI (CBF)

Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DA 53 feet and all MDA 60 feet and increase LNAV Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. VDP NA when using Eppley Airfield altimeter setting.

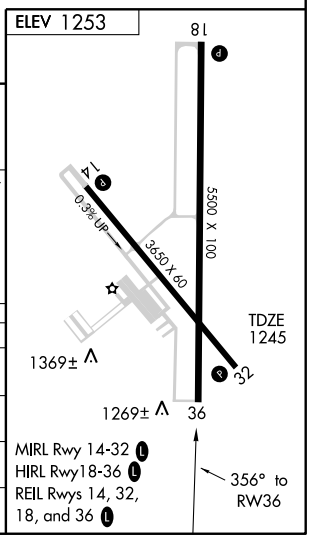
MISSED APPROACH: Climb to 3000 direct IPORE and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1445-¾ 200 (200-¾)			
LNAV/VNAV DA	1578-1¼ 333 (400-1¼)			
LNAV MDA	1620-1 375 (400-1)			1620-1¼ 375 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OVR	APP CRS	Rwy Idg	N/A
116.3	342°	TDZE	N/A
Chan 110		Apt Elev	1253

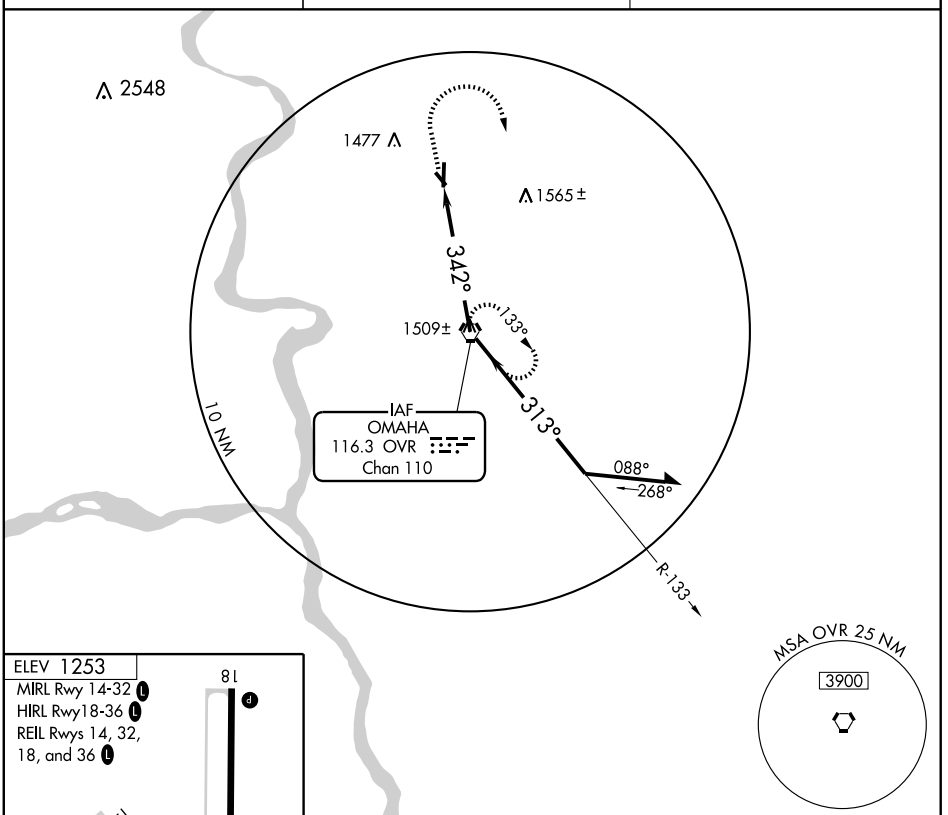
VOR-A

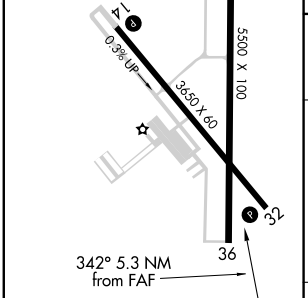
COUNCIL BUFFS MUNI (CBF)

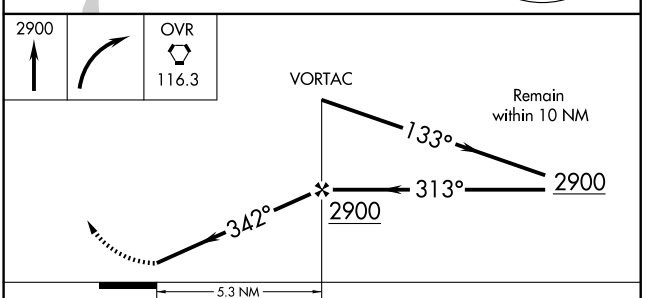
When local altimeter setting not received, use Eppley Airfield altimeter setting: increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct OVR VORTAC and hold.

AWOS-3	OMAHA APP CON	UNICOM
126.575	124.5 263.0	122.8 (CTAF) L





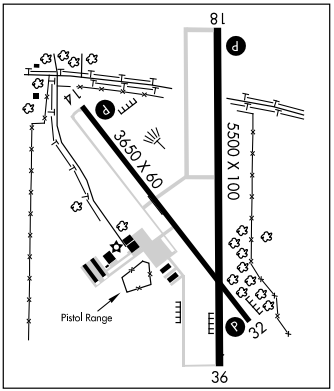


FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
CIRCLING	1760-1	507 (600-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

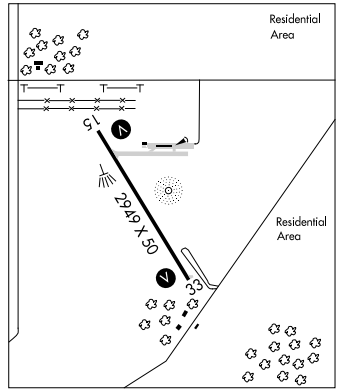
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

COUNCIL BLUFFS MUNI (CBF) 4 E UTC−6(−5DT) N41°15.61′ W95°45.52′ OMAHA
1253 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE CBF H–5C, L–10I, 12I
RWY 18–36: H5500X100 (CONC) S–30, D–60 HIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0 TCH 45′.
RWY 36: REIL.
RWY 14–32: H3650X60 (CONC) S–28, D–48 MIRL 0.3% up SE
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
RWY 32: REIL. PAPI(P2L)—GA 3.5° TCH 30′.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14–32 HIRL Rwy 18–36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.575 (712) 323–1542.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 342° 5.7 NM to fld. 1300/8E. **HIWAS.**
ILS/DME 111.35 I–CBF Chan 50(Y) Rwy 36.



CRESCO

ELLEN CHURCH FLD (CJJ) 1 SW UTC−6(−5DT) N43°21.92′ W92°07.98′ CHICAGO
1279 NOTAM FILE FOD L–28F
RWY 15–33: H2949X50 (CONC) S–29 LIRL 0.5% up NW IAP
RWY 15: VASI(V2L). Trees. **RWY 33:** VASI(V2L). Pole.
AIRPORT REMARKS: Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15–33 and VASI Rwys 15 and 33—122.7.
COMMUNICATIONS: CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.
MINNEAPOLIS CENTER APP/DEP CON 118.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 276° 26.6 NM to fld. 1288/5E.
CRESCO NDB (MHW) 293 CJJ N43°21.96′ W92°07.86′ at fld. Unmonitored.



CRESCO N43°21.96′ W92°07.86′ NOTAM FILE FOD. CHICAGO
NDB (MHW) 293 CJJ at Ellen Church Fld. Unmonitored. L–28F

APP CRS	Rwy Idg	2949
152°	TDZE	1279
	Apt Elev	1279

GPS RWY 15

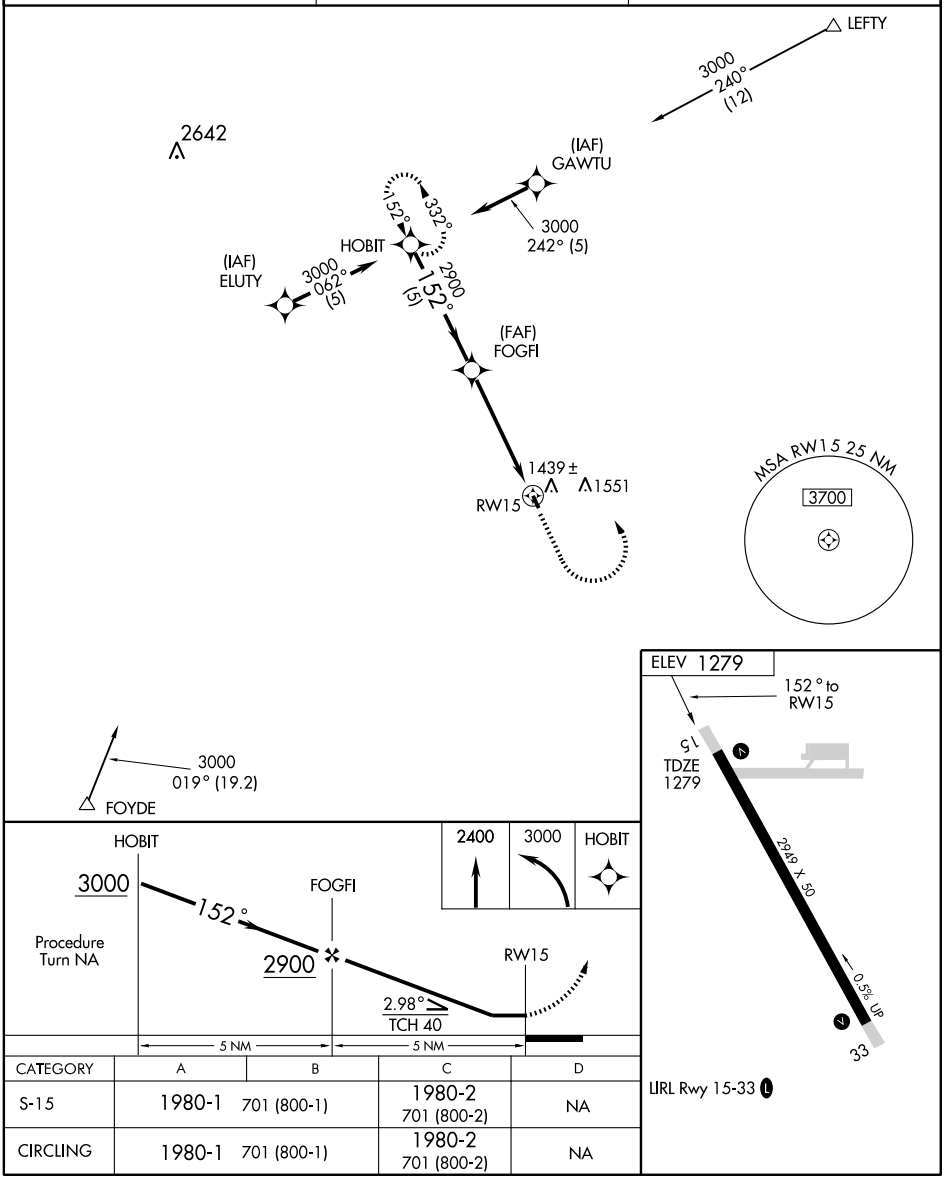
CRESCO/ELLEN CHURCH FIELD (CJJ)

NA

Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP amd hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2949
332°	TDZE	1279
	Apt Elev	1279

GPS RWY 33

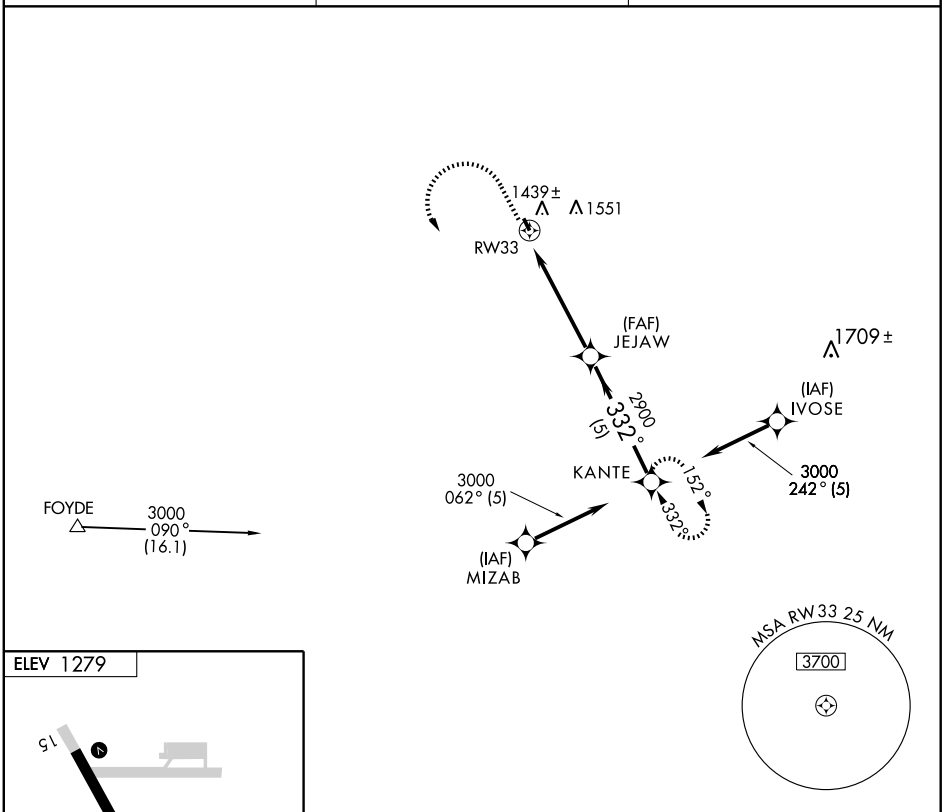
CRESCO/ELLEN CHURCH FIELD (CJJ)

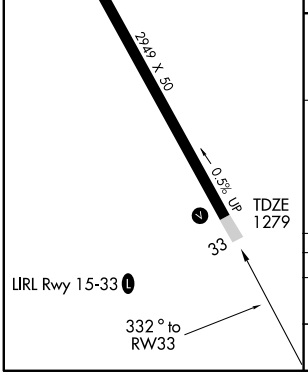
NA

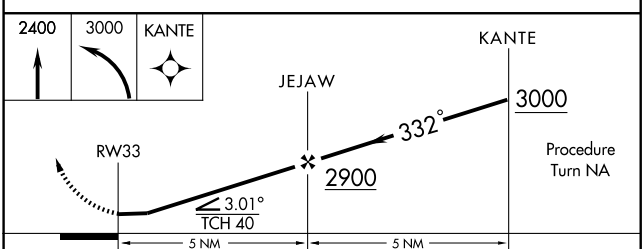
Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L







CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1¼ 461 (500-1¼)	NA
CIRCLING	1800-1	521 (600-1)	1800-1½ 521 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB CJJ	APP CRS	Rwy Idg	2949
293	340°	TDZE	1279
		Apt Elev	1279

NDB RWY 33

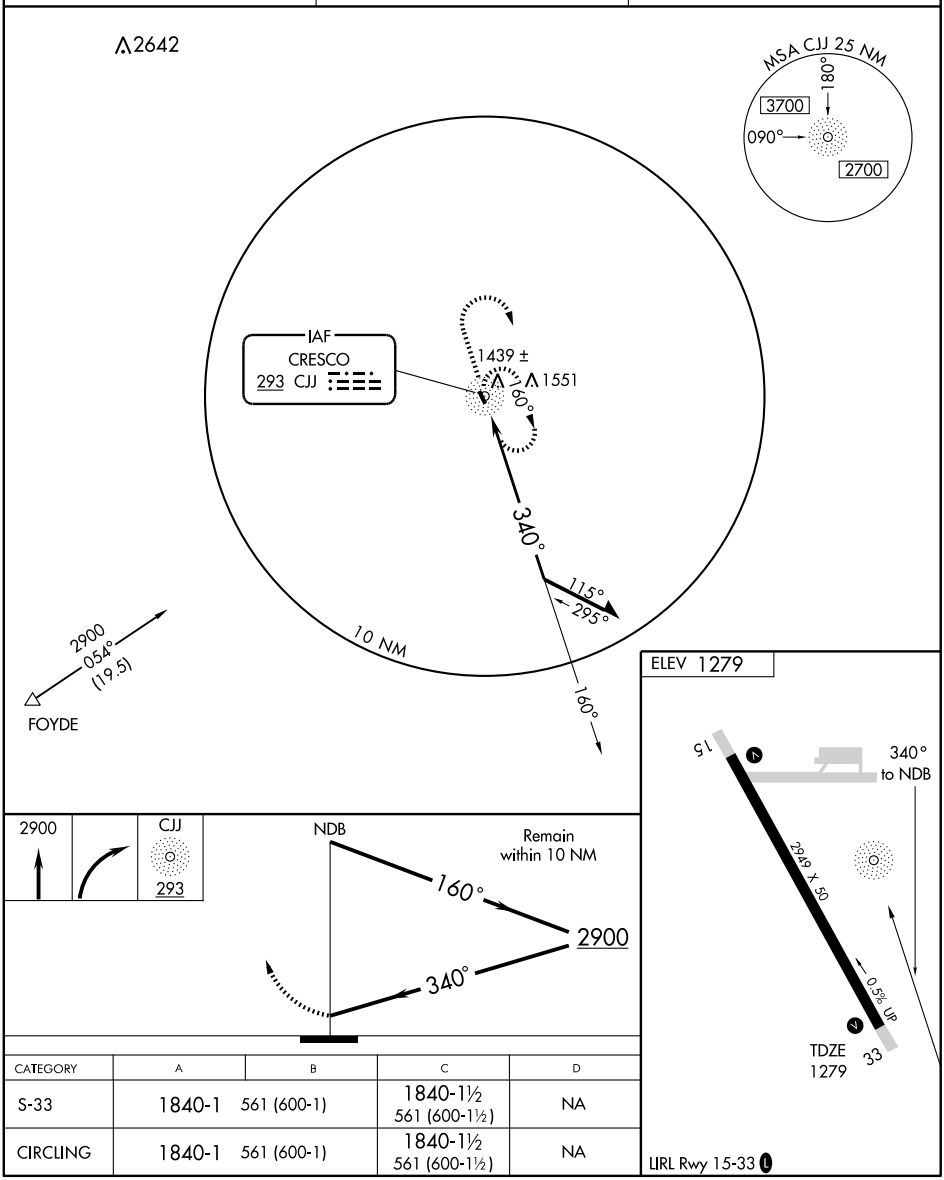
CRESCO/ELLEN CHURCH FIELD (CJJ)

NA

Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

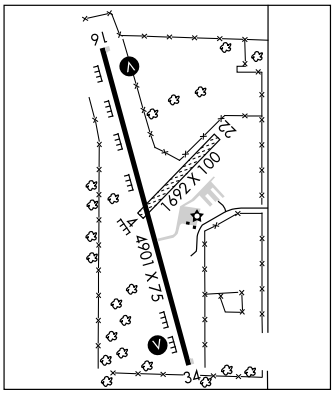
MINNEAPOLIS CENTER	UNICOM	
118.85	122.8 (CTAF)	122.7 L



CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

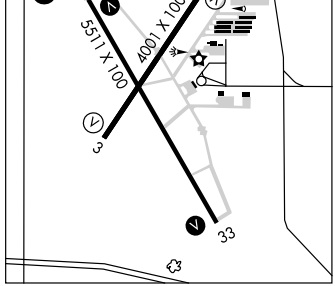
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CRESTON MUNI (CSQ) 3 S UTC−6(−5DT) N41°01.29′ W94°21.80′ OMAHA
1300 B S2 **FUEL** 100LL, JET A NOTAM FILE CSQ L–10J, 12I
RWY 16–34: H4901X75 (ASPH) S–15 MIRL IAP
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46′. Fence.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46′. Tree.
RWY 04–22: 1692X100 (TURF)
RWY 22: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Sat and Sun on call. For fuel after hrs and weekends call 641–782–8402 (Law Enforcement Center). Rwy 04–22 CLOSED during winter months. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.75 (641) 782–6286.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 318° 31.2 NM to fld. 1140/7E. **HIWAS.**
UNION CO NDB (MHW) 379 UNE N40°57.45′ W94°20.84′ 345° 3.9 NM to fld. NOTAM FILE CSQ.



DALE DELIGHT (See POSTVILLE)

DAVENPORT MUNI (DVN) 5 N UTC−6(−5DT) N41°36.62′ W90°35.30′ CHICAGO
751 B S4 **FUEL** 100LL, JET A NOTAM FILE DVN H–5D, L–28G
RWY 15–33: H5511X100 (CONC) S–68, D–93, 2S–118, 2D–122 MIRL IAP
RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39′. Road.
RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48′.
RWY 03–21: H4001X100 (CONC) S–68, D–93, 2S–118, 2D–122 MIRL (NSTD)
RWY 03: VASI(V4L)—GA 3.0° TCH 44′.
RWY 21: VASI(V4L)—GA 3.0° TCH 44′. Road.
AIRPORT REMARKS: Attended 1230Z‡–dusk. For svc after hrs call 563–391–5650. Extensive heavy military helicopter (Chinook) training on and invof arpt, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to rwys from grass areas. Two way radio communications required for all acft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit acft. Rwy 03–21 NSTD MIRL, thlds have only 6 lgts; clear lenses entire rwy length. ACTIVATE MIRL Rwy 03–21, Rwy 15–33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.
WEATHER DATA SOURCES: ASOS 120.175 (563) 388-2154.
HIWAS 113.8 CVA.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.5 (FORT DODGE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
QUAD CITY CLNC DEL 118.35
AIRSPACE: CLASS E svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
(L) VORTACW 113.8 CVA Chan 85 N41°42.51′ W90°29.00′ 215° 7.6 NM to fld. 767/4E. **HIWAS.**
AUNEY NDB (LOM) 353 DV N41°41.69′ W90°39.35′ 148° 5.9 NM to fld. Unmonitored.
ILS/DME 109.1 I–DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.



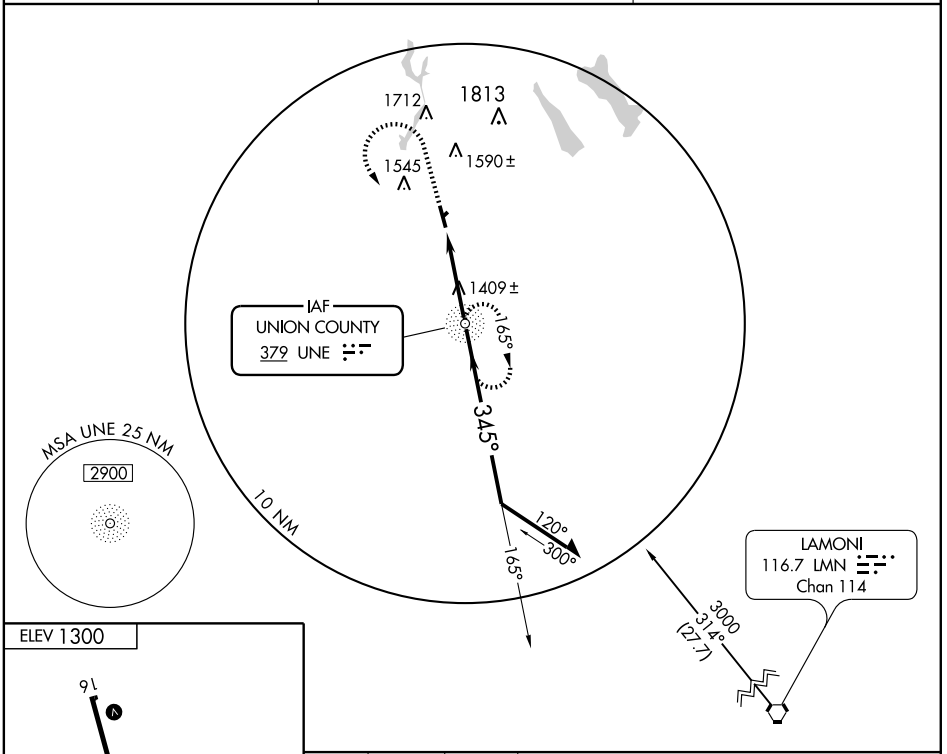
NDB UNE	APP CRS	Rwy Idg	4901
379	345°	TDZE	1296
		Apt Elev	1300

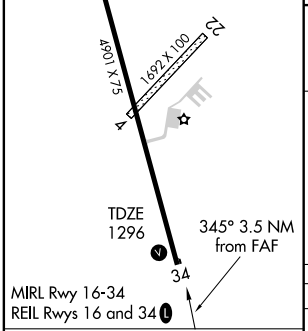
NDB RWY 34
CRESTON MUNI (CSQ)

Circling NA for CATs B and C west of Rwy 16-34.
Circling NA to Rwy 4-22.
NA If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
Visibility reduction by helicopters NA.

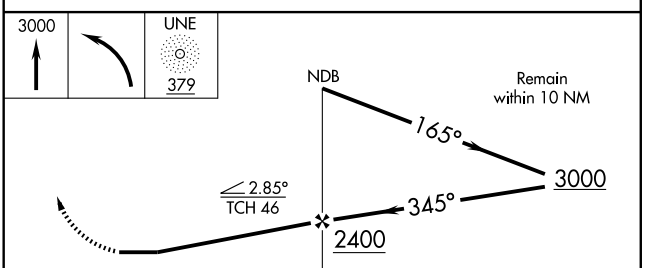
MISSED APPROACH: Climb to 3000 then left turn direct UNE NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L





FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10



CATEGORY	A	B	C	D
S-34	1720-1 424 (500-1)		1720-1¼ 424 (500-1¼)	NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

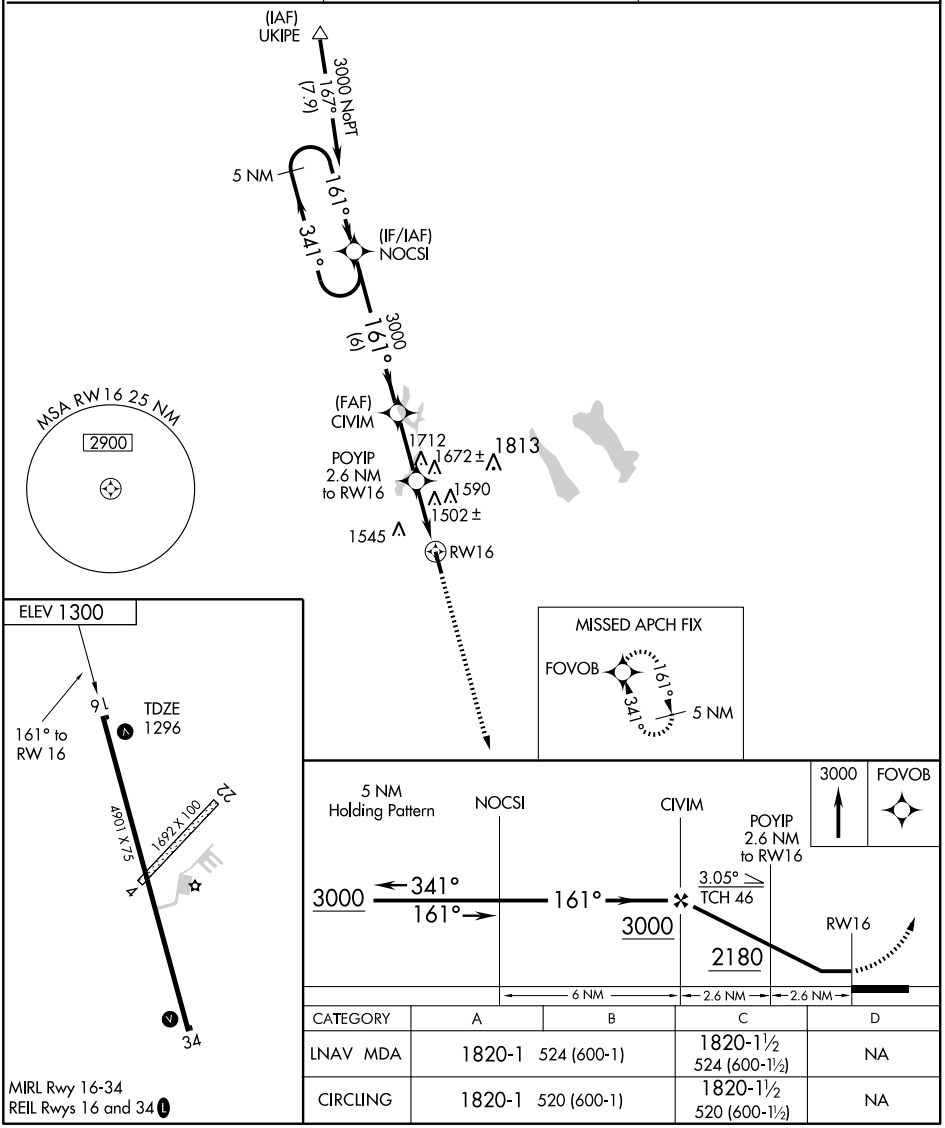
APP CRS	Rwy Idg	4901
161°	TDZE	1296
	Apt Elev	1300

RNAV (GPS) RWY 16
CRESTON MUNI (CSQ)

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, straight-in/circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct FOVOB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L



MIRL Rwy 16-34
REIL Rwys 16 and 34 L

CATEGORY	A	B	C	D
LNAV MDA	1820-1 524 (600-1)		1820-1½ 524 (600-1½)	NA
CIRCLING	1820-1 520 (600-1)		1820-1½ 520 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

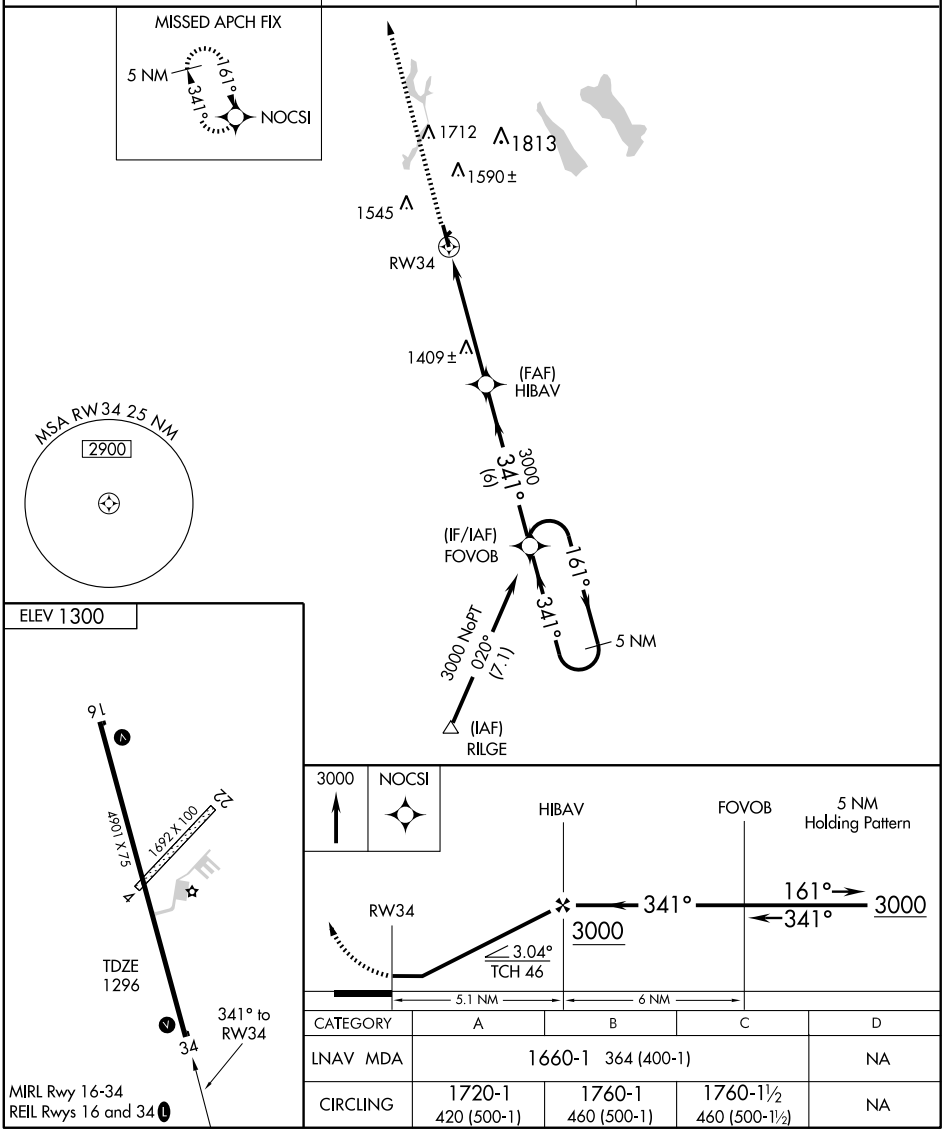
APP CRS		
341°	Rwy Idg	4901
	TDZE	1296
	Apt Elev	1300

RNAV (GPS) RWY 34
CRESTON MUNI (CSQ)

DME/DME RNP-0.3 NA.
Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.
If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.
When VGSI inoperative, circling Rwy 16 NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

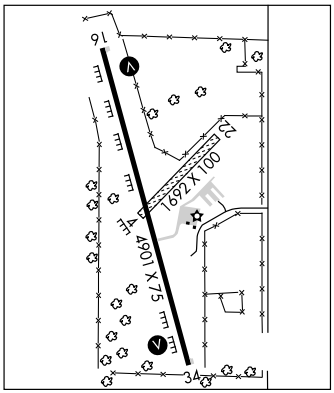
AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.75	125.65 306.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 364 (400-1)			NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

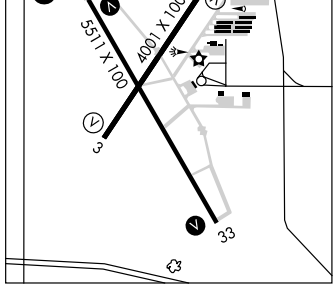
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CRESTON MUNI (CSQ) 3 S UTC−6(−5DT) N41°01.29′ W94°21.80′ OMAHA
1300 B S2 **FUEL** 100LL, JET A NOTAM FILE CSQ L–10J, 12I
RWY 16–34: H4901X75 (ASPH) S–15 MIRL IAP
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46′. Fence.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46′. Tree.
RWY 04–22: 1692X100 (TURF)
RWY 22: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Sat and Sun on call. For fuel after hrs and weekends call 641–782–8402 (Law Enforcement Center). Rwy 04–22 CLOSED during winter months. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.75 (641) 782–6286.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 318° 31.2 NM to fld. 1140/7E. **HIWAS.**
UNION CO NDB (MHW) 379 UNE N40°57.45′ W94°20.84′ 345° 3.9 NM to fld. NOTAM FILE CSQ.



DALE DELIGHT (See POSTVILLE)

DAVENPORT MUNI (DVN) 5 N UTC−6(−5DT) N41°36.62′ W90°35.30′ CHICAGO
751 B S4 **FUEL** 100LL, JET A NOTAM FILE DVN H–5D, L–28G
RWY 15–33: H5511X100 (CONC) S–68, D–93, 2S–118, 2D–122 MIRL IAP
RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39′. Road.
RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48′.
RWY 03–21: H4001X100 (CONC) S–68, D–93, 2S–118, 2D–122 MIRL (NSTD)
RWY 03: VASI(V4L)—GA 3.0° TCH 44′.
RWY 21: VASI(V4L)—GA 3.0° TCH 44′. Road.
AIRPORT REMARKS: Attended 1230Z‡–dusk. For svc after hrs call 563–391–5650. Extensive heavy military helicopter (Chinook) training on and invof arpt, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to rwys from grass areas. Two way radio communications required for all acft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit acft. Rwy 03–21 NSTD MIRL, thlds have only 6 lgts; clear lenses entire rwy length. ACTIVATE MIRL Rwy 03–21, Rwy 15–33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.
WEATHER DATA SOURCES: ASOS 120.175 (563) 388-2154.
HIWAS 113.8 CVA.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.5 (FORT DODGE RADIO)
Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
QUAD CITY CLNC DEL 118.35
AIRSPACE: CLASS E svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
(L) VORTACW 113.8 CVA Chan 85 N41°42.51′ W90°29.00′ 215° 7.6 NM to fld. 767/4E. **HIWAS.**
AUNEY NDB (LOM) 353 DV N41°41.69′ W90°39.35′ 148° 5.9 NM to fld. Unmonitored.
ILS/DME 109.1 I–DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.



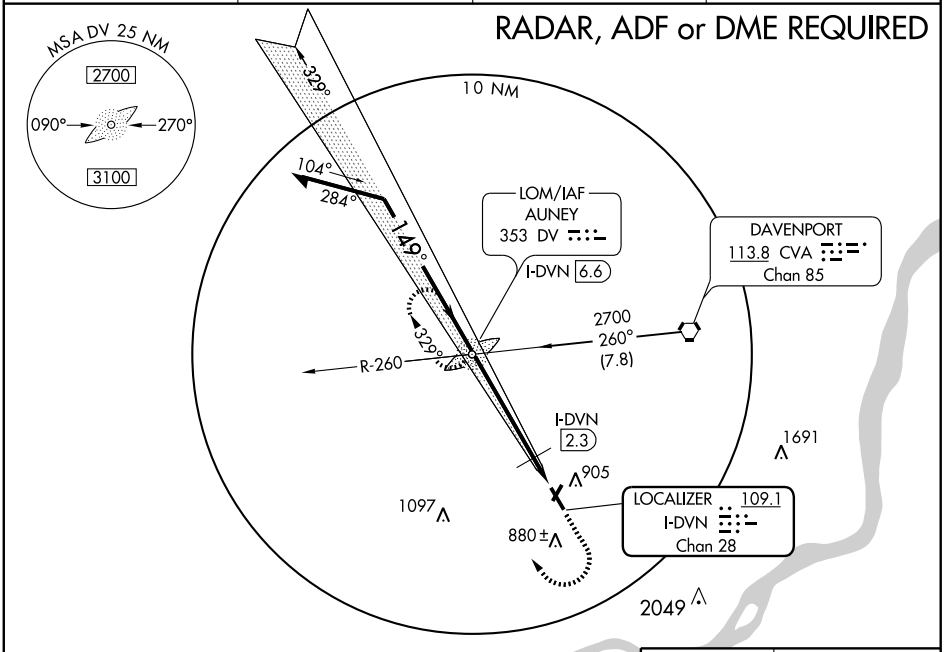
LOC/DME I-DVN	APP CRS	Rwy Idg	5511
109.1	149°	TDZE	751
Chan 28		Apt Elev	753

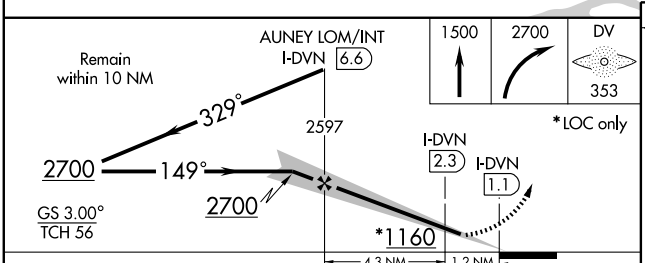
ILS RWY 15
DAVENPORT MUNI (DVN)

MALSR

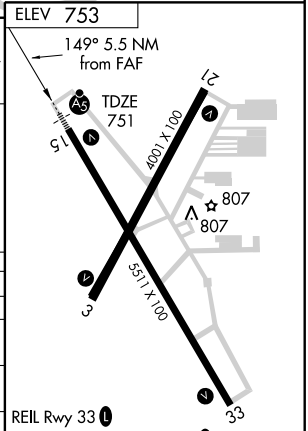
MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½ 409 (500-½)		1160-¾ 409 (500-¾)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½ 349 (400-½)			1100-¾ 349 (400-¾)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
043°	TDZE	750
	Apt Elev	753

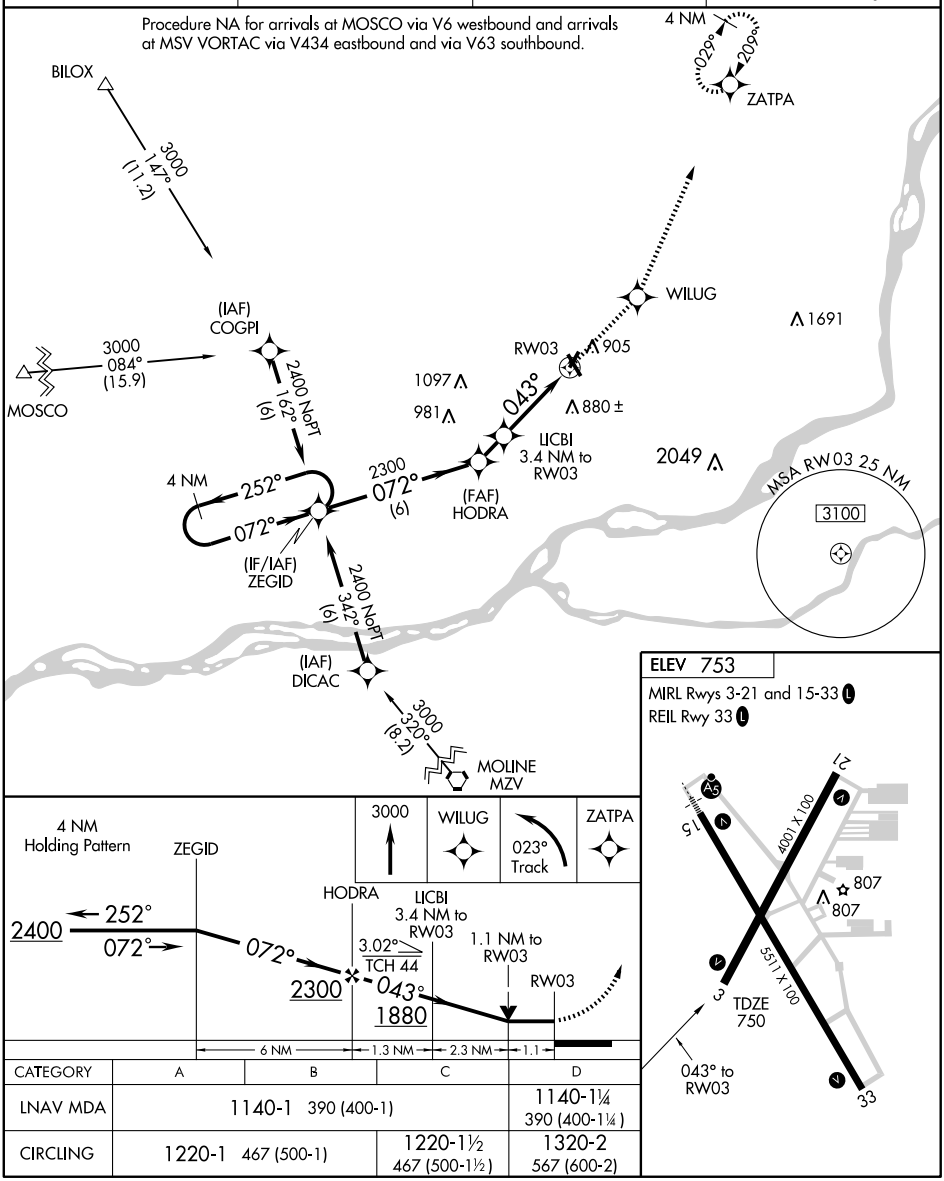
RNAV (GPS) RWY 3
DAVENPORT MUNI (DVN)

T A DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct WILUG and left turn via 023° track to ZATPA and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

Procedure NA for arrivals at MOSCO via V6 westbound and arrivals at MSV VORTAC via V434 eastbound and via V63 southbound.



CATEGORY	A	B	C	D
LNAV MDA	1140-1 390 (400-1)			1140-1¼ 390 (400-1¼)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

ELEV 753
MIRL Rwys 3-21 and 15-33 L
REIL Rwy 33 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5511
CH 81821	149°	TDZE	751
W15A		Apt Elev	753

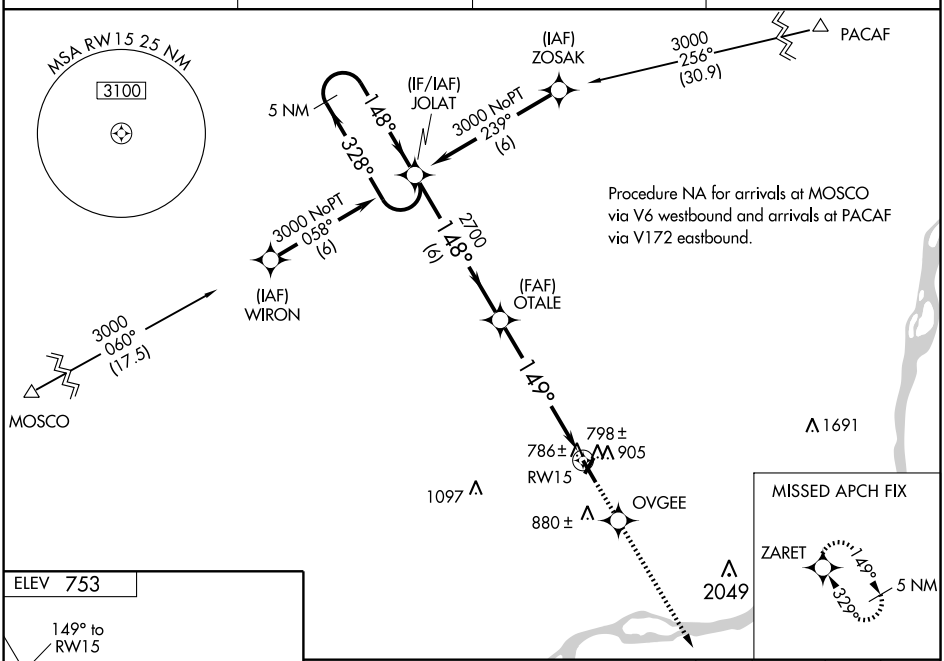
RNAV (GPS) RWY 15
DAVENPORT MUNI (DVN)

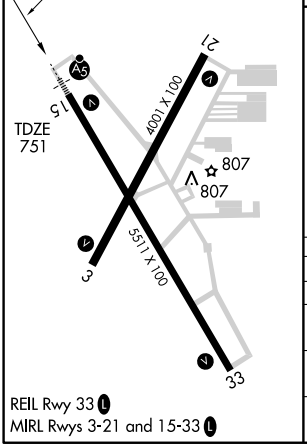
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.
For inoperative MALSR, increase LPV visibility all Cats. to ¾ .

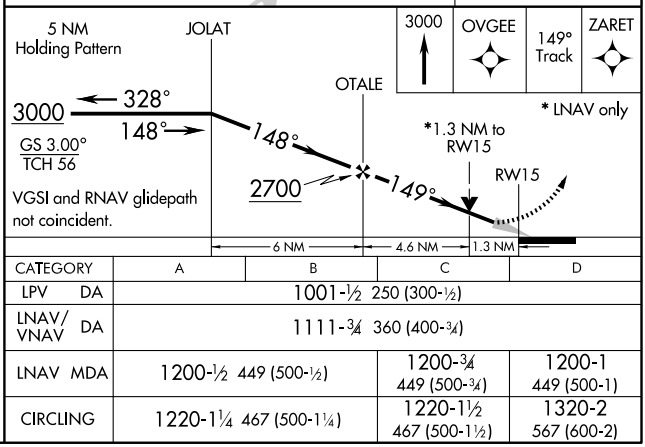
MALSR

MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3	QUAD CITY APP CON *	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1001-½ 250 (300-½)			
LNAV/VNAV DA	1111-¾ 360 (400-¾)			
LNAV MDA	1200-½ 449 (500-½)		1200-¾ 449 (500-¾)	1200-1 449 (500-1)
CIRCLING	1220-1¼ 467 (500-1¼)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
209°	TDZE	750
	Apt Elev	753

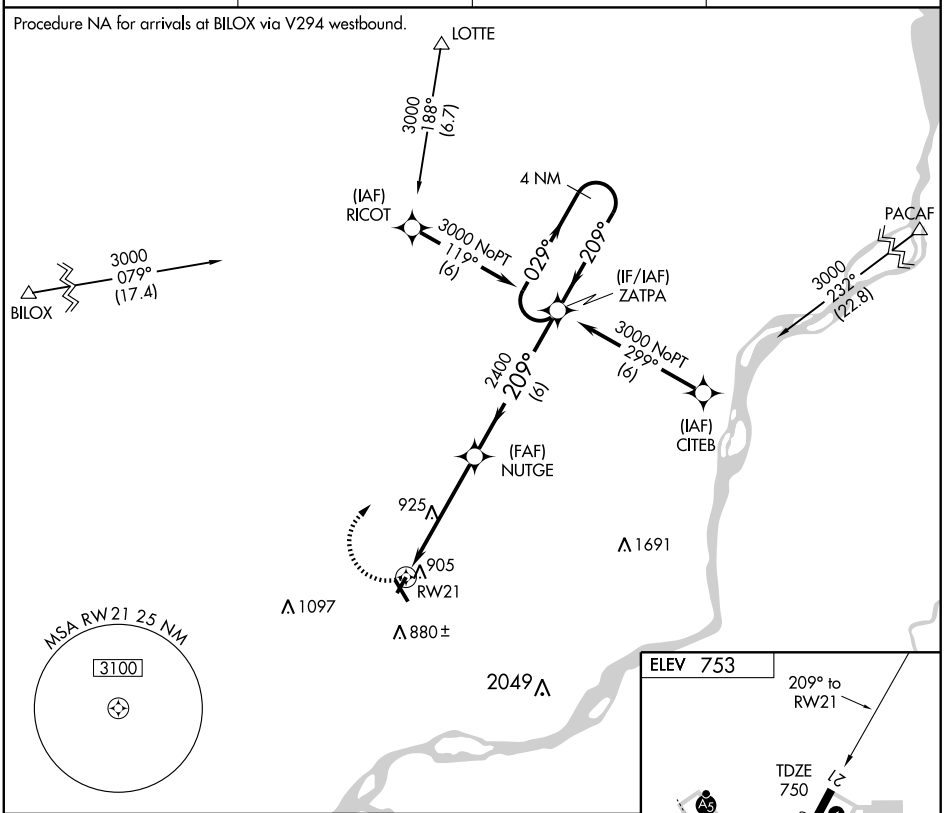
RNAV (GPS) RWY 21
DAVENPORT MUNI (DVN)

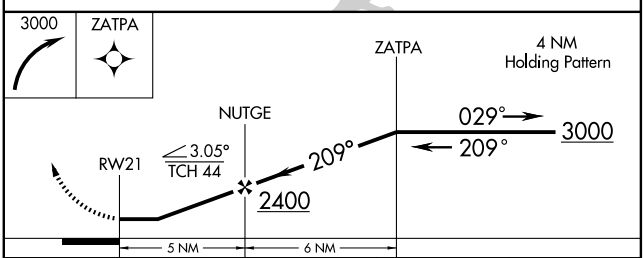
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

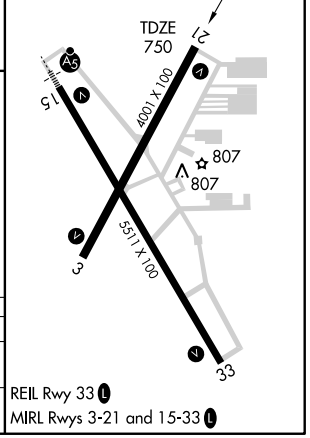
MISSED APPROACH: Climbing right turn to 3000 direct ZATPA and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L

Procedure NA for arrivals at BILOX via V294 westbound.







CATEGORY	A	B	C	D
LNAV MDA	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)

REIL Rwy 33 L
MIRL Rwys 3-21 and 15-33 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

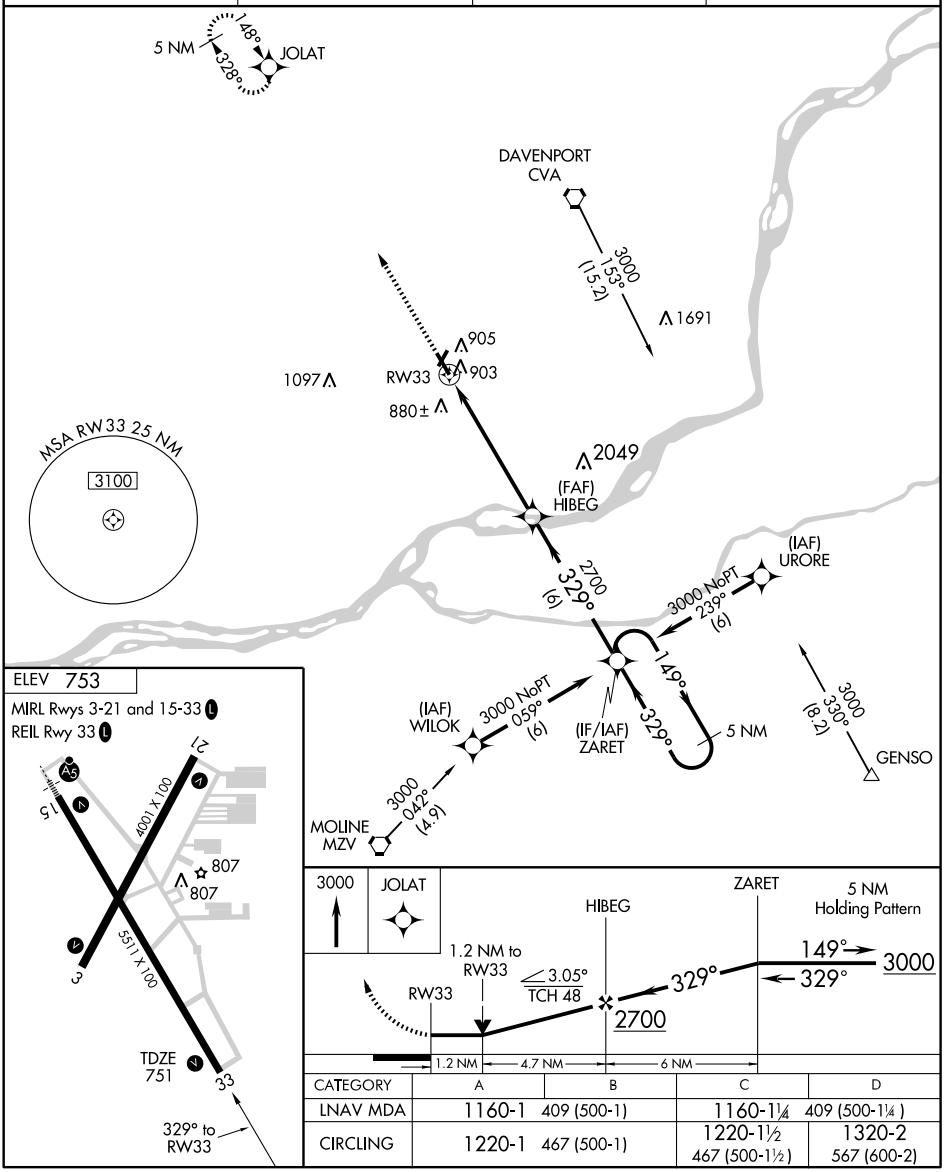
DAVENPORT MUNI (DVN)

APP CRS	Rwy Idg	5511
329°	TDZE	751
	Apt Elev	753

Circling NA at night. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) Ⓛ



CATEGORY	A	B	C	D
LNAV MDA	1160-1	409 (500-1)	1160-1¼	409 (500-1¼)
CIRCLING	1220-1	467 (500-1)	1220-1½	467 (500-1½)
			1320-2	567 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

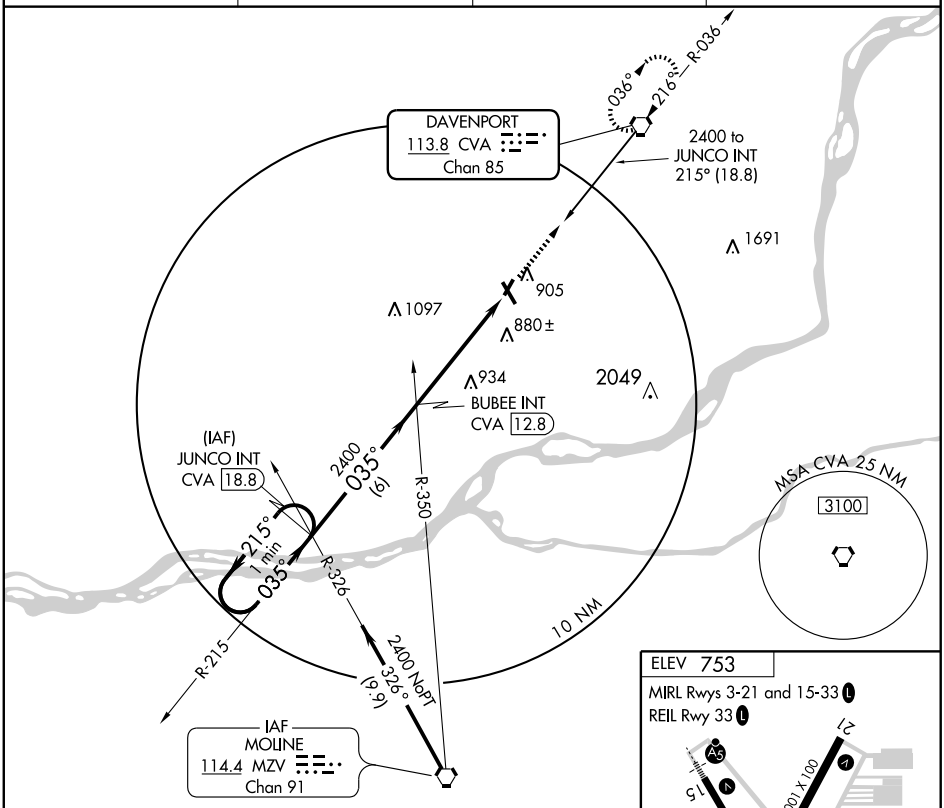
VORTAC CVA	APP CRS	Rwy Idg	4001
113.8	035°	TDZE	750
Chan 85		Apt Elev	753

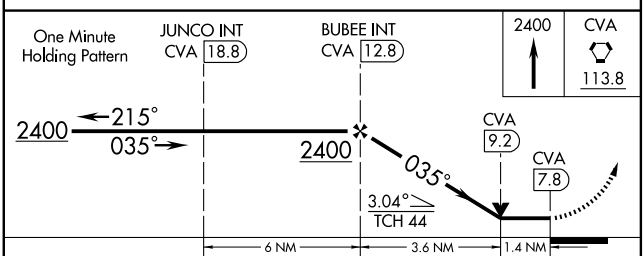
VOR RWY 3
DAVENPORT MUNI (DVN)

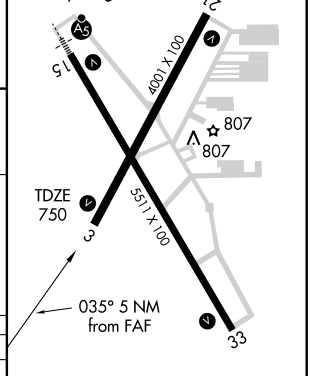
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.
VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-3	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

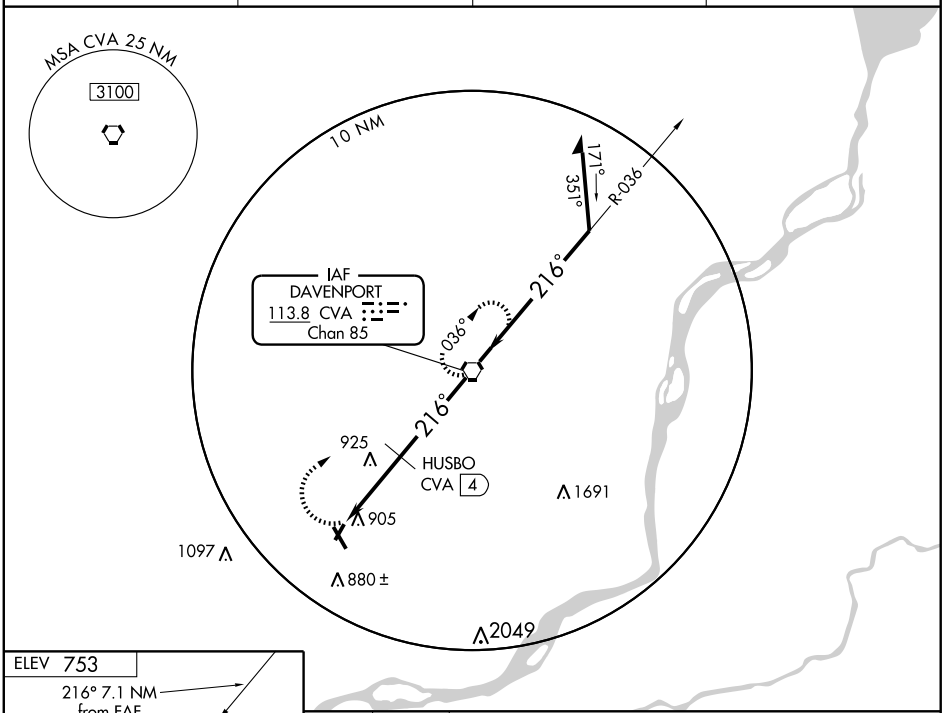
VORTAC CVA 113.8 Chan 85	APP CRS 216°	Rwy Idg 4001 TDZE 750 Apt Elev 753

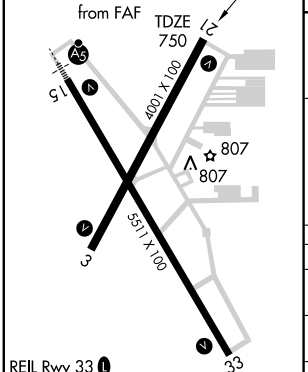
VOR RWY 21
DAVENPORT MUNI (DVN)

If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

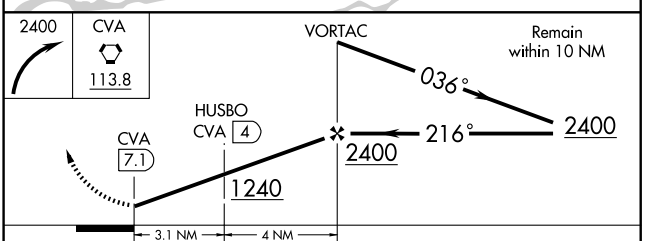
MISSED APPROACH: Climbing right turn to 2400 direct CVA VORTAC and hold.

ASOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
120.175	125.95 257.8	118.35	123.0 (CTAF) L





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-21	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)
HUSBO FIX MINIMUMS				
S-21	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

DECORAH MUNI (DEH) 2 SE UTC−6(−5DT) N43°16.53′ W91°44.36′

CHICAGO
L–28F
IAP

1158 B S4 **FUEL** 100LL, JET A NOTAM FILE DEH

RWY 11–29: H4001X75 (CONC) S–28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47′. Trees.

AIRPORT REMARKS: Attended Mon–Sat continuously, Sun on call. Attendance schedule Sun call 563–382–8338. Parachute Jumping. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.925 (563) 382–2990.

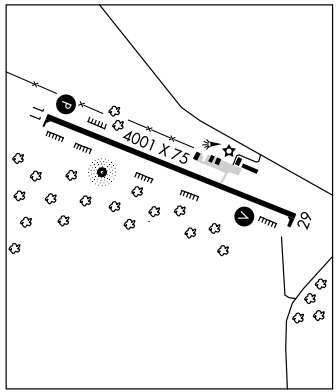
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51′ W91°44.61′ at fld. NOTAM FILE DEH. Unmonitored.



DENISON MUNI (DNS) 2 SW UTC−6(−5DT) N41°59.20′ W95°22.83′

OMAHA
H–5C, L–12I
IAP

1274 B **FUEL** 100LL, JET A NOTAM FILE DNS

RWY 12–30: H5000X75 (CONC) S–28, D–48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27′.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.

RWY 18–36: 2019X105 (TURF)

RWY 06–24: 1790X178 (TURF)

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡ after 2300Z‡, call 712–677–2730. For fuel svc and arpt information call arpt manager 712–263–6424 or fax 712–263–8349. Rwy 18–36 and Rwy 06–24 CLOSED Nov–Apr. Rwy 30 is calm wind rwy. Rwy 06, Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow cones. Rwy lgt for Rwy 12–30 located 25′ inside boundary of Rwy 06–24. MIRL Rwy 12–30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF. Rwy 12–30 has soft shoulders.

WEATHER DATA SOURCES: AWOS–3 119.95 (712) 263–6558.

COMMUNICATIONS: CTAF/UNICOM 122.8

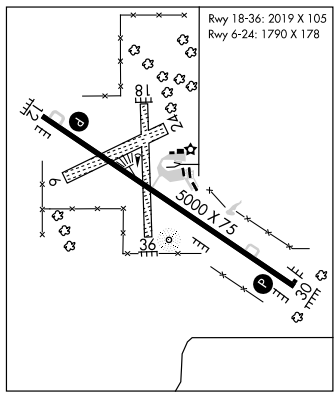
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 108° 47.2 NM to fld. 1087/9E. **HIWAS.**

NDB (MHW) 350 DNS N41°59.03′ W95°22.76′ at fld. NOTAM FILE DNS. Unmonitored.



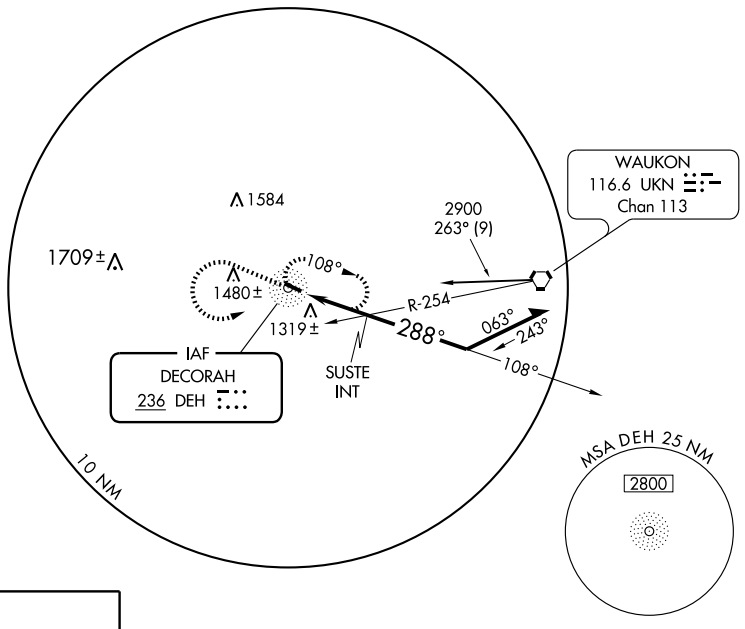
NDB DEH 236	APP CRS 288°	Rwy Idg 4001 TDZE 1158 Apt Elev 1158

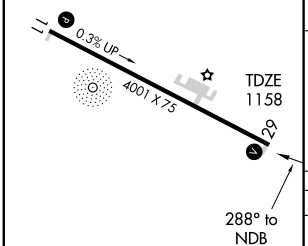
NDB RWY 29
DECORAH MUNI (DEH)

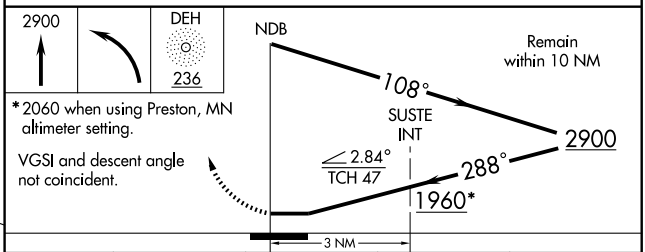
T/A NA When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct DEH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L







*2060 when using Preston, MN altimeter setting.

VGSI and descent angle not coincident.

CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

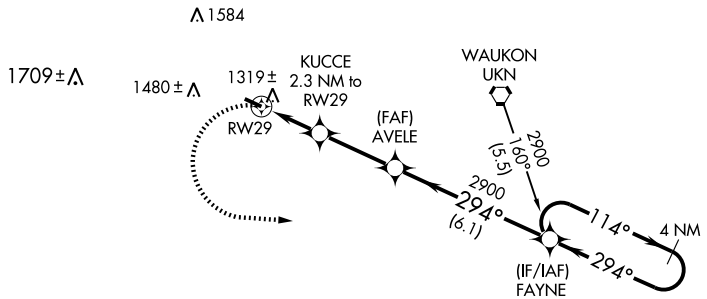
APP CRS	Rwy Idg	4001
294°	TDZE	1158
	Apt Elev	1158

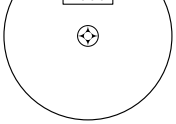
T A DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.
VDP NA when using Preston, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

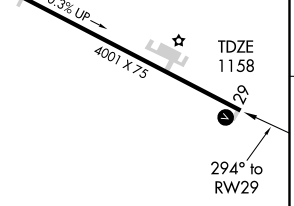
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L

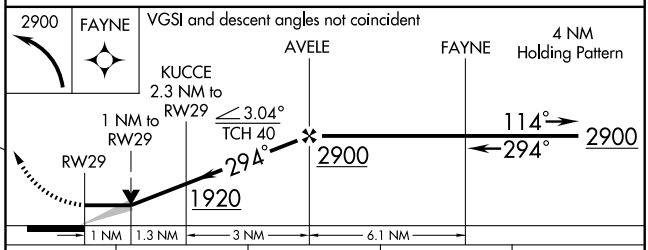
Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.





ELEV 1158





CATEGORY	A	B	C	D
LNAV MDA	1580-1 422 (500-1)		NA	
CIRCLING	1620-1 462 (500-1)		NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

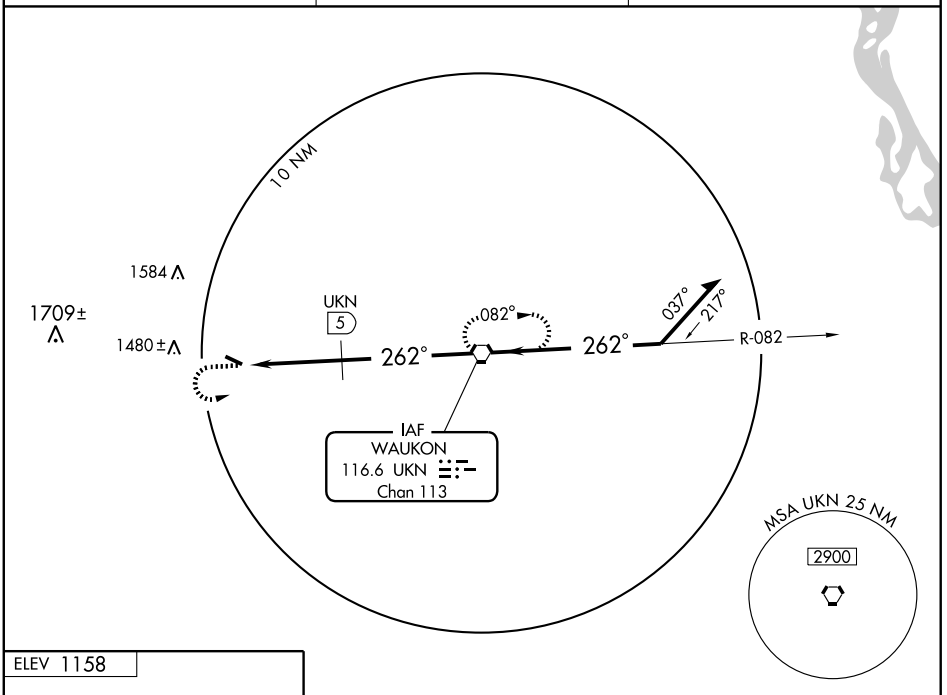
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

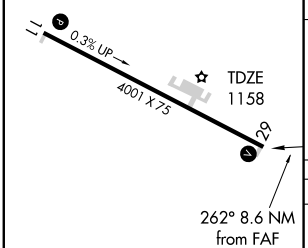
VORTAC UKN	APP CRS	Rwy Idg	4001
116.6	262°	TDZE	1158
Chan 113		Apt Elev	1158

VOR RWY 29
DECORAH MUNI (DEH)

MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

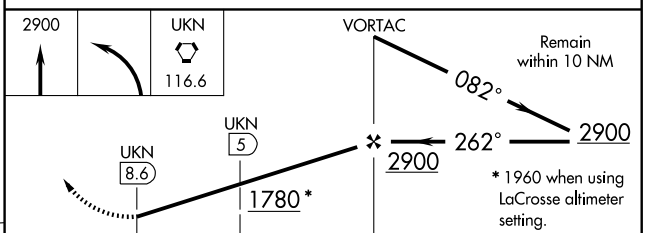
AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.925	118.85	122.8 (CTAF) L





REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

DECORAH MUNI (DEH) 2 SE UTC−6(−5DT) N43°16.53′ W91°44.36′

CHICAGO
L–28F
IAP

1158 B S4 **FUEL** 100LL, JET A NOTAM FILE DEH

RWY 11–29: H4001X75 (CONC) S–28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47′. Trees.

AIRPORT REMARKS: Attended Mon–Sat continuously, Sun on call. Attendance schedule Sun call 563–382–8338. Parachute Jumping. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.925 (563) 382–2990.

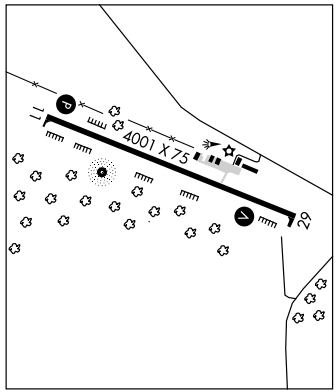
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51′ W91°44.61′ at fld. NOTAM FILE DEH. Unmonitored.



DENISON MUNI (DNS) 2 SW UTC−6(−5DT) N41°59.20′ W95°22.83′

OMAHA
H–5C, L–12I
IAP

1274 B **FUEL** 100LL, JET A NOTAM FILE DNS

RWY 12–30: H5000X75 (CONC) S–28, D–48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27′.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.

RWY 18–36: 2019X105 (TURF)

RWY 06–24: 1790X178 (TURF)

RWY 06: Tree. **RWY 24:** Tree.

AIRPORT REMARKS: Attended 1400–2300Z‡ after 2300Z‡, call 712–677–2730. For fuel svc and arpt information call arpt manager 712–263–6424 or fax 712–263–8349. Rwy 18–36 and Rwy 06–24 CLOSED Nov–Apr. Rwy 30 is calm wind rwy. Rwy 06, Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow cones. Rwy lgt for Rwy 12–30 located 25′ inside boundary of Rwy 06–24. MIRL Rwy 12–30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF. Rwy 12–30 has soft shoulders.

WEATHER DATA SOURCES: AWOS–3 119.95 (712) 263–6558.

COMMUNICATIONS: CTAF/UNICOM 122.8

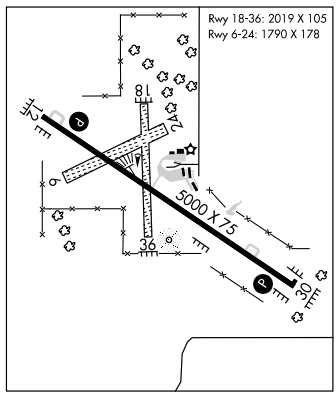
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 108° 47.2 NM to fld. 1087/9E. **HIWAS.**

NDB (MHW) 350 DNS N41°59.03′ W95°22.76′ at fld. NOTAM FILE DNS. Unmonitored.



NDB DNS	APP CRS		
350	295°	Rwy Idg	5000
		TDZE	1266
		Apt Elev	1274

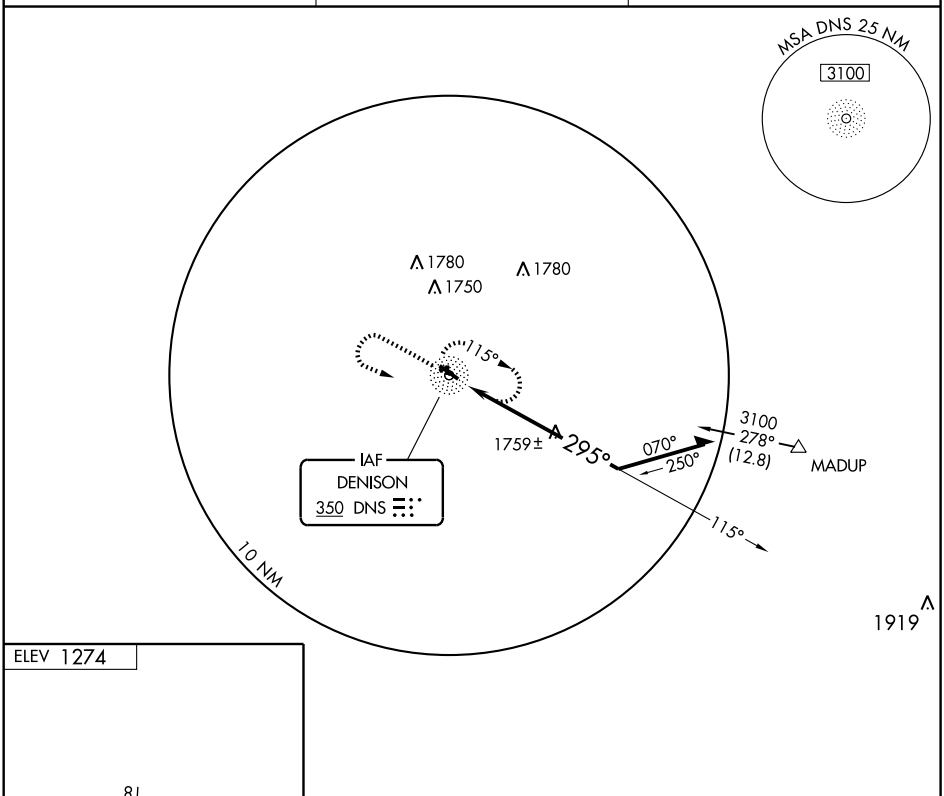
NDB RWY 30
DENISON MUNI (DNS)

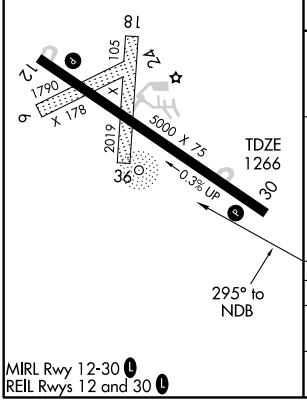
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

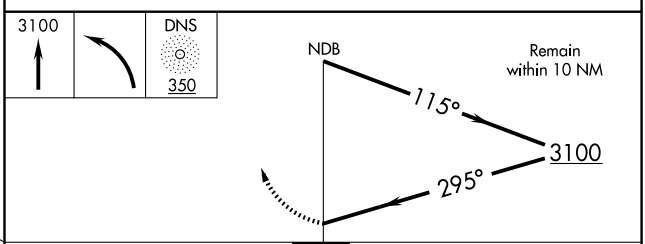
NA

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

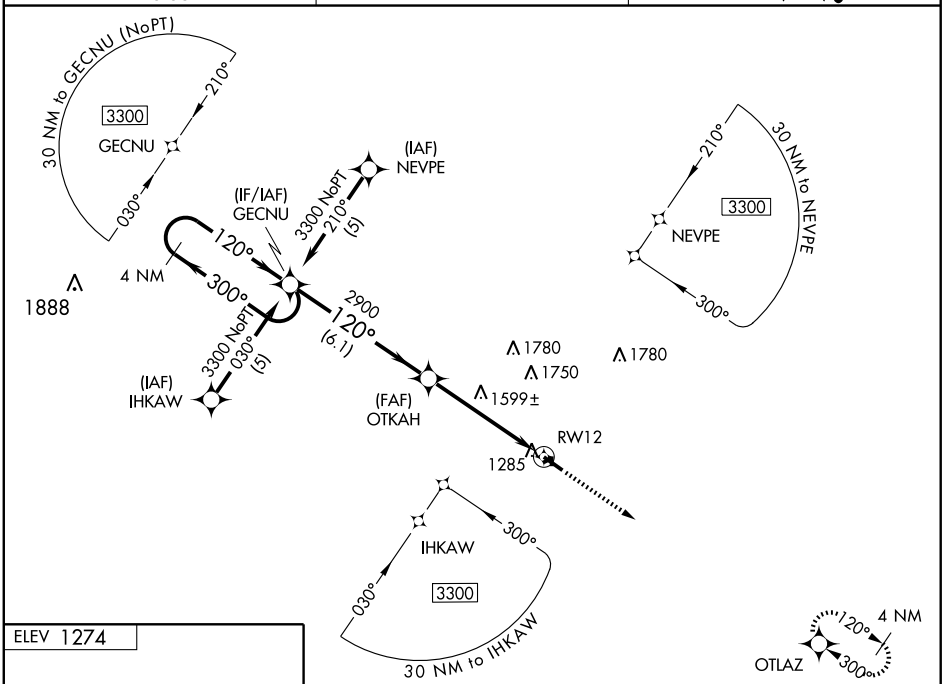
WAAS	APP CRS	Rwy Idg	5000
Ch 90409	120°	TDZE	1274
W12A		Apt Elev	1274

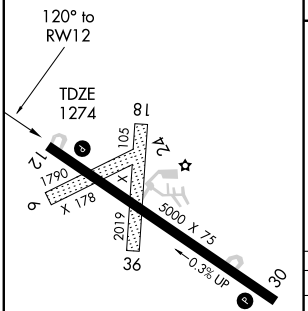
RNAV (GPS) RWY 12
DENISON MUNI (DNS)

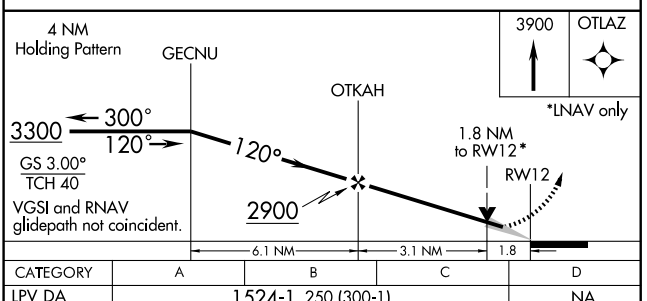
DME/DME RNP- 0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
NA BARO-VNAV and VDP NA when using Carroll altimeter setting.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1524-1 250 (300-1)			NA
LNAV/VNAV DA	1554-1 280 (300-1)			NA
LNAV MDA	1860-1 586 (600-1)		1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 45908	300°	TDZE	1266
W30A		Apt Elev	1274

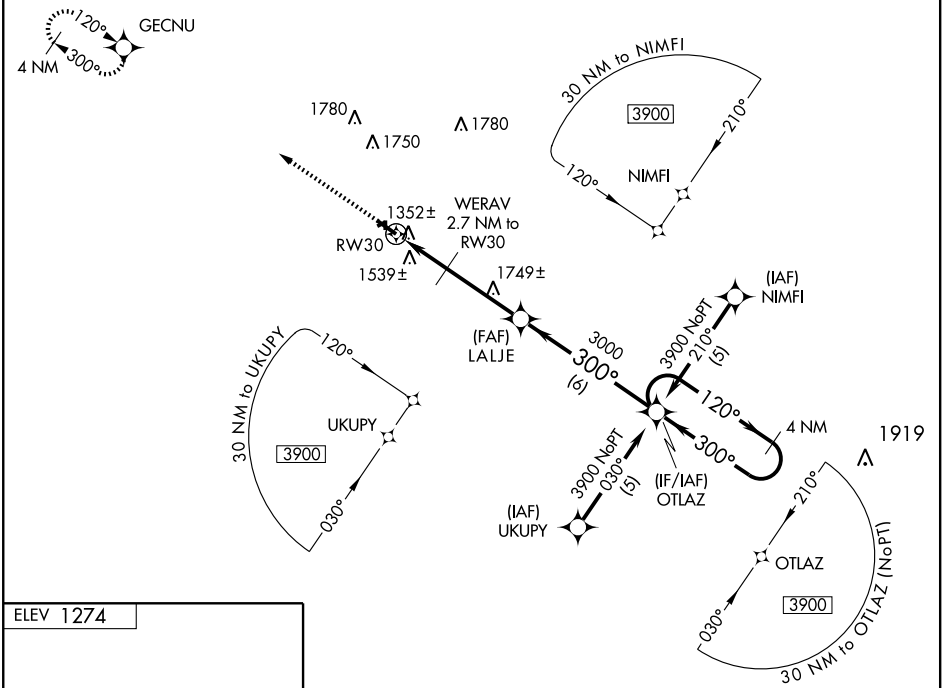
RNAV (GPS) RWY 30
DENISON MUNI (DNS)

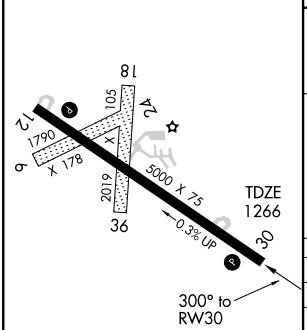
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

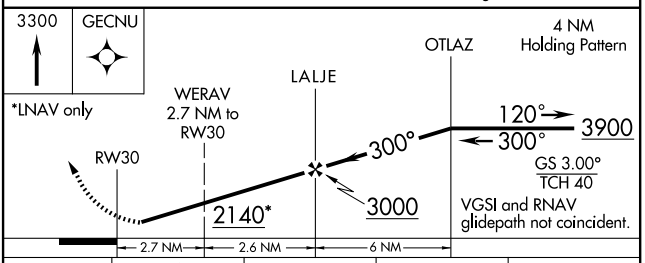
NA

MISSED APPROACH: Climb to 3300 direct GECNU and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.95	119.6 290.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1551-1 285 (300-1)			NA
LNAV/VNAV DA	1853-2 587 (600-2)			NA
LNAV MDA	1800-1 534 (600-1)		1800-1½ 534 (600-1½)	NA
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

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AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)
DES MOINES, IOWA

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10266

DES MOINES, IOWA
DES MOINES INTL (DSM)

DES MOINES

DES MOINES INTL (DSM) 3 SW UTC−6(−5DT) N41°32.04′ W93°39.79′ OMAHA

958 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C H–5C, L–12J IAP, AD

NOTAM FILE DSM

RWY 05–23: H9003X150 (ASPH–CONC) S–133, D–180, 2S–175, 2D–340 HIRL

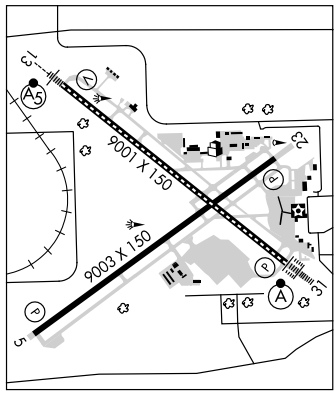
RWY 05: PAPI(P4L)—GA 3.0° TCH 56′. 0.4% up.

RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 56′. Pole.

RWY 13–31: H9001X150 (ASPH–GRVD) S–133, D–180, 2S–175, 2D–340 HIRL CL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 56′.

RWY 31: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56′. Rgt tfc. 0.8% down.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	13–31	6350
RWY 13	05–23	5950

ARRESTING GEAR/SYSTEM

RWY 05 ←TYPE–H BAK–12B(B) (1475′)
TYPE–H BAK–12B(B) (1353′) →**RWY 23**

RWY 13 ←BAK–14 BAK–12B(B) (1371′)
BAK–14 BAK–12B(B) (1320′) →**RWY 31**

AIRPORT REMARKS: Attended continuously. PAEW adjacent all surfaces Apr–Oct 1330–2230Z‡ Mon–Fri; mowing ops. Birds on and invof arpt. Arpt director requires 24 hrs notice on transportation of explosives by civil acft. Use of Air National Guard ramp is official business only. PPR for Air National Guard ramp. Ctc Hawki ops inbound on VHF 252.9. Normal Air National Guard hours are Tues–Fri 1300–2330Z‡ exc holidays. DSN 261–8250 or 8278, C515–261–8250/8278. TWR has limited visibility on Twy D between Twy D–5, Twy D–6, Twy P–7 and AER 05. Terminal ramp taxilane between Twy C and Twy D restricted to B757 and smaller acft. Rwy 05 touchdown rwy visual range avbl. Rwy 13 and Rwy 31 touchdown, midpoint and rollout rwy visual range avbl. Contract fuel not avbl, government contractors may accept government credit card. Informal noise abatement procedures in effect. Expect ATC to assign preferred rwy. Specific operational procedures in effect when using gates C–2 and C–4. Terminal ramp all gates air carrier deicing prior to pushback unless approved by arpt director. Flight Notification Service (ADCUS) avbl, Mon–Fri 1430–2300Z‡. For Sat, Sun Holidays and ngt customs svc, make appointments Mon–Fri 1430–2300Z‡. At least 3 hr advance notice required. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (515) 287–1012. **HIWAS** 117.5 DSM. WSP.

COMMUNICATIONS: ATIS 119.55 (515) 974–8046 **UNICOM** 122.95

RCO 122.65 (FORT DODGE RADIO)

Ⓡ **APP/DEP CON:** 123.9 (306°–127° Rwy 13–31) (049°–231° Rwy 05–23) 135.2 (127°–306° Rwy 13–31) (231°–049° Rwy 05–23) 118.6 Utilized as APCH secondary freq, all sectors.

TOWER 118.3 **GND CON** 121.9 **CLNC DEL** 134.15

AIRSPACE: CLASS C svc ctc **APP CON.**

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

(H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 347° 5.9 NM to fld. 940/7E. **HIWAS.**

FOREM NDB (LOM) 344 DS N41°28.93′ W93°34.85′ 307° 4.8 NM to fld.

ILS 110.3 I–DSM Chan 40 Rwy 31 Class IIIE. LOM FOREM NDB.

ILS 111.9 I–VGU Rwy 13 Class IB. LOC unusable beyond 11° left of course and beyond 10° right of course.

ILS/DME 111.5 I–DWW Chan 52 Rwy 05. Class IA.

COMM/NAV/WEATHER REMARKS: Contact Gnd Control on 121.9 prior to pushback on the terminal apron.

MORNINGSTAR FLD (Y76) 3 N UTC−6(−5DT) N41°39.26′ W93°38.46′ OMAHA

805 NOTAM FILE FOD

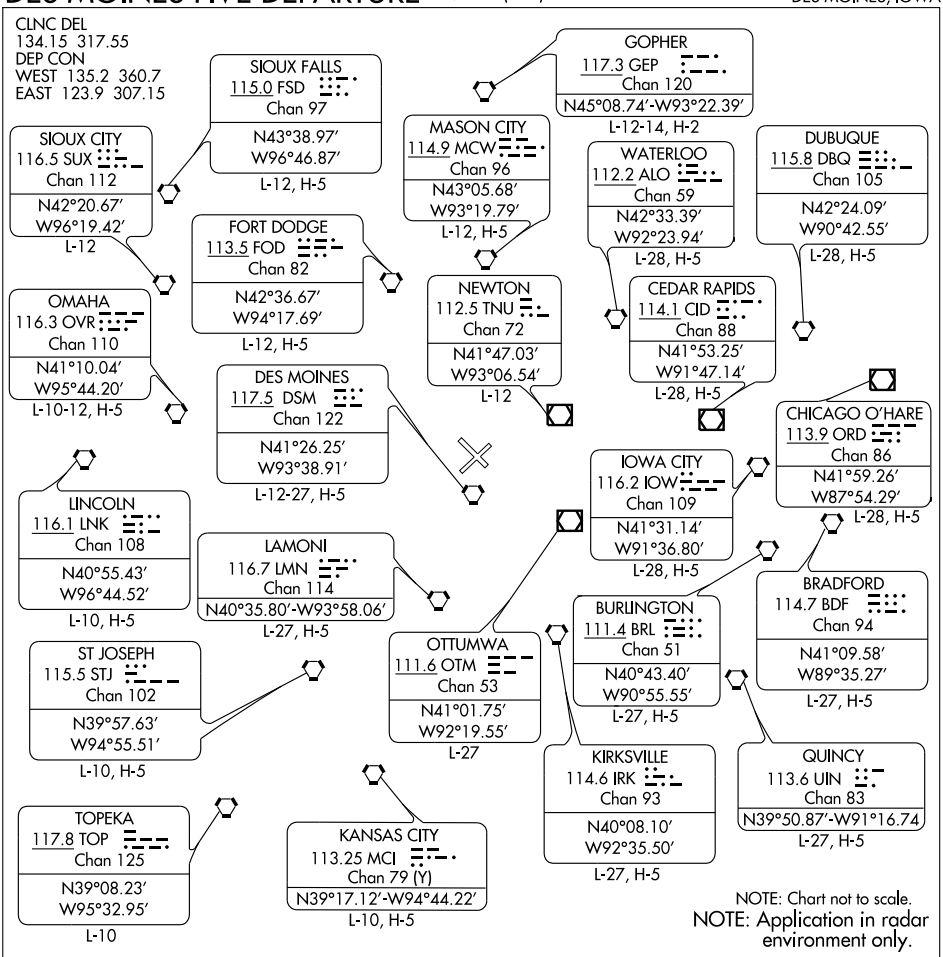
RWY 18–36: 2260X120 (TURF)

RWY 18: Road. **RWY 36:** Road.

AIRPORT REMARKS: Unattended. Waterfowl on and invof arpt.

COMMUNICATIONS: CTAF 122.9

DRAKE (See RADCLIFFE)



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DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000′ or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOC I-DSM 110.3 Chan 40	APCH CRS 309°	Rwy ldg 9001 TDZE 957 Arpt Elev 957

JAL-117 [USAF]

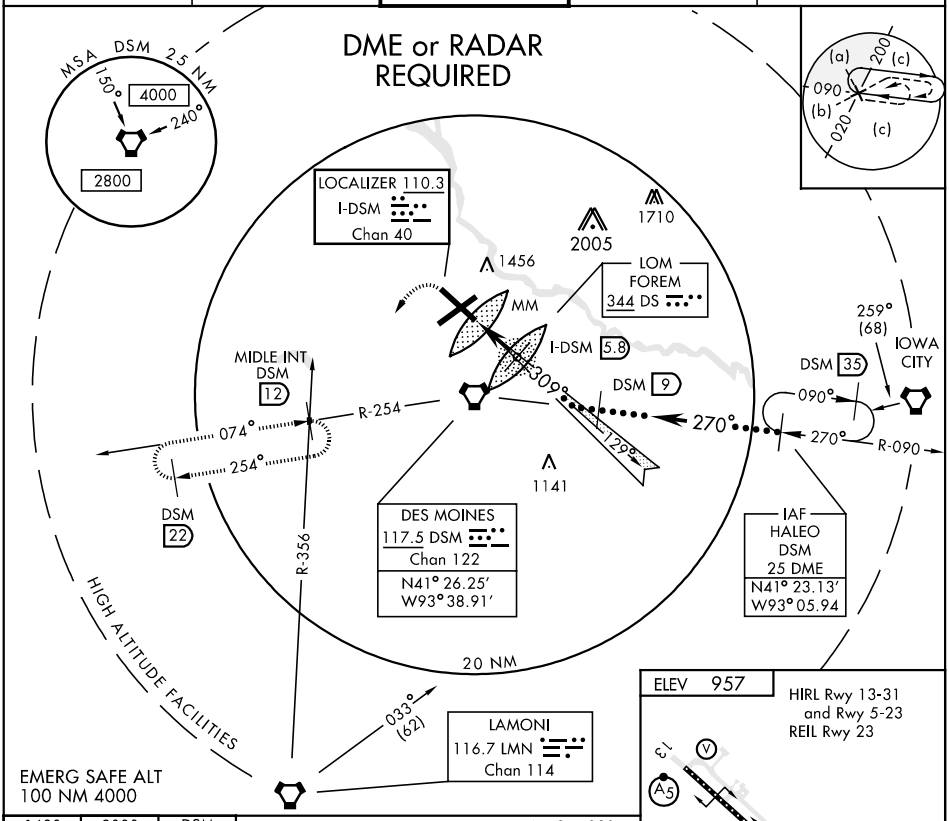
DES MOINES INTL (KDSM)

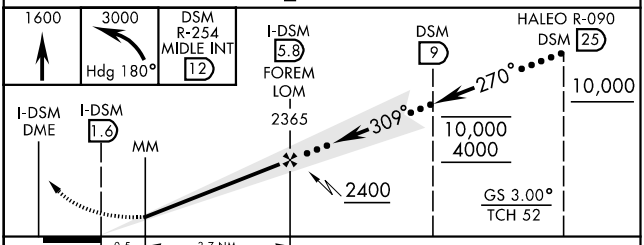
NOTE: Use I-DSM DME while on the LOC course.
* When ALS inop, increase S-ILS CAT E RVR to 40 and vis to ¾ miles, S-LOC CAT E vis to 1¼ miles.

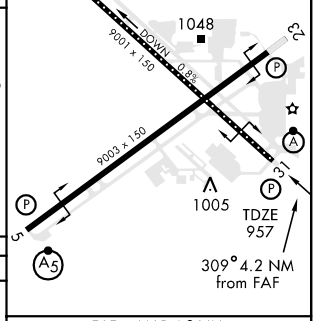
ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE INT/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	C	D	E
S-ILS 31 *	1157/18 200 (200-½)		1157/24 200 (200-½)
S-LOC 31 *	1320/40 363 (400-¾)		
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.2 NM

Knots	120	140	160	180	200
Min:Sec	2:06	1:48	1:35	1:24	1:16

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-DWW	APP CRS	Rwy Idg	9003
111.5	051°	TDZE	931
Chan 52		Apt Elev	957

ILS or LOC RWY 5

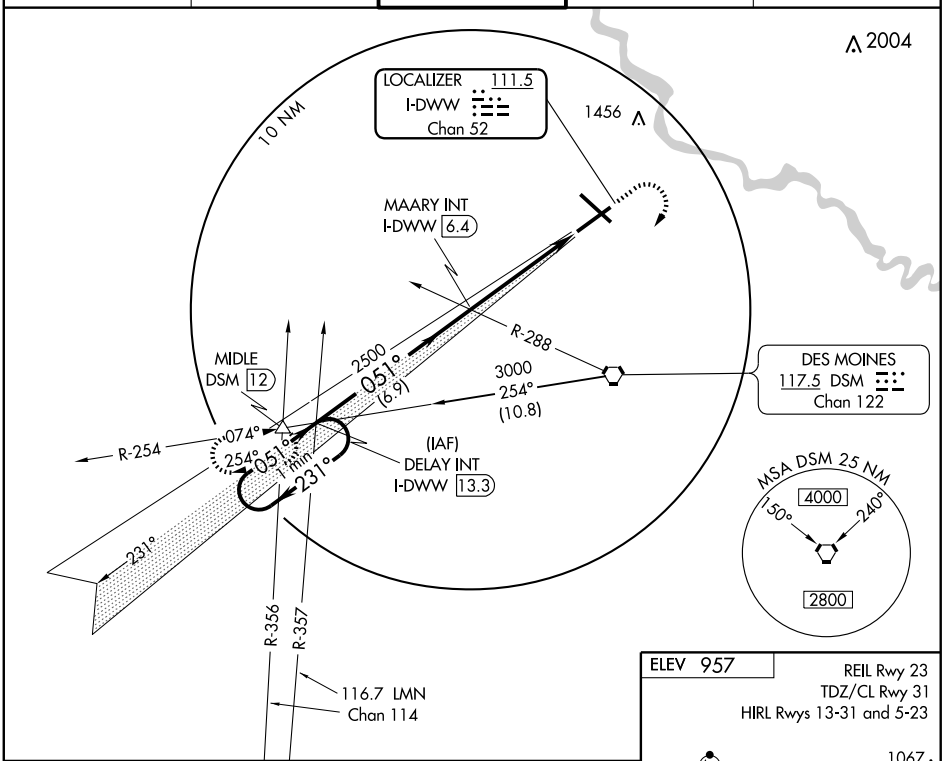
DES MOINES INTL (DSM)

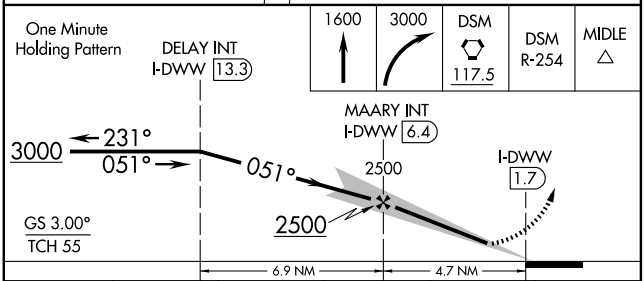
* VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

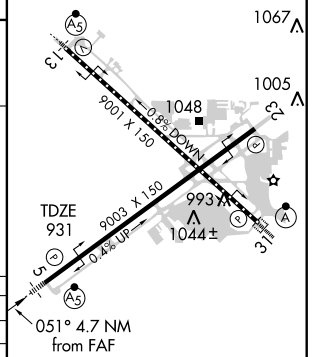
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 5	* 1131/24 200 (200-½)				
S-LOC 5	1360/24 429 (500-½)		1360/40 429 (500-¾)	1360/50 429 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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LOC I-VGU	APP CRS	Rwy Idg	9001
111.9	129°	TDZE	921
		Apt Elev	957

ILS or LOC RWY 13

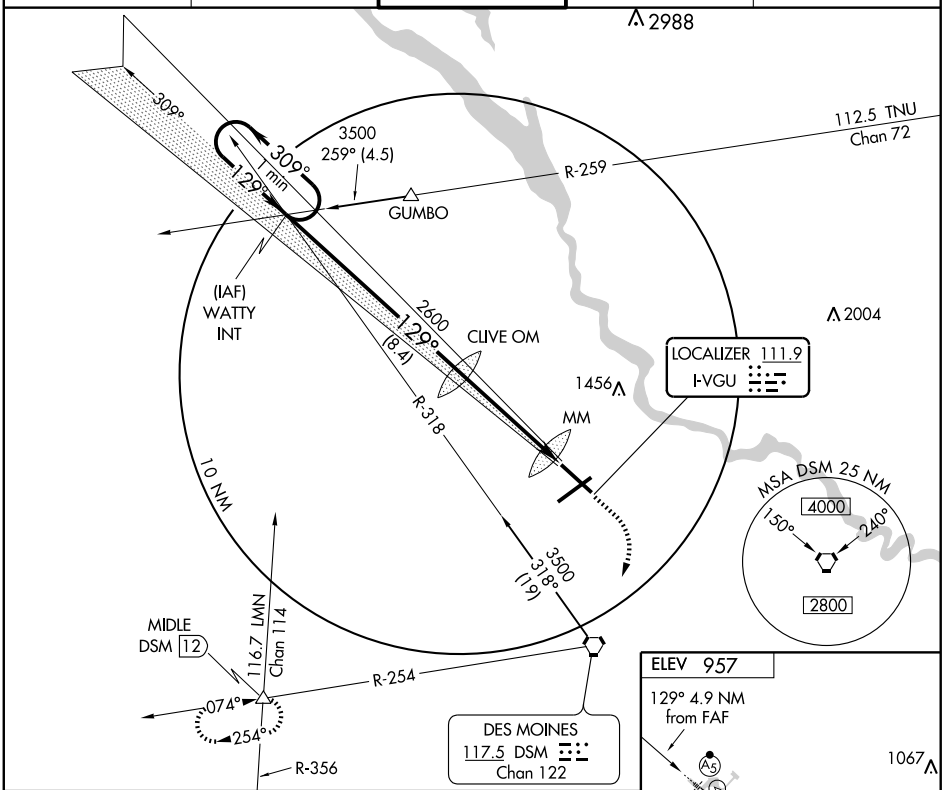
DES MOINES INTL (DSM)

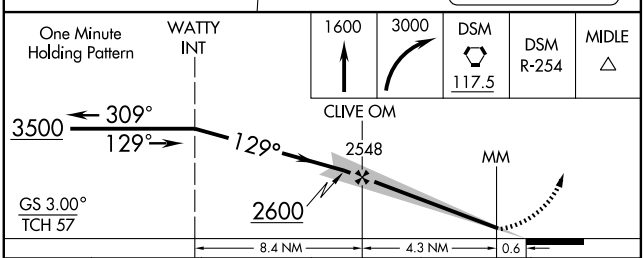
For inoperative MALSR increase Cat. E visibility to RVR 4000.

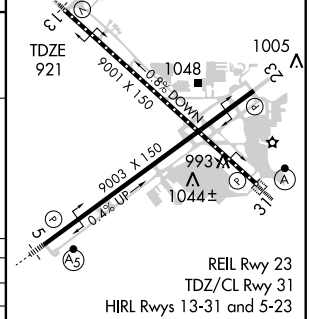
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24 459 (500-½)		1380/40 459 (500-1¾)	1380/50 459 (500-1)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

ILS or LOC RWY 31

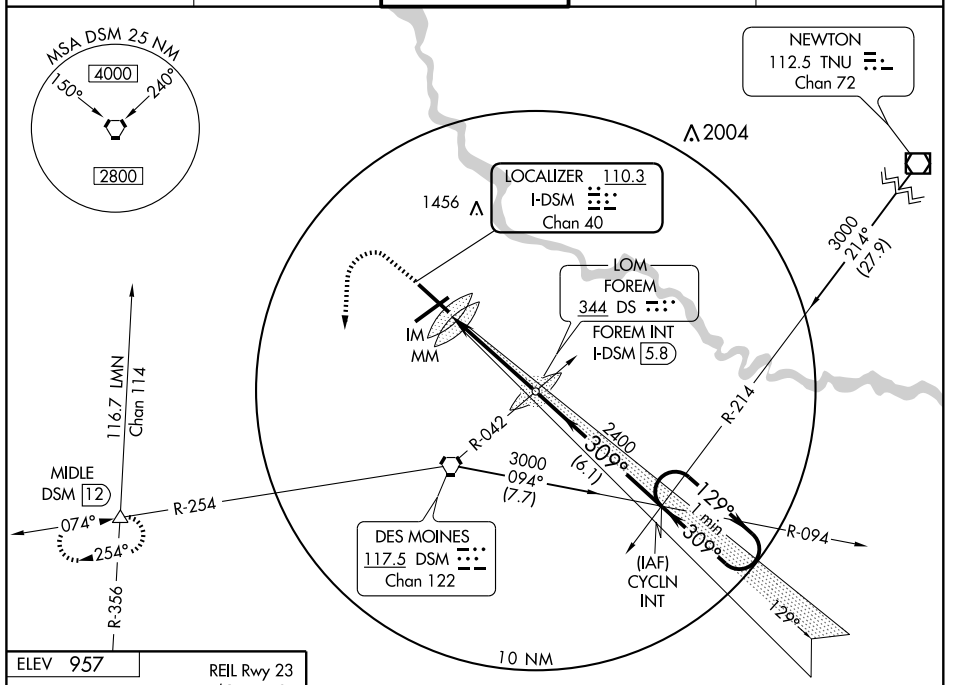
DES MOINES INTL (DSM)

For inoperative ALSF increase Cat. E visibility to RVR 4000.

ALSF-2

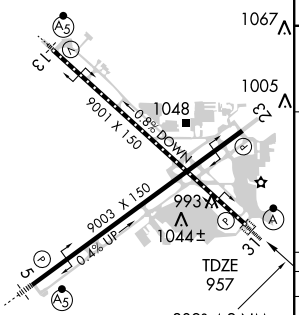
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

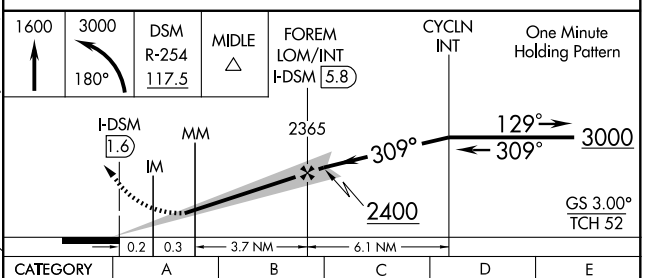
ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 957

REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D	E
S-ILS 31	1157/18 200 (200-½)				1157/24 200 (200-½)
S-LOC 31	1320/24 363 (400-½)			1320/40 363 (400-¾)	
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

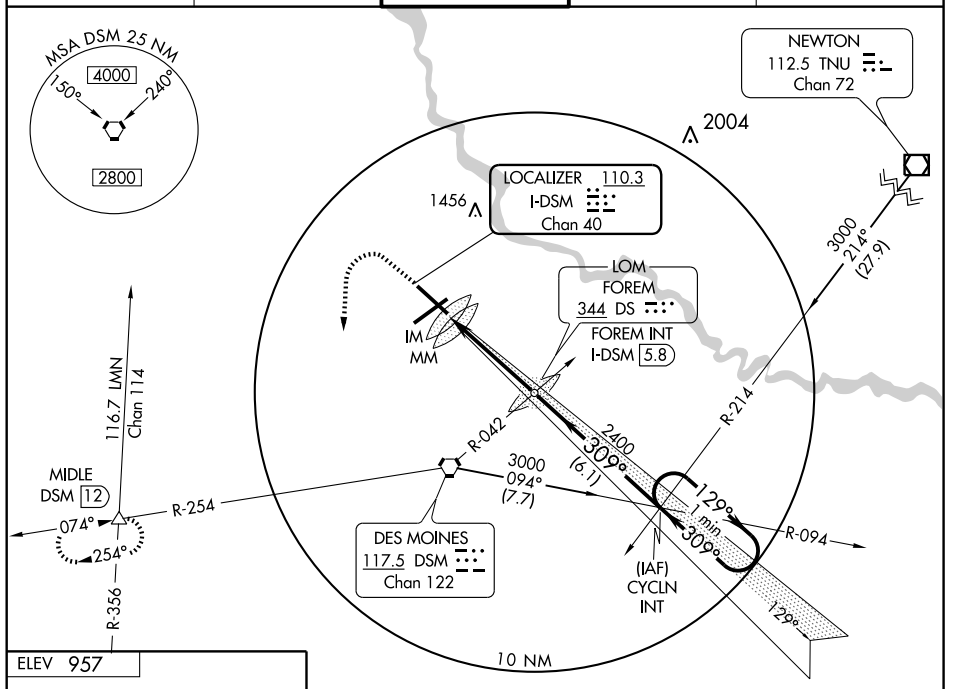
ILS RWY 31 (CAT II)

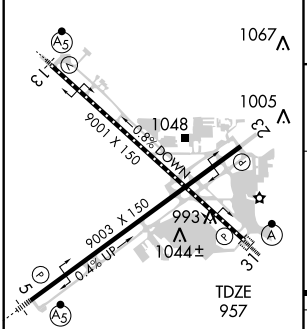
DES MOINES INTL (DSM)

ALSF-2

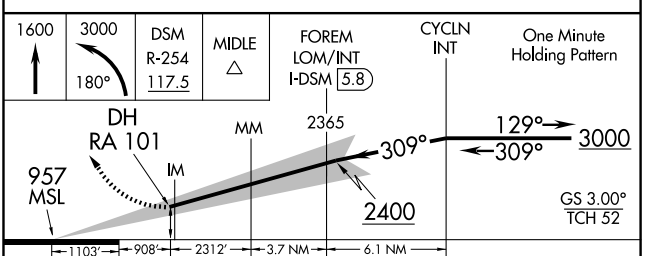
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
S-ILS 31	RA 101/12 100 DA 1057			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DSM	APP CRS	Rwy Idg	9001
110.3	309°	TDZE	957
Chan 40		Apt Elev	957

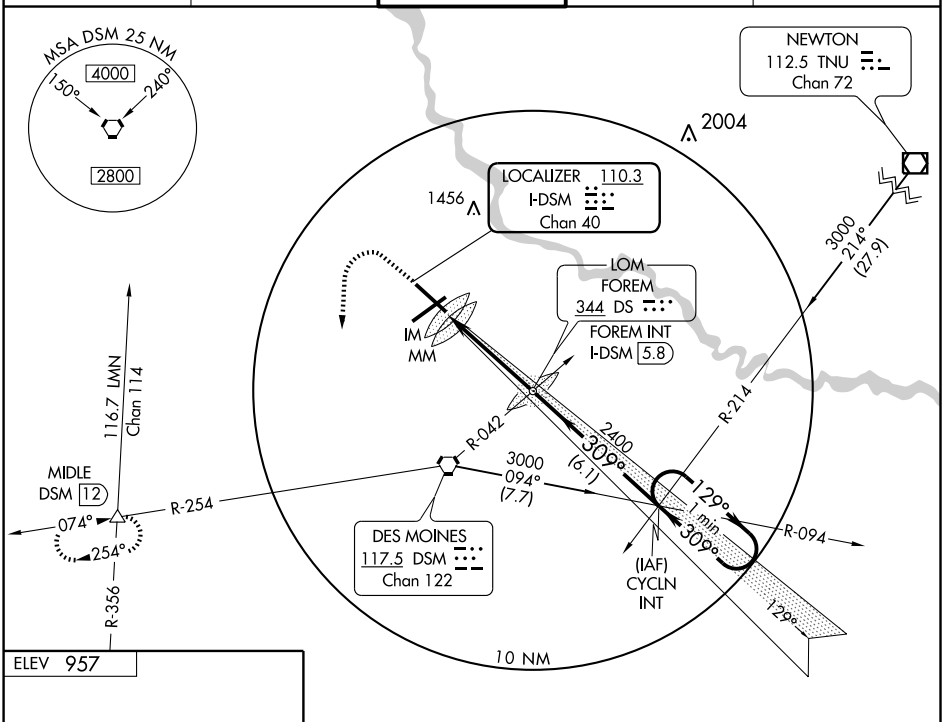
ILS RWY 31 (CAT III)

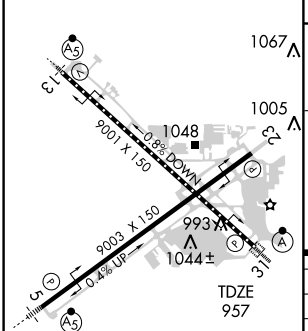
DES MOINES INTL (DSM)

ALSF-2

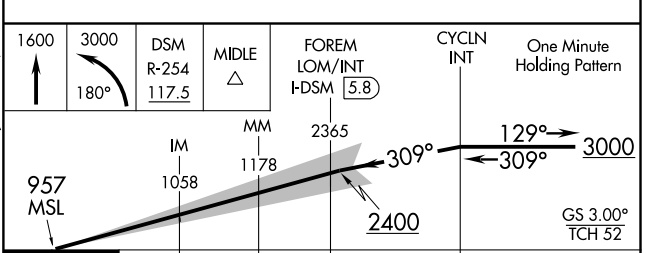
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
S-ILS 31	CAT IIIa RVR 07			
S-ILS 31	CAT IIIb RVR 06			
S-ILS 31	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 69202	051°	TDZE	931
W05A		Apt Elev	958

RNAV (GPS) RWY 5

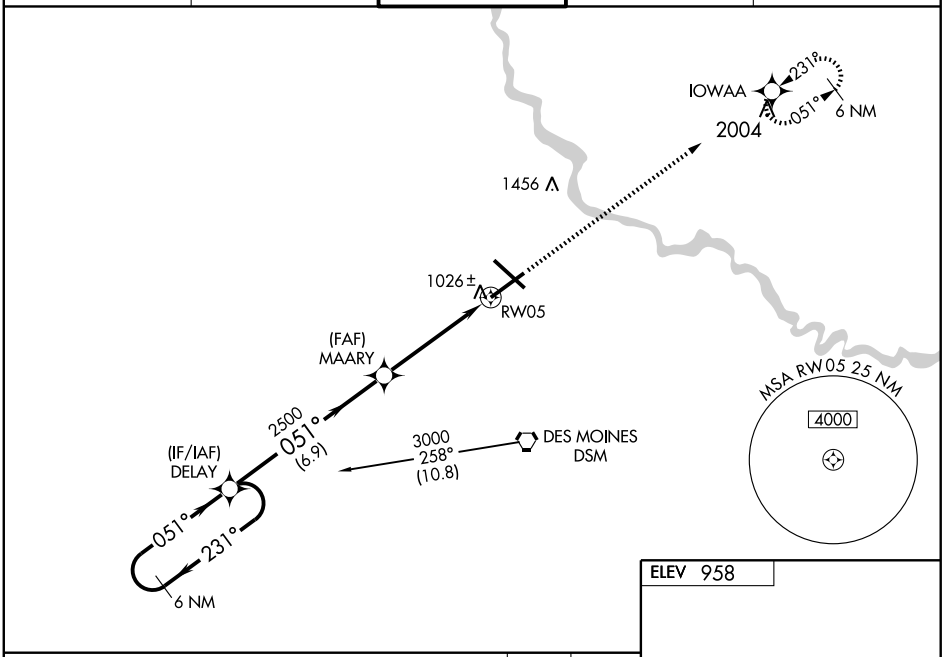
DES MOINES INTL (DSM)

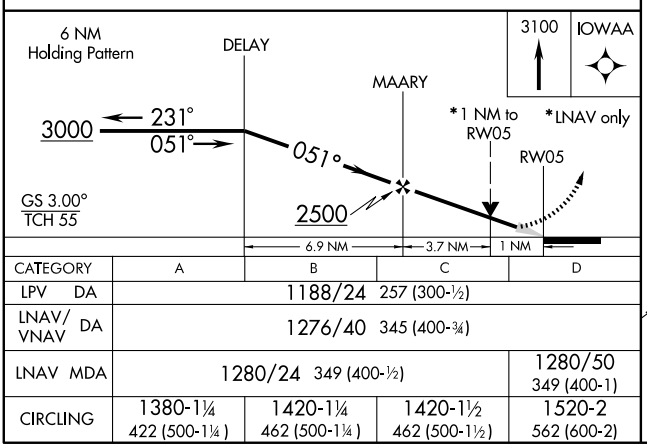
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F).
If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.
Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR

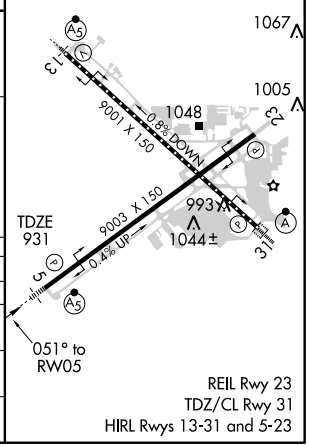
MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
LPV DA	1188/24 257 (300-½)			
LNAV/VNAV DA	1276/40 345 (400-¾)			
LNAV MDA	1280/24 349 (400-½)			1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72602 W13A	APP CRS 129°	Rwy Idg 9001 TDZE 921 Apt Elev 958

RNAV (GPS) RWY 13

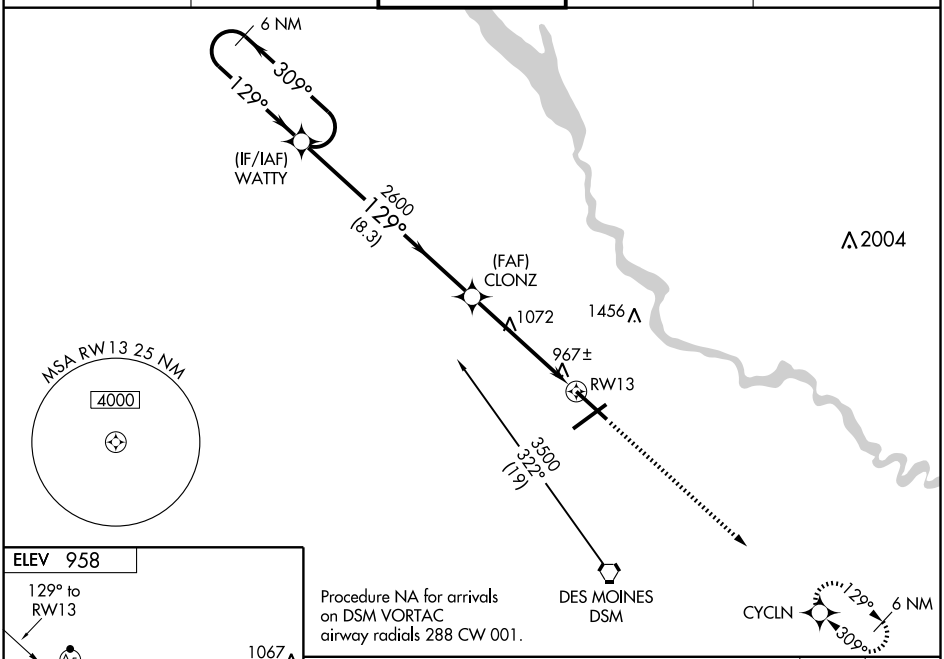
DES MOINES INTL (DSM)

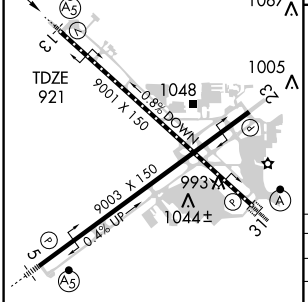
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000.
For inoperative MALSR, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

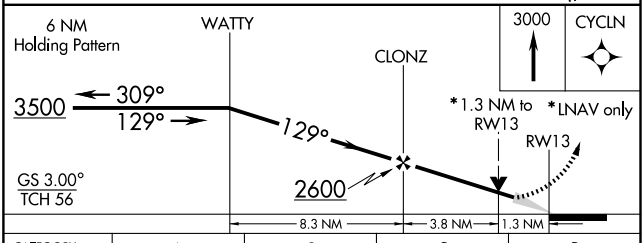
MALSR

MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55







CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-½)			
LNAV/VNAV DA	1242/24 321 (300-½)			1242/40 321 (300-¾)
LNAV MDA	1380/24 459 (500-½)		1380/40 459 (500-¾)	1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9003
231°	TDZE	939
	Apt Elev	957

RNAV (GPS) RWY 23

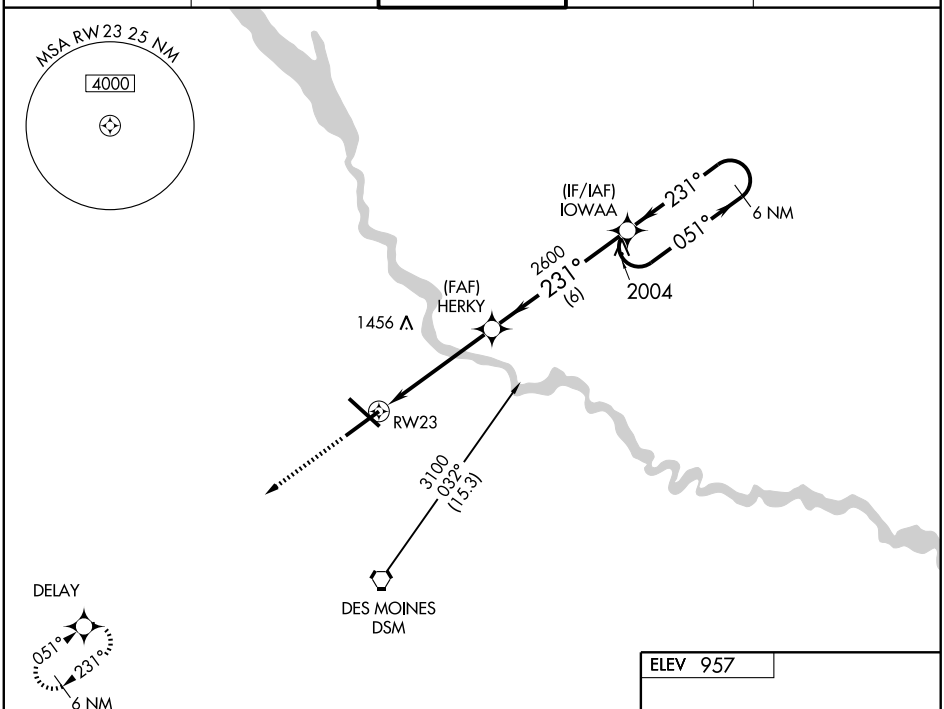
DES MOINES INTL (DSM)

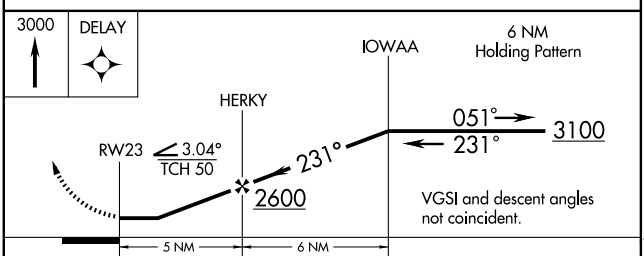
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative procedure NA at night.

NA

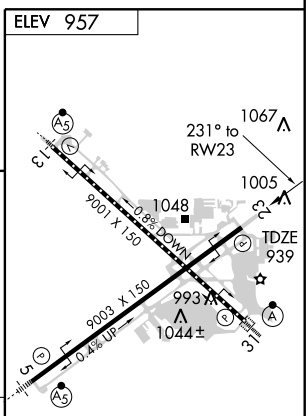
MISSED APPROACH: Climb to 3000 direct DELAY WP and hold.

ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55





CATEGORY	A	B	C	D
LNAV MDA	1540-1	601 (600-1)	1540-1¾ 601 (600-1¾)	1540-2 601 (600-2)
CIRCLING	1540-1	583 (600-1)	1540-1¾ 583 (600-1¾)	1540-2 583 (600-2)



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78002 W31A	APP CRS 309°	Rwy Idg 9001 TDZE 958 Apt Elev 958

RNAV (GPS) RWY 31

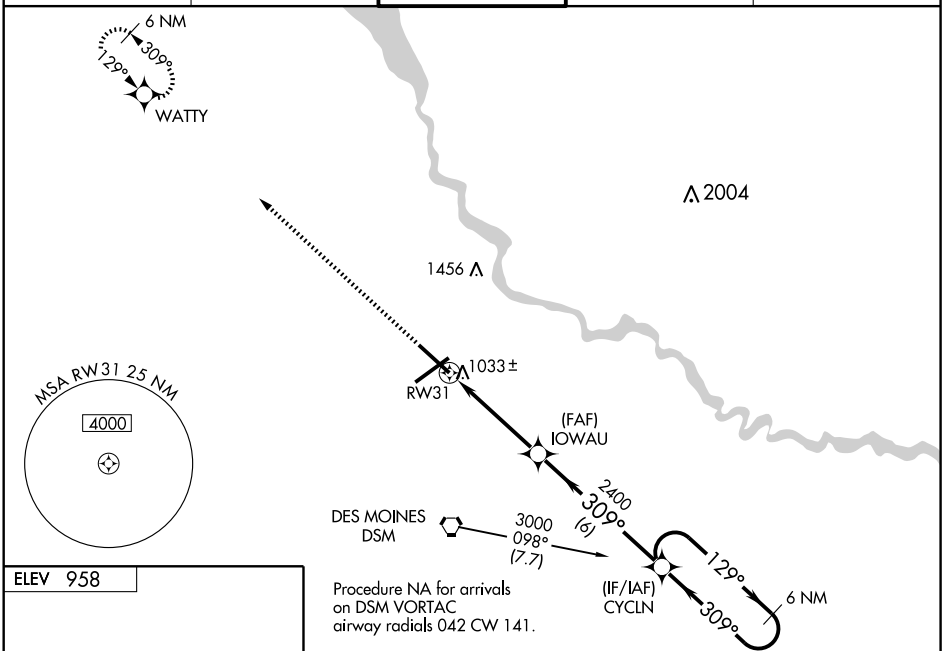
DES MOINES INTL (DSM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.
When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet.
For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000.
For inoperative ALSF, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

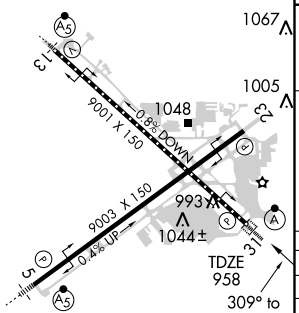
ALSF-2

MISSED APPROACH: Climb to 3500 direct WATTY and hold.

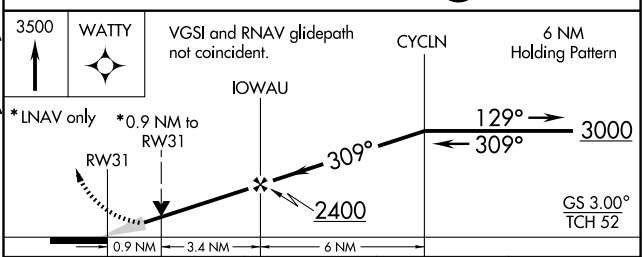
ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55



ELEV 958



REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
LPV DA	1208/24 250 (300-½)			
LNAV/ VNAV DA	1299/40 341 (400-¾)			
LNAV MDA	1300/24 342 (400-½)			1300/50 342 (400-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME TNU	APP CRS	Rwy Idg	9003
112.5	236°	TDZE	939
Chan 72		Apt Elev	957

VOR/DME RWY 23

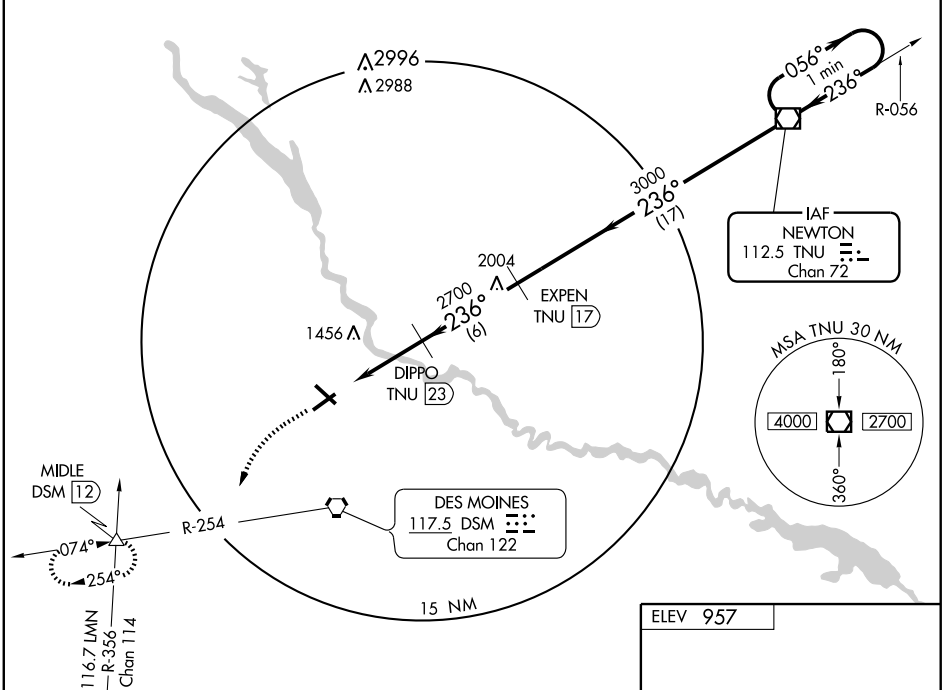
DES MOINES INTL (DSM)

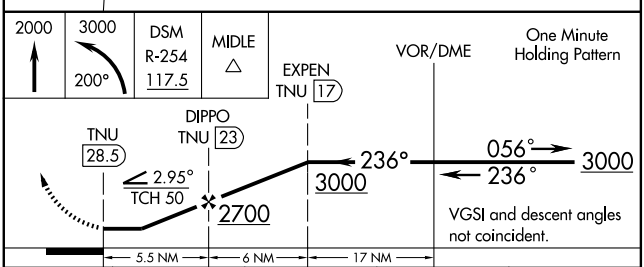
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Int/DSM 12 DME and hold.

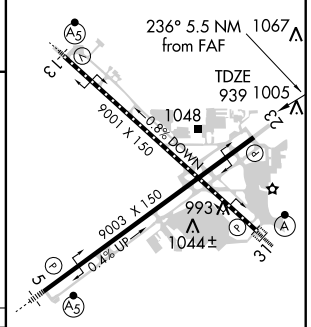
ATIS	DES MOINES APP CON	DES MOINES TOWER	GND CON	CLNC DEL
119.55 251.05	135.2 360.7	118.3 257.8	121.9 348.6	134.15 317.55

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.





CATEGORY	A	B	C	D
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)



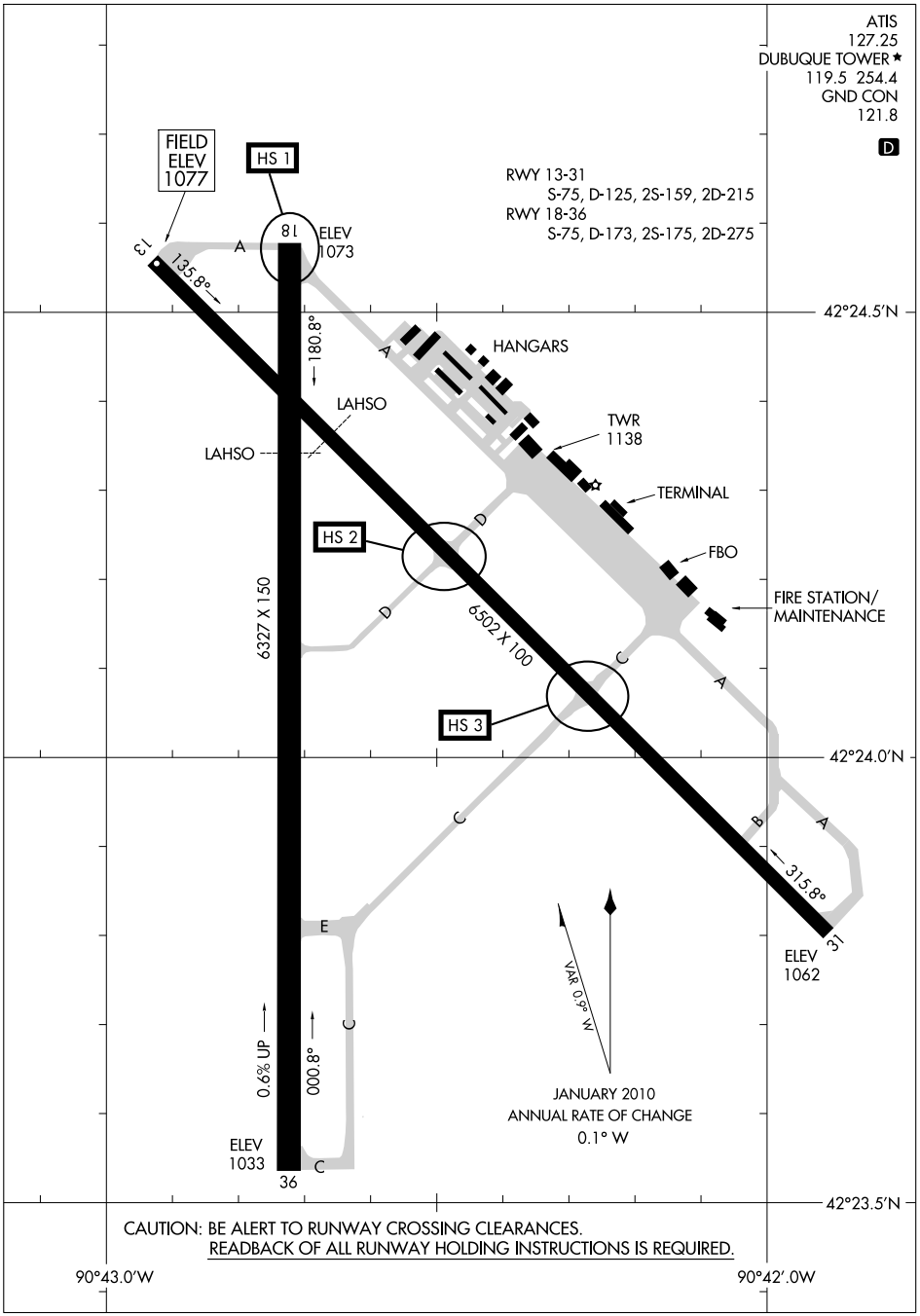
REIL Rwy 23
TDZ/CL Rwy 31
HIRL Rwys 13-31 and 5-23

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

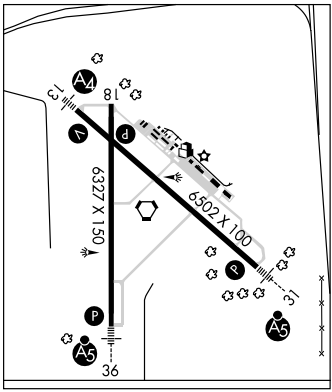
AL-923 (FAA)

DUBUQUE RGNL (DBQ)
DUBUQUE, IOWA



NC-3, 21 OCT 2010 to 18 NOV 2010

DUBUQUE RGNL (DBQ) 7 SW UTC−6(−5DT) N42°24.12′ W90°42.57′ **CHICAGO**
1077 B S4 **FUEL** 100LL, JET A1+ OX 3 ARFF Index—See Remarks NOTAM FILE DBQ **H–5D, L–28G**
RWY 13–31: H6502X100 (CONC–GRVD) S–75, D–125, 2S–159, 2D–215 HIRL **IAP, AD**
RWY 13: MALS. VASI(V4R)—GA 3.0° TCH 35′. Tower.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 57′. Pole.
RWY 18–36: H6327X150 (CONC) S–75, D–173, 2S–175, 2D–275
HIRL 0.6% up N
RWY 18: PAPI(P4L)—GA 3.0° TCH 34′.
RWY 36: MALSR. PAPI(P4L)—GA 3.30° TCH 51′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	18–36	4800
RWY 36	13–31	4900

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6502 TODA–6502 ASDA–6502 LDA–6502
RWY 31: TORA–6502 TODA–6502 ASDA–6302 LDA–6302
AIRPORT REMARKS: Attended continuously. Fuel svc avbl 24 hrs. For fuel 0400–1100Z‡ call 563–589–4136. 100LL self service fuel station avbl at T–hangars. Waterfowl on and invof arpt. Class I, ARFF Index A. PPR for unscheduled air carrier ops call arpt manager 563–589–4136. ARFF Index B level equipment is provided. Rwy 36 touchdown rwy visual range avbl. Acft departing Rwy 36, the apch ends of Rwy 31 and Rwy 18 are not visible for approximately the first 3000′ of tkf roll. When twr clsd ACTIVATE HIRL Rwy 13–31 and Rwy 18–36, MALS Rwy 13, MALSR Rwy 31 and Rwy 36. VASI Rwy 13 and PAPI Rwy 18, Rwy 31 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS (563) 557–2579. LAWRS.
COMMUNICATIONS: CTAF 119.5 **ATIS** 127.25 **UNICOM** 122.95
RCO 122.05 (FORT DODGE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
TOWER 119.5 (1200–0200Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
(H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ at fld. 1051/4E.
DME unusable 180°–220°
ZILOM NDB (LOM) 341 DB N42°19.38′ W90°35.94′ 309° 6.9 NM to fld.
ILS 108.7 I–DBQ Rwy 31 LOM ZILOM NDB. LOC only. Unmonitored.
ILS/DME 110.9 I–FUQ Chan 46 Rwy 36. Class IE.
COMM/NAV/WEATHER REMARKS: Emergency frequency 121.5 not avbl at twr.

DYERSVILLE AREA (IA8) 2 NW UTC−6(−5DT) N42°29.77′ W91°10.79′ **CHICAGO**
980 NOTAM FILE FOD Not insp.
RWY 11–29: 2700X120 (TURF) LIRL (NSTD)
RWY 11: Thld dsplcd 200′. Ground.
RWY 29: Thld dsplcd 175′. Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Remote controlled aircraft invof arpt. Rwy 11–29 NSTD markings, rwy edges marked with yellow cones, dsplcd thlds marked with 3 yellow cones each side. Rwy 11–29 NSTD LIRL, cones with lights. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF 122.9

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-FUQ	APP CRS	Rwy Idg	6327
110.9	357°	TDZE	1047
Chan 46		Apt Elev	1076

ILS or LOC RWY 36

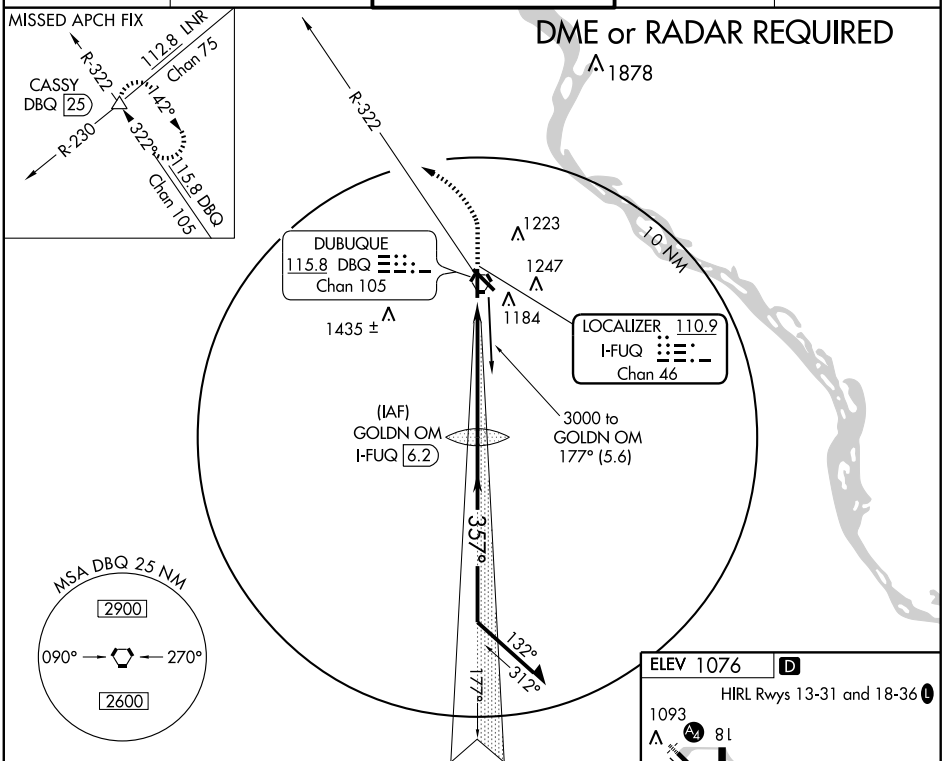
DUBUQUE RGNL (DBQ)

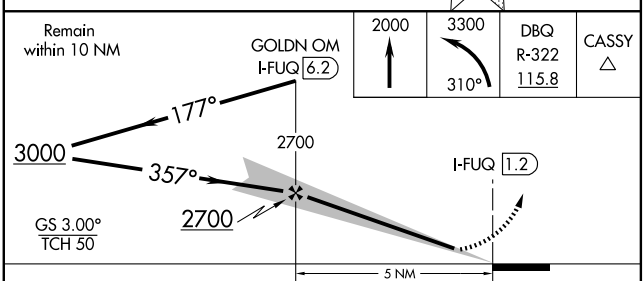
* RVR 1800 authorized with the use of FP or AP or HUD to DA.

MALSR

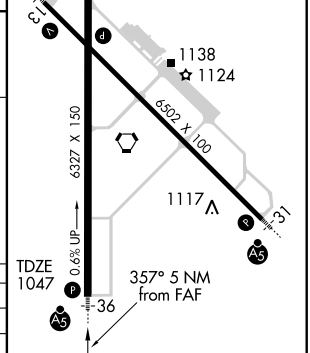
MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/ DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER *	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





CATEGORY	A	B	C	D
S-ILS 36		*1247/24	200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

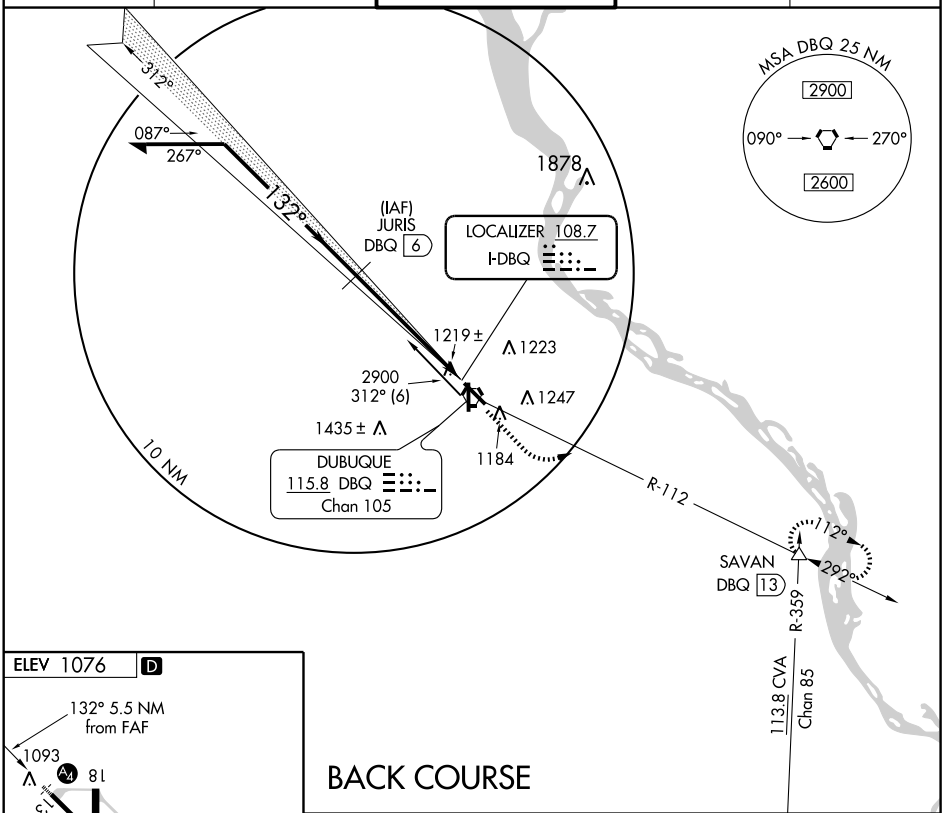
LOC I-DBQ	APP CRS	Rwy Idg	6502
108.7	132°	TDZE	1076
		Apt Elev	1076

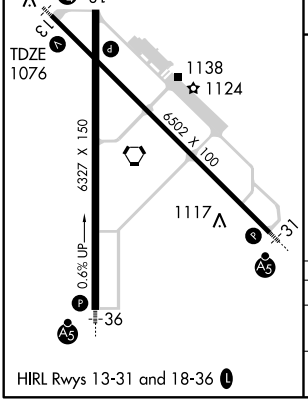
T NA — DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.

MALS

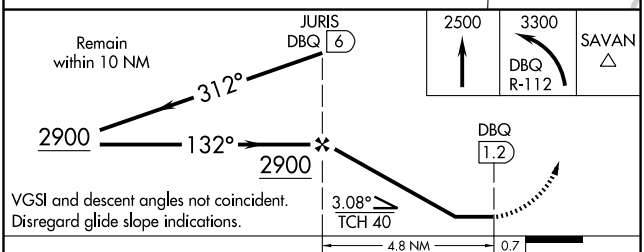
MISSED APPROACH: Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





BACK COURSE



CATEGORY	A	B	C	D
S-13	1480-¾ 404 (500-¾)		1480-1¼ 404 (500-1¼)	
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-DBQ	APP CRS	Rwy Idg	6302
108.7	312°	TDZE	1062
		Apt Elev	1076

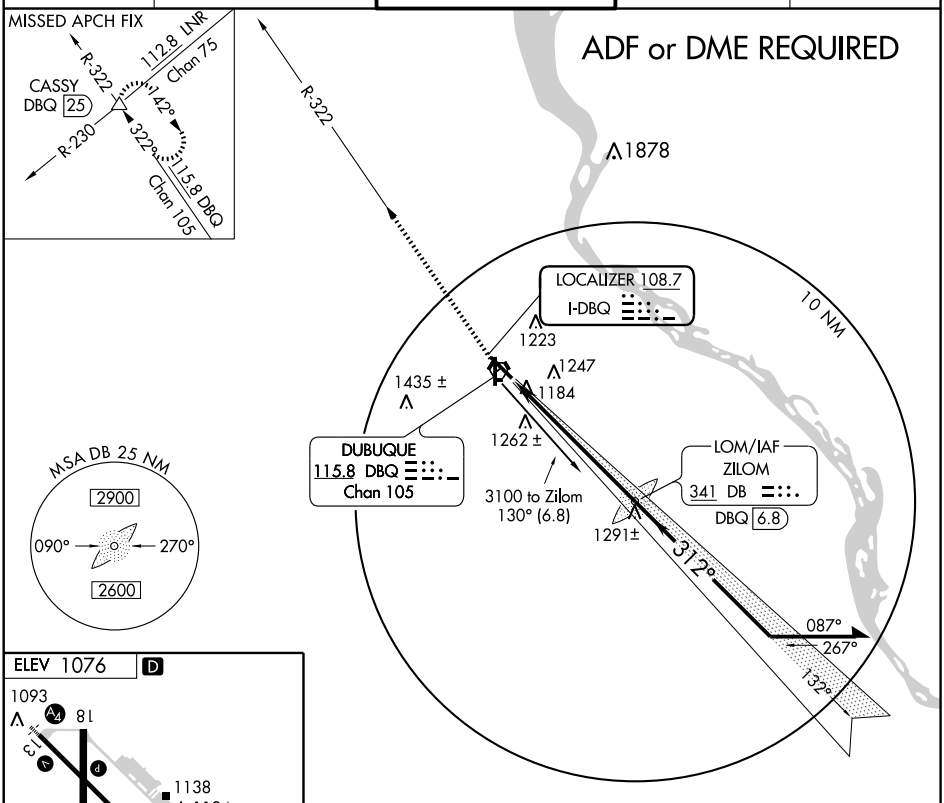
LOC RWY 31
DUBUQUE RGNL (DBQ)

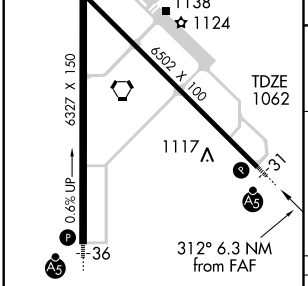
NA

MALSR

MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

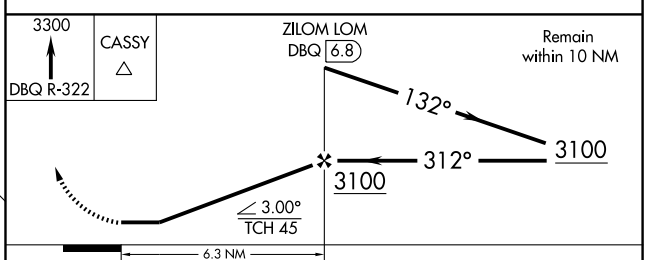
ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





HIRL Rwys 13-31 and 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-31	1540- ½ 478 (500-½)		1540-¾ 478 (500-¾)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	1640-2 564 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6502
Chan 93700	132°	TDZE	1077
W13A		Apt Elev	1077

RNAV (GPS) RWY 13

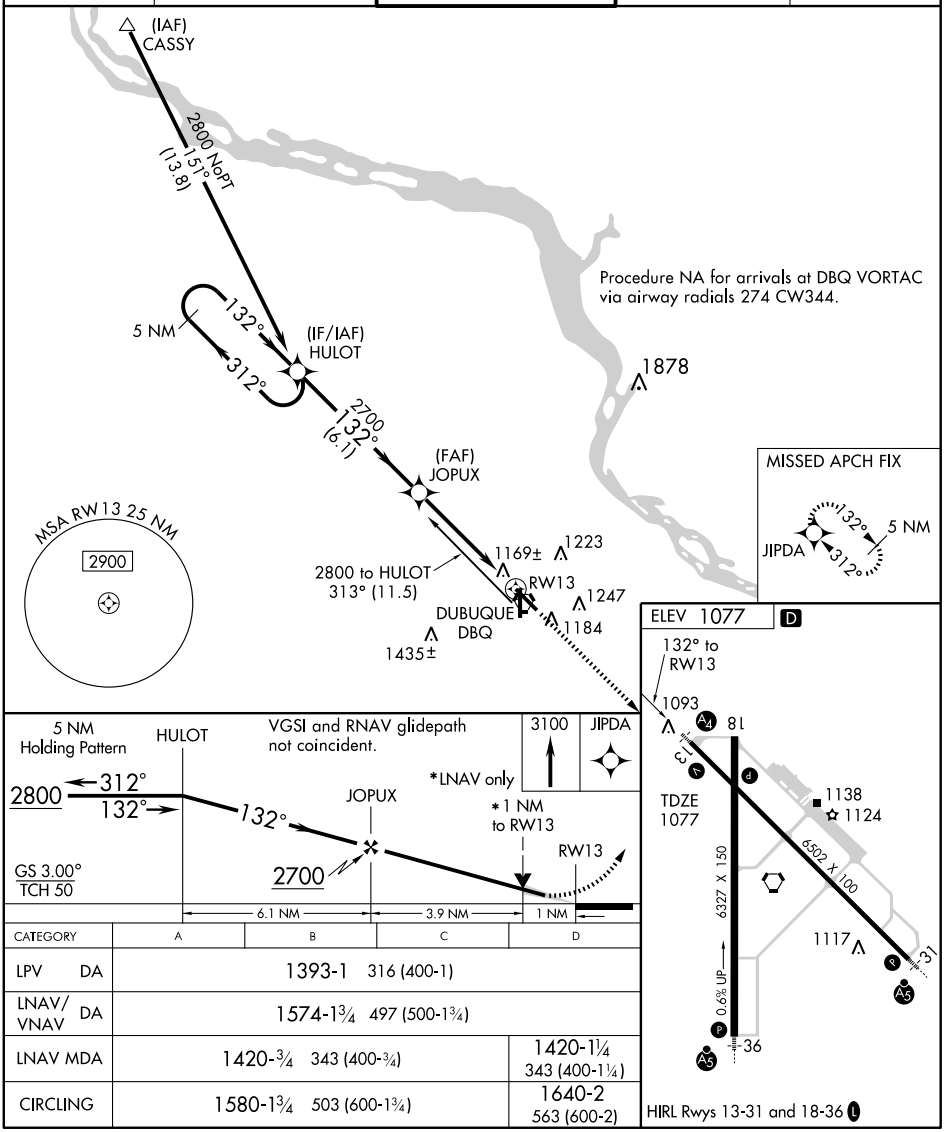
DUBUQUE RGNL (DBQ)

▼ Inoperative table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA when using Monticello altimeter setting.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting. If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS

MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95



CATEGORY	A	B	C	D
LPV DA	1393-1 316 (400-1)			
LNAV/VNAV DA	1574-1¾ 497 (500-1¾)			
LNAV MDA	1420-¾ 343 (400-¾)			1420-1¼ 343 (400-1¼)
CIRCLING	1580-1¾ 503 (600-1¾)			1640-2 563 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6302
Chan 69400	312°	TDZE	1062
W31A		Apt Elev	1077

RNAV (GPS) RWY 31

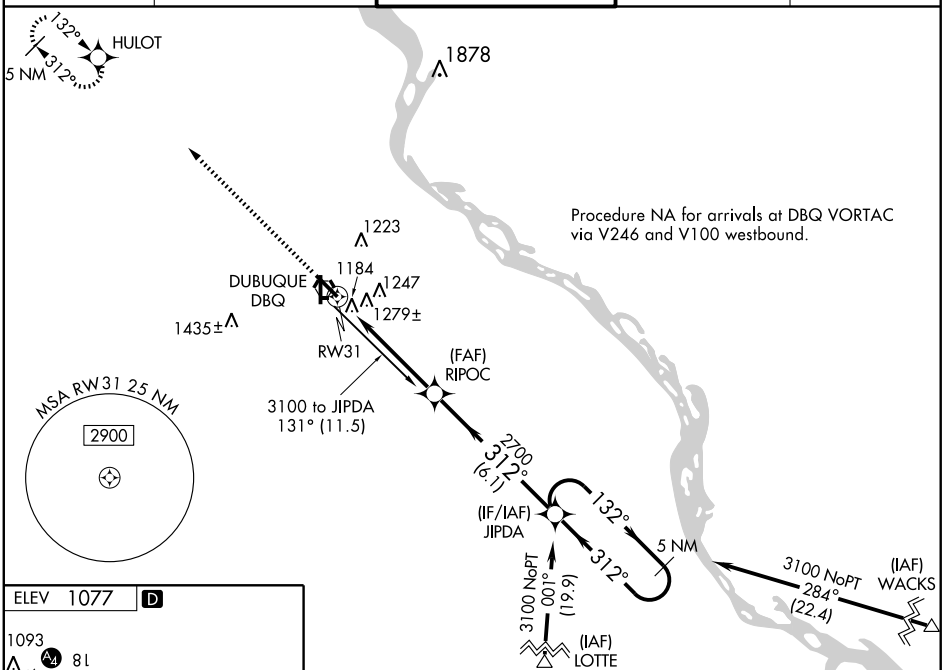
DUBUQUE RGNL (DBQ)

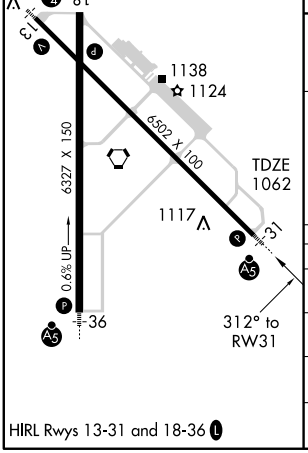
For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.
Baro-VNAV NA when using Monticello altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.
If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

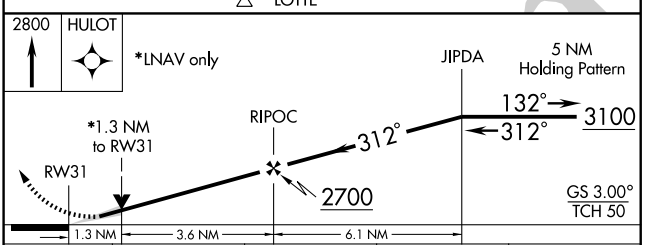
MALSR

MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
LPV DA	1481-1 419 (500-1)			
LNAV/VNAV DA	1603-1½ 541 (600-1½)			
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6327
CH 62807	357°	TDZE	1048
W36A		Apt Elev	1077

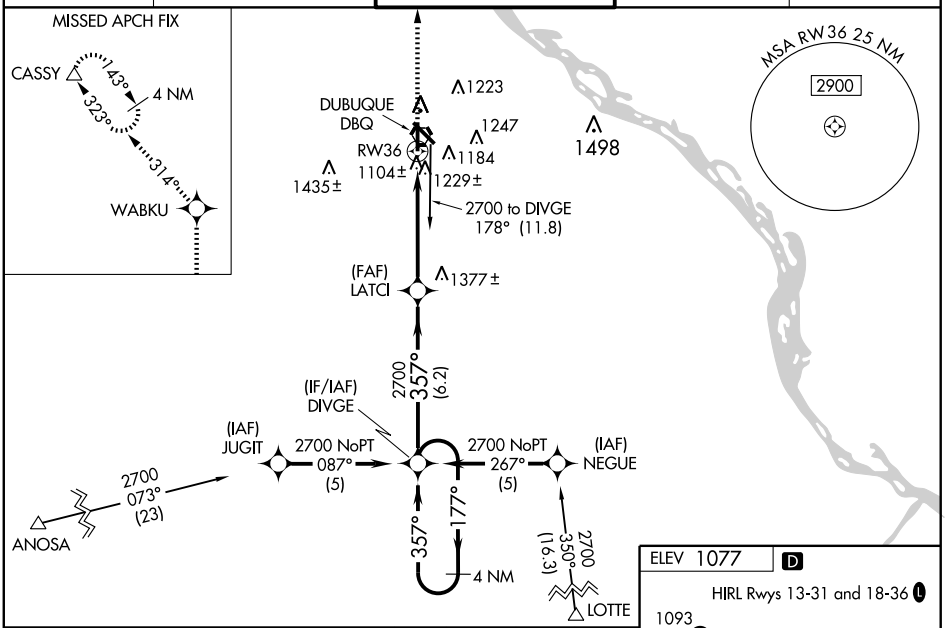
RNAV (GPS) RWY 36
DUBUQUE RGNL (DBQ)

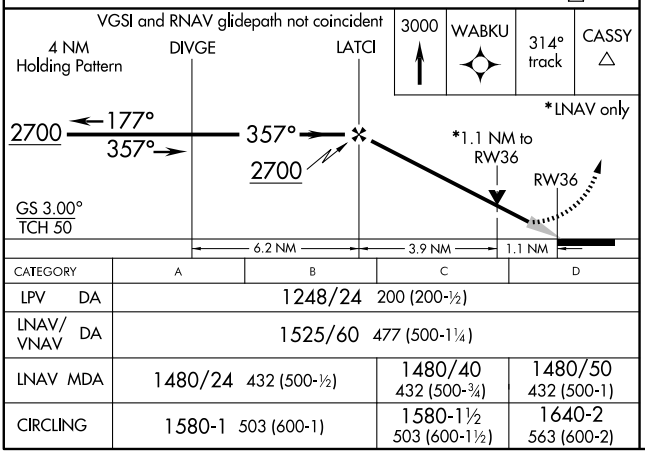
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile.
For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

MALSR

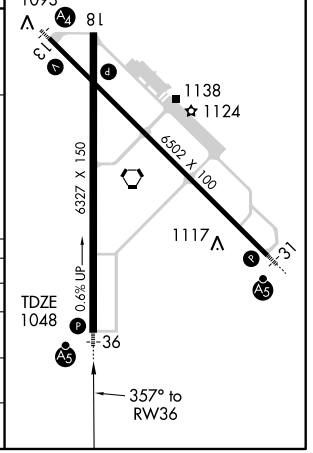
MISSED APPROACH: Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	1248/24 200 (200-½)			
LNAV/VNAV DA	1525/60 477 (500-1¼)			
LNAV MDA	1480/24 432 (500-½)		1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1 503 (600-1)		1580-1½ 503 (600-1½)	1640-2 563 (600-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DBQ	APP CRS	Rwy Idg	6502
115.8	138°	TDZE	1077
Chan 105		Apt Elev	1077

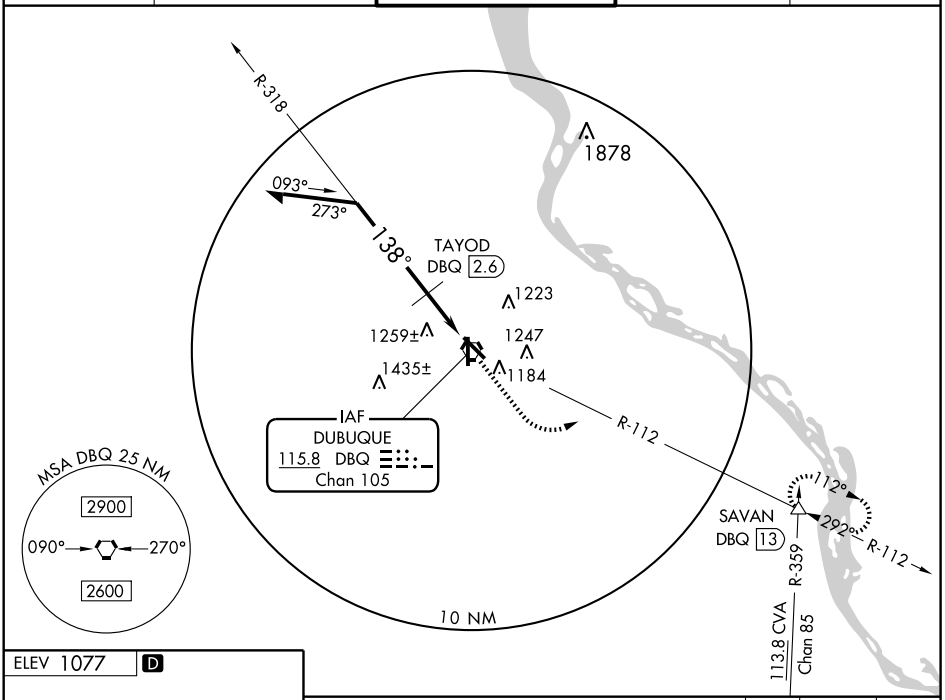
VOR RWY 13
DUBUQUE RGNL (DBQ)

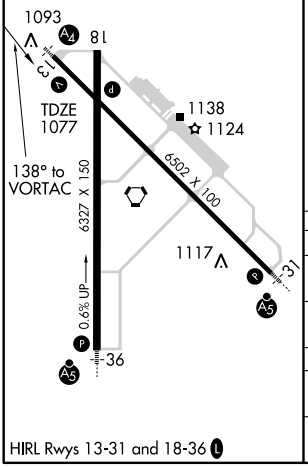
Inoperative table does not apply to Cat C. If local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 100 feet. VDP NA when using Monticello altimeter setting.

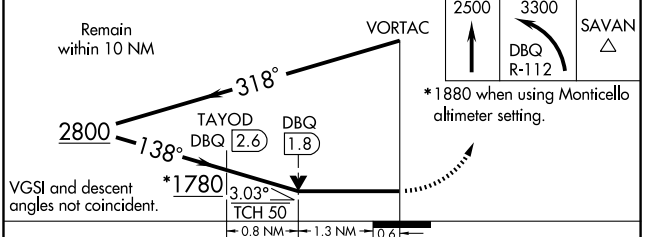
MALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via DBQ VORTAC R-112 to SAVAN Int/13 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







*1880 when using Monticello altimeter setting.

CATEGORY	A	B	C	D
S-13	1780-¾	703 (800-¾)	1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1780-2¼ 703 (800-2¼)
TAYOD FIX MINIMUMS				
S-13	1520-¾	443 (500-¾)	1520-1¼ 443 (500-1¼)	1520-1½ 443 (500-1½)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DBQ 115.8 Chan 105	APP CRS 304°	Rwy Idg 6302 TDZE 1062 Apt Elev 1077

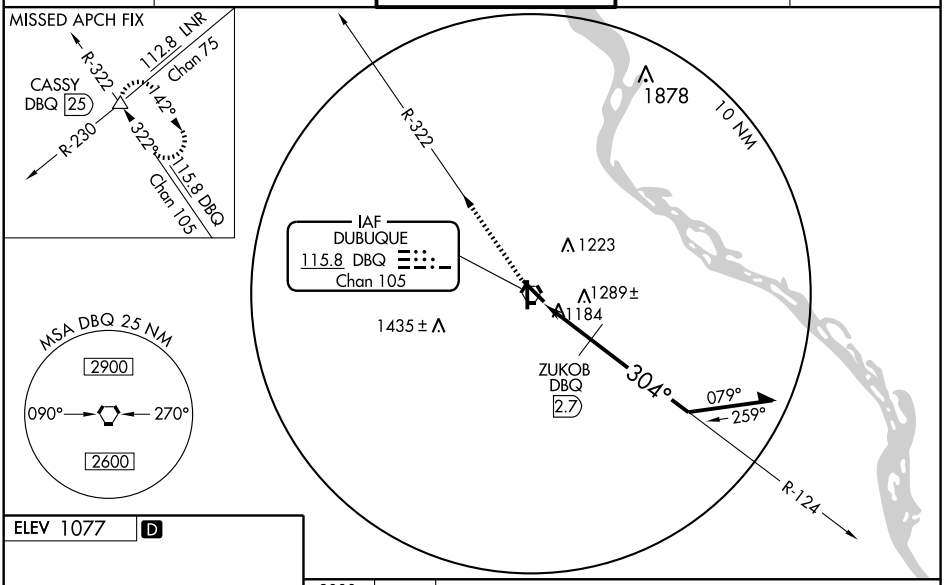
VOR RWY 31
DUBUQUE RGNL (DBQ)

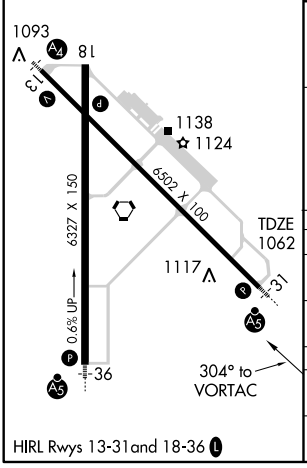
Visibility reduction by helicopters NA.
When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.
For inoperative MALSR, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.
For inoperative MALSR when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

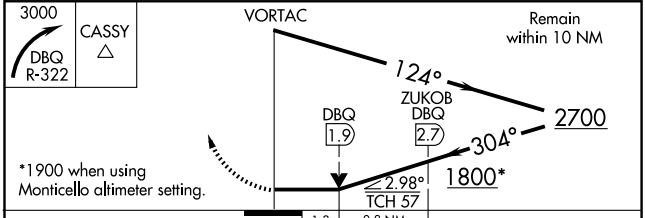
MALSR

MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DBQ	APP CRS	Rwy Idg	6327
115.8	003°	TDZE	1048
Chan 105		Apt Elev	1077

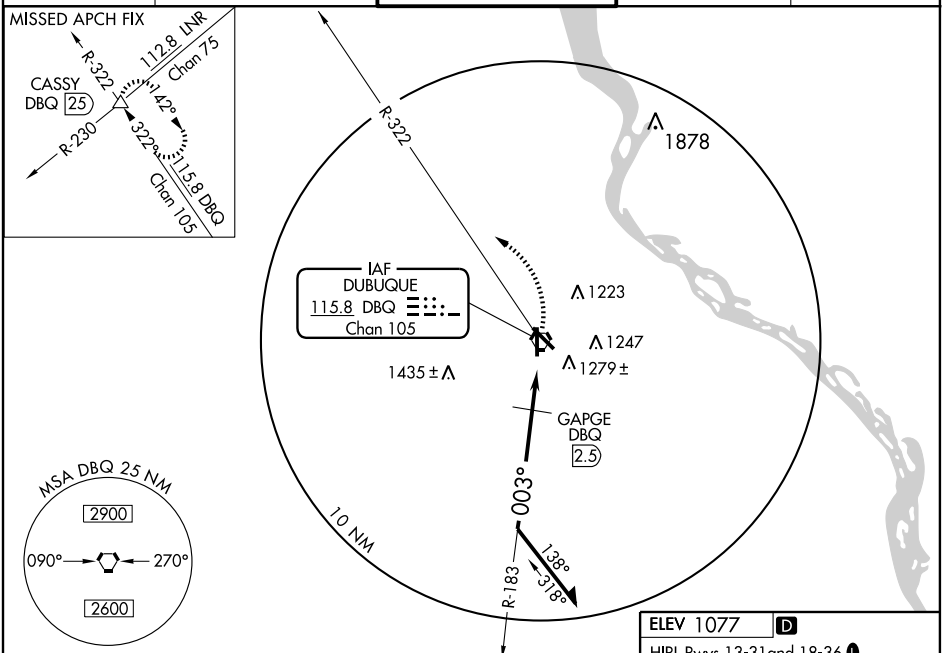
VOR RWY 36
DUBUQUE RGNL (DBQ)

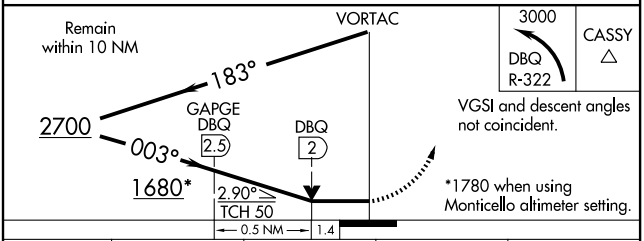
When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D 1¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile.
VDP NA when using Monticello altimeter setting.

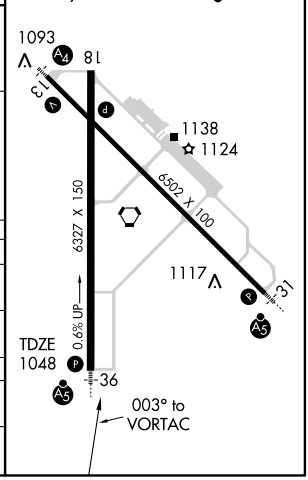
MALSR

MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS	CHICAGO CENTER	DUBUQUE TOWER ★	GND CON	UNICOM
127.25	133.95 281.4	119.5 (CTAF) L 254.4	121.8	122.95







CATEGORY	A	B	C	D
S-36	1680/24 632 (700-½)		1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1 603 (700-1)		1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24 492 (500-½)		1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

EAGLE GROVE MUNI (EAG) 3 N UTC−6(−5DT) N42°42.60′ W93°54.97′

OMAHA
L–12J
IAP

1133 B **FUEL** 100LL NOTAM FILE FOD

RWY 13–31: H3500X60 (CONC) MIRL

RWY 13: REIL. Thld dsplcd 129′. Road. **RWY 31:** REIL. P-line.

RWY 01–19: 2380X120 (TURF)

RWY 01: Fence. **RWY 19:** Brush.

AIRPORT REMARKS: Unattended. Rwy 01–19 CLOSED Nov–Apr. Rwy 01–19 marked with yellow cones. Rwy 13 REIL OTS indef. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31—CTAF.

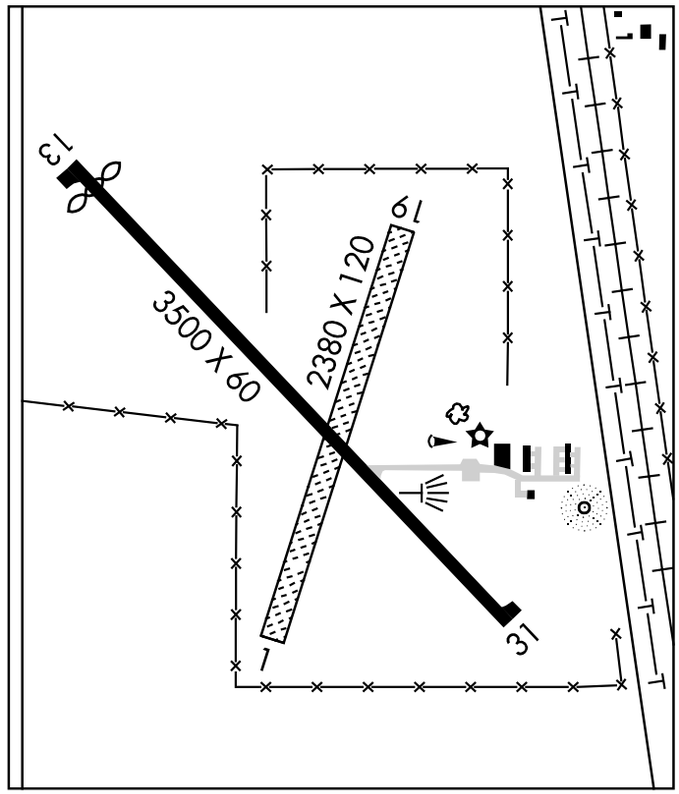
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 063° 17.8 NM to fld. 1150/7E. **HIWAS.**

NDB (MHW) 302 EAG N42°42.52′ W93°54.64′ at fld. Unmonitored.



ELDORA MUNI (6CØ) 2 SW UTC−6(−5DT) N42°19.82′ W93°06.86′

OMAHA

979 NOTAM FILE FOD

RWY 18–36: 2750X100 (TURF)

RWY 18: Tree. **Rwy 36:** Pole.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov–Apr. Ultralight activity prohibited. Rwy 18 and Rwy 36 edges marked by yellow cones.

COMMUNICATIONS: CTAF 122.9

ELKADER (I27) 1 SE UTC−6(−5DT) N42°50.84′ W91°22.93′

CHICAGO

932 S4 NOTAM FILE FOD.

RWY 17–35: 1705X75 (TURF)

RWY 17: Tree. **RWY 35:** Trees.

AIRPORT REMARKS: Attended irregularly. During winter months call ahead for conditions 563–245–2899. Rwy 17–35 marked with yellow cones.

COMMUNICATIONS: CTAF/UNICOM 122.9

ELLEN CHURCH FLD (See CRESCO)

ELMWOOD N42°06.68′ W92°54.53′ NOTAM FILE MIW.

CHICAGO
L–12J

(L) VORW/DME 109.4 JWJ Chan 31 at Marshalltown Muni. 981/3E.

NDB EAG 302	APP CRS 120°	Rwy Idg 3371 TDZE 1133 Apt Elev 1133

NDB RWY 13

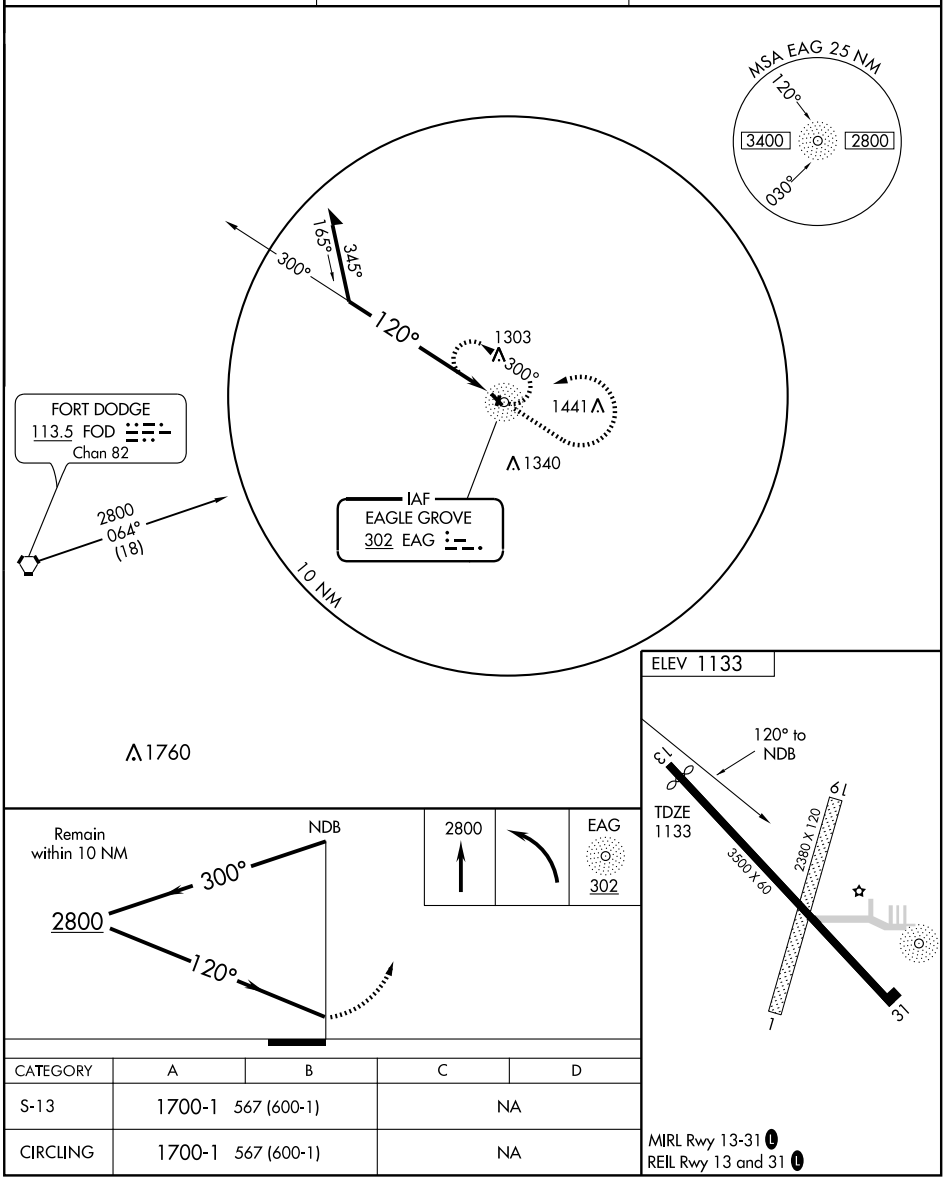
EAGLE GROVE MUNI (EAG)

Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

NA

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)	NA	
CIRCLING	1700-1	567 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

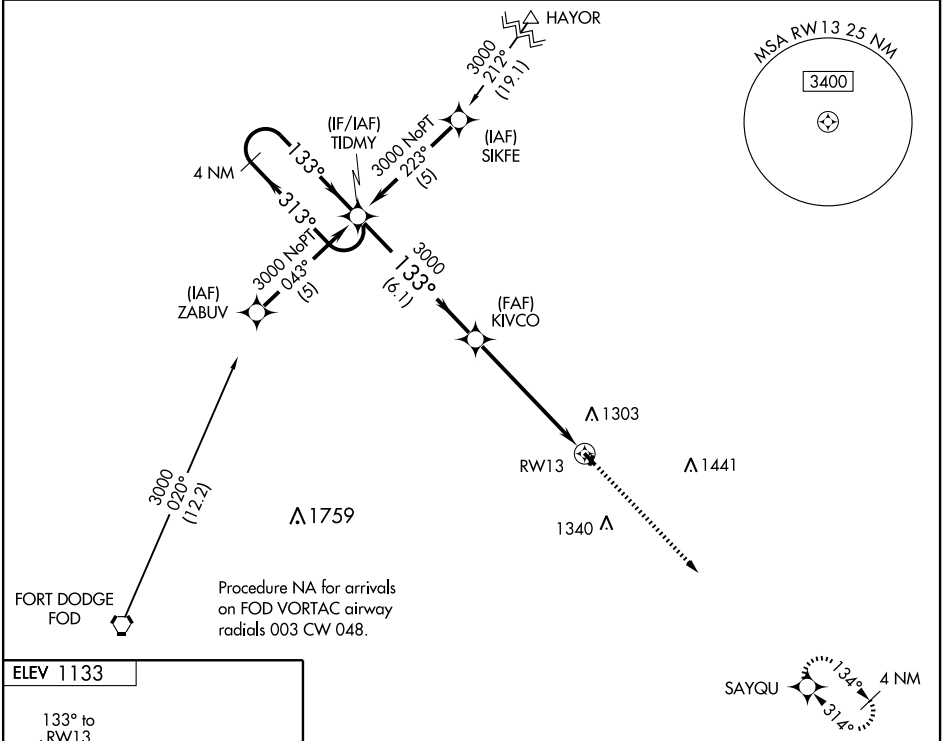
EAGLE GROVE MUNI (EAG)

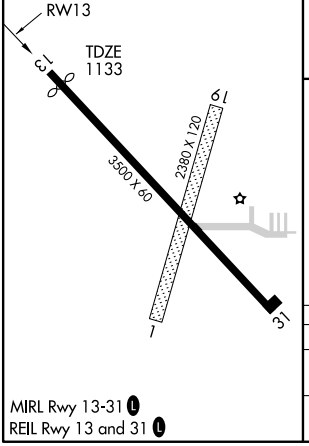
APP CRS	Rwy Idg	3371
133°	TDZE	1133
	Apt Elev	1133

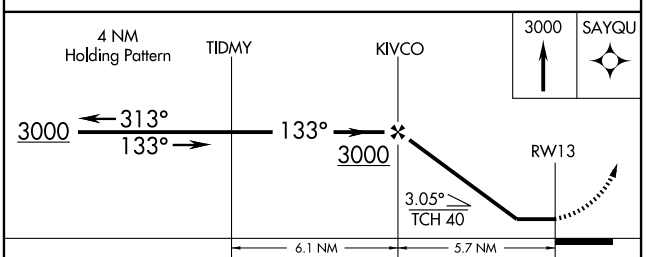
DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct SAYQU and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1 527 (600-1)		NA	
CIRCLING	1660-1 527 (600-1)		NA	

MIRL Rwy 13-31 L
REIL Rwy 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

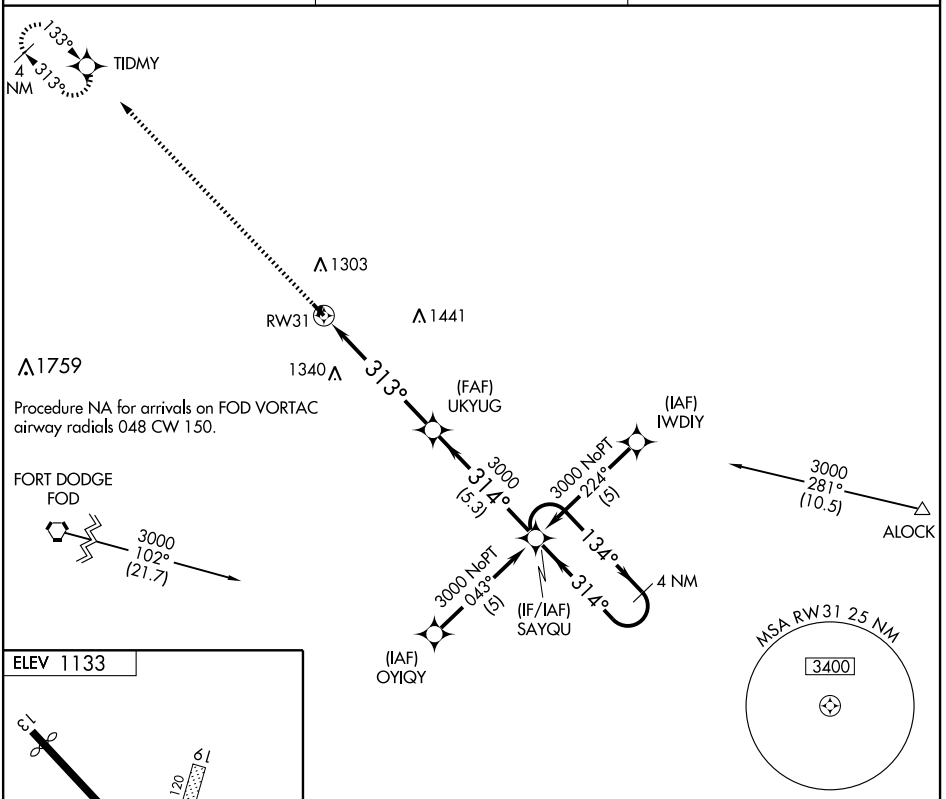
APP CRS	Rwy Idg	3500
313°	TDZE	1133
	Apt Elev	1133

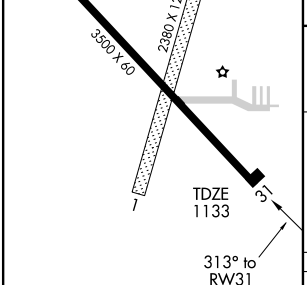
RNAV (GPS) RWY 31
EAGLE GROVE MUNI (EAG)

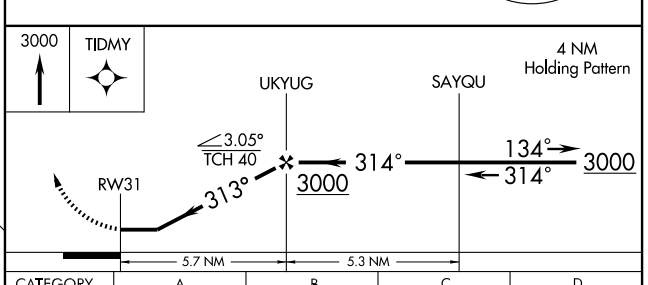
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1640-1 507 (600-1)		NA	
CIRCLING	1660-1 527 (600-1)		NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FOD 113.5 Chan 82	APP CRS 063°	Rwy Idg N/A TDZE N/A Apt Elev 1133

VOR/DME-A

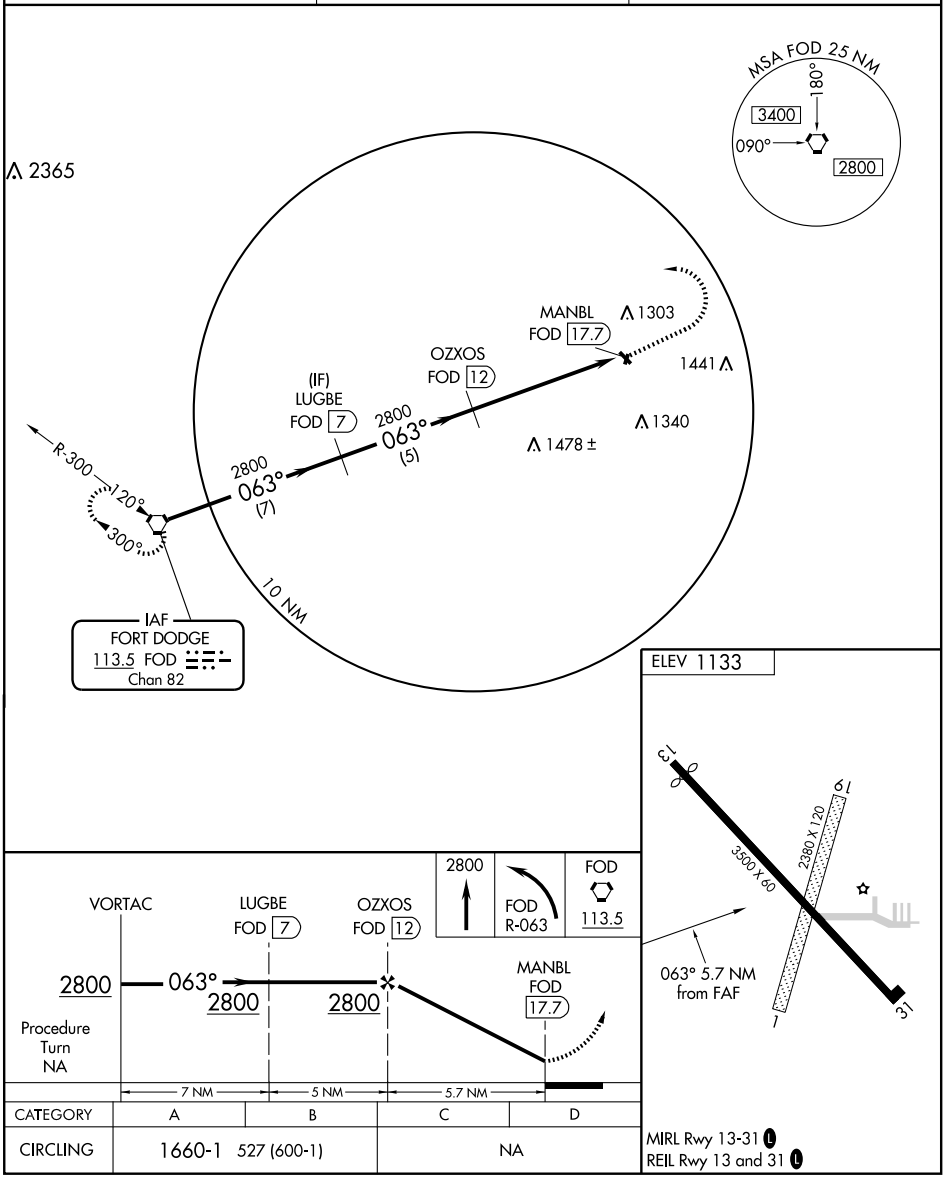
EAGLE GROVE MUNI (EAG)

T
NA

Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

CLARION AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.575	134.0 288.3	122.8 (CTAF) L



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

EMMETSBURG MUNI (EGQ) 1 SW UTC−6(−5DT) N43°06.12′ W94°42.28′

OMAHA
L–12I
IAP

1205 B S2 **FUEL** 100LL, MOGAS NOTAM FILE FOD

RWY 13–31: H3401X60 (CONC) S–29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21′. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21′. Tree.

RWY 04–22: 2545X120 (TURF)

RWY 04: Road. **RWY 22:** Road.

RWY 17–35: 2177X150 (TURF)

RWY 17: Trees. **RWY 35:** Road.

AIRPORT REMARKS: Attended irregularly. MOGAS fuel unavailable indef. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and SAVASI Rwy 13 and Rwy 31—CTAF.

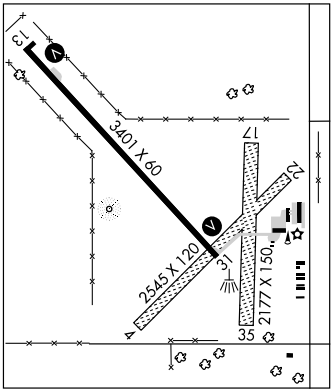
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07′ W94°42.43′ at fld. NOTAM FILE FOD.



ESTHERVILLE MUNI (EST) 4 E UTC−6(−5DT) N43°24.45′ W94°44.79′

OMAHA
L–12I
IAP

1319 B S4 **FUEL** 100LL NOTAM FILE EST

RWY 16–34: H4797X75 (CONC) S–11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30′. **RWY 34:** REIL. PAPI(P4L)–GA 3.0° TCH 42′. Highway.

RWY 06–24: 2985X90 (TURF)

RWY 24: Road.

AIRPORT REMARKS: Attended dawn–dusk. For svc after hrs call 712–362–2761. Rwy 34 is calm wind rwy. Rwy 06–24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (712) 362–7250.

COMMUNICATIONS: CTAF/UNICOM 122.8

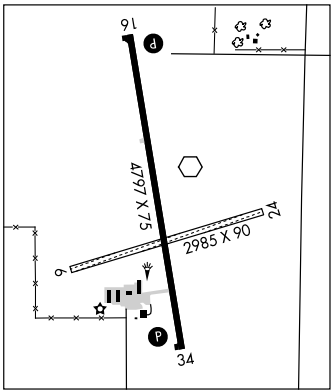
MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56′ W94°44.67′ at fld. NOTAM FILE EST. Unmonitored 2300–1400Z‡.

PUFF NDB (MHW) 345 PUF N43°21.09′W 94°44.27′ 350° 3.4 NM to fld. NOTAM FILE EST. Unusable 330°–120° byd 15NM.



NDB EGQ	APP CRS	Rwy Idg	3401
410	139°	TDZE	1205
		Apt Elev	1205

NDB RWY 13

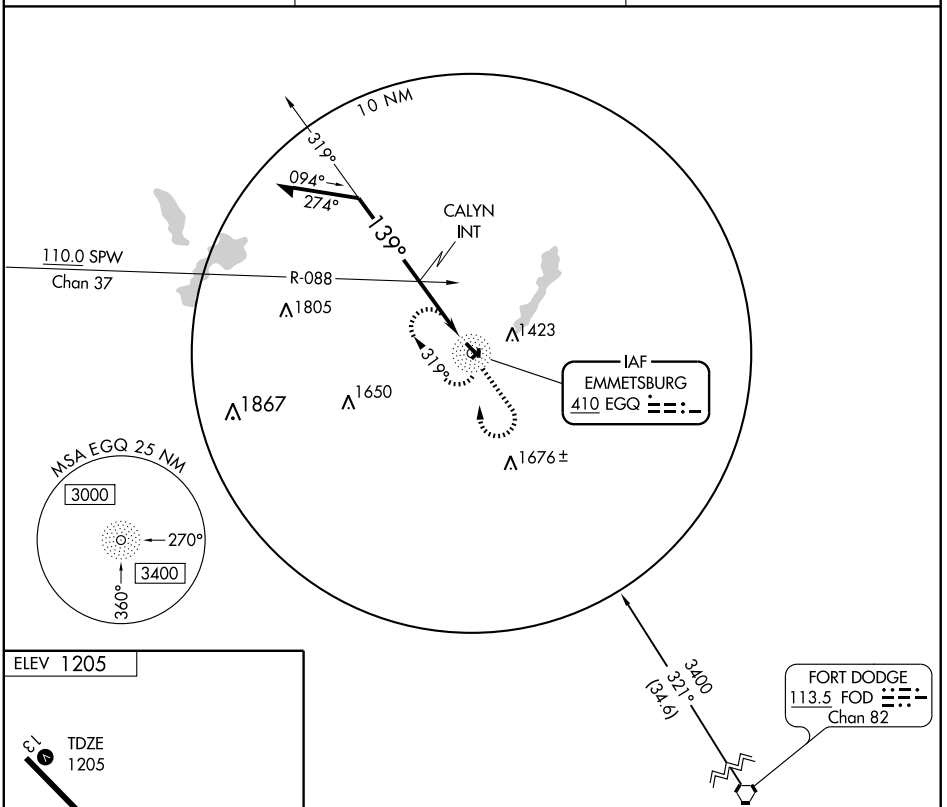
EMMETSBURG MUNI (EGQ)

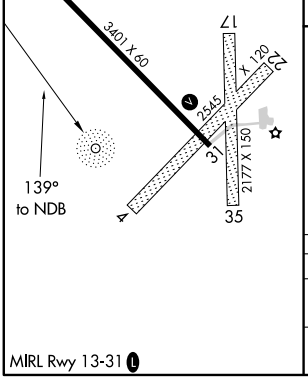
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

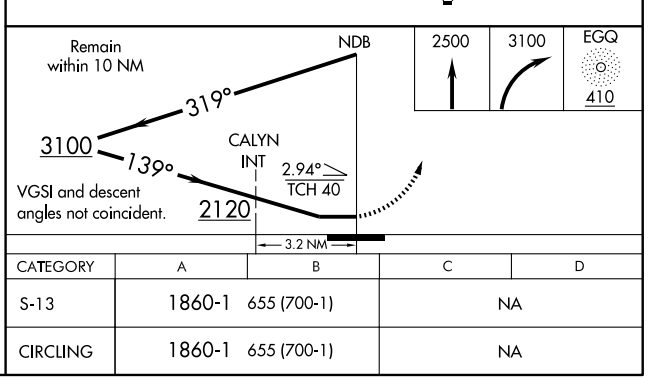
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1860-1	655 (700-1)	NA	
CIRCLING	1860-1	655 (700-1)	NA	

MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

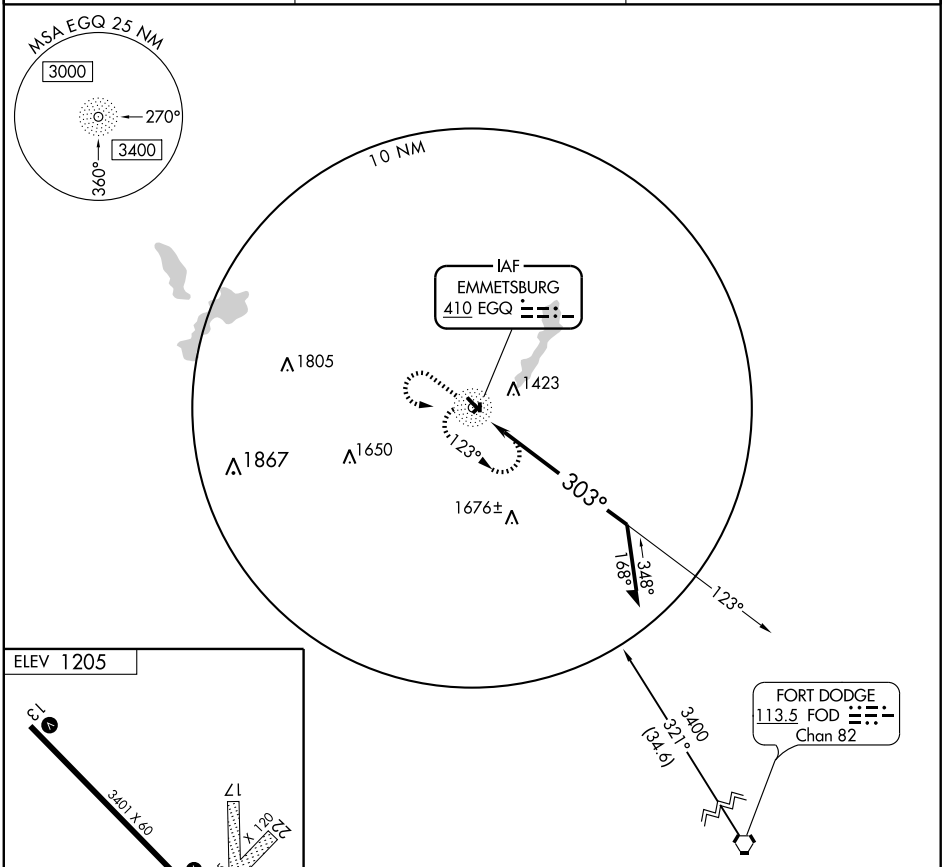
NDB EGQ 410	APP CRS 303°	Rwy Idg 3401 TDZE 1205 Apt Elev 1205

NDB RWY 31

EMMETSBURG MUNI (EGQ)

T NA Use Algona altimeter setting, when not received, use Estherville altimeter setting.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1860-1 655 (700-1)		NA	
CIRCLING	1860-1 655 (700-1)		NA	

MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3401
132°	TDZE	1205
	Apt Elev	1205

RNAV (GPS) RWY 13

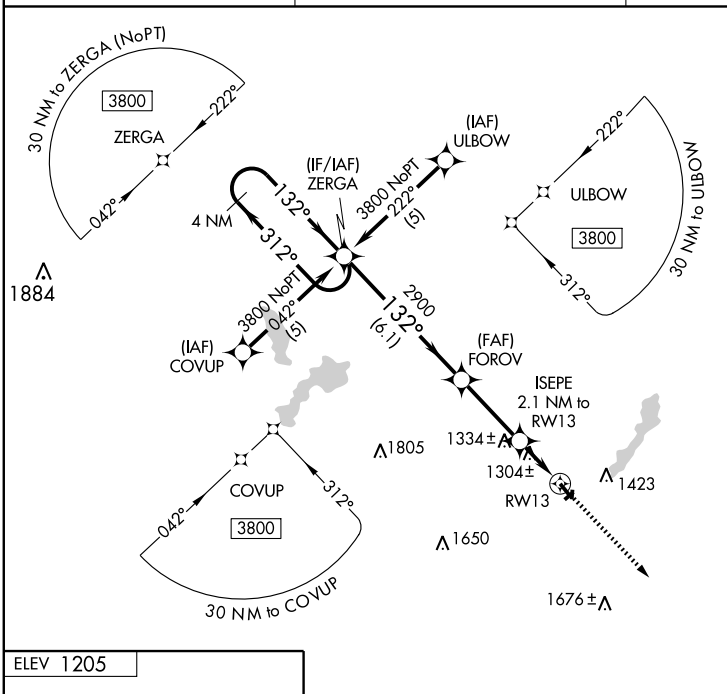
EMMETSBURG MUNI (EGQ)

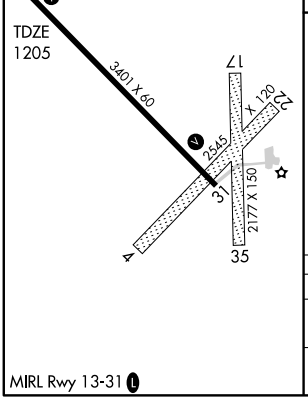
DME/DME RNP-0.3 NA.
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

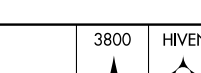
NA

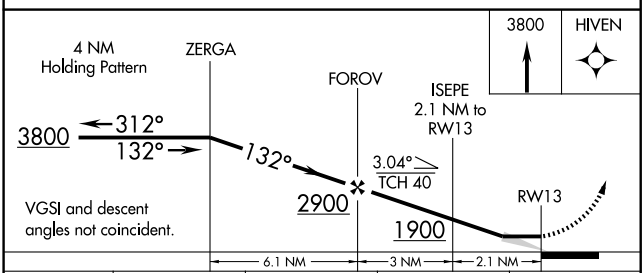
MISSED APPROACH: Climb to 3800 direct HIVEN and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1620-1	415 (500-1)		NA
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)		NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

EMMETSBURG MUNI (EGQ)

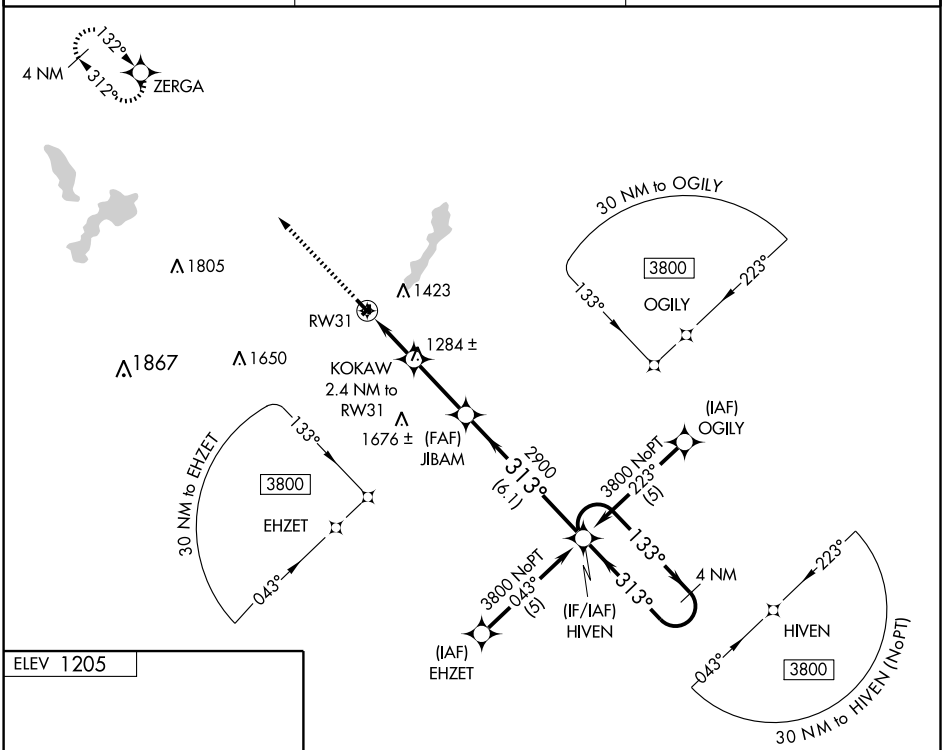
APP CRS	Rwy Idg	3401
313°	TDZE	1205
	Apt Elev	1205

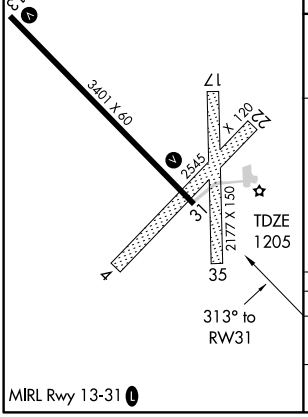
DME/DME RNP-0.3 NA.
Use Algona altimeter setting, when not received, use Estherville altimeter setting.

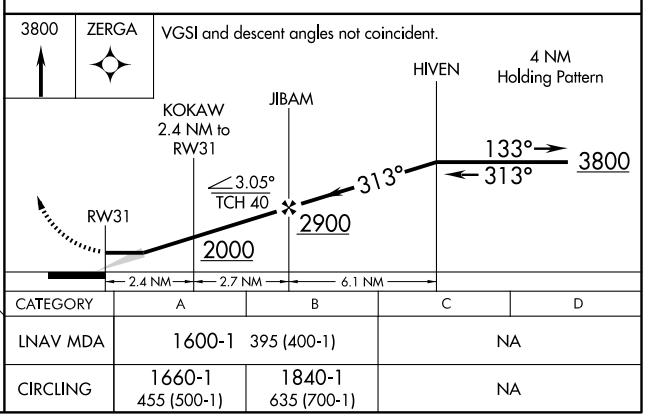
NA

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

ALGONA AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.475	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1600-1 395 (400-1)		NA	
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

EMMETSBURG MUNI (EGQ) 1 SW UTC−6(−5DT) N43°06.12′ W94°42.28′

OMAHA
L–12I
IAP

1205 B S2 **FUEL** 100LL, MOGAS NOTAM FILE FOD

RWY 13–31: H3401X60 (CONC) S–29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21′. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21′. Tree.

RWY 04–22: 2545X120 (TURF)

RWY 04: Road. **RWY 22:** Road.

RWY 17–35: 2177X150 (TURF)

RWY 17: Trees. **RWY 35:** Road.

AIRPORT REMARKS: Attended irregularly. MOGAS fuel unavailable indef. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. ACTIVATE MIRL Rwy 13–31 and SAVASI Rwy 13 and Rwy 31—CTAF.

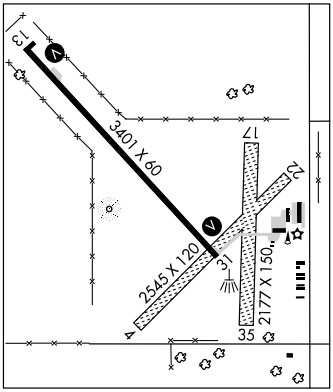
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07′ W94°42.43′ at fld. NOTAM FILE FOD.



ESTHERVILLE MUNI (EST) 4 E UTC−6(−5DT) N43°24.45′ W94°44.79′

OMAHA
L–12I
IAP

1319 B S4 **FUEL** 100LL NOTAM FILE EST

RWY 16–34: H4797X75 (CONC) S–11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30′. **RWY 34:** REIL. PAPI(P4L)–GA 3.0° TCH 42′. Highway.

RWY 06–24: 2985X90 (TURF)

RWY 24: Road.

AIRPORT REMARKS: Attended dawn–dusk. For svc after hrs call 712–362–2761. Rwy 34 is calm wind rwy. Rwy 06–24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16–34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 121.425 (712) 362–7250.

COMMUNICATIONS: CTAF/UNICOM 122.8

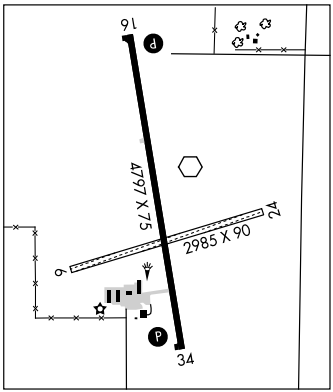
MINNEAPOLIS CENTER APP/DEP CON 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56′ W94°44.67′ at fld. NOTAM FILE EST. Unmonitored 2300–1400Z‡.

PUFF NDB (MHW) 345 PUF N43°21.09′W 94°44.27′ 350° 3.4 NM to fld. NOTAM FILE EST. Unusable 330°–120° byd 15NM.



WAAS CH 40104 W16A	APP CRS 164°	Rwy Idg 4797 TDZE 1319 Apt Elev 1319

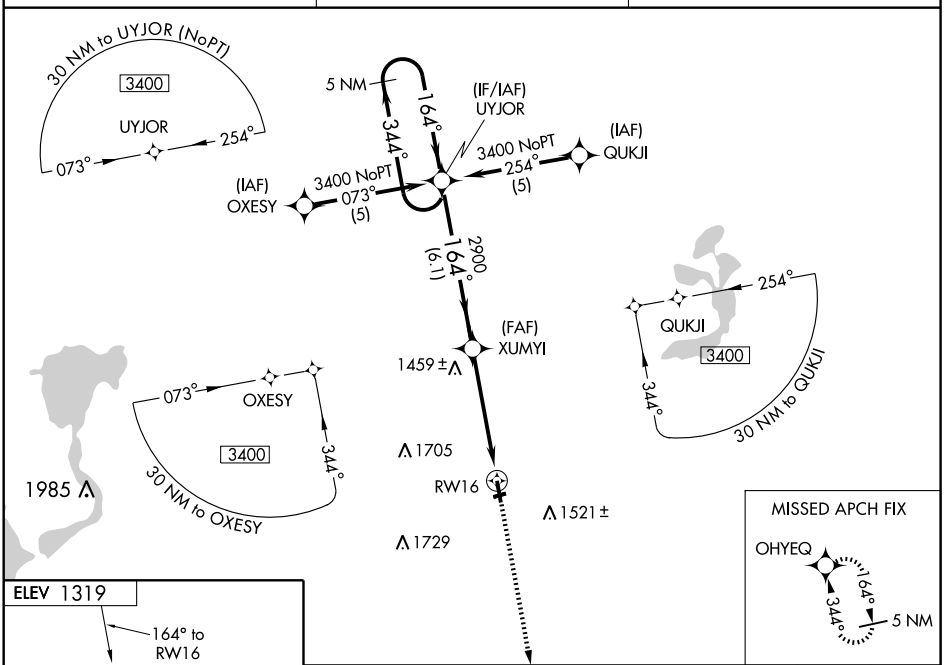
RNAV (GPS) RWY 16

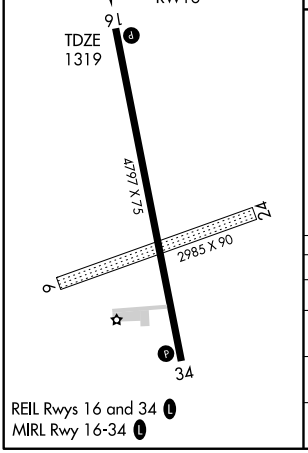
ESTHERVILLE MUNI (EST)

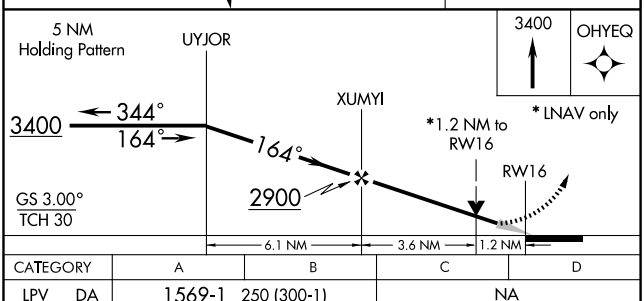
⚠ Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1608-1	289 (300-1)	NA	
LNAV MDA	1720-1	401 (500-1)	NA	
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

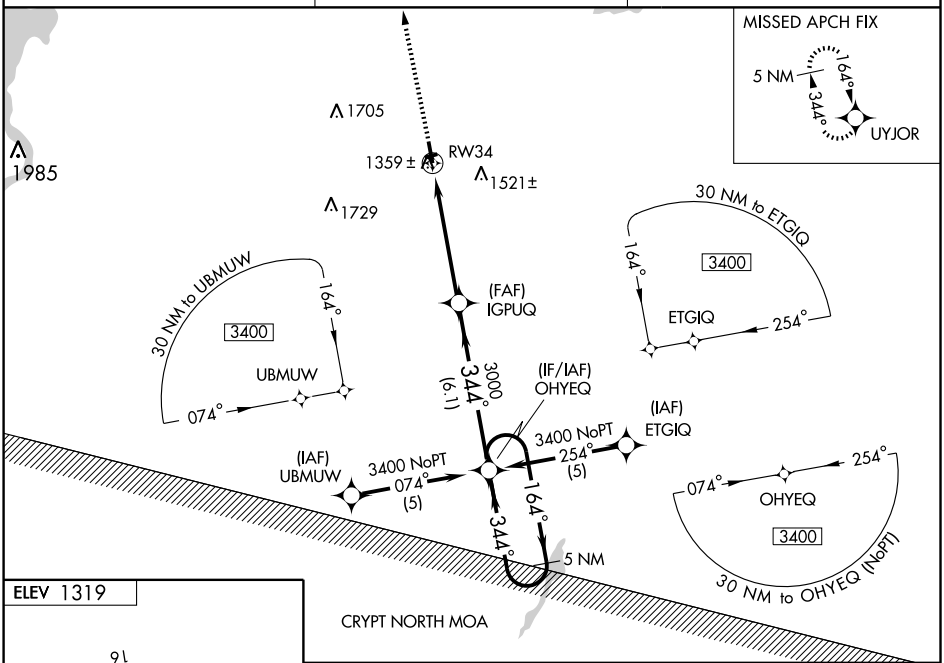
WAAS	APP CRS	Rwy Idg	4797
CH 82304	344°	TDZE	1319
W34A		Apt Elev	1319

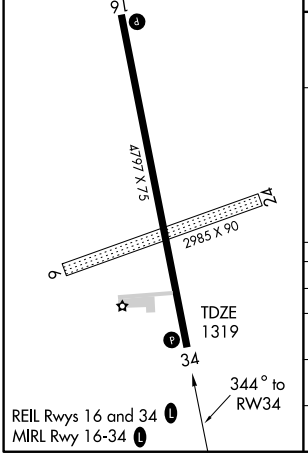
RNAV (GPS) RWY 34
ESTHERVILLE MUNI (EST)

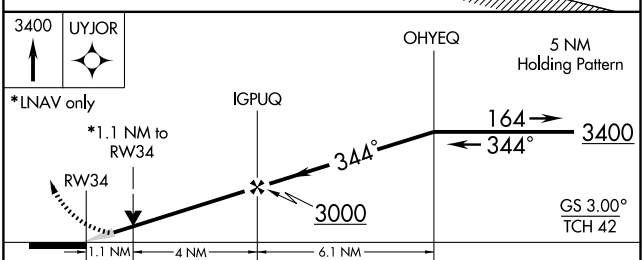
A Baro-VNAV NA when using Jackson Muni altimeter setting.
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA.
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1629-1	310 (400-1)	NA	
LNAV MDA	1700-1	381 (400-1)	NA	
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA	

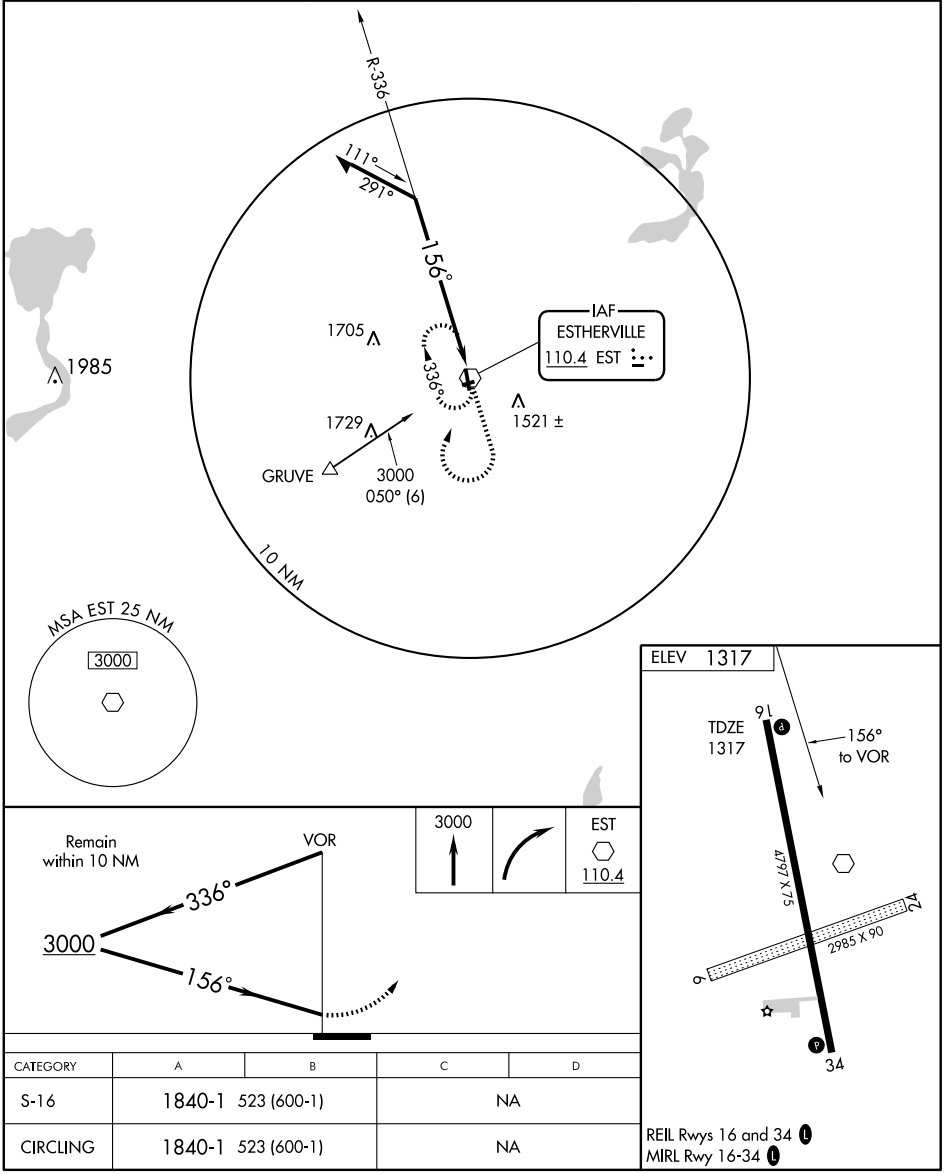
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

EST VOR	APP CRS	Rwy Idg	4797
110.4	156°	TDZE	1317
		Apt Elev	1317

VOR RWY 16
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)	NA	
CIRCLING	1840-1	523 (600-1)	NA	

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

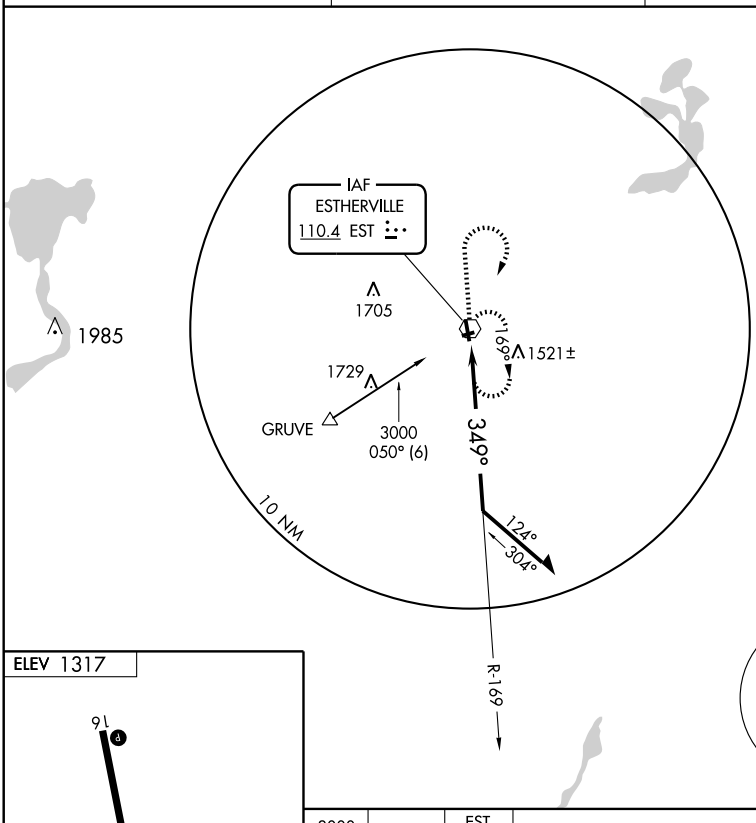
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

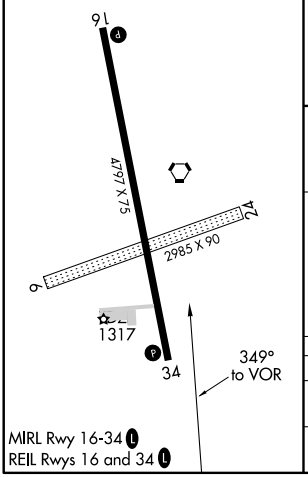
EST VOR	APP CRS	Rwy Idg	4797
110.4	349°	TDZE	1317
		Apt Elev	1317

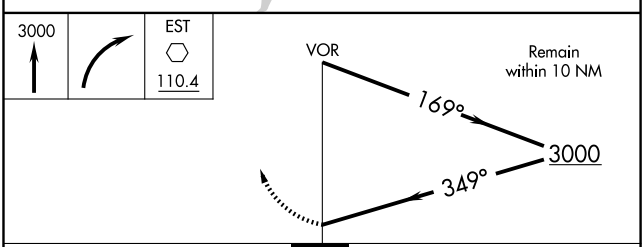
VOR RWY 34
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
121.425	127.75 257.7	122.8 (CTAF) L



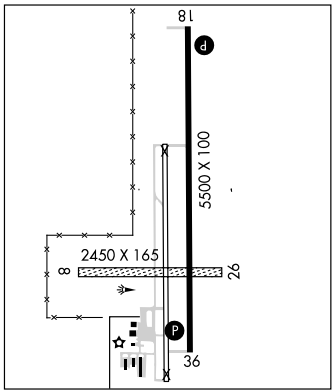




CATEGORY	A	B	C	D
S-34	1780-1	463 (500-1)	NA	
CIRCLING	1780-1	463 (500-1)	NA	

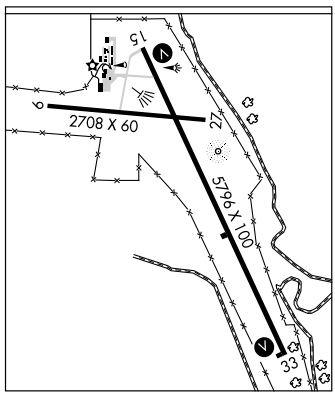
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FAIRFIELD MUNI (FFL) 3 NW UTC−6(−5DT) N41°03.35′ W91°58.85′ **CHICAGO**
799 B S4 **FUEL** 100LL, JET A TPA—1800(1001) NOTAM FILE FFL **H–5D, L–27B**
RWY 18–36: H5500X100 (CONC) S–30, D–45 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 08–26: 2450X165 (TURF)
RWY 08: Fence. **RWY 26:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1330–0100Z‡, Sat–Sun 1400–2300Z‡. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08–26 CLOSED Nov–Mar. Parachute Jumping. Birds on and invof arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (641) 472–4548.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 078° 15.7 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 332 FFL N41°00.67′ W91°59.31′ 007° 2.7 NM to fld. NOTAM FILE FFL.



FOREM N41°28.93′ W93°34.85′ NOTAM FILE DSM. **OMAHA**
NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

FOREST CITY MUNI (FXY) 2 S UTC−6(−5DT) N43°14.09′ W93°37.45′ **OMAHA**
1229 B S4 **FUEL** 100LL NOTAM FILE FOD **H–5C, L–12J**
RWY 15–33: H5796X100 (ASPH) S–30 MIRL **IAP**
RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26′. Road.
RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25′. Fence.
RWY 09–27: H2708X60 (ASPH) S–12.5 MIRL 1.0% up W
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡. For svc after hrs and weekends call 641–585–2166. ACTIVATE MIRL Rwy 09–27 and Rwy 15–33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.925 (641) 581–2347.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 127.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 297° 15.4 NM to fld. 1210/6E.
NDB(MHW) 359 FXY N43°14.15′ W93°37.25′ at fld. NOTAM FILE FOD.



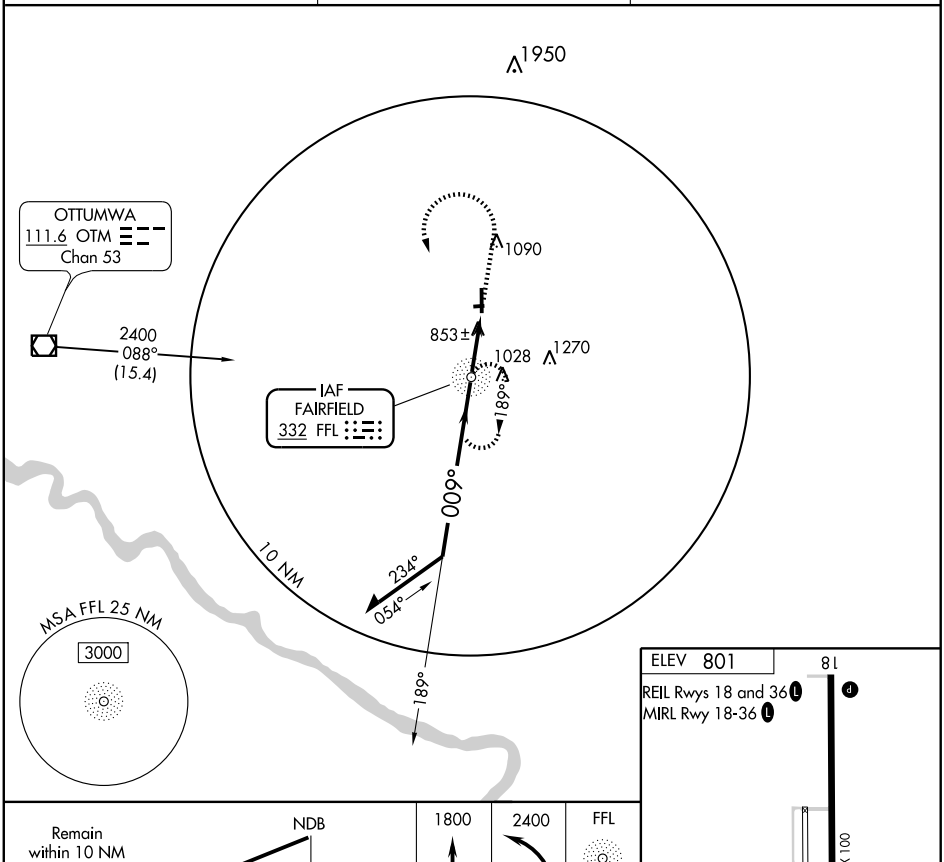
NDB FFL 332	APP CRS 009°	Rwy Idg 5500 TDZE 799 Apt Elev 801

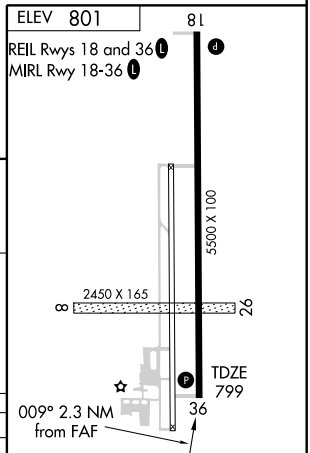
NDB RWY 36
FAIRFIELD MUNI (FFL)

T
NA If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	1280-1	481 (500-1)	1280-1¼ 481 (500-1¼)	NA
CIRCLING	1280-1	479 (500-1)	1440-1¾ 639 (700-1¾)	NA

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AL-5588 (FAA)

RNAV (GPS) RWY 18

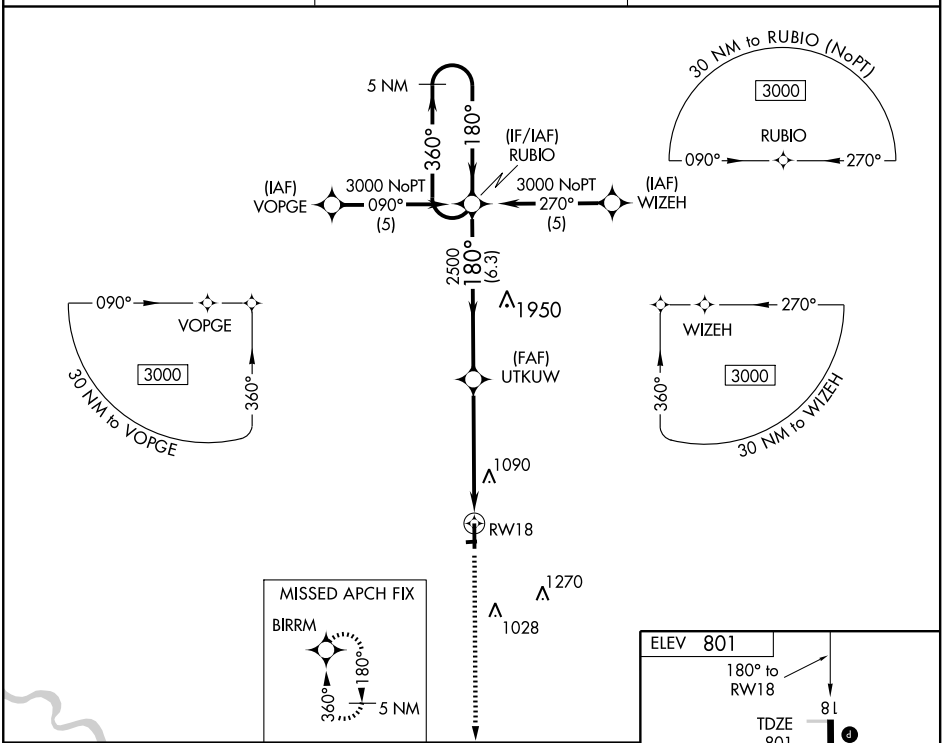
FAIRFIELD MUNI (FFL)

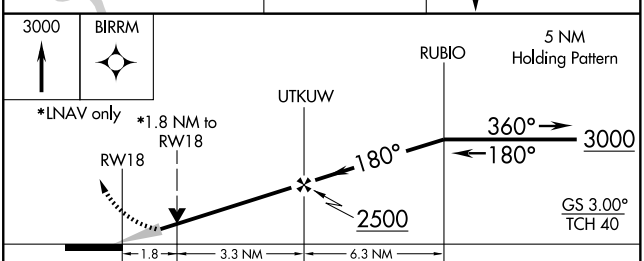
WAAS	APP CRS	Rwy Idg	5500
CH 82503	180°	TDZE	801
W18A		Apt Elev	801

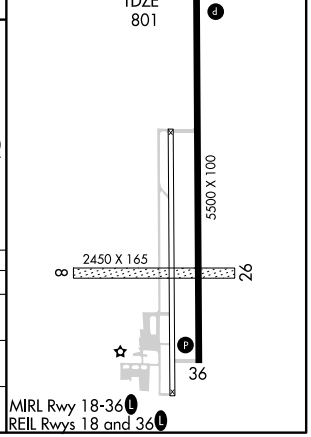
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct BIRRM and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1 599 (600-1)		1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1 599 (600-1)		1440-1¾ 639 (700-1¾)	NA

41° 03′N - 91° 59′W

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 72804	360°	TDZE	799
W36A		Apt Elev	801

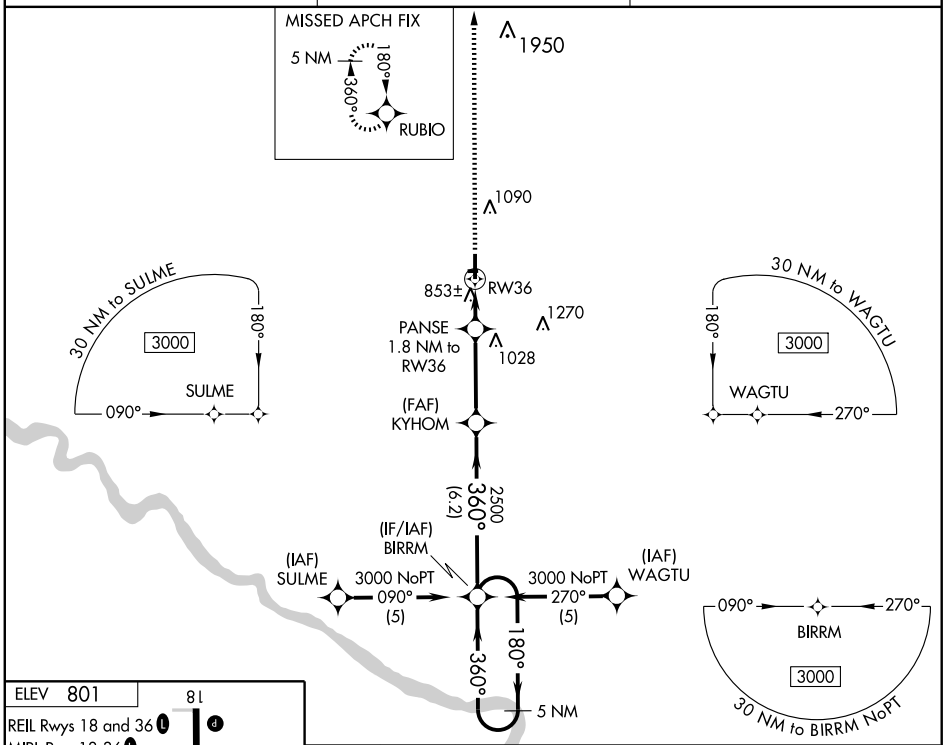
RNAV (GPS) RWY 36

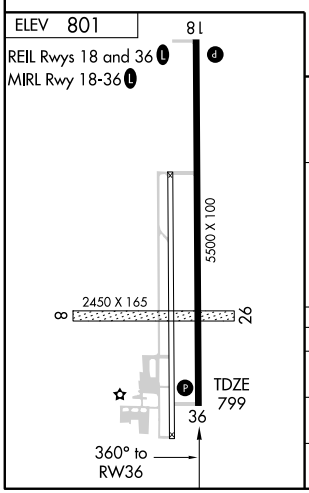
FAIRFIELD MUNI (FFL)

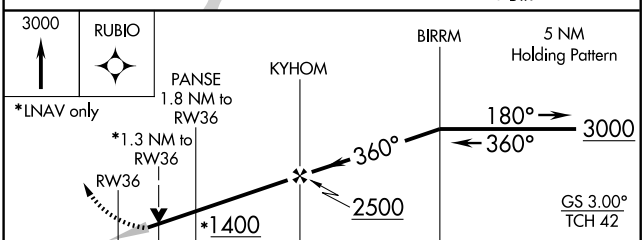
If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ottumwa Industrial altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
132.025	118.15 354.1	122.7 (CTAF)



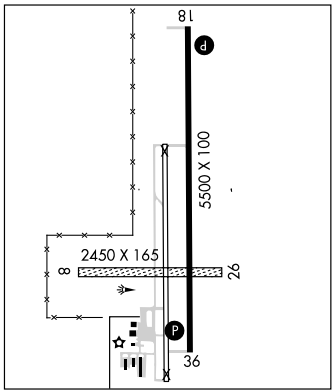




CATEGORY	A	B	C	D
LPV DA	1049-1 250 (300-1)			NA
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1 439 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA

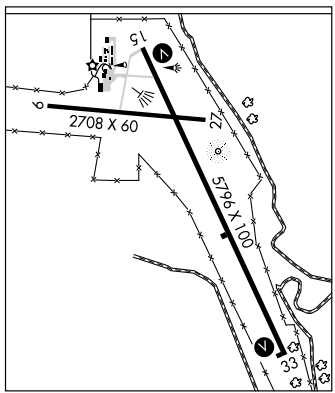
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FAIRFIELD MUNI (FFL) 3 NW UTC−6(−5DT) N41°03.35′ W91°58.85′ **CHICAGO**
799 B S4 **FUEL** 100LL, JET A TPA—1800(1001) NOTAM FILE FFL **H–5D, L–27B**
RWY 18–36: H5500X100 (CONC) S–30, D–45 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RWY 08–26: 2450X165 (TURF)
RWY 08: Fence. **RWY 26:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1330–0100Z‡, Sat–Sun 1400–2300Z‡. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08–26 CLOSED Nov–Mar. Parachute Jumping. Birds on and invof arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (641) 472–4548.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 078° 15.7 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 332 FFL N41°00.67′ W91°59.31′ 007° 2.7 NM to fld. NOTAM FILE FFL.



FOREM N41°28.93′ W93°34.85′ NOTAM FILE DSM. **OMAHA**
NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

FOREST CITY MUNI (FXY) 2 S UTC−6(−5DT) N43°14.09′ W93°37.45′ **OMAHA**
1229 B S4 **FUEL** 100LL NOTAM FILE FOD **H–5C, L–12J**
RWY 15–33: H5796X100 (ASPH) S–30 MIRL **IAP**
RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26′. Road.
RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25′. Fence.
RWY 09–27: H2708X60 (ASPH) S–12.5 MIRL 1.0% up W
RWY 09: Tree. **RWY 27:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡. For svc after hrs and weekends call 641–585–2166. ACTIVATE MIRL Rwy 09–27 and Rwy 15–33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.925 (641) 581–2347.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 127.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 297° 15.4 NM to fld. 1210/6E.
NDB(MHW) 359 FXY N43°14.15′ W93°37.25′ at fld. NOTAM FILE FOD.



NDB FXY 359	APP CRS 335°	Rwy Idg 5796 TDZE 1206 Apt Elev 1230

NDB RWY 33

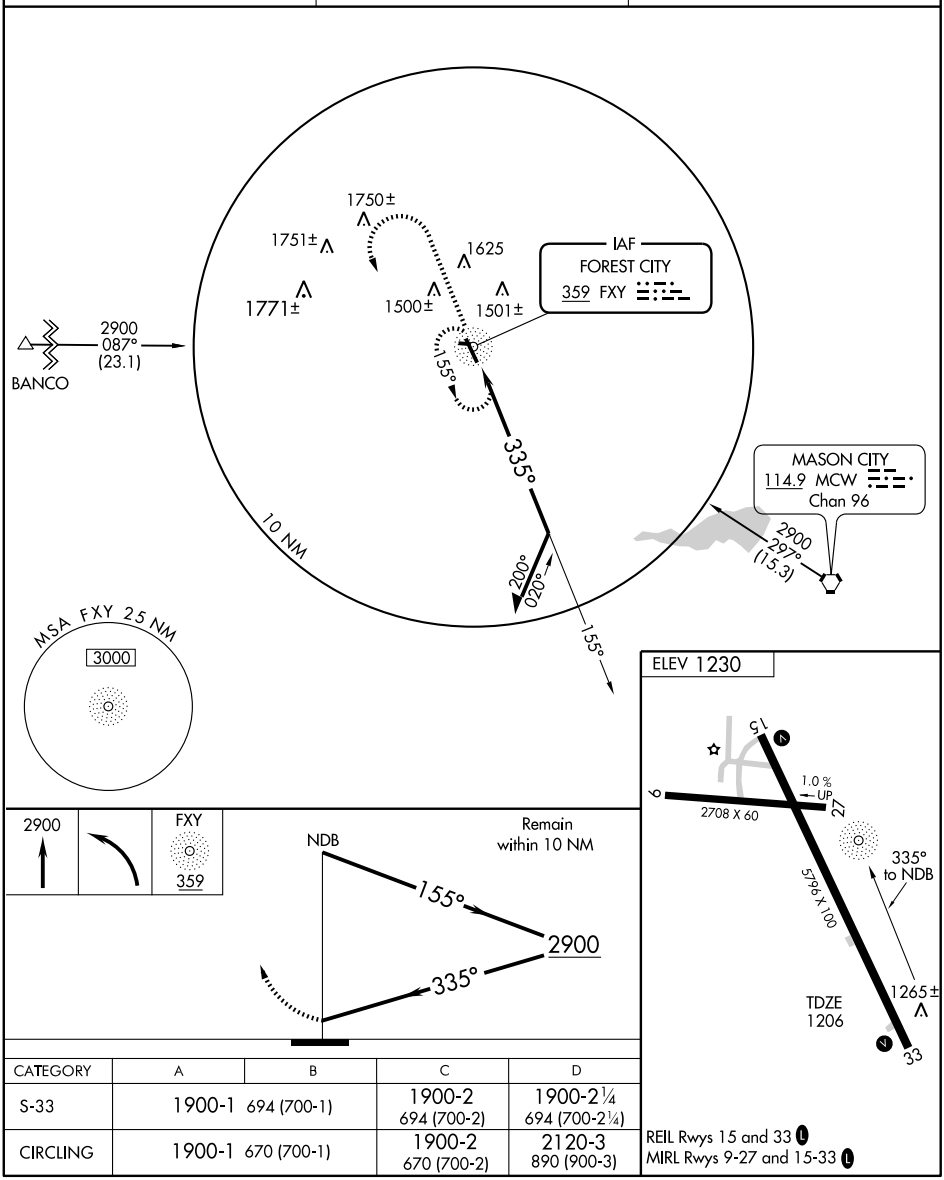
FOREST CITY MUNI (FXY)

T
NA

Use Mason City altimeter setting.
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then left turn direct FXY NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1900-1 694 (700-1)		1900-2 694 (700-2)	1900-2¼ 694 (700-2¼)
CIRCLING	1900-1 670 (700-1)		1900-2 670 (700-2)	2120-3 890 (900-3)

REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78016 W33A	APP CRS 332°	Rwy Idg 5796 TDZE 1203 Apt Elev 1229

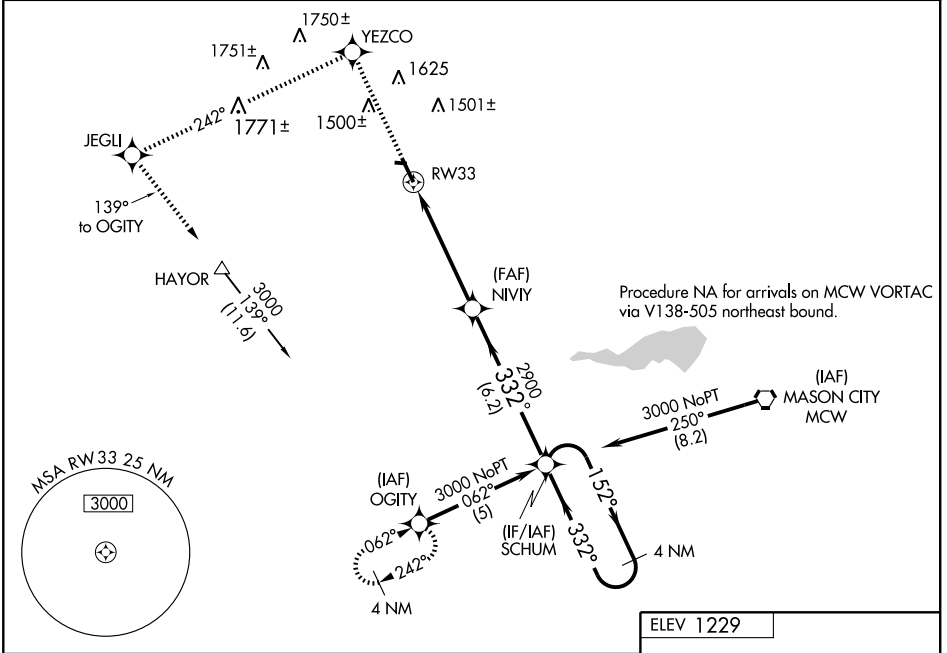
RNAV (GPS) RWY 33

FOREST CITY MUNI (FXY)

Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

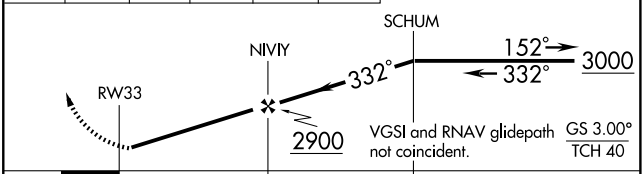
MISSED APPROACH: Climb to 3000 direct YEZCO and left turn via track 242° to JEGLI and left turn via track 139° to OGITY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L

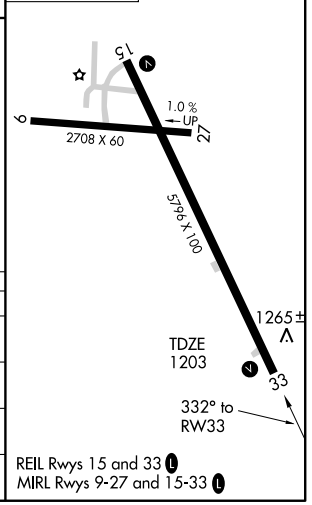


3000	YEZCO	242° trk	JEGLI	139° trk	OGITY

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1453-1 250 (300-1)			
LNAV/VNAV DA	1535-1¼ 332 (400-1¼)			
LNAV MDA	1520-1 317 (300-1)			
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)



REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

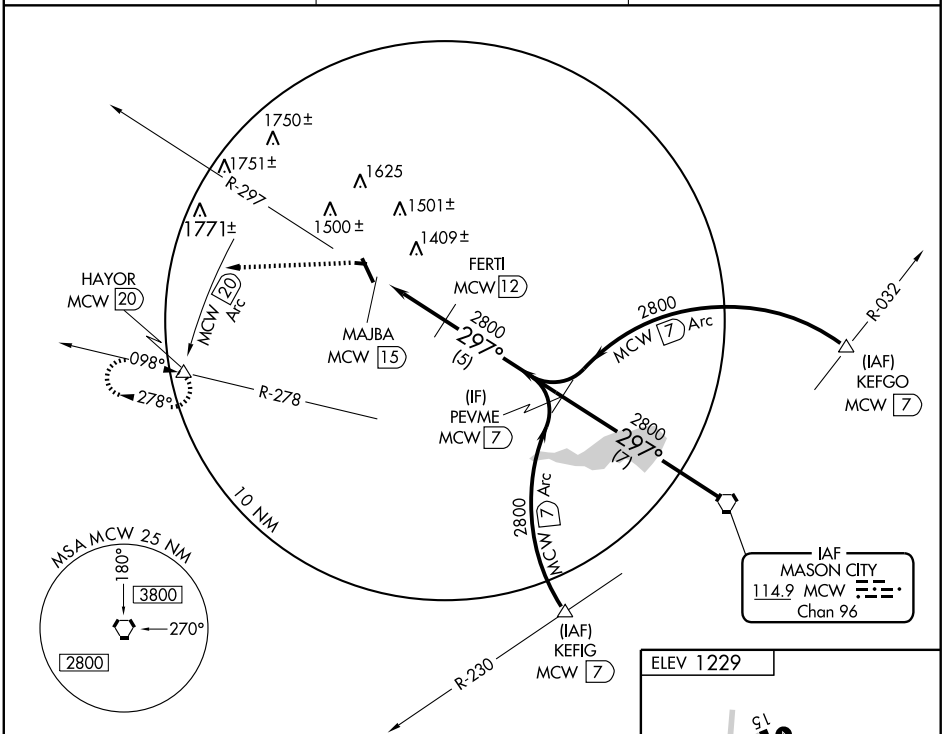
VORTAC MCW 114.9 Chan 96	APP CRS 297°	Rwy Idg N/A TDZE N/A Apt Elev 1229

VOR/DME-A
FOREST CITY MUNI (FXY)

When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc and via MCW 20 DME Arc counterclockwise to HAYOR 20 DME and hold.

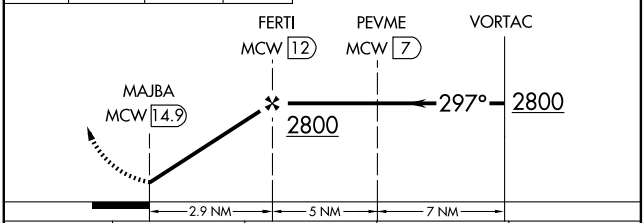
AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.925	127.3 380.2	122.8 (CTAF) L



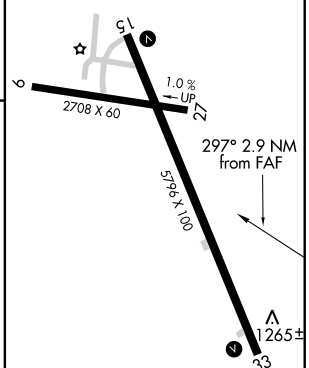
Procedure NA for arrivals on MCW VORTAC airway radials 278 clockwise 343.

3000 260°	MCW 20 ARC	Counter-clockwise	HAYOR △

Procedure Turn NA



CATEGORY	A	B	C	D
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	NA	



REIL Rwys 15 and 33 L
MIRL Rwys 9-27 and 15-33 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FORT DODGE RGNL (FOD)

FORT DODGE, IOWA

AL-976 (FAA)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

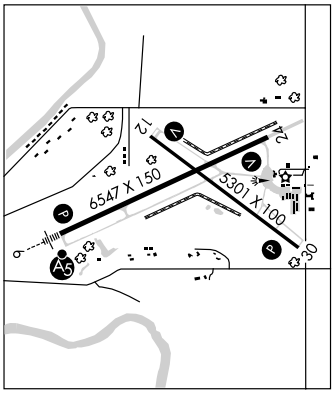
AIRPORT DIAGRAM

FORT DODGE, IOWA

FORT DODGE RGNL (FOD)

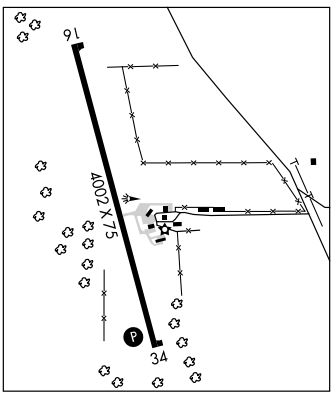
10266

FORT DODGE RGNL (FOD) 3 N UTC−6(−5DT) N42°33.07′ W94°11.51′ **OMAHA**
1156 B S4 **FUEL** 100LL, JET A TPA—1999(843) Class I, ARFF Index A NOTAM FILE FOD **H–5C, L–12I**
RWY 06–24: H6547X150 (ASPH) S–65, D–110, 2S–140, 2D–165 HIRL 1.2% up NE **IAP, AD**
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 12–30: H5301X100 (ASPH) S–36, D–58 MIRL 0.6% up SE
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6547 TODA–6547 ASDA–6547 LDA–6547
RWY 12: TORA–5301 TODA–5301 ASDA–5301 LDA–5301
RWY 24: TORA–6547 TODA–6547 ASDA–6547 LDA–6547
RWY 30: TORA–5301 TODA–5301 ASDA–5301 LDA–5301



AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs, call 515–955–3434/332–4955. When departing Rwy 06–24 and Rwy 13–30 ends of other rwys not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06–24 or Rwy 12–30, the apch ends of the other rwys are not visible due to surrounding terrain. Be sure to announce positions and intentions on – CTAF. Migratory waterfowl on and invof arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515–573–3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06–24, MIRL Rwy 12–30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (515) 955–5490. **HIWAS** 113.5 FOD.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.3 122.2 (FORT DODGE RADIO)
MINNEAPOLIS CENTER APP/DEP CON 134.0
AIRSPACE: CLASS E svc Mon–Sat 1100–0100Z‡, Sun 1800–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
(H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 121° 5.8 NM to fld. 1164/7E. **HIWAS.**
DME portion unusable 275°–282° byd 12 NM.
BARRO NDB (LOM) 341 FO N42°30.87′ W94°18.33′ 061° 5.5 NM to fld.
ILS 109.1 I–FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM.

FORT MADISON MUNI (FSW) 2 N UTC−6(−5DT) N40°39.55′ W91°19.66′ **CHICAGO**
724 B **FUEL** 100LL NOTAM FILE FSW **L–27B**
RWY 16–34: H4002X75 (CONC–WC) S–19, D–25 MIRL **IAP**
RWY 16: Trees. Rgt tfc. **RWY 34:** REIL. PAPI(P2L). Trees.



AIRPORT REMARKS: Attended Mon–Sun on call. For arpt attendant call 319–316–2234. Fuel self serve with credit card. Rwy 34 +33′ trees 1000′ right and left of centerline. Twy lgts at entrance only. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.925 (319) 372–5147.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 253° 18.7 NM to fld. 730/5E. **HIWAS.**

FULLER (See MILFORD)

GEORGE L SCOTT MUNI (See WEST UNION)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FOD	APP CRS	Rwy Idg	6547
109.1	063°	TDZE	1107
		Apt Elev	1157

ILS or LOC RWY 6

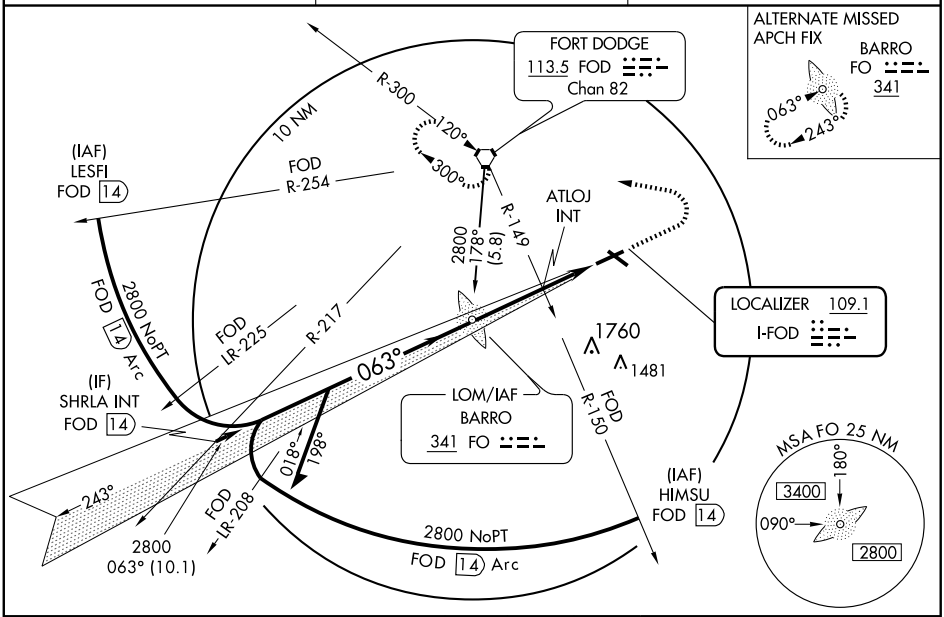
FORT DODGE RGNL (FOD)

T A NA — When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase S-LOC and Circling visibility Cats B/C/D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.

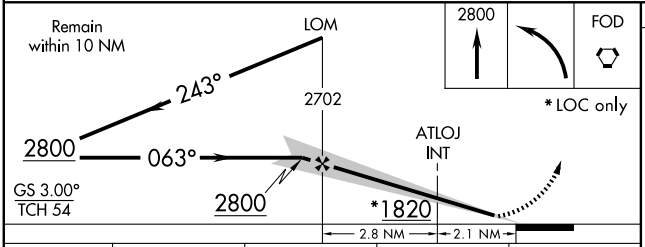
MALSR (A5)

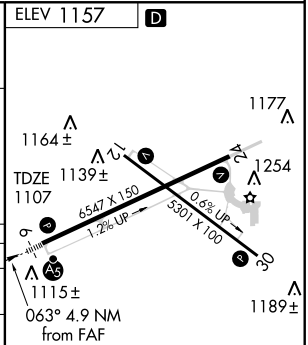
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L



NC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-ILS 6	1307-½ 200 (200-½)			
S-LOC 6	1820-½ 713 (700-½)		1820-1½ 713 (700-1½)	1820-1¾ 713 (700-1¾)
CIRCLING	1820-1 663 (700-1)		1820-2 663 (700-2)	1820-2¼ 663 (700-2¼)
ATLOJ FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 6	1400-½ 293 (300-½)			1400-¾ 293 (300-¾)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61015 W06A	APP CRS 063°	Rwy Idg 6547 TDZE 1107 Apt Elev 1157

RNAV (GPS) RWY 6

FORT DODGE RGNL (FOD)

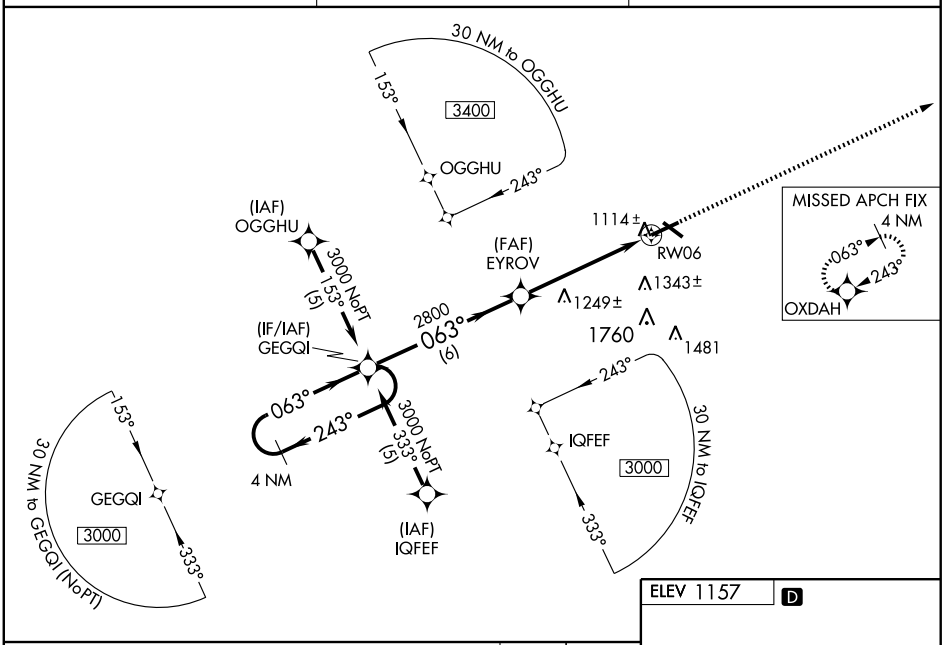
T When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

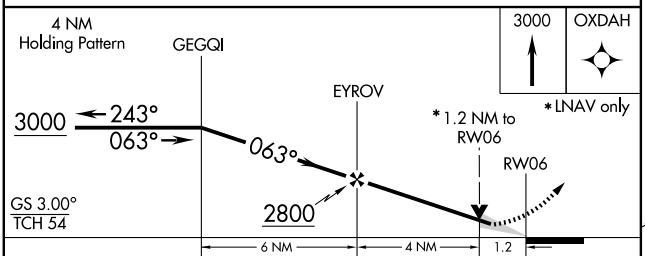
A

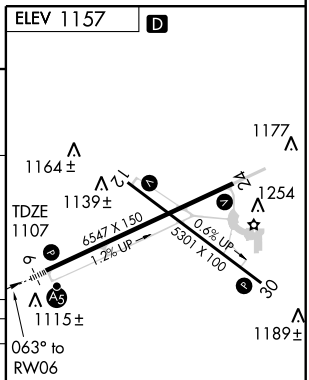
MALSR

MISSED APPROACH: Climb to 3000 direct OXDAH and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1307-½ 200 (200-½)			
LNAV/VNAV DA	1525-1 418 (400-1)			
LNAV MDA	1500-½ 393 (400-½)			1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5301
CH 99615	125°	TDZE	1128
W12A		Apt Elev	1157

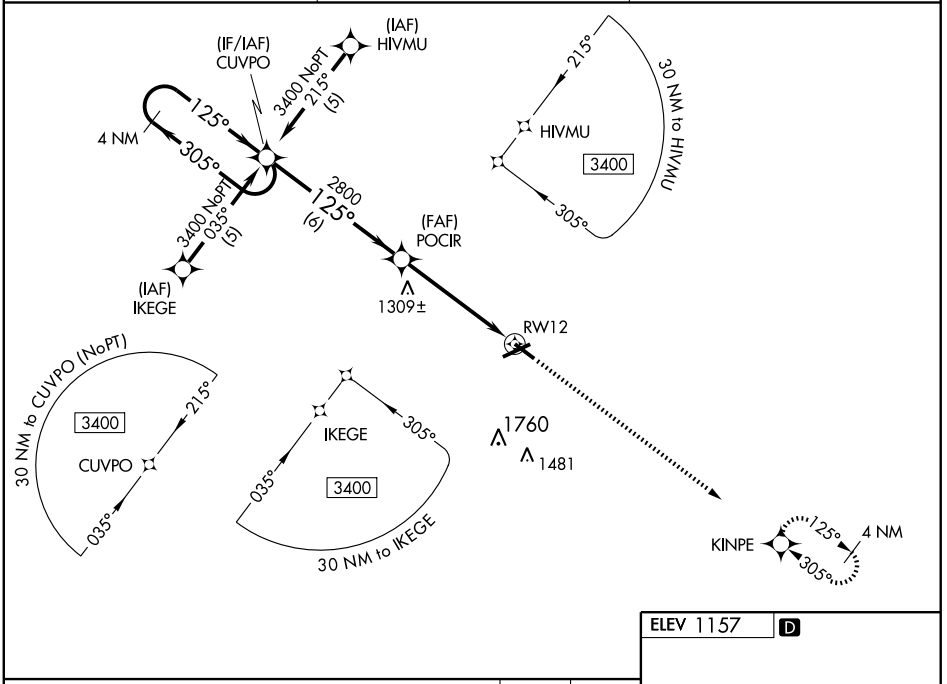
RNAV (GPS) RWY 12

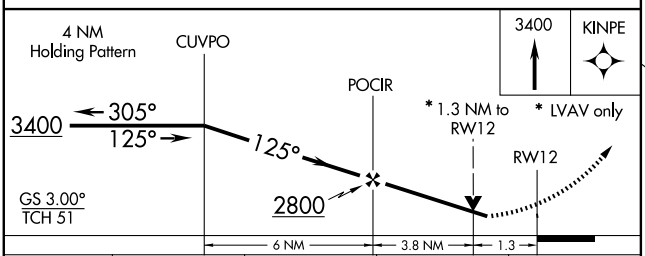
FORT DODGE RGNL (FOD)

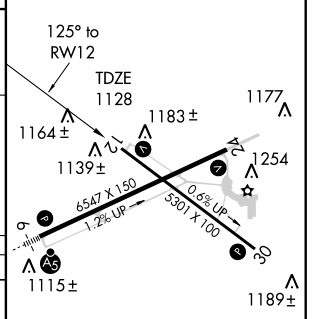
When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 3400 direct KINPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1405-1 277 (300-1)			
LNAV/VNAV DA	1453-1¼ 325 (300-1¼)			
LNAV MDA	1560-1 432 (500-1)		1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6547
CH 45815	243°	TDZE	1156
W24A		Apt Elev	1157

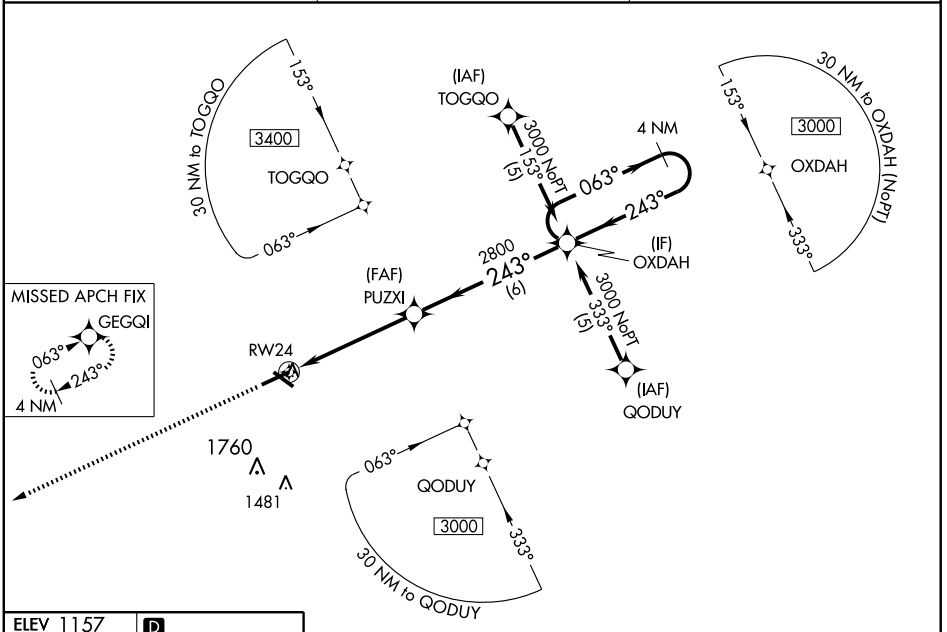
RNAV (GPS) RWY 24

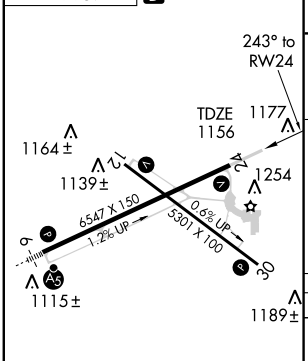
FORT DODGE RGNL (FOD)

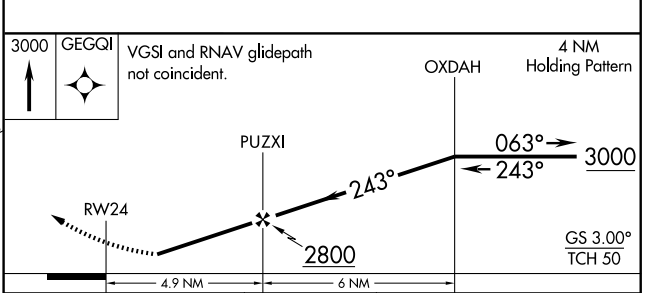
When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GEGQI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1406-1 250 (300-1)			
LNAV/VNAV DA	1504-1¼ 348 (400-1¼)			
LNAV MDA	1520-1 364 (400-1)			1520-1¼ 364 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

HIRL Rwy 6-24 L
MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5301
CH 82615	305°	TDZE	1142
W30A		Apt Elev	1157

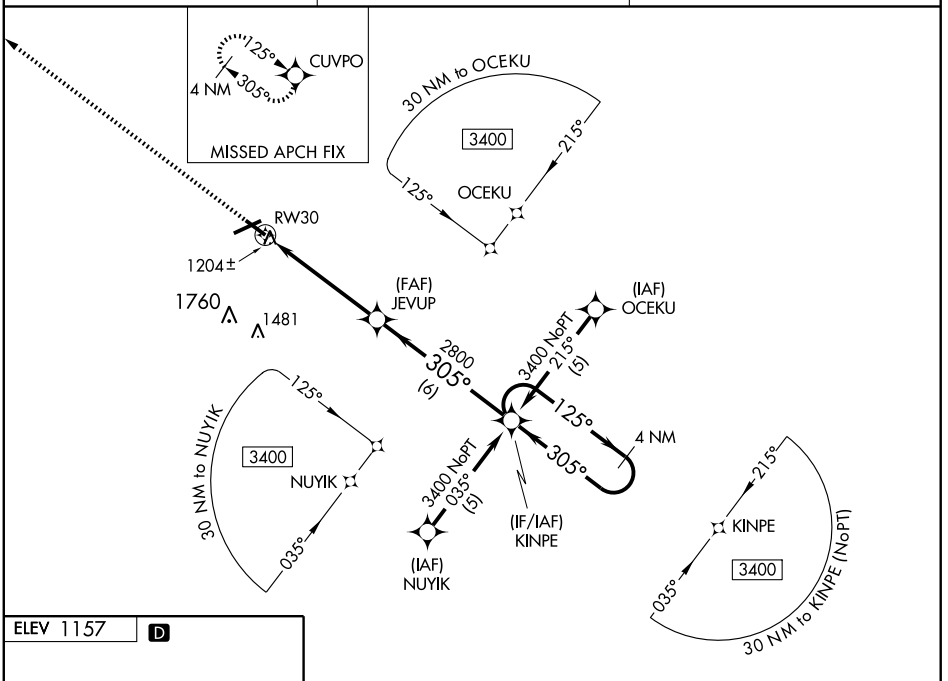
RNAV (GPS) RWY 30

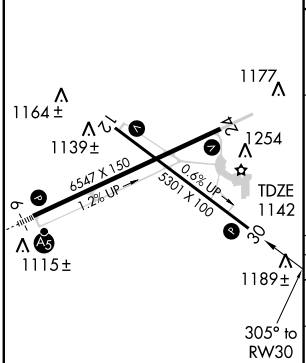
FORT DODGE RGNL (FOD)

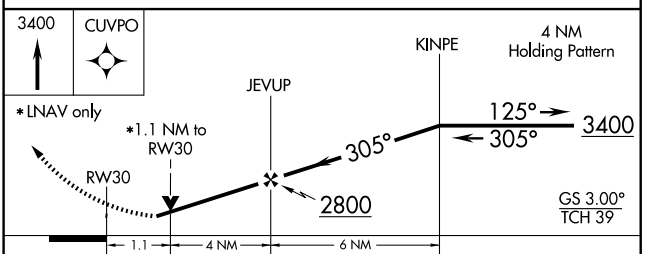
When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct CUVPO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1424-1 282 (300-1)			
LNAV/VNAV DA	1474-1¼ 332 (400-1¼)			
LNAV MDA	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
HIRL Rwy 6-24 L
REIL Rwys 12, 24 and 30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	300°	TDZE	1142
Chan 82		Apt Elev	1157

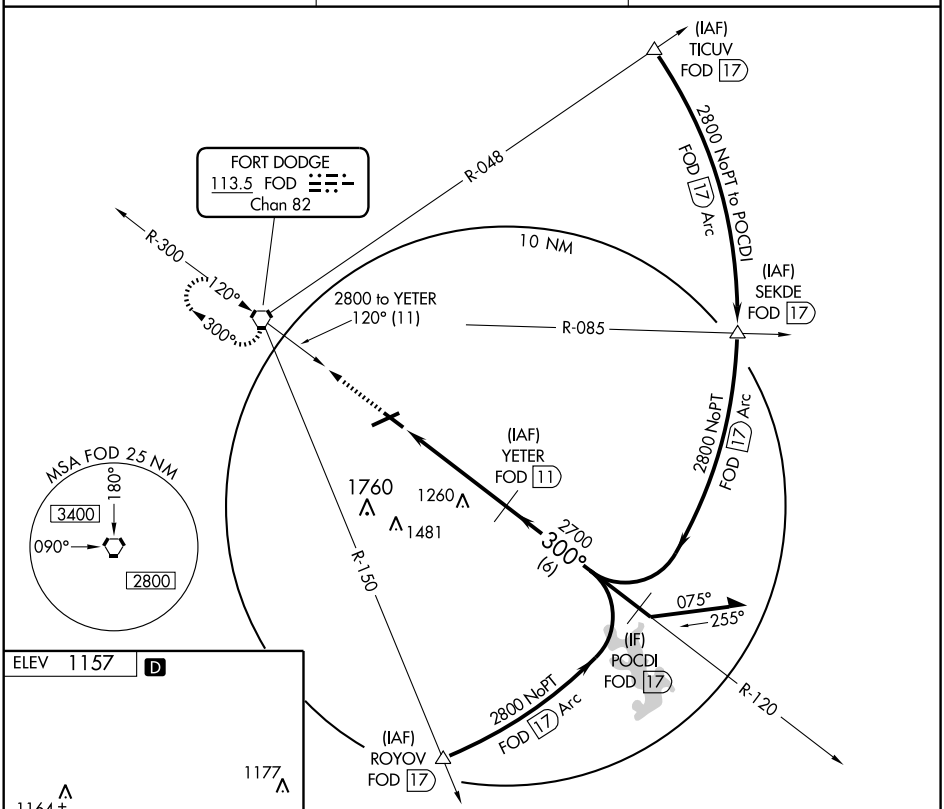
VOR/DME RWY 30

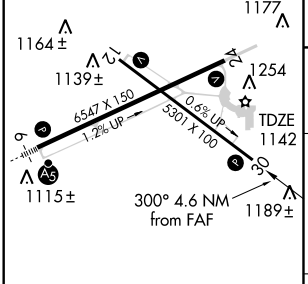
FORT DODGE RGNL (FOD)

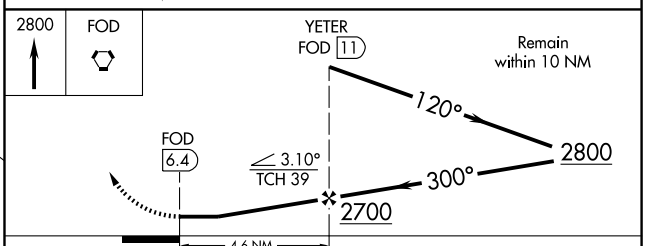
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-30	1520-1 378 (400-1)			1520-1¼ 378 (400-1¼)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

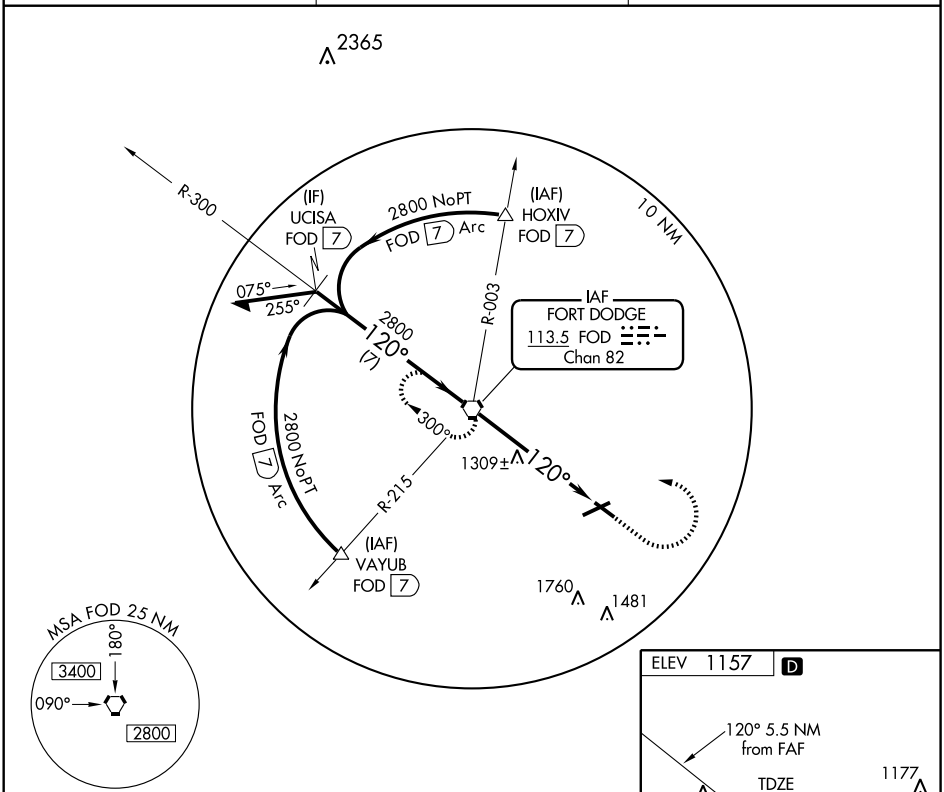
VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

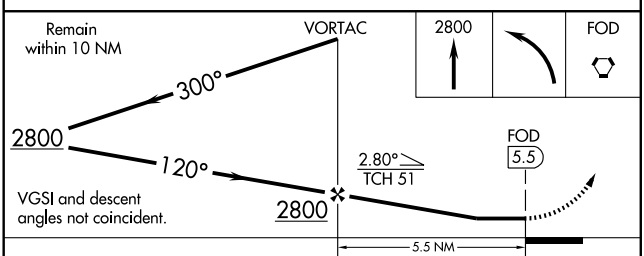
VOR RWY 12
FORT DODGE RGNL (FOD)

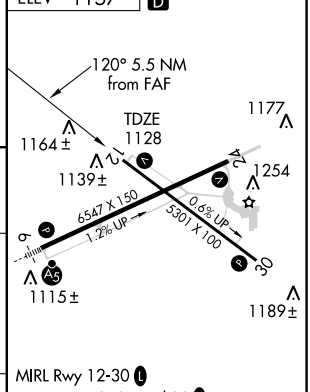
If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.775	134.0 288.3	123.0 (CTAF) L







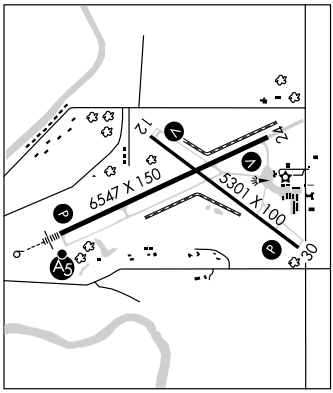
CATEGORY	A	B	C	D
S-12	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12, 24 and 30 L
HIRL Rwy 6-24 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

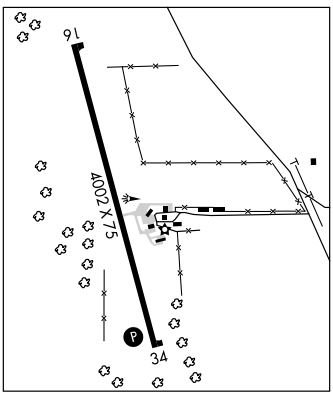
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FORT DODGE RGNL (FOD) 3 N UTC−6(−5DT) N42°33.07′ W94°11.51′ **OMAHA**
1156 B S4 **FUEL** 100LL, JET A TPA—1999(843) Class I, ARFF Index A NOTAM FILE FOD **H–5C, L–12I**
RWY 06–24: H6547X150 (ASPH) S–65, D–110, 2S–140, 2D–165 HIRL 1.2% up NE **IAP, AD**
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 12–30: H5301X100 (ASPH) S–36, D–58 MIRL 0.6% up SE
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–6547 TODA–6547 ASDA–6547 LDA–6547
RWY 12: TORA–5301 TODA–5301 ASDA–5301 LDA–5301
RWY 24: TORA–6547 TODA–6547 ASDA–6547 LDA–6547
RWY 30: TORA–5301 TODA–5301 ASDA–5301 LDA–5301



AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs, call 515–955–3434/332–4955. When departing Rwy 06–24 and Rwy 13–30 ends of other rwys not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06–24 or Rwy 12–30, the apch ends of the other rwys are not visible due to surrounding terrain. Be sure to announce positions and intentions on – CTAF. Migratory waterfowl on and invof arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515–573–3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06–24, MIRL Rwy 12–30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (515) 955–5490. **HIWAS** 113.5 FOD.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.3 122.2 (FORT DODGE RADIO)
MINNEAPOLIS CENTER APP/DEP CON 134.0
AIRSPACE: CLASS E svc Mon–Sat 1100–0100Z‡, Sun 1800–0100Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
(H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 121° 5.8 NM to fld. 1164/7E. **HIWAS.**
DME portion unusable 275°–282° byd 12 NM.
BARRO NDB (LOM) 341 FO N42°30.87′ W94°18.33′ 061° 5.5 NM to fld.
ILS 109.1 I–FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM.

FORT MADISON MUNI (FSW) 2 N UTC−6(−5DT) N40°39.55′ W91°19.66′ **CHICAGO**
724 B **FUEL** 100LL NOTAM FILE FSW **L–27B**
RWY 16–34: H4002X75 (CONC–WC) S–19, D–25 MIRL **IAP**
RWY 16: Trees. Rgt tfc. **RWY 34:** REIL. PAPI(P2L). Trees.



AIRPORT REMARKS: Attended Mon–Sun on call. For arpt attendant call 319–316–2234. Fuel self serve with credit card. Rwy 34 +33′ trees 1000′ right and left of centerline. Twy lgts at entrance only. ACTIVATE MIRL Rwy 16–34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.925 (319) 372–5147.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 253° 18.7 NM to fld. 730/5E. **HIWAS.**

FULLER (See MILFORD)

GEORGE L SCOTT MUNI (See WEST UNION)

RNAV (GPS) RWY 17

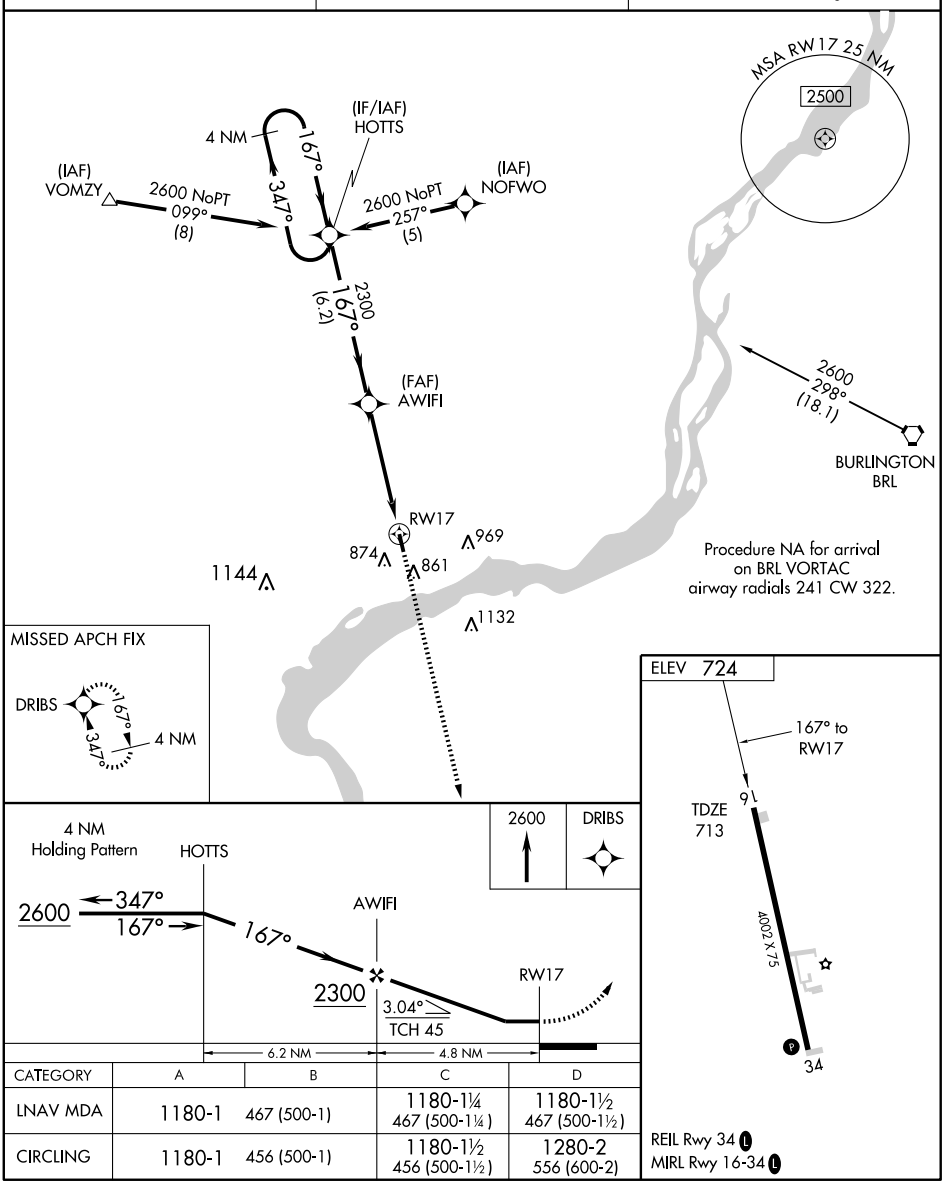
FORT MADISON MUNI (FSW)

APP CRS	Rwy Idg	4002
167°	TDZE	713
	Apt Elev	724

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct DRIBS and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1180-1	467 (500-1)	1180-1¼ 467 (500-1¼)	1180-1½ 467 (500-1½)
CIRCLING	1180-1	456 (500-1)	1180-1½ 456 (500-1½)	1280-2 556 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

FORT MADISON MUNI (FSW)

APP CRS	Rwy Idg	4002
347°	TDZE	720
	Apt Elev	724

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet.

MISSED APPROACH: Climb to 2600 direct HOTTS and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L

MISSED APCH FIX

4 NM 167° 347° HOTTS

MSA RW35 25 NM

2500

RW35 969

874 861

870 ±

1144

FILLS
2 NM to RW35

1132

1408
347° (2.8)

(FAF)
AWIRU

2300
347° (6.2)

2600 NoPT
257° (5)

(IAF)
ZONOL

(IAF)
LUGIF

2600 NoPT
077° (5)

LOAMY

2600
084°
(18.7)

(IF/IAF)
DRIBS

167°
347°
4 NM

HOWARD
WEST MOA

BURLINGTON
BRL

2600
219°
(17.6)

Procedure NA for arrival on BRL VORTAT airway radials 161 CW 192.

ELEV 724

16

4002 X 75

TDZE
720

34

347° to RW35

REIL Rwy 34 L
MIRL Rwy 16-34 L

2600 HOTTS

VGSI and descent angles not coincident.

DRIBS
4 NM Holding Pattern

AWIRU

FILLS
2 NM to RW35

3.04°
TCH 45

RW35

347°
167°
347°
2600

2300

1400

2 NM 2.8 NM 6.2 NM

CATEGORY	A	B	C	D
LNAV MDA	1180-1	460 (500-1)	1180-1¼ 460 (500-1¼)	1180-1½ 460 (500-1½)
CIRCLING	1180-1	456 (500-1)	1180-1½ 456 (500-1½)	1280-2 556 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BRL	APP CRS	Rwy Idg	N/A
111.4	253°	TDZE	N/A
Chan 51		Apt Elev	724

VOR/DME-A

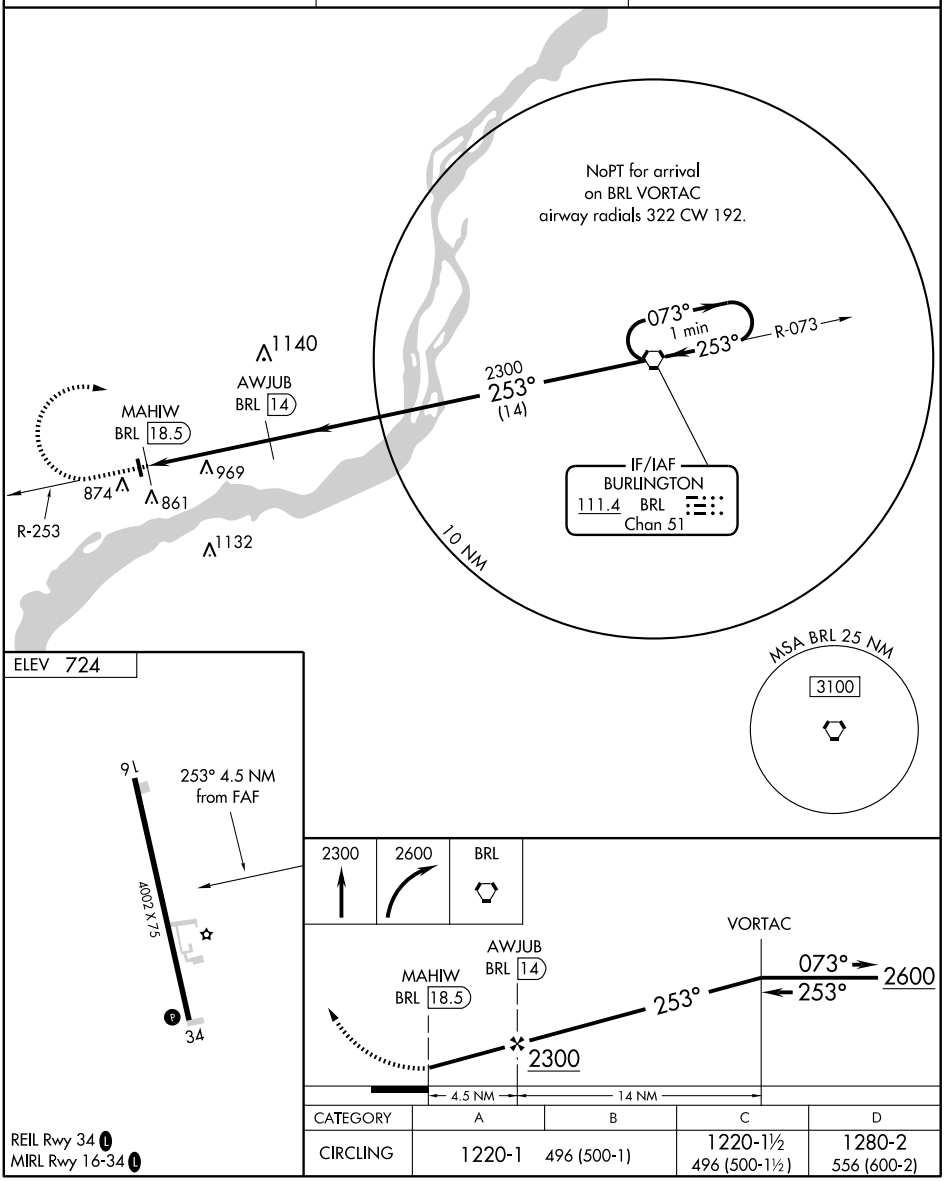
FORT MADISON MUNI (FSW)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting; increase all MDA 40 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2600 direct BRL VORTAC and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.925	135.6 316.1	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010

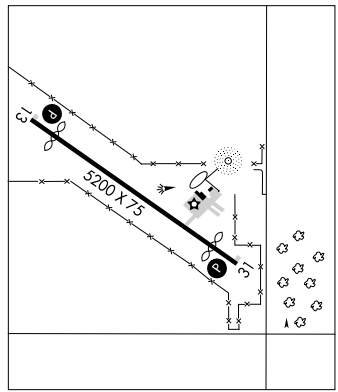


CATEGORY	A	B	C	D
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34 L
MIRL Rwy 16-34 L

GREENFIELD MUNI (GFZ) 2 NE UTC−6(−5DT) N41°19.63′ W94°26.71′ OMAHA
1364 B **FUEL** 100LL NOTAM FILE FOD L–10J, 12I
RWY 07–25: H3400X60 (CONC) MIRL IAP
RWY 14–32: H2500X50 (CONC) S–7 MIRL
RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26′. **RWY 32:** REIL. VASI(V2L)—GA 3.0° TCH 26′. Road.
AIRPORT REMARKS: Unattended. For fuel during dalgt call 641–743–2183; nights call 641–743–2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate clnc for holding on turnaround at thld of Rwy 14. MIRL Rwy 07–25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14–32, VASI and REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 253° 36.6 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 338 GFZ N41°19.53′ W94°26.61′ at fld. NOTAM FILE FOD.

GRINNELL RGNL (GGI) 1 S UTC−6(−5DT) N41°42.59′ W92°44.16′ CHICAGO
1008 B **FUEL** 100LL, JET A NOTAM GGI H–5D, L–12J, 28F
RWY 13–31: H5200X75 (CONC–GRVD) S–30, D–30 MIRL 0.4% up SE IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Thld dsplcd 200′. Pole.
RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34′. Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1900–0000Z‡. For fuel after hrs call 641–236–3019. Rwy 31 is calm wind rwy. MIRL Rwy 13–31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (641) 236–9720.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (FORT DODGE RADIO)
CHICAGO CENTER APP/DEP CON 127.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 102° 17.3 NM to fld. 980/3E.
NDB (MHW) 248 GGI N41°42.56′ W92°43.76′ at fld. NOTAM FILE GGI.



GRUNDY CENTER MUNI (6K7) 3 W UTC−6(−5DT) N42°21.05′ W92°50.61′ CHICAGO
1075 NOTAM FILE FOD
RWY 17–35: 2250X60 (TURF)
RWY 17: Thld dsplcd 640′. Road. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 dsplcd thld marked with three yellow cones each side of rwy.
COMMUNICATIONS: CTAF 122.9

GUTHRIE CENTER N41°40.91′ W94°25.93′ NOTAM FILE FOD. OMAHA
NDB (MHW) 516 GCT at Guthrie Co Rgnl. L–12I

NDB GFZ	APP CRS	Rwy Idg	2500
338	320°	TDZE	1361
		Apt Elev	1361

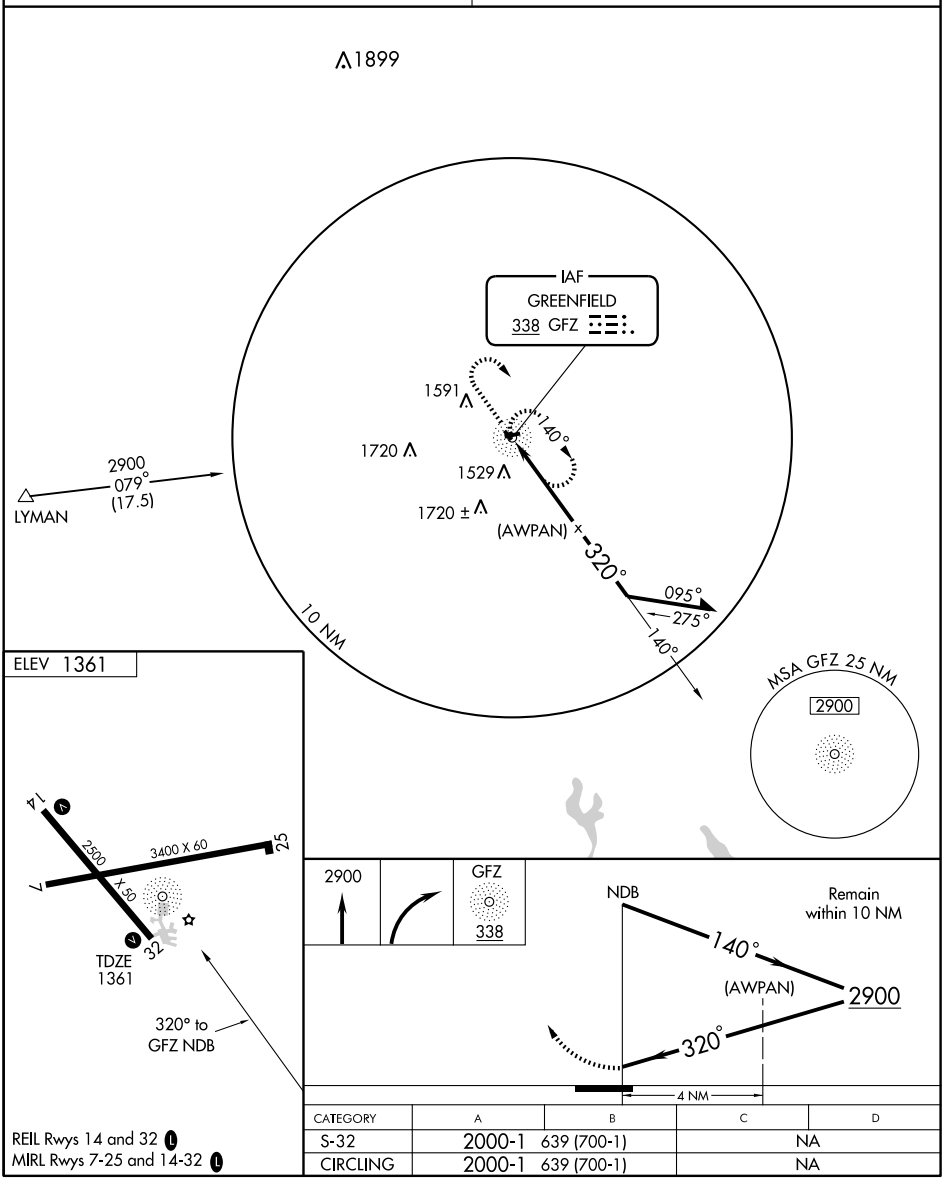
NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

NA Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2900 then right turn direct GFZ NDB and hold.

MINNEAPOLIS CENTER	(CTAF)
125.65 306.950	122.9 L



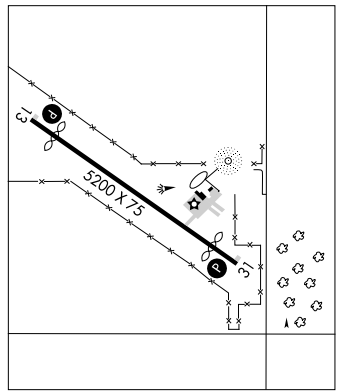
CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)	NA	
CIRCLING	2000-1	639 (700-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwys 7-25 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

GREENFIELD MUNI (GFZ) 2 NE UTC−6(−5DT) N41°19.63′ W94°26.71′ OMAHA
1364 B **FUEL** 100LL NOTAM FILE FOD L–10J, 12I
RWY 07–25: H3400X60 (CONC) MIRL IAP
RWY 14–32: H2500X50 (CONC) S–7 MIRL
RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26′. **RWY 32:** REIL. VASI(V2L)—GA 3.0° TCH 26′. Road.
AIRPORT REMARKS: Unattended. For fuel during dalgt call 641–743–2183; nights call 641–743–2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate clnc for holding on turnaround at thld of Rwy 14. MIRL Rwy 07–25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14–32, VASI and REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 125.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 253° 36.6 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 338 GFZ N41°19.53′ W94°26.61′ at fld. NOTAM FILE FOD.

GRINNELL RGNL (GGI) 1 S UTC−6(−5DT) N41°42.59′ W92°44.16′ CHICAGO
1008 B **FUEL** 100LL, JET A NOTAM GGI H–5D, L–12J, 28F
RWY 13–31: H5200X75 (CONC–GRVD) S–30, D–30 MIRL 0.4% up SE IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34′. Thld dsplcd 200′. Pole.
RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34′. Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1900–0000Z‡. For fuel after hrs call 641–236–3019. Rwy 31 is calm wind rwy. MIRL Rwy 13–31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.725 (641) 236–9720.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (FORT DODGE RADIO)
CHICAGO CENTER APP/DEP CON 127.05
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 102° 17.3 NM to fld. 980/3E.
NDB (MHW) 248 GGI N41°42.56′ W92°43.76′ at fld. NOTAM FILE GGI.



GRUNDY CENTER MUNI (6K7) 3 W UTC−6(−5DT) N42°21.05′ W92°50.61′ CHICAGO
1075 NOTAM FILE FOD
RWY 17–35: 2250X60 (TURF)
RWY 17: Thld dsplcd 640′. Road. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 dsplcd thld marked with three yellow cones each side of rwy.
COMMUNICATIONS: CTAF 122.9

GUTHRIE CENTER N41°40.91′ W94°25.93′ NOTAM FILE FOD. OMAHA
NDB (MHW) 516 GCT at Guthrie Co Rgnl. L–12I

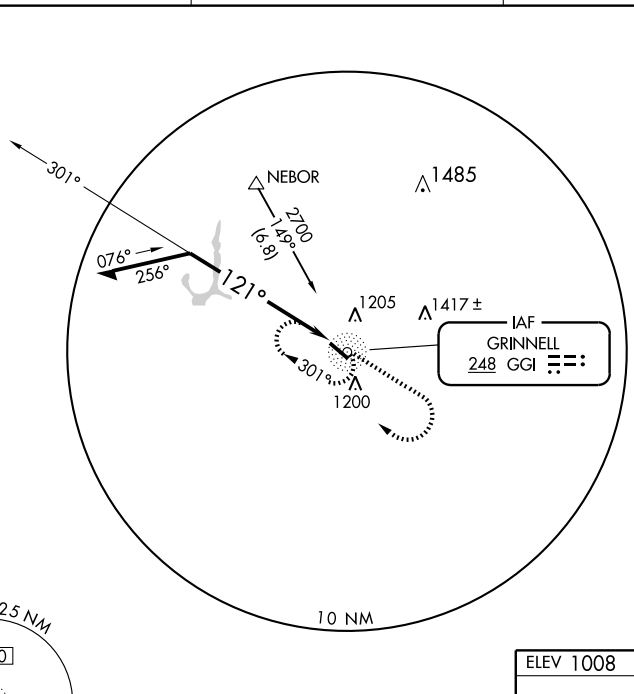
NDB GGI 248	APP CRS 121°	Rwy Idg 5000 TDZE 1005 Apt Elev 1008

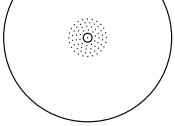
NDB RWY 13
GRINNELL RGNL (GGI)

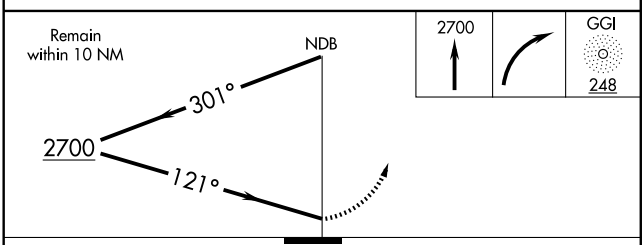
When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

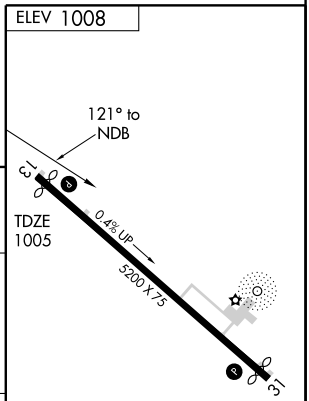
MISSED APPROACH: Climb to 2700 then right turn direct GGI NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L









CATEGORY	A	B	C	D
S-13	1620-1	615 (700-1)	1620-1¾ 615 (700-1¾)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 58107	129°	TDZE	1005
W13A		Apt Elev	1008

RNAV (GPS) RWY 13

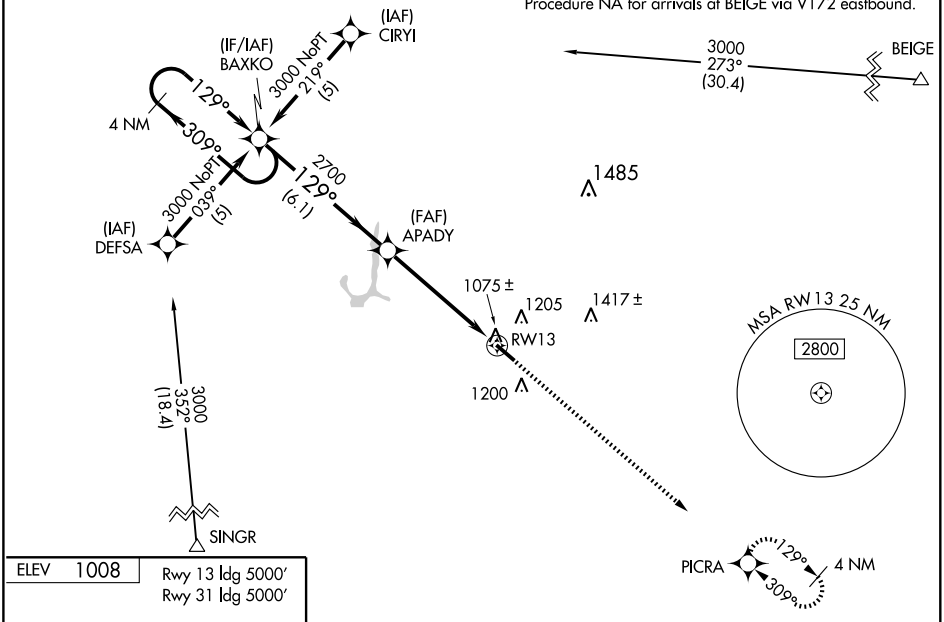
GRINNELL RGNL (GGI)

When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PICRA and hold.

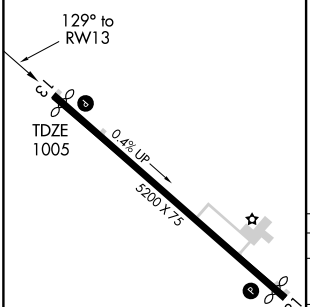
AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L

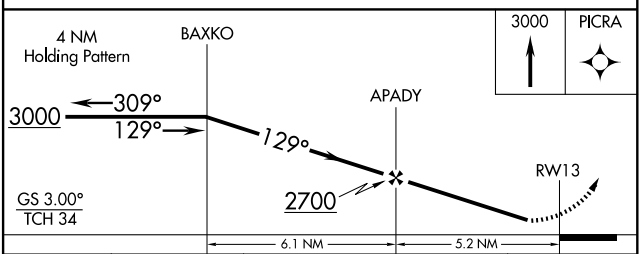
Procedure NA for arrivals at BEIGE via V172 eastbound.



ELEV 1008

Rwy 13 ldg 5000′
Rwy 31 ldg 5000′





CATEGORY	A	B	C	D
LPV DA	1284-1 279 (300-1)			NA
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA
LNAV MDA	1480-1 475 (500-1)		1480-1¼ 475 (500-1¼)	NA
CIRCLING	1620-1 612 (700-1)		1620-1¾ 612 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

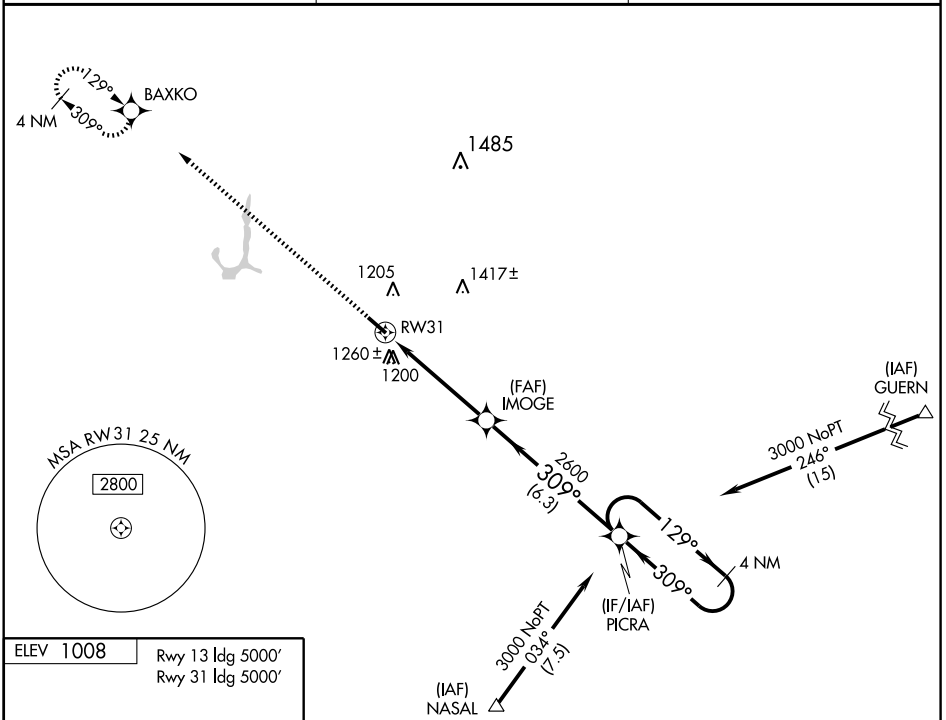
GRINNELL RGNL (GGI)

APP CRS	Rwy Idg	5000
309°	TDZE	1008
	Apt Elev	1008

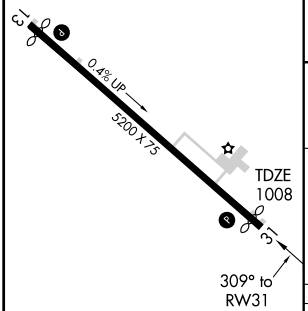
When local altimeter seting not received, use Newton altimeter setting and increase all MDAs 40 feet.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

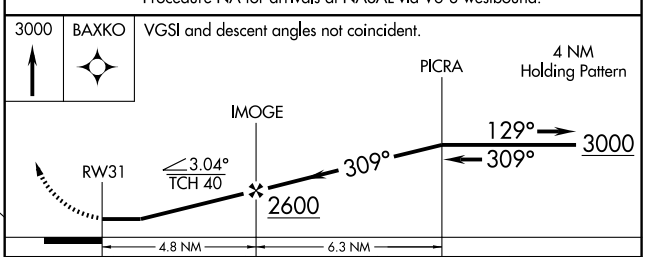
MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L



Procedure NA for arrivals at NASAL via V6-8 westbound.





CATEGORY	A	B	C	D
LNAV MDA	1560-1	552 (600-1)	1560-1½ 552 (600-1½)	NA
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 31

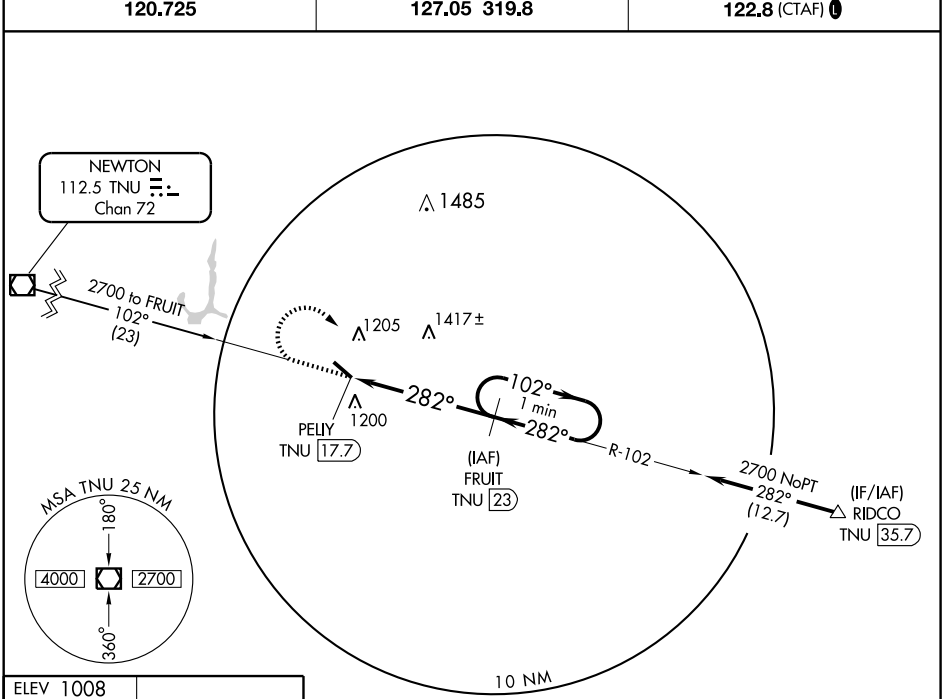
GRINNELL RGNL (GGI)

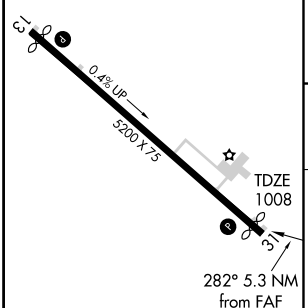
VOR/DME TNU	APP CRS	Rwy Idg	5000
112.5	282°	TDZE	1008
Chan 72		Apt Elev	1008

When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

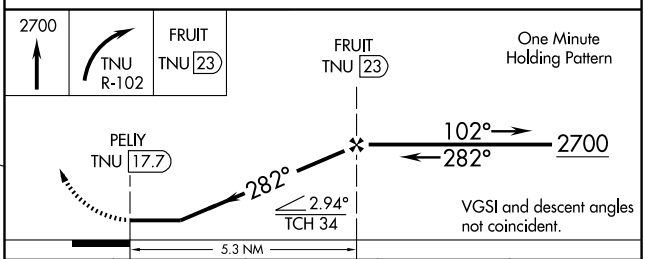
MISSED APPROACH: Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

AWOS-3	CHICAGO CENTER	UNICOM
120.725	127.05 319.8	122.8 (CTAF) L





Procedure NA for arrivals at RIDCO via V294 northeast bound.



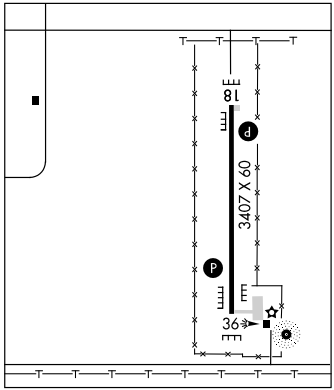
CATEGORY	A	B	C	D
S-31	1680-1	672 (700-1)	1680-2 672 (700-2)	NA
CIRCLING	1680-1	672 (700-1)	1680-2 672 (700-2)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

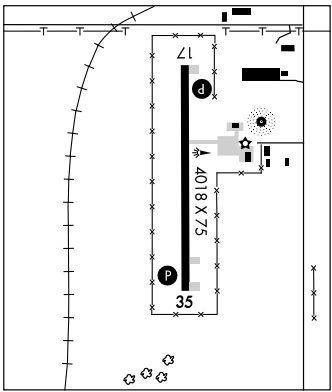
GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC−6(−5DT) N41°41.22′ W94°26.10′ OMAHA
1221 B **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 18–36: H3407X60 (CONC) MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Unattended. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 335° 68.8 NM to fld. 1140/7E. **HIWAS.**
GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91′ W94°25.93′ at fld.



HAMPTON MUNI

(HPT) 2 SW UTC−6(−5DT) N42°43.42′ W93°13.58′ OMAHA
1176 B S2 **FUEL** 100LL, JET A NOTAM FILE FOD L–12J
RWY 17–35: H4018X75 (CONC) S–12 MIRL 0.4% up N IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 515–571–5733 or 641–456–3409 (Police Dept). Radio controlled acft ops in area. ACTIVATE MIRL Rwy 17–35 PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.925 (641) 456–4055.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 162° 22.7 NM to fld. 1210/6E.
NDB (MHW) 230 HPT N42°43.53′ W93°13.50′ at fld. NOTAM FILE FOD. Unmonitored.



NDB GCT	APP CRS		
516	170°	Rwy Idg	3407
		TDZE	1221
		Apt Elev	1221

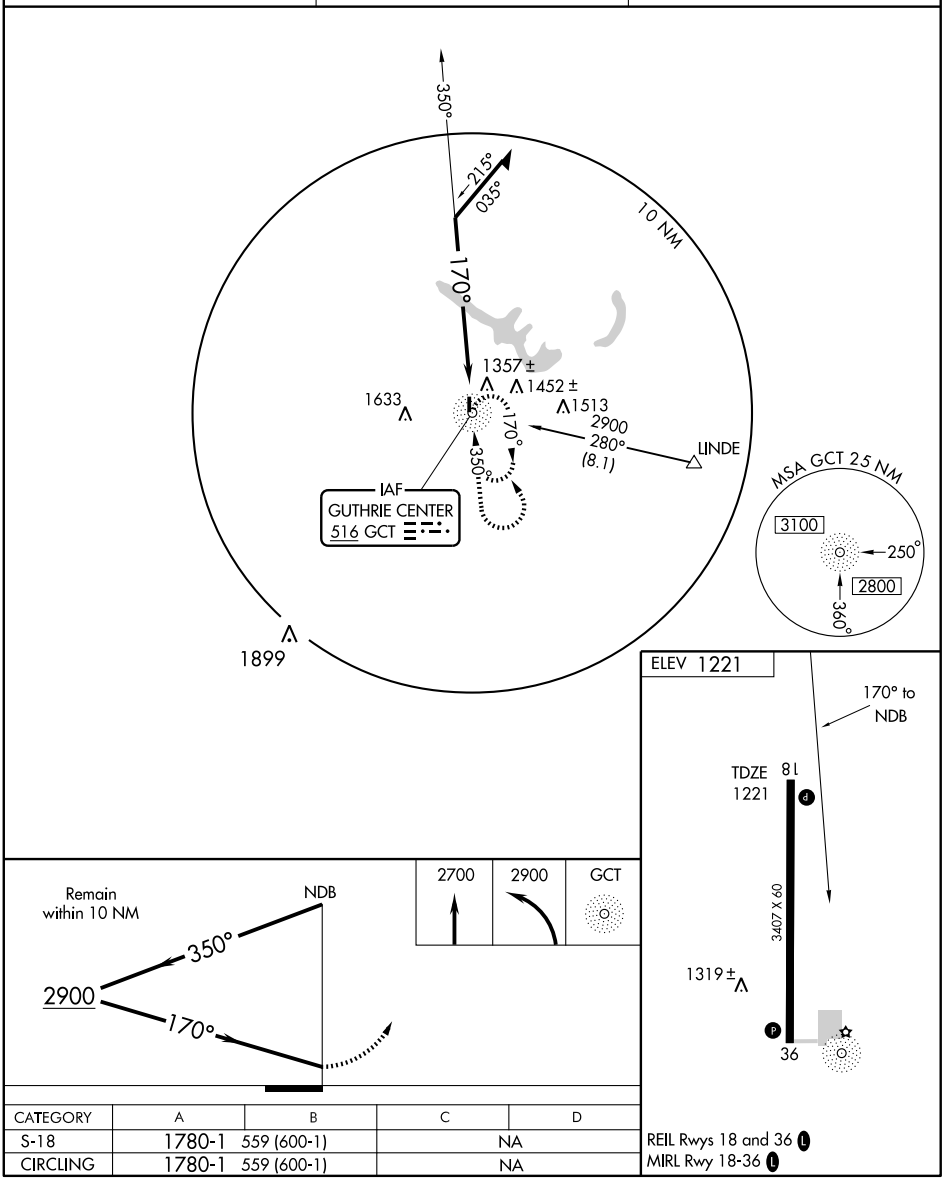
NDB RWY 18

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

Use Audubon altimeter setting; when not received use Carroll altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

AUDUBON AWOS-3	DES MOINES APP CON	UNICOM
118.075	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	1780-1	559 (600-1)	NA	
CIRCLING	1780-1	559 (600-1)	NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3407
177°	TDZE	1221
	Apt Elev	1221

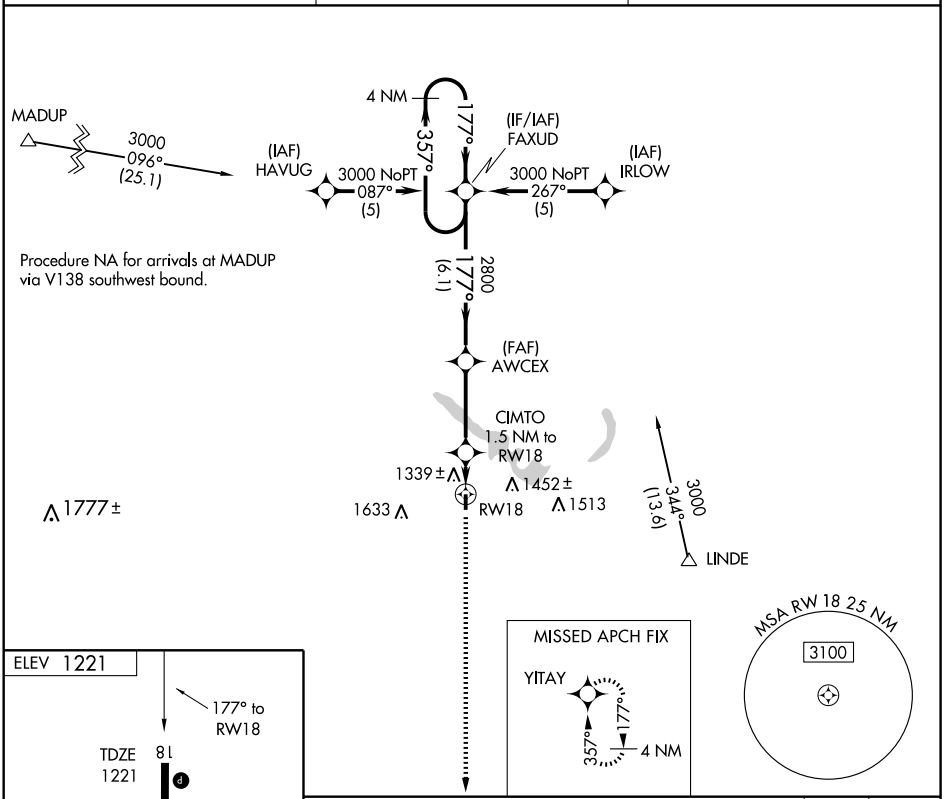
RNAV (GPS) RWY 18

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

AUDUBON AWOS-3	DES MOINES APP CON	UNICOM
118.075	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1660-1 439 (500-1)		NA	
CIRCLING	1720-1 499 (500-1)		NA	

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3407
357°	TDZE	1221
	Apt Elev	1221

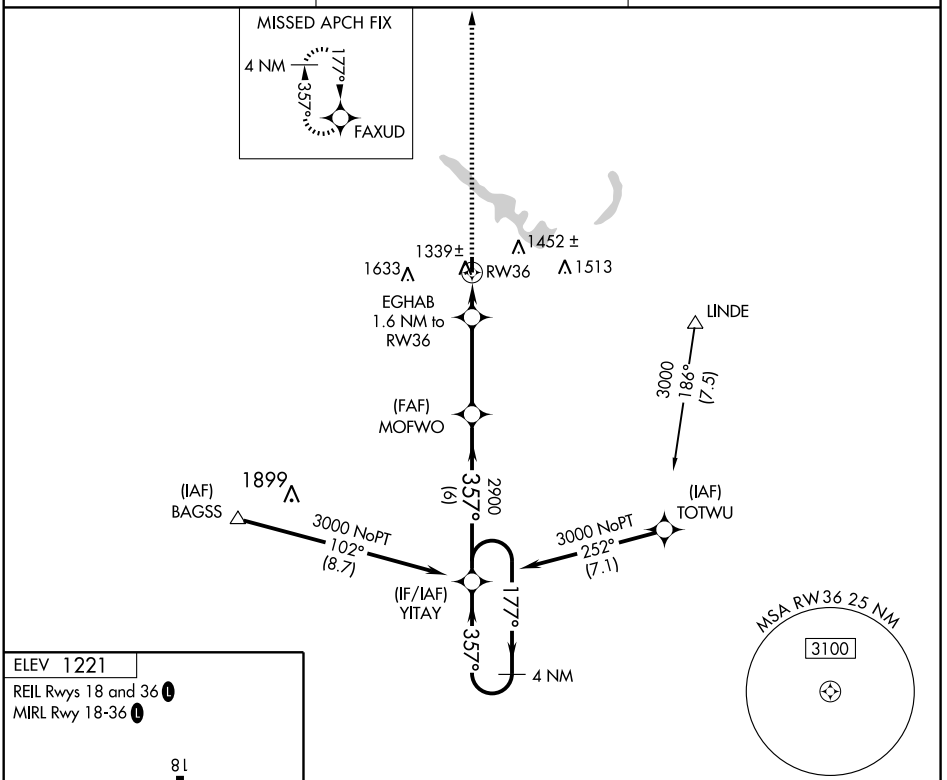
RNAV (GPS) RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

V NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

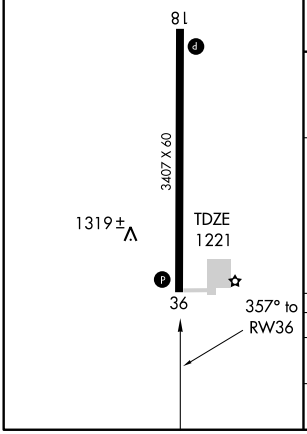
AUDUBON AWOS-3	DES MOINES APP CON	UNICOM
118.075	135.2 360.7	122.8 (CTAF) L

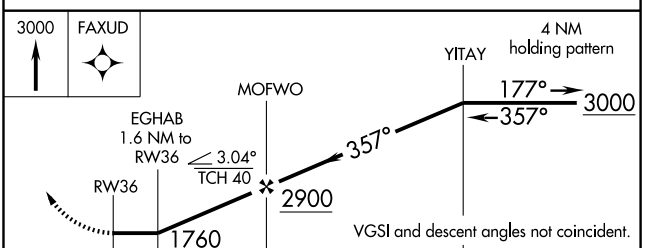


ELEV 1221

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L



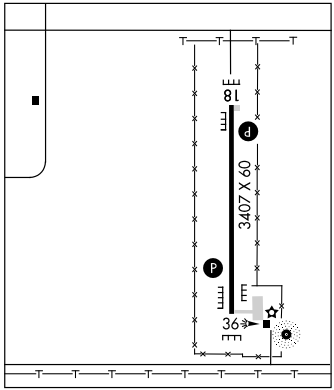


CATEGORY	A	B	C	D
LNAV MDA	1660-1 439 (500-1)		NA	
CIRCLING	1720-1 499 (500-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

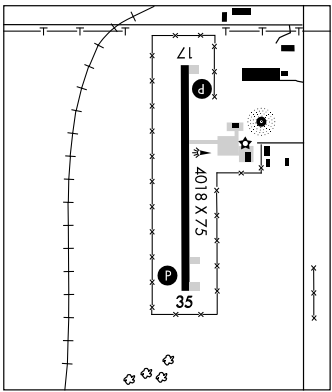
GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC−6(−5DT) N41°41.22′ W94°26.10′ OMAHA
1221 B **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 18–36: H3407X60 (CONC) MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Road.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Unattended. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 335° 68.8 NM to fld. 1140/7E. **HIWAS.**
GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91′ W94°25.93′ at fld.



HAMPTON MUNI

(HPT) 2 SW UTC−6(−5DT) N42°43.42′ W93°13.58′ OMAHA
1176 B S2 **FUEL** 100LL, JET A NOTAM FILE FOD L–12J
RWY 17–35: H4018X75 (CONC) S–12 MIRL 0.4% up N IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 515–571–5733 or 641–456–3409 (Police Dept). Radio controlled acft ops in area. ACTIVATE MIRL Rwy 17–35 PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.925 (641) 456–4055.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 162° 22.7 NM to fld. 1210/6E.
NDB (MHW) 230 HPT N42°43.53′ W93°13.50′ at fld. NOTAM FILE FOD. Unmonitored.



NDB HPT	APP CRS	Rwy Idg	4018
230	179°	TDZE	1176
		Apt Elev	1176

AL-6197 (FAA)

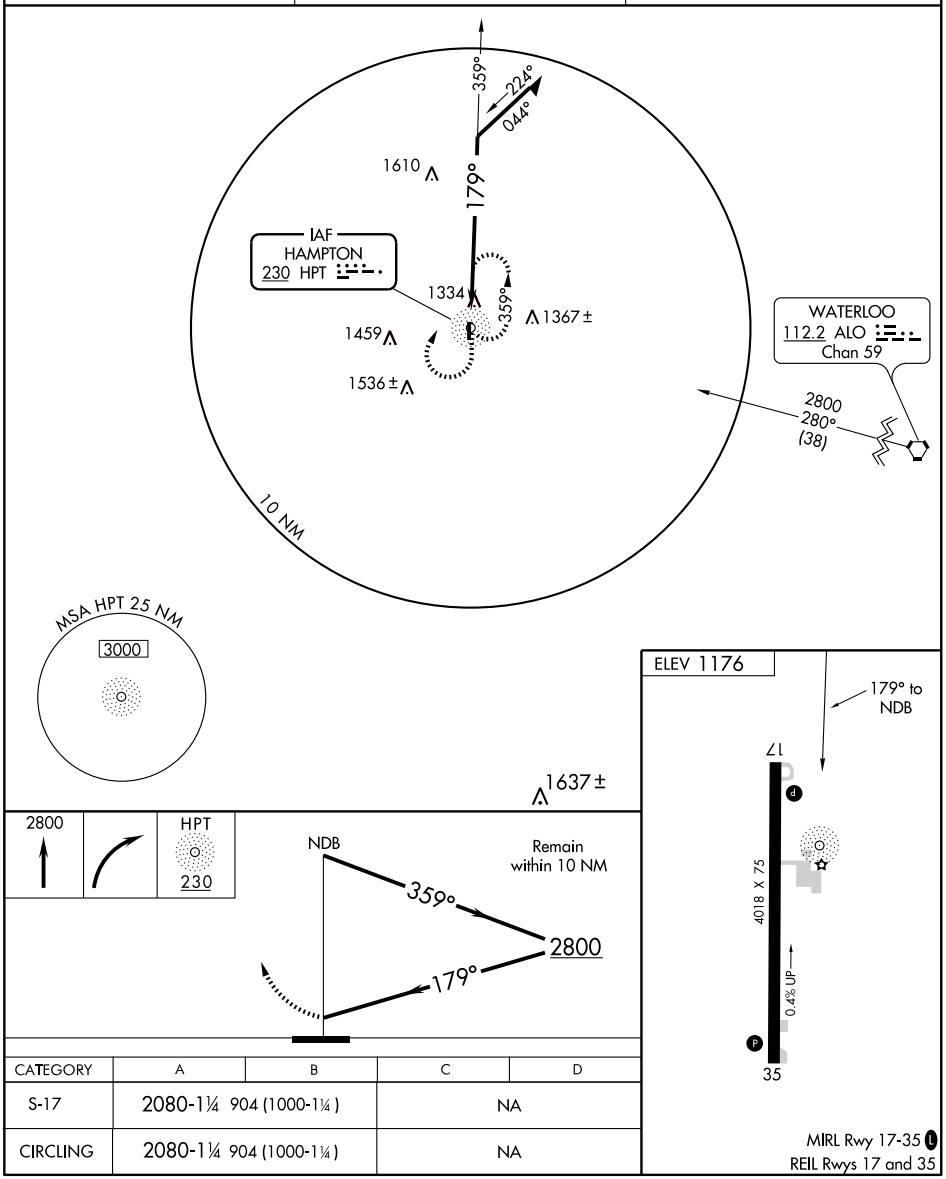
NDB RWY 17
HAMPTON MUNI (HPT)

NA

Use Mason City altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct HPT NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-17	2080-1¼ 904 (1000-1¼)		NA	
CIRCLING	2080-1¼ 904 (1000-1¼)		NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4018
177°	TDZE	1176
	Apt Elev	1176

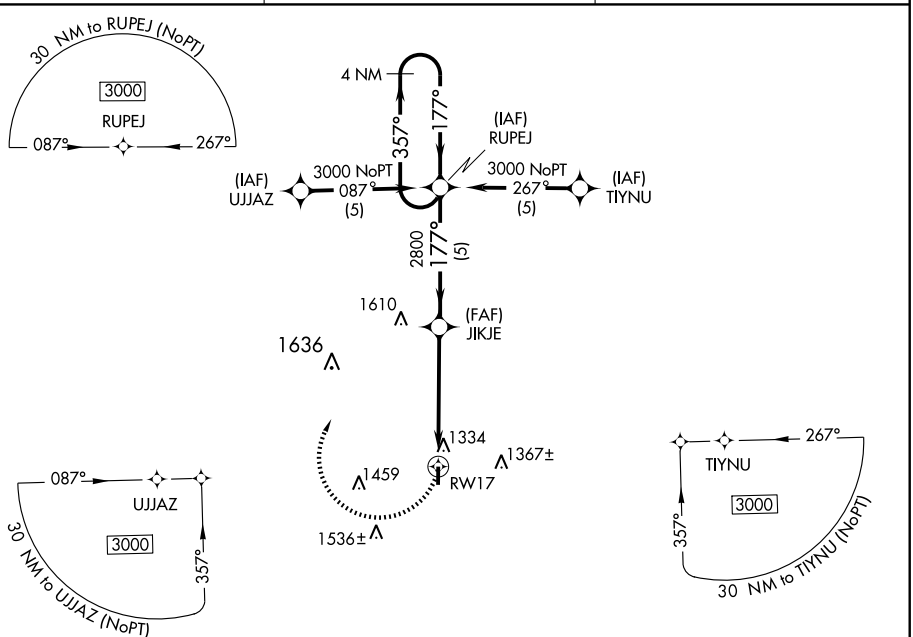
RNAV (GPS) RWY 17

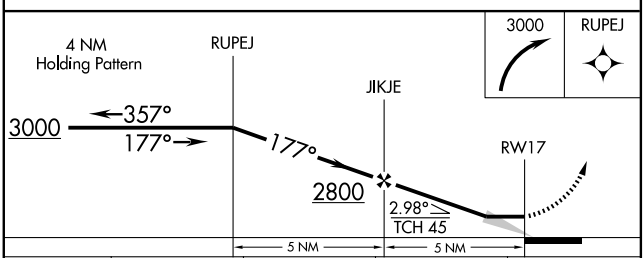
HAMPTON MUNI (HPT)

Use Mason City altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

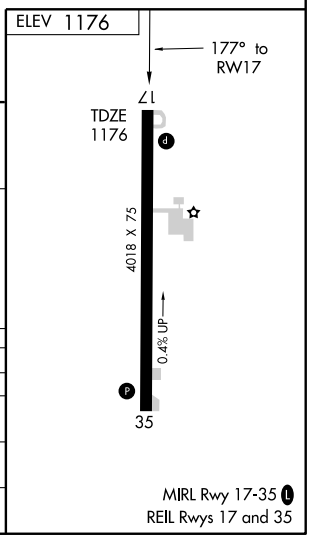
MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1660-1 484 (500-1)		NA	
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4018
357°	TDZE	1175
	Apt Elev	1176

AL-6197 (FAA)

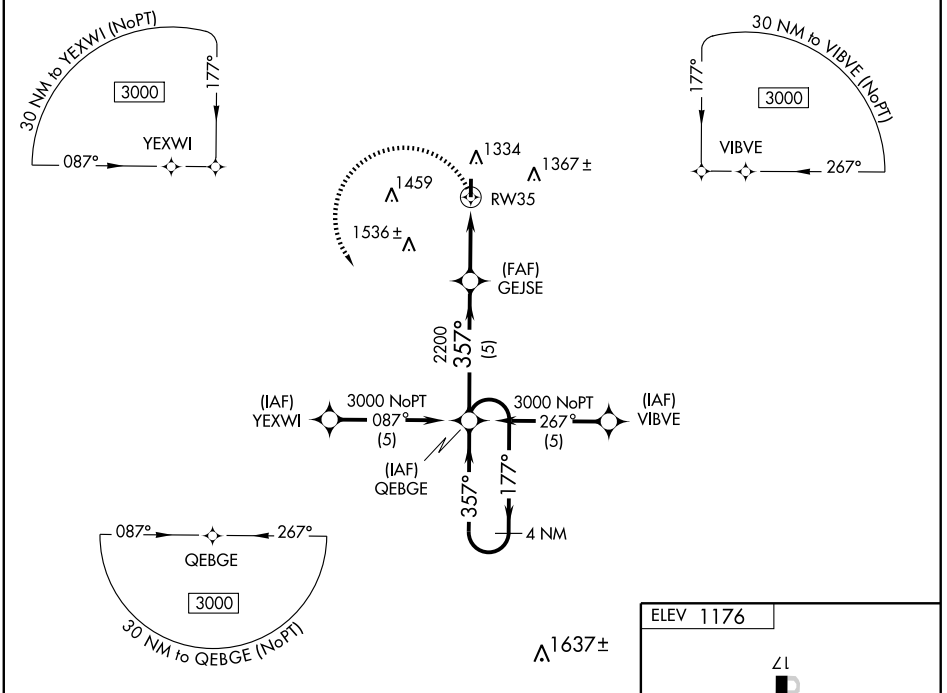
RNAV (GPS) RWY 35

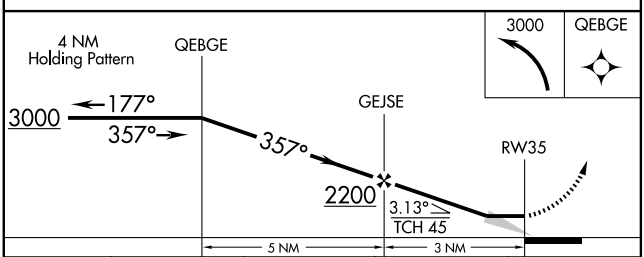
HAMPTON MUNI (HPT)

Use Mason City altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

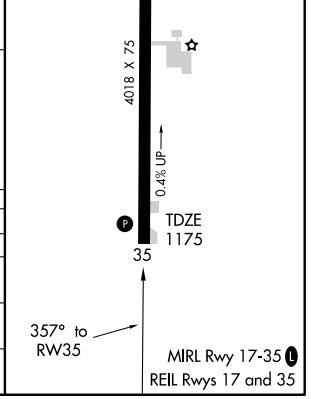
MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 705 (800-1)		NA	
CIRCLING	1880-1 704 (800-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AL-6197 (FAA)

VOR/DME RWY 35

HAMPTON MUNI (HPT)

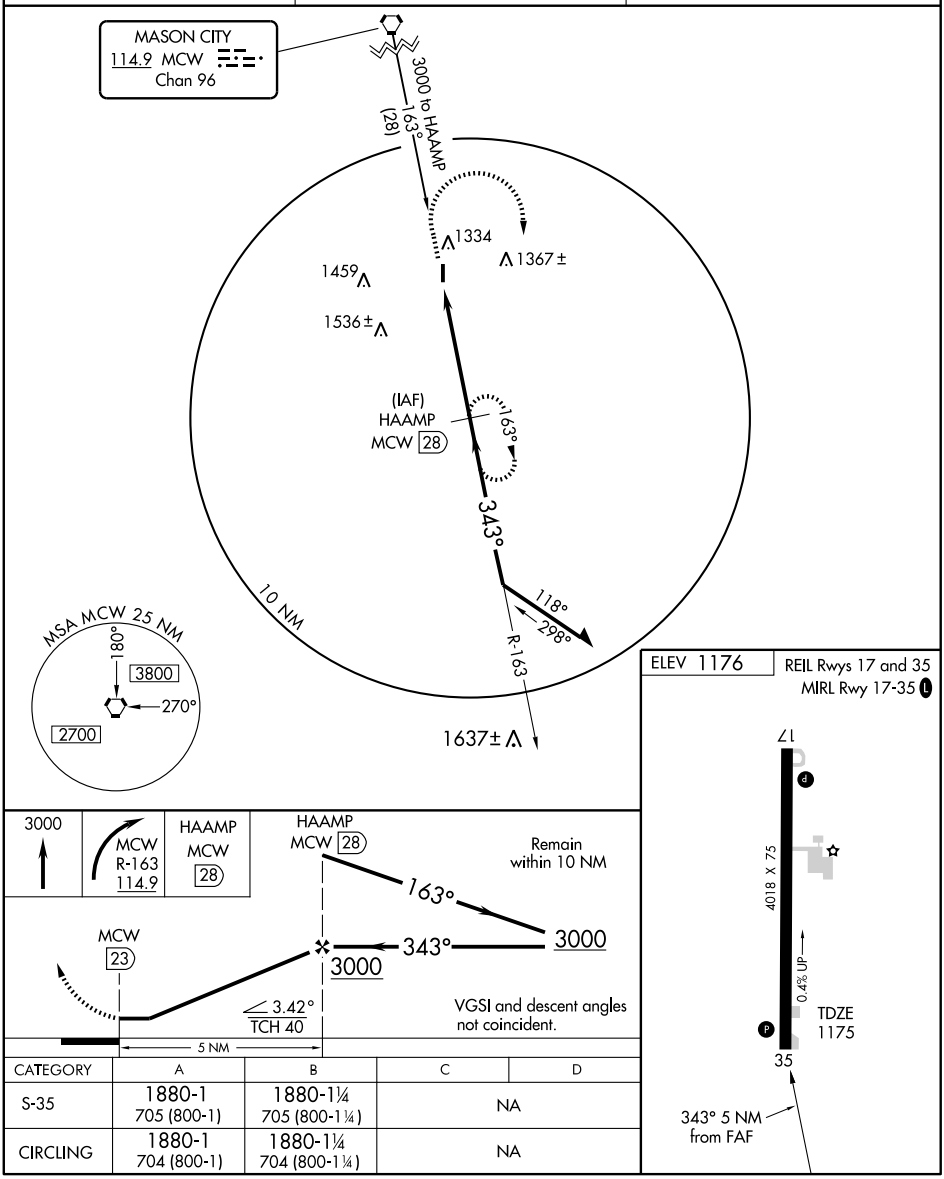
VORTAC MCW 114.9 Chan 96	APP CRS 343°	Rwy Idg 4018 TDZE 1175 Apt Elev 1176

NA

Use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.925	134.0 288.3	122.7 (CTAF) L



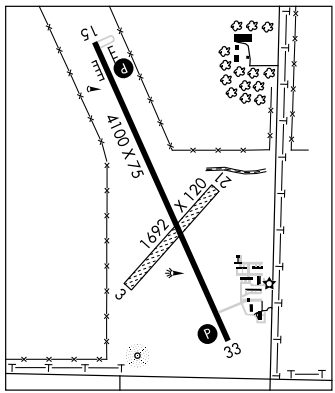
CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HARLAN MUNI (HNR) 3 SW UTC−6(−5DT) N41°35.06′ W95°20.38′ OMAHA
1231 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE HNR L–12I
RWY 15–33: H4100X75 (ASPH–CONC) S–20, D–25 MIRL 0.9% up NW IAP
RWY 15: PAPI(P2L)—GA 4.0° TCH 34′. Tree.
RWY 33: PAPI(P2L)—GA 3.0° TCH 34′. Road.
RWY 03–21: 1692X120 (TURF)
RWY 03: Fence. **RWY 21:** Fence.
AIRPORT REMARKS: Attended Apr–Sep 1400–0000Z‡, Oct–Mar 1400–dusk. Rwy 15 is calm wind rwy. Rwy 03–21 thlds and sides marked with cones. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (712) 744–4400
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 028° 30.8 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 272 HNR N41°34.74′ W95°20.46′ at fld. NOTAM FILE HNR. Unmonitored. SHUTDOWN.



HILLZ N41°45.10′ W90°23.43′ NOTAM FILE CWI. CHICAGO
NDB (LOM) 517 FN 030° 5.5 NM to Clinton Muni.

HUMBOLDT MUNI (ØK7) 1 W UTC−6(−5DT) N42°44.16′ W94°14.71′ OMAHA
1093 **FUEL** 100LL, MOGAS NOTAM FILE FOD L–12I
RWY 12–30: H3417X60 (ASPH) S–4 MIRL
RWY 12: SAVASI(S2L). Trees. **RWY 30:** REIL. SAVASI(S2L). Pole.
AIRPORT REMARKS: Unattended. For svc after hrs call (515) 332–4215 (arpt manager). Self service credit card fuel. Migratory bird hazard on and invof arpt. Rwy 30 REIL OTS indef. Rwy lgts on low intensity dusk–dawn, ACTIVATE CTAF 5 times for high intensity only.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 009° 7.8 NM to fld. 1164/7E. **HIWAS.**

IDA GROVE MUNI (IDG) 2 SE UTC−6(−5DT) N42°19.96′ W95°26.69′ OMAHA
1245 B **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 12–30: H3172X50 (ASPH) LIRL
RWY 12: Thld dsplcd 350′. Trees. **RWY 30:** Thld dsplcd 290′. Road.
AIRPORT REMARKS: Attended on call. For fuel between 1400–2300Z‡ call 712–364–2428 (City Hall) after 2300Z‡ call 712–364–3146 (Sheriff's Office). 600′ model airplane rwy located ½ mile N of arpt, do not mistake for arpt rwy. For LIRL Rwy 12–30 key CTAF 7 times for med ints only.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 082° 39.1 NM to fld. 1087/9E. **HIWAS.**

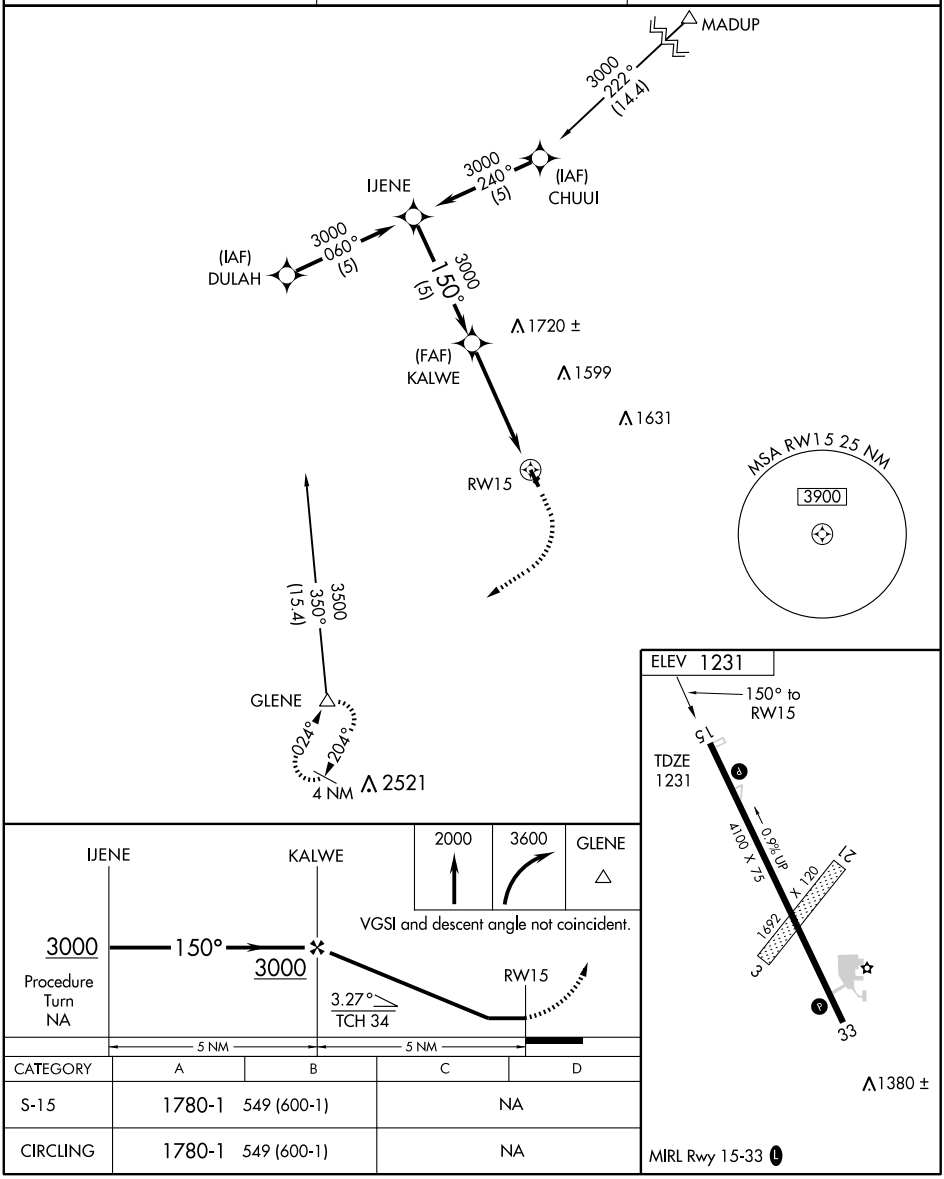
APP CRS	Rwy Idg	4100
150°	TDZE	1231
	Apt Elev	1231

GPS RWY 15
HARLAN MUNI (HNR)

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1780-1	549 (600-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

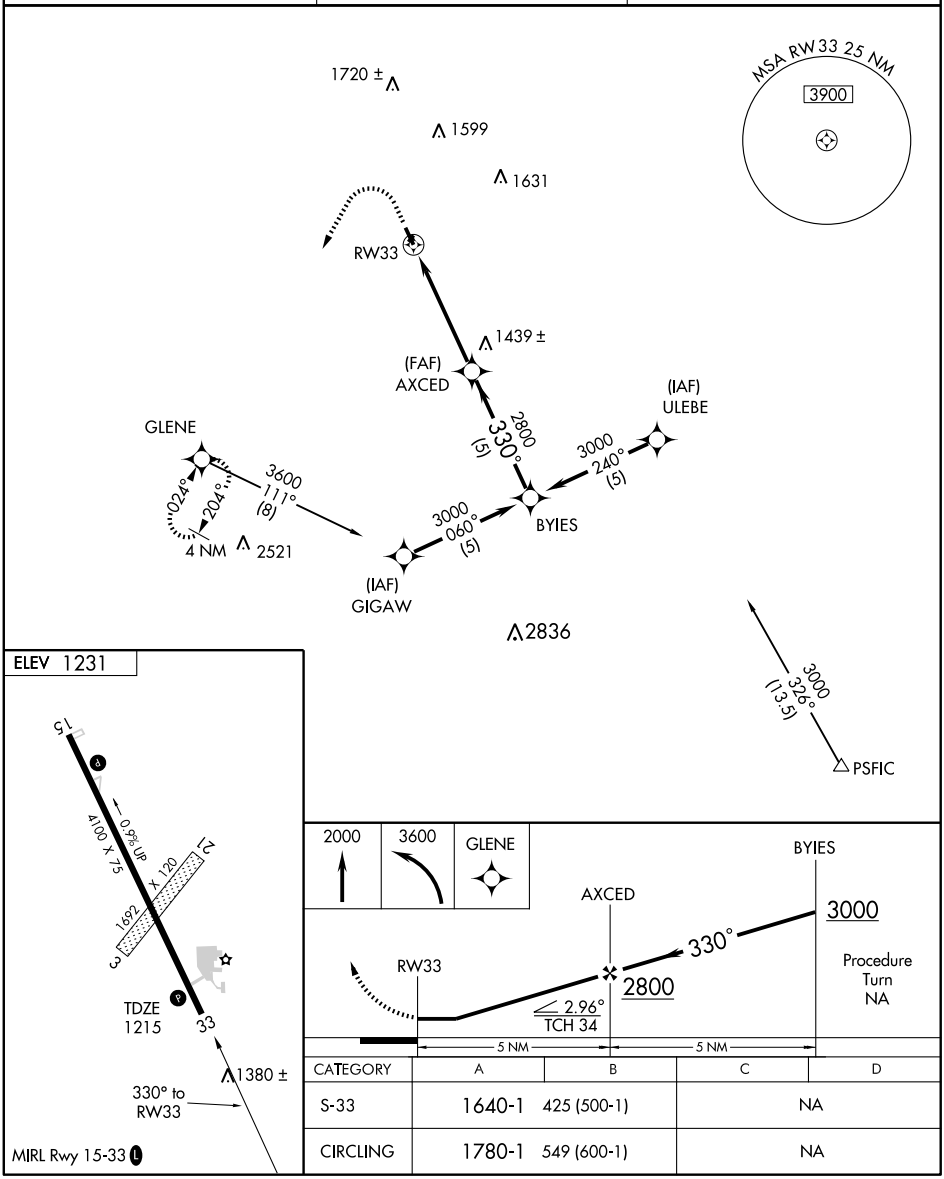
GPS RWY 33
HARLAN MUNI (HNR)

APP CRS	Rwy Idg	4100
330°	TDZE	1215
	Apt Elev	1231

NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

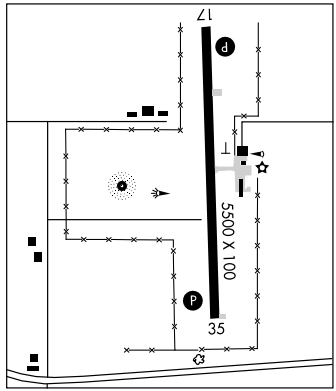
AWOS-3	OMAHA APP CON	UNICOM
118.325	124.5 263.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	

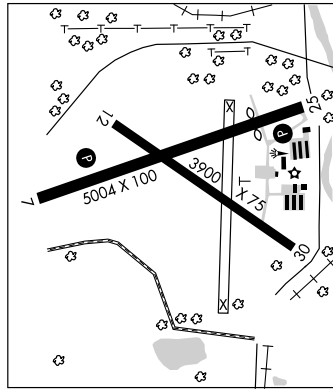
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

INDEPENDENCE MUNI (IIB) 3 SW UTC−6(−5DT) N42°27.41′ W91°56.86′ **CHICAGO**
979 B S4 **FUEL** 100LL, JET A NOTAM FILE IIB Not insp. **H–5D, L–28F**
RWY 17–35: H5500X100 (CONC) S–40, D–60 MIRL **IAP**
0.2% up S
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300Z‡–dusk. MIRL Rwy 17–35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.825 (319) 334–3879.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ 100° 21 NM to fld. 865/6E. **HIWAS.**
WAPSIE NDB (MHW) 206 IIB N42°27.13′ W91°57.06′ at fld. NOTAM FILE IIB.



IOWA CITY N41°31.14′ W91°36.80′ NOTAM FILE IOW. **CHICAGO**
(H) VORTAC 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E. **H–5D, L–28G**
RCO 122.25 122.1R 116.2T (FORT DODGE RADIO)

IOWA CITY MUNI (IOW) 2 SW UTC−6(−5DT) N41°38.39′ W91°32.89′ **CHICAGO**
668 B S4 **FUEL** 100LL, JET A TPA—1668(1000) NOTAM FILE IOW **H–5D, L–28G**
RWY 07–25: H5004X100 (CONC–GRVD) S–15, D–20 MIRL 0.7% up SW **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51′. Pole. Rgt tfc.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 808′. Tree.
RWY 12–30: H3900X75 (CONC) S–25, D–45 MIRL
0.3% up NW
RWY 12: Tree. Rgt tfc. **RWY 30:** Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5004 TODA–5154 ASDA–4196 LDA–4196
RWY 25: TORA–5004 TODA–5004 ASDA–5004 LDA–4196
AIRPORT REMARKS: Attended May–Oct 1200–0300Z‡, Nov–Apr 1300–0300Z‡. Waterfowl and deer on and invof arpt. Glider activity on and invof arpt. Numerous unlighted cranes 200′ AGL 2 NM radius of arpt. Helicopter activity ¾ mile N of arpt invof University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319–356–5045. MIRL Rwy 07–25 and Rwy 12–30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 128.075 (319) 339–9491 (except thunderstorm).
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 122.1R 116.2T (FORT DODGE RADIO)
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡) **CLNC DEL** 119.05
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
(H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 017° 7.8 NM to fld. 770/5E.



NDB IIB	APP CRS	Rwy Idg	5500
206	186°	TDZE	977
		Apt Elev	978

NDB or GPS RWY 17

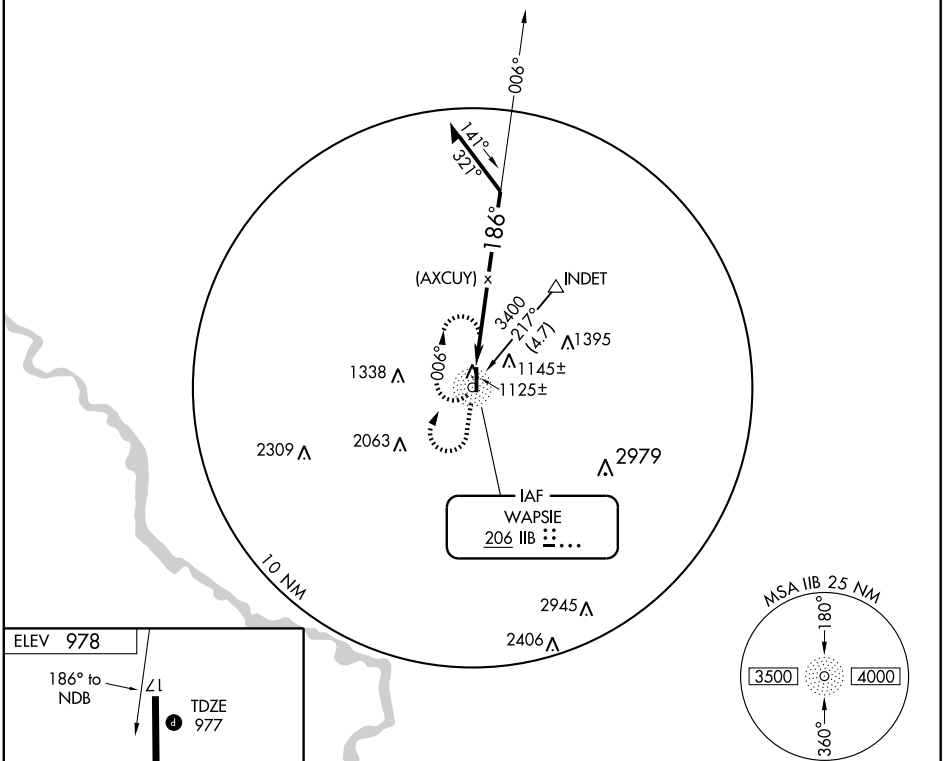
INDEPENDENCE MUNI (IIB)

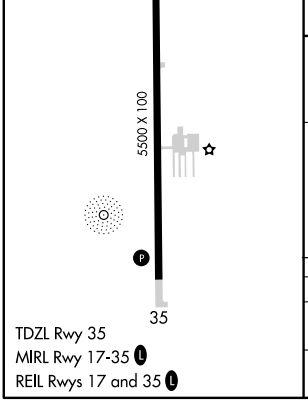
T
A NA

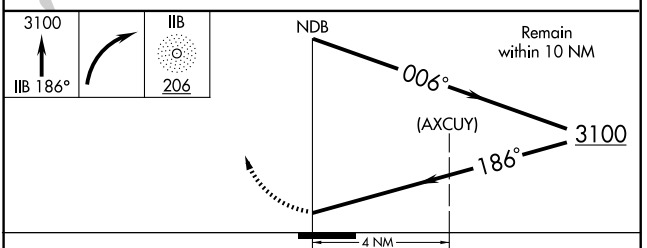
Use Waterloo altimeter setting.

MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
120.825	118.9 251.15	122.8 (CTAF) L



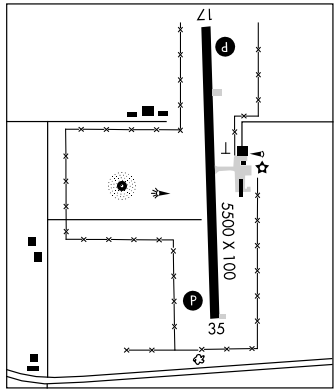




CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA
CIRCLING	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA

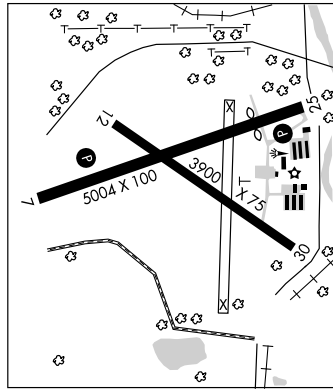
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

INDEPENDENCE MUNI (IIB) 3 SW UTC−6(−5DT) N42°27.41′ W91°56.86′ **CHICAGO**
979 B S4 **FUEL** 100LL, JET A NOTAM FILE IIB Not insp. **H–5D, L–28F**
RWY 17–35: H5500X100 (CONC) S–40, D–60 MIRL **IAP**
0.2% up S
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300Z‡–dusk. MIRL Rwy 17–35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.825 (319) 334–3879.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ 100° 21 NM to fld. 865/6E. **HIWAS.**
WAPSIE NDB (MHW) 206 IIB N42°27.13′ W91°57.06′ at fld. NOTAM FILE IIB.



IOWA CITY N41°31.14′ W91°36.80′ NOTAM FILE IOW. **CHICAGO**
(H) VORTAC 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E. **H–5D, L–28G**
RCO 122.25 122.1R 116.2T (FORT DODGE RADIO)

IOWA CITY MUNI (IOW) 2 SW UTC−6(−5DT) N41°38.39′ W91°32.89′ **CHICAGO**
668 B S4 **FUEL** 100LL, JET A TPA—1668(1000) NOTAM FILE IOW **H–5D, L–28G**
RWY 07–25: H5004X100 (CONC–GRVD) S–15, D–20 MIRL 0.7% up SW **IAP**
RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51′. Pole. Rgt tfc.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 808′. Tree.
RWY 12–30: H3900X75 (CONC) S–25, D–45 MIRL
0.3% up NW
RWY 12: Tree. Rgt tfc. **RWY 30:** Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 07: TORA–5004 TODA–5154 ASDA–4196 LDA–4196
RWY 25: TORA–5004 TODA–5004 ASDA–5004 LDA–4196
AIRPORT REMARKS: Attended May–Oct 1200–0300Z‡, Nov–Apr 1300–0300Z‡. Waterfowl and deer on and invof arpt. Glider activity on and invof arpt. Numerous unlighted cranes 200′ AGL 2 NM radius of arpt. Helicopter activity ¾ mile N of arpt invof University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319–356–5045. MIRL Rwy 07–25 and Rwy 12–30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: ASOS 128.075 (319) 339–9491 (except thunderstorm).
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 122.1R 116.2T (FORT DODGE RADIO)
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡) **CLNC DEL** 119.05
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
(H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 017° 7.8 NM to fld. 770/5E.



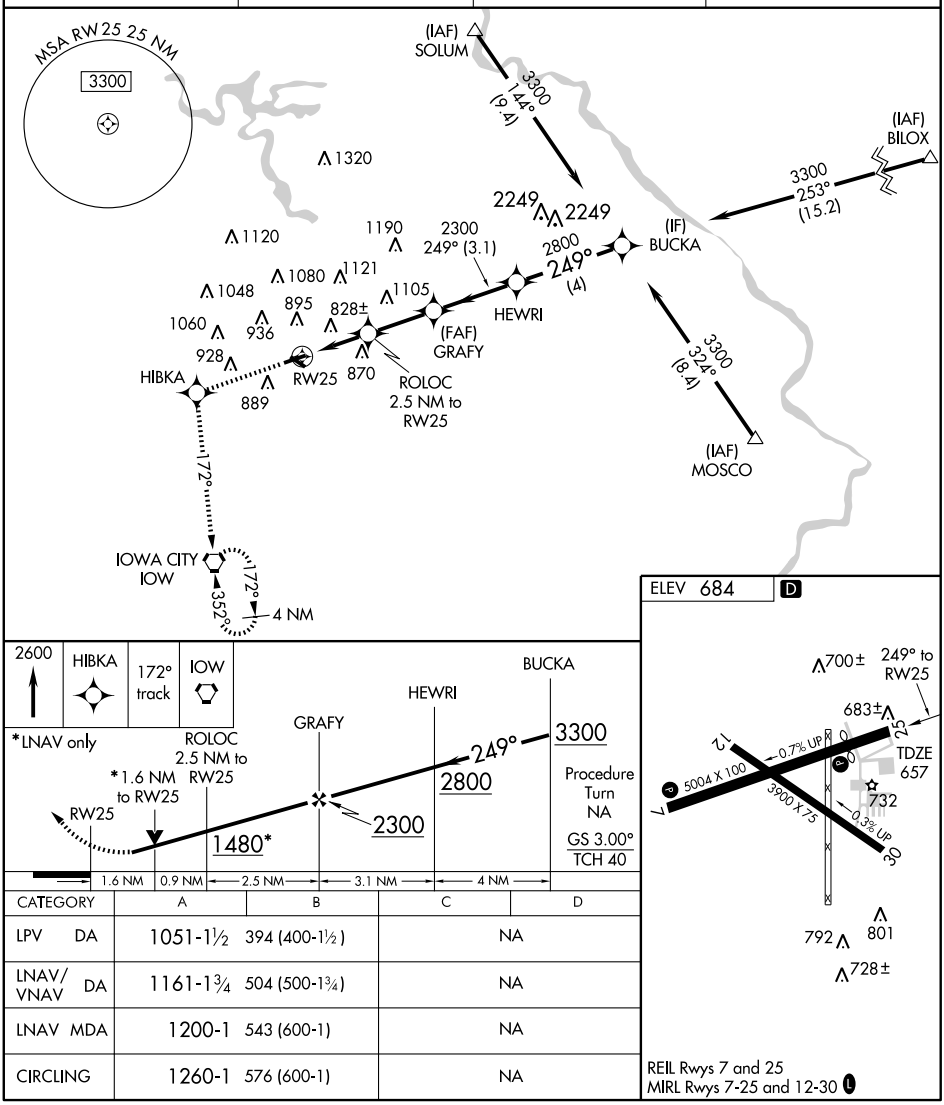
WAAS CH 58207 W25A	APP CRS 249°	Rwy Idg 4196 TDZE 657 Apt Elev 684

RNAV (GPS) RWY 25
IOWA CITY MUNI (IOW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet.
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1051-1½	394 (400-1½)	NA	
LNAV/VNAV DA	1161-1¾	504 (500-1¾)	NA	
LNAV MDA	1200-1	543 (600-1)	NA	
CIRCLING	1260-1	576 (600-1)	NA	

REIL Rwys 7 and 25
MIRL Rwys 7-25 and 12-30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

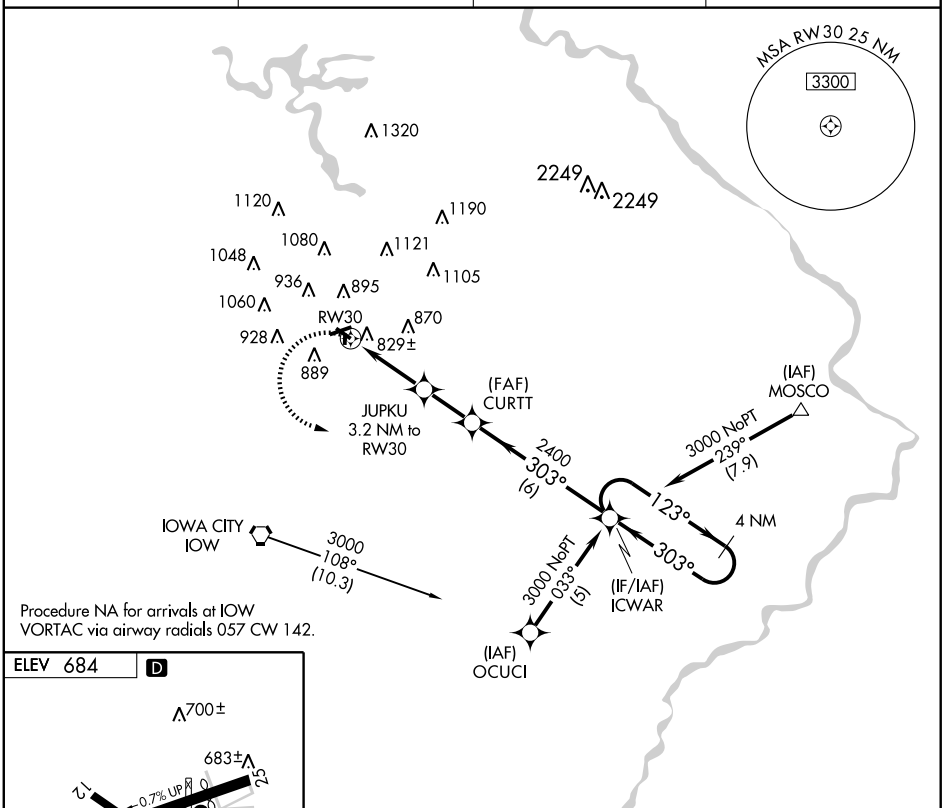
APP CRS	Rwy Idg	3900
303°	TDZE	656
	Apt Elev	684

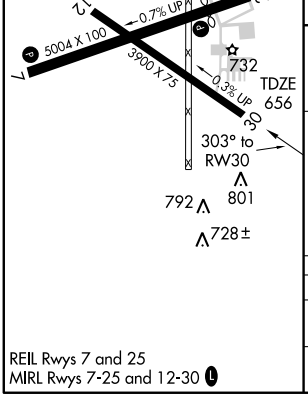
RNAV (GPS) RWY 30
IOWA CITY MUNI (IOW)

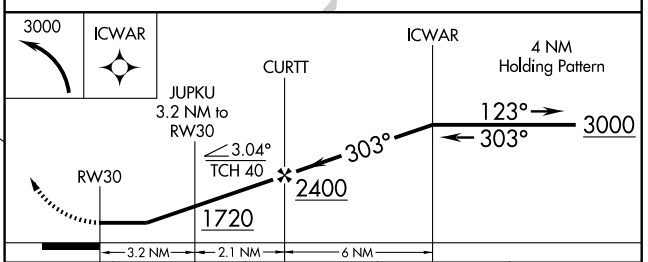
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS	CEDAR RAPIDS APP CON ★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1100-1 444 (500-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC IOW 116.2 Chan 109	APP CRS 017°	Rwy Idg N/A TDZE N/A Apt Elev 668

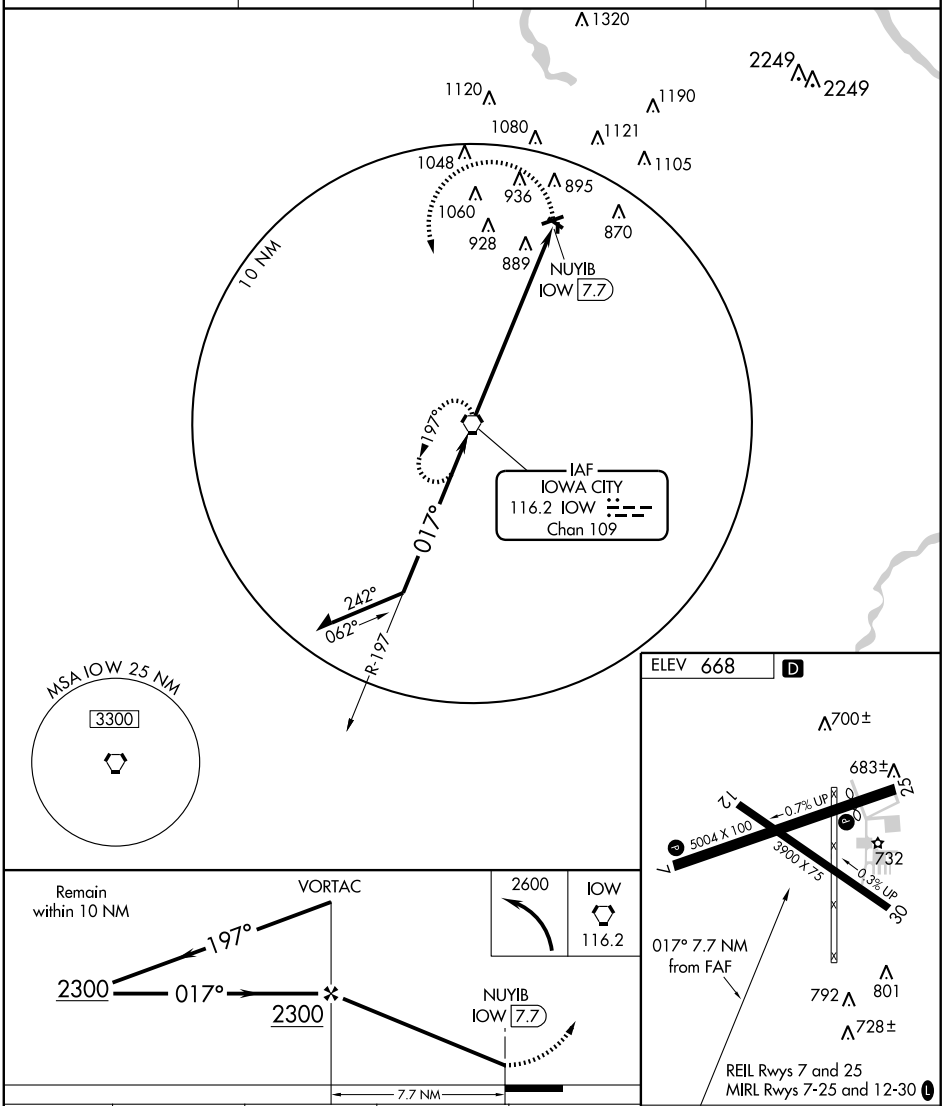
VOR-A

IOWA CITY MUNI (IOW)

If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS	CEDAR RAPIDS APP CON ★	CLNC DEL	UNICOM
128.075	119.7 266.8	119.05	122.8 (CTAF) L

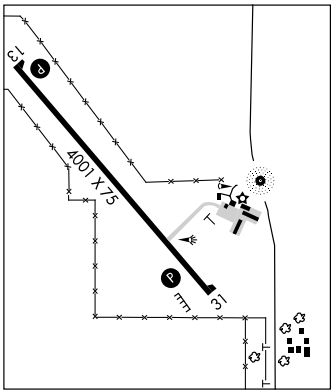


CATEGORY	A	B	C	D
CIRCLING	1280-1 612 (700-1)		NA	

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

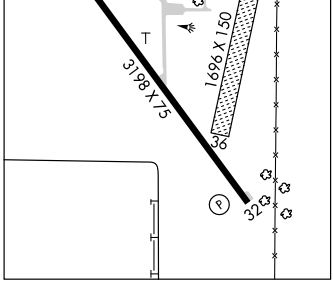
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

IOWA FALLS MUNI (IFA) 3 S UTC−6(−5DT) N42°28.25′ W93°16.20′ OMAHA
1137 B S2 **FUEL** 100LL NOTAM FILE IFA L–12J
RWY 13–31: H4001X75 (ASPH) S–13 MIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.425 (641) 648–2469.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 170° 37.5 NM to fld. 1210/6E.
NDB (MHW) 368 IFA N42°28.60′ W93°15.93′ at fld. Unmonitored. NOTAM FILE FOD.



JAMES G. WHITING MEM FLD (See MAPLETON)

JEFFERSON MUNI (EFW) 2 E UTC−6(−5DT) N42°00.64′ W94°20.54′ OMAHA
1044 B S2 **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 14–32: H3198X75 (CONC) S–11 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Fence.
RWY 18–36: 1696X150 (TURF)
RWY 18: Road. **RWY 36:** P-lines.
AIRPORT REMARKS: Attended 1500–0300Z‡. CAUTION: Ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 18–36 marked with yellow cones. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 176° 36.1 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 391 EFW N42°00.81′ W94°20.56′ at fld.



JUDGE LEWIS FLD MT AYR MUNI (See MOUNT AYR)

NDB IFA	APP CRS	Rwy Idg	4001
368	330°	TDZE	1137
		Apt Elev	1137

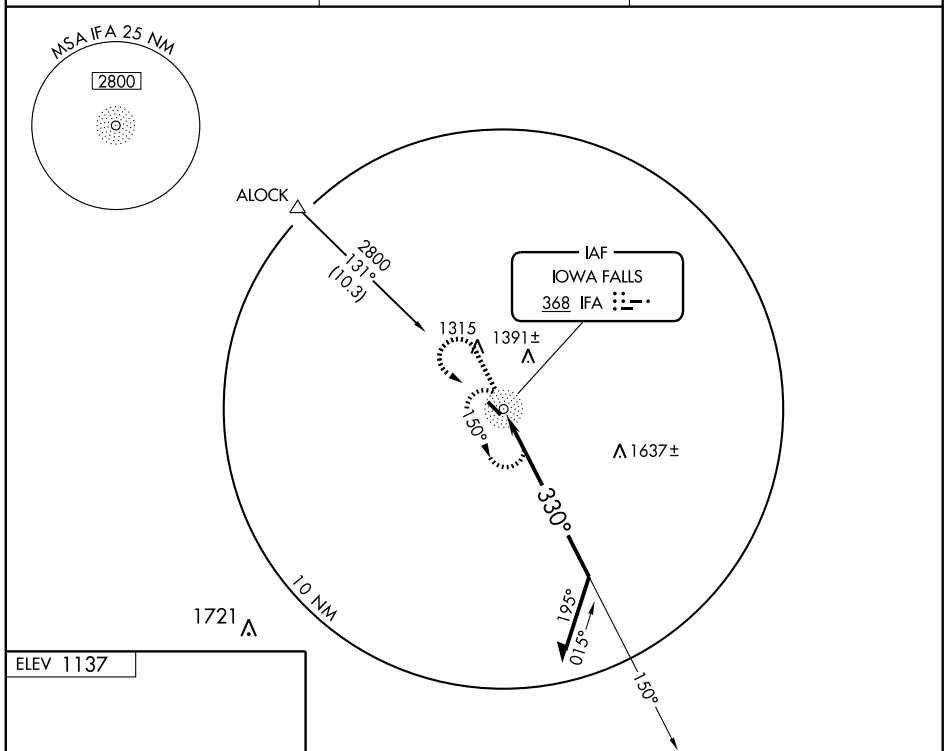
NDB RWY 31

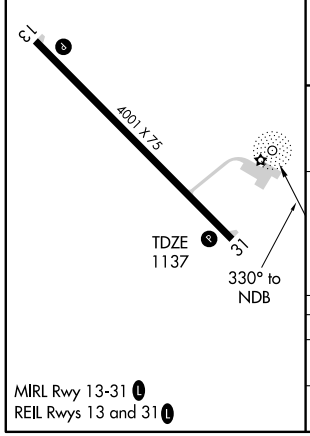
IOWA FALLS MUNI (IFA)

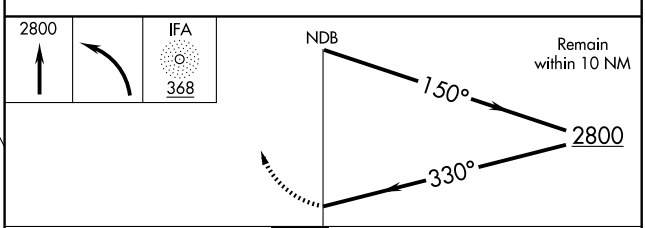
T NA When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

AWOS	WATERLOO APP CON *	UNICOM
120.425	118.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1720-1	583 (600-1)	NA	
CIRCLING	1720-1	583 (600-1)	NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
312°	TDZE	1137
	Apt Elev	1137

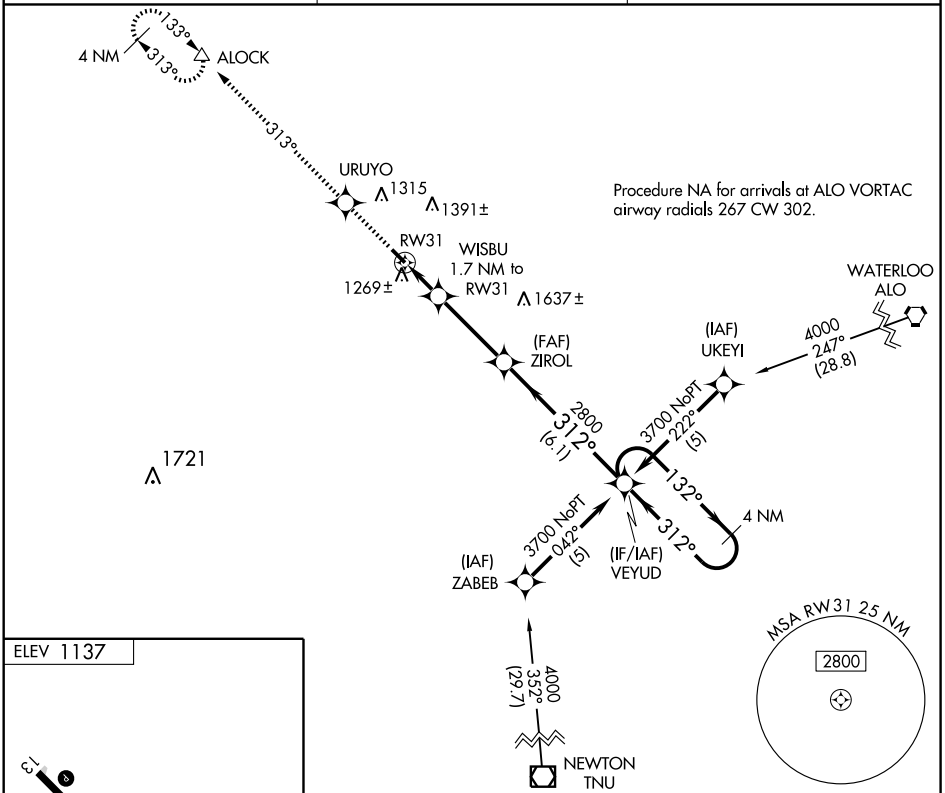
RNAV (GPS) RWY 31

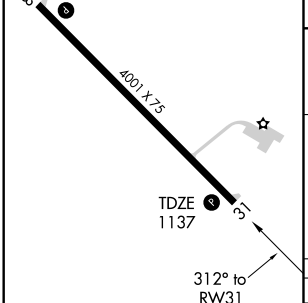
IOWA FALLS MUNI (IFA)

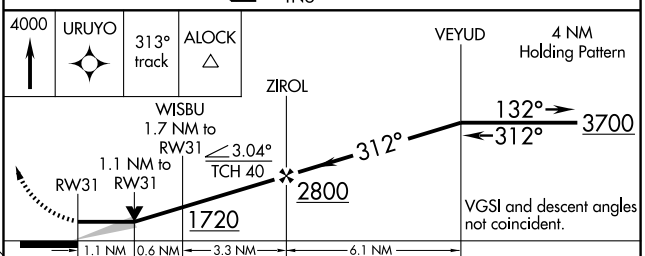
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.
VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

AWOS	WATERLOO APP CON ★	UNICOM
120.425	118.9	122.8 (CTAF) L





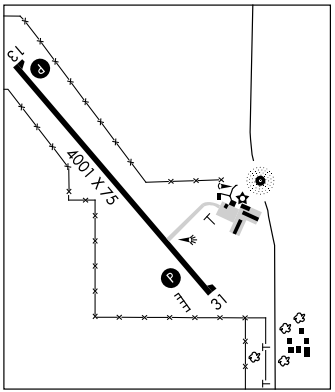


CATEGORY	A	B	C	D
LNAV MDA	1520-1 383 (400-1)		NA	
CIRCLING	1600-1 463 (500-1)		NA	

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

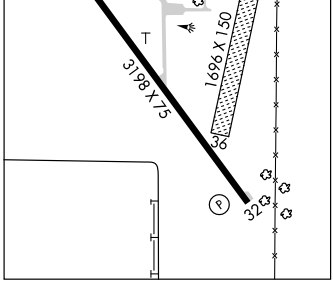
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

IOWA FALLS MUNI (IFA) 3 S UTC−6(−5DT) N42°28.25′ W93°16.20′ OMAHA
1137 B S2 **FUEL** 100LL NOTAM FILE IFA L–12J
RWY 13–31: H4001X75 (ASPH) S–13 MIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.425 (641) 648–2469.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 170° 37.5 NM to fld. 1210/6E.
NDB (MHW) 368 IFA N42°28.60′ W93°15.93′ at fld. Unmonitored. NOTAM FILE FOD.



JAMES G. WHITING MEM FLD (See MAPLETON)

JEFFERSON MUNI (EFW) 2 E UTC−6(−5DT) N42°00.64′ W94°20.54′ OMAHA
1044 B S2 **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 14–32: H3198X75 (CONC) S–11 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Fence.
RWY 18–36: 1696X150 (TURF)
RWY 18: Road. **RWY 36:** P-lines.
AIRPORT REMARKS: Attended 1500–0300Z‡. CAUTION: Ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 18–36 marked with yellow cones. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 176° 36.1 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 391 EFW N42°00.81′ W94°20.56′ at fld.



JUDGE LEWIS FLD MT AYR MUNI (See MOUNT AYR)

NDB EFW	APP CRS	Rwy Idg	3198
391	329°	TDZE	1044
		Apt Elev	1044

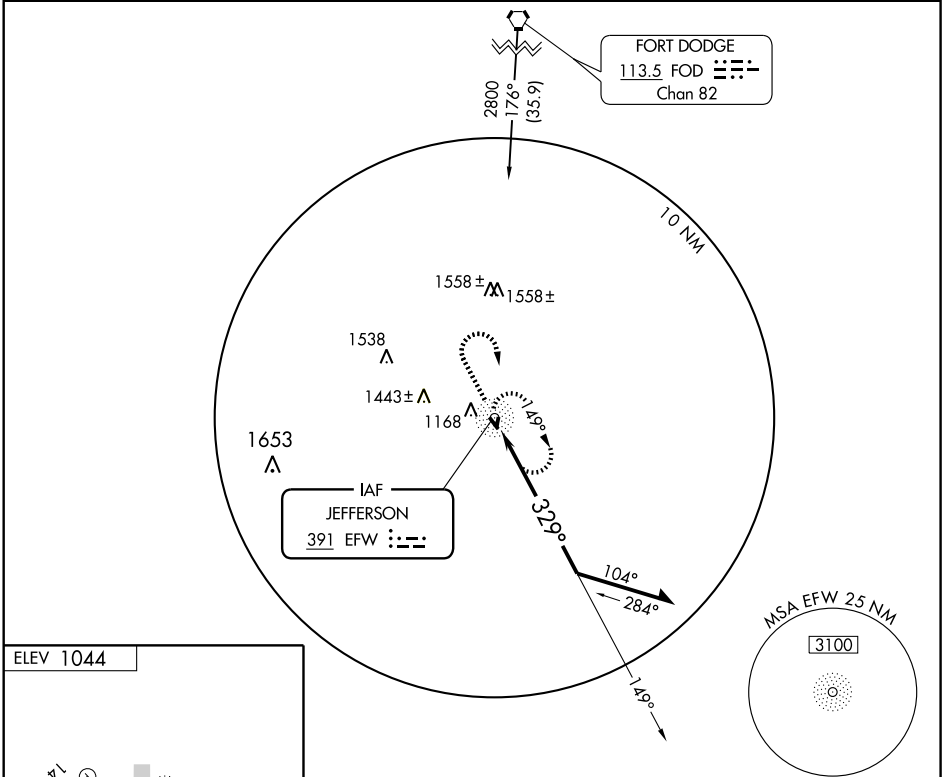
NDB RWY 32

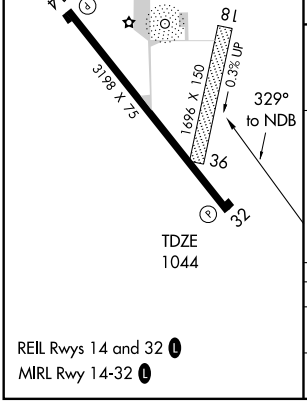
JEFFERSON MUNI (EFW)

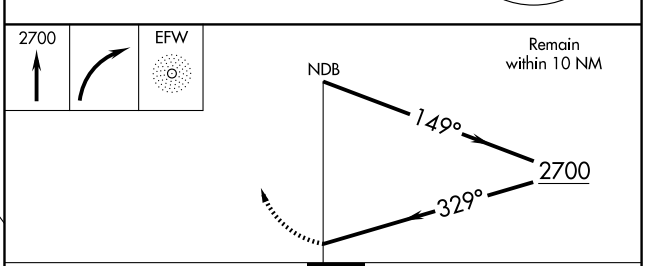
V NA — Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 2700 then right turn direct EFW NDB and hold.

PERRY AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.0	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1720-1 676 (700-1)		NA	
CIRCLING	1720-1 676 (700-1)	1820-1¼ 776 (800-1¼)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 3198
CH 40219	140°	TDZE 1044
W14A		Apt Elev 1044

RNAV (GPS) RWY 14

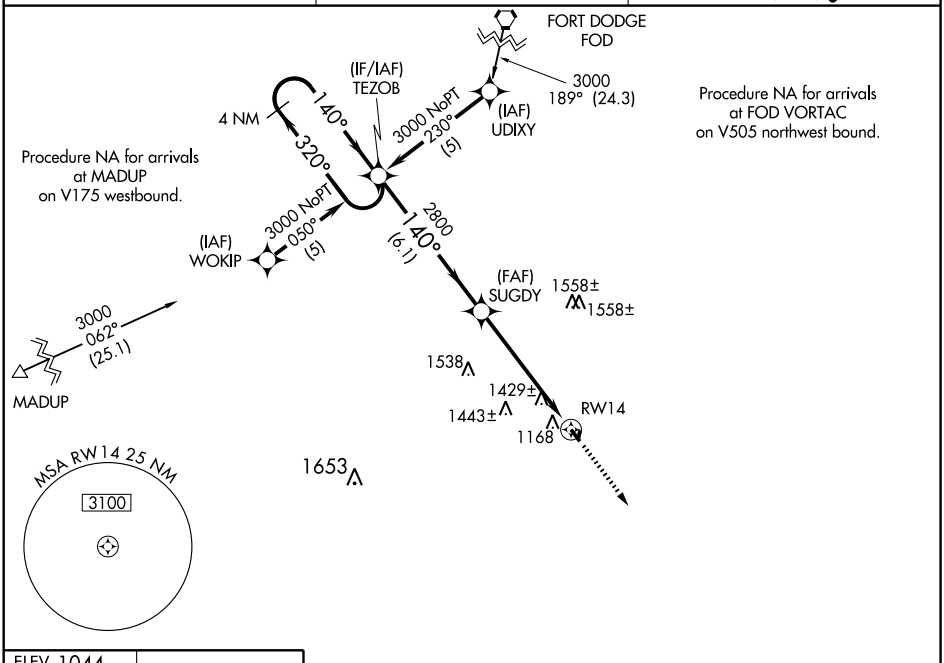
JEFFERSON MUNI (EFW)

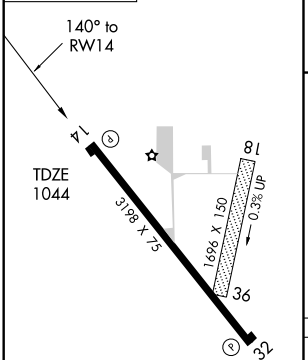
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all DA 33 feet and MDA 40 feet, incease LPV all Cats and LNAV Cat B visibility ¼ mile, and LNAV/VNAV all Cats visibility 1mile. Baro-VNAV NA. When VGSI inop, procedure NA at night.

NA

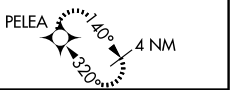
MISSED APPROACH: Climb to 3000 direct PELEA and hold.

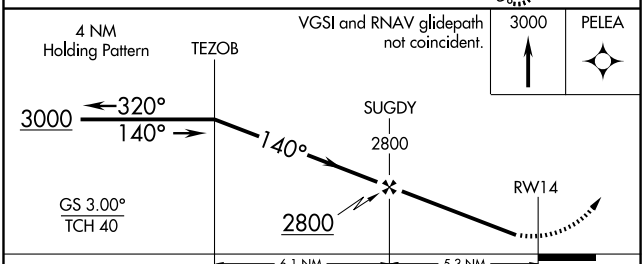
PERRY AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.0	134.0 288.3	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L





CATEGORY	A	B	C	D
LPV DA	1330-1	286 (300-1)	NA	
LNAV/VNAV DA	1907-3	863 (900-1)	NA	
LNAV MDA	1780-1	736 (800-1)	NA	
CIRCLING	1780-1 736 (800-1)	1820-1¼ 776 (800-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

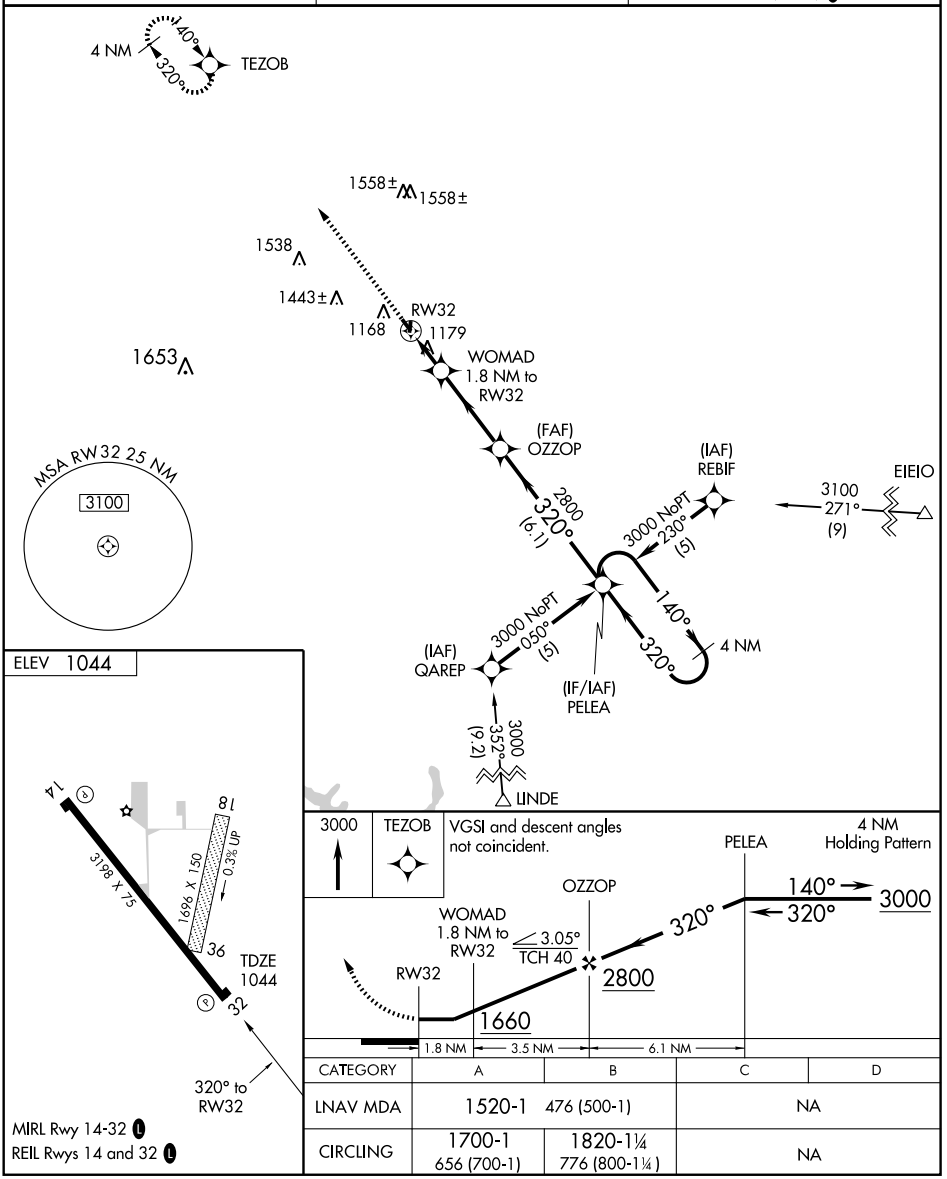
JEFFERSON MUNI (EFW)

APP CRS	Rwy Idg	TDZE	Apt Elev
320°	3198	1044	1044

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase all MDA 40 feet. When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 direct TEZOB and hold.

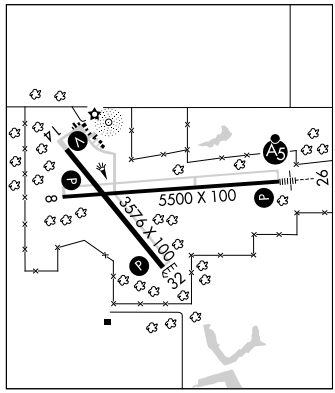
PERRY AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.0	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1520-1	476 (500-1)	NA	
CIRCLING	1700-1 656 (700-1)	1820-1¼ 776 (800-1¼)	NA	

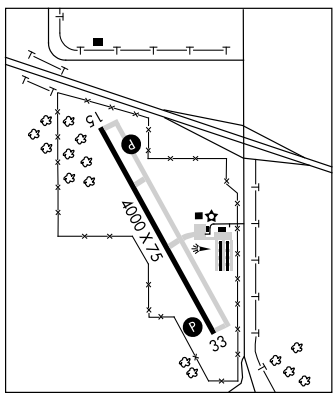
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

KEOKUK MUNI (EOK) 4 NW UTC−6(−5DT) N40°27.60′ W91°25.71′ **CHICAGO**
671 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE EOK **H–5D, L–27B**
RWY 08–26: H5500X100 (CONC–WC) MIRL **IAP**
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 14–32: H3576X100 (CONC) S–30, D–30 MIRL (NSTD)
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Sat–Sun 1400–2300Z‡, Apr–Oct Mon–Fri 1400–0000Z‡, Nov–Mar Mon–Fri 1400–2300Z‡. CLOSED major holidays, fuel avbl. For svc after hrs call 319–470–0807. Unlighted tower approximately 1000′ MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14–32 have 6 thld lgts. ACTIVATE MIRL Rwy 14–32, Rwy 08–26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (319) 524–7884.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.125 (FORT DODGE RADIO)
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 231° 27.9 NM to fld. 730/5E. **HIWAS.**
NDB (MHW) 366 EOK N40°27.88′ W91°26.02′ at fld. NOTAM FILE EOK.
ILS/DME 110.9 I–BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.



KEOSAUQUA MUNI (6K9) 1 E UTC−6(−5DT) N40°44.09′ W91°56.93′ **CHICAGO**
580 NOTAM FILE FOD
RWY 06–24: 2275X100 (TURF)
RWY 06: Thld dsplcd 395′. Trees. **RWY 24:** Thld dsplcd 1000′. Trees.
AIRPORT REMARKS: Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.
COMMUNICATIONS: CTAF 122.9

KNOXVILLE MUNI (OXV) 2 S UTC−6(−5DT) N41°17.95′ W93°06.82′ **OMAHA**
928 B S4 **FUEL** 100LL, JET A NOTAM FILE OXV **L–12J, 27A**
RWY 15–33: H4000X75 (ASPH-CONC) S–28, D–48 MIRL **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Pole.
AIRPORT REMARKS: Attended dawn–dusk. For svc after hours call 641–842–4423 or 641–891–6824. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (641) 828–8406.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 102° 25.5 NM to fld. 940/7E. **HIWAS.**



LAKE MILLS MUNI (ØY6) 1 E UTC−6(−5DT) N43°24.82′ W93°30.71′ **OMAHA**
1260 B NOTAM FILE FOD
RWY 18–36: 3380X100 (TURF) LIRL
RWY 18: Trees. **RWY 36:** Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec–Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-BBJ	APP CRS	Rwy Idg	5500
110.9	264°	TDZE	670
Chan 46		Apt Elev	671

ILS or LOC/DME RWY 26

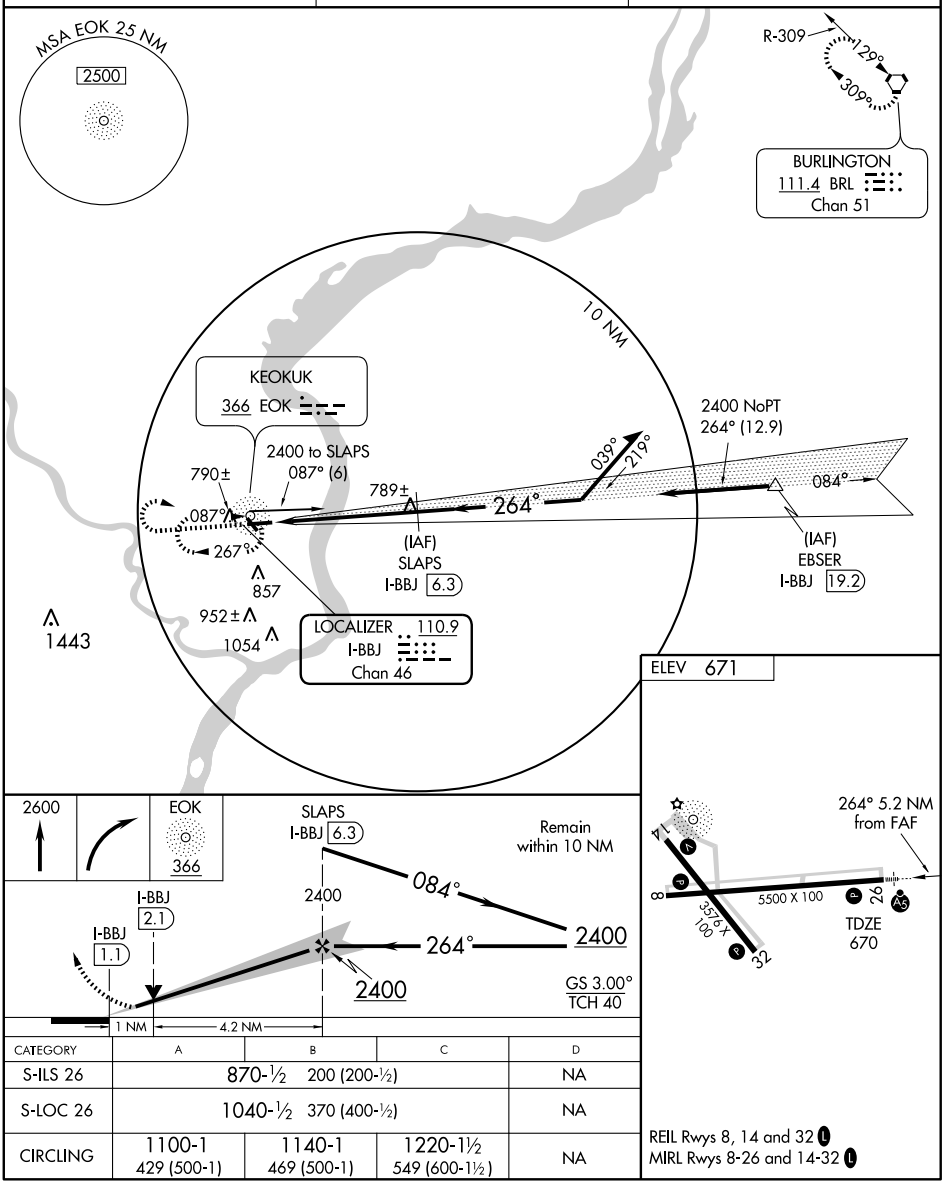
KEOKUK MUNI (EOK)

If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA. VDP NA when using Burlington altimeter setting. ADF required.

MALSR

MISSED APPROACH: Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 26	870-½ 200 (200-½)			NA
S-LOC 26	1040-½ 370 (400-½)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

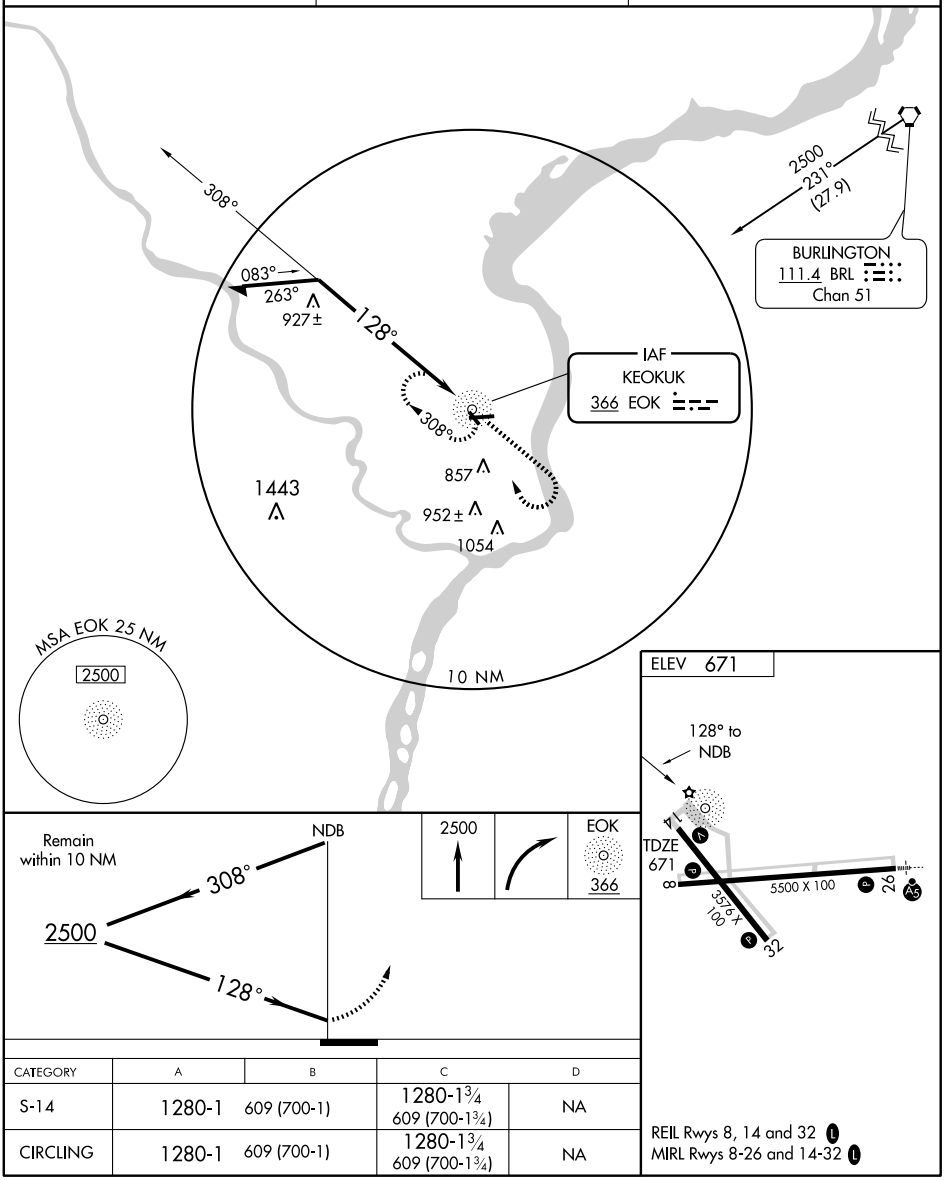
NDB EOK	APP CRS		
366	128°	Rwy Idg	3576
		TDZE	671
		Apt Elev	671

NDB RWY 14
KEOKUK MUNI (EOK)

If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1280-1	609 (700-1)	1280-1 3/4 609 (700-1 3/4)	NA
CIRCLING	1280-1	609 (700-1)	1280-1 3/4 609 (700-1 3/4)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB EOK	APP CRS	Rwy Idg	5500
366	277°	TDZE	670
		Apt Elev	671

NDB RWY 26
KEOKUK MUNI (EOK)

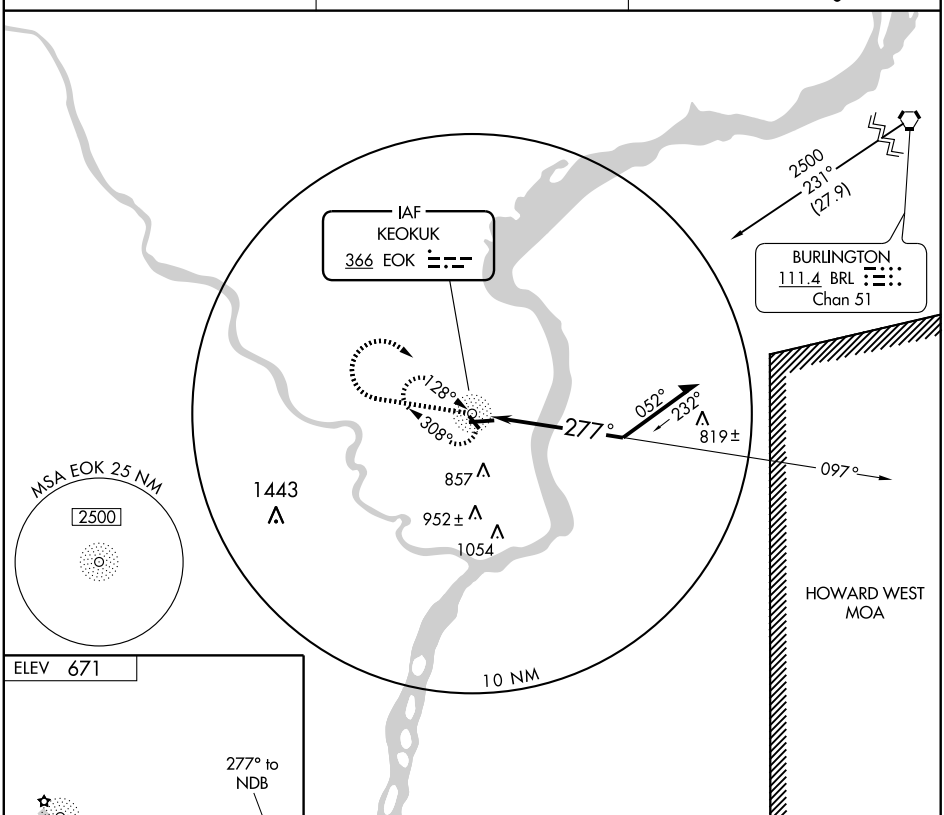
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

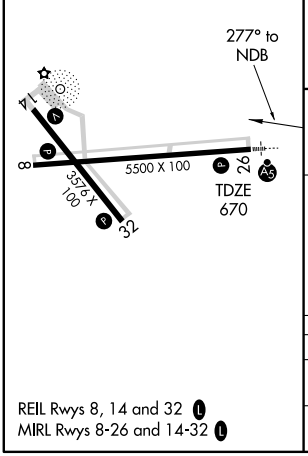
MALSR

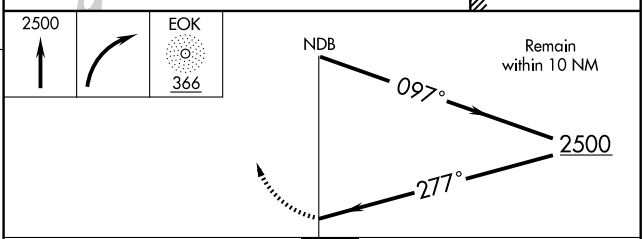
MISSED APPROACH: Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-26	1180-¾ 510 (600-¾)		1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8, 14 and 32 L
MIRL Rwys 8-26 and 14-32 L

WAAS	APP CRS	Rwy Idg	5500
CH 97304	084°	TDZE	671
W08A		Apt Elev	671

RNAV (GPS) RWY 8

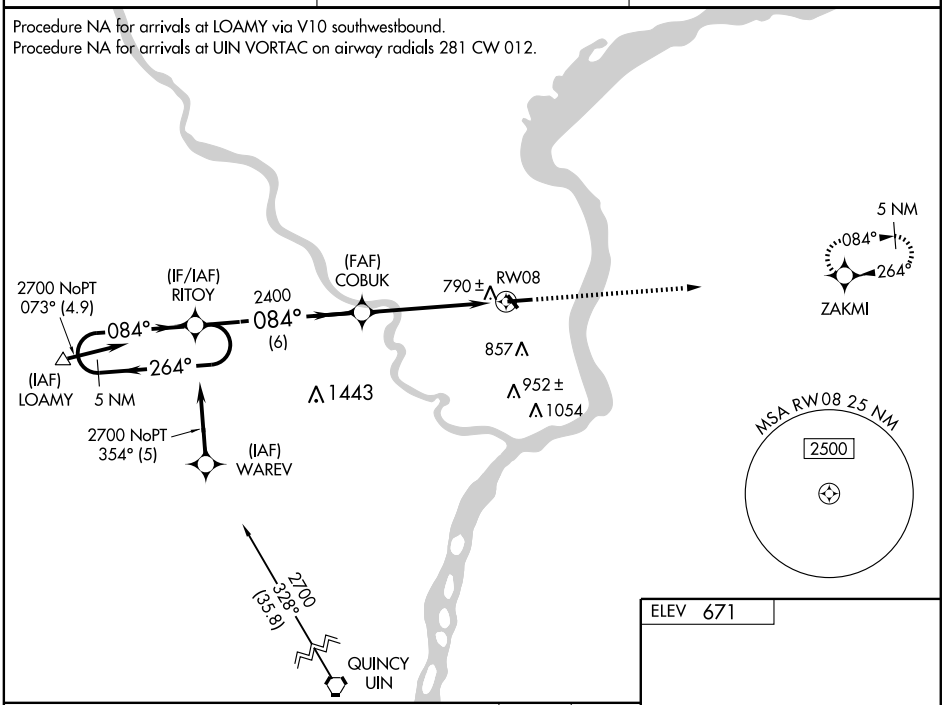
KEOKUK MUNI (EOK)

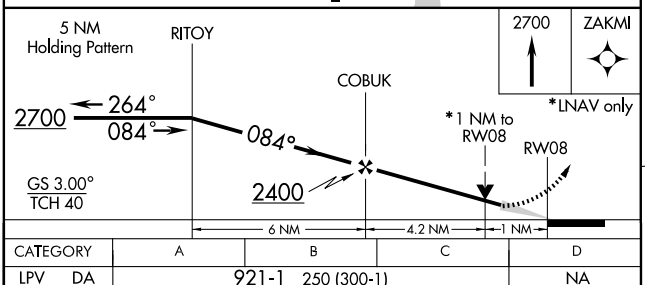
DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use BurlingtonRgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

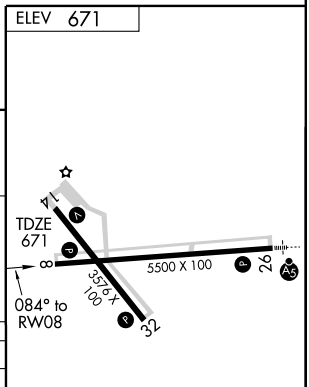
AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at LOAMY via V10 southwestbound.
Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.





CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA



REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3576
CH 90104	140°	TDZE	671
W14A		Apt Elev	671

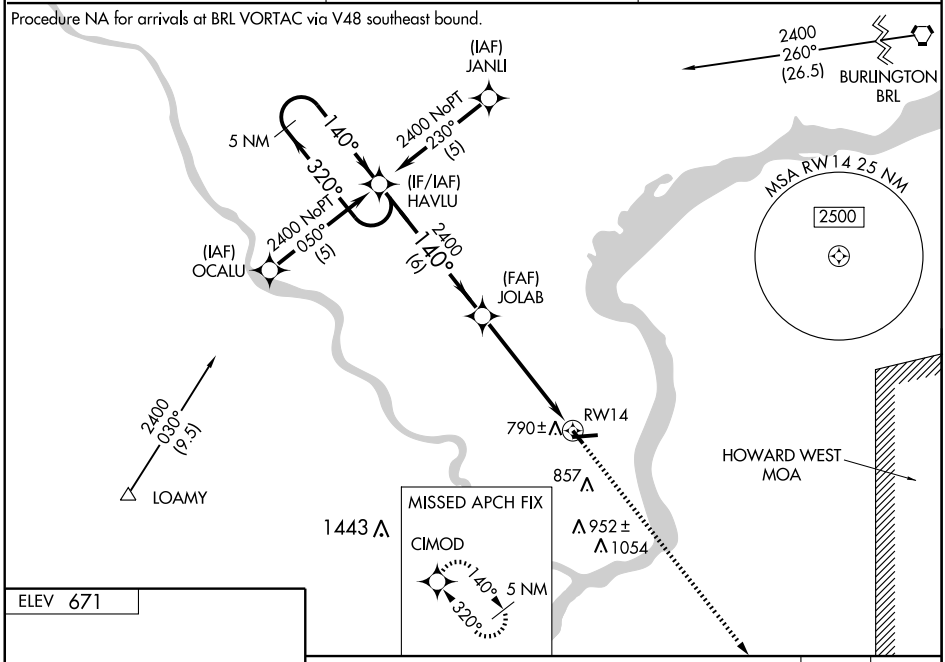
RNAV (GPS) RWY 14
KEOKUK MUNI (EOK)

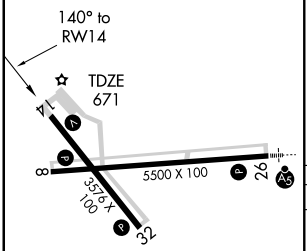
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA when using Burlington Rgnl altimeter setting.

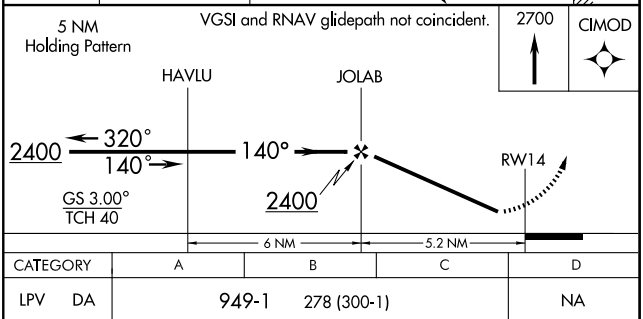
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.







CATEGORY	A	B	C	D
LPV DA	949-1	278 (300-1)		NA
LNAV/VNAV DA	1040-1¼	369 (400-1¼)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1¼ 429 (500-1¼)	1140-1¼ 469 (500-1¼)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 45505	264°	TDZE	670
W26A		Apt Elev	671

RNAV (GPS) RWY 26

KEOKUK MUNI (EOK)

DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.
VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.
For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2700 direct RITOY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

MISSED APCH FIX

RITOY

084°

264°

5 NM

Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.

RW26

718±

789±

(FAF)
SLAPS

2400

264°
(6)

084°

5 NM

264°

(IAF)
EBSER

(IF/IAF)
ZAKMI

2700 NoPT
264° (6.9)

2700 NoPT
354°
(5)

(IAF)
JOBEM

857

1443

952±

1054

HOWARD WEST
MOA

MSA RW26 25 NM
2500

2700
007° (33)

QUINCY
UIN

ELEV 671

TDZE
670

264° to
RW26

5500 X 100

26

32

3576 X
100

2700

RITOY

*LNAV only

ZAKMI

5 NM
Holding Pattern

SLAPS

*1 NM to
RW26

084°

264°

2700

264°

RW26

2400

GS 3.00°
TCH 40

1 NM 4.2 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	924-¾ 254 (300-¾)			NA
LNAV/VNAV DA	978-¾ 308 (400-¾)			NA
LNAV MDA	1040-¾ 370 (400-¾)			NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1½ 549 (600-1½)	NA

REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3576
CH 40005	320°	TDZE	671
W32A		Apt Elev	671

RNAV (GPS) RWY 32

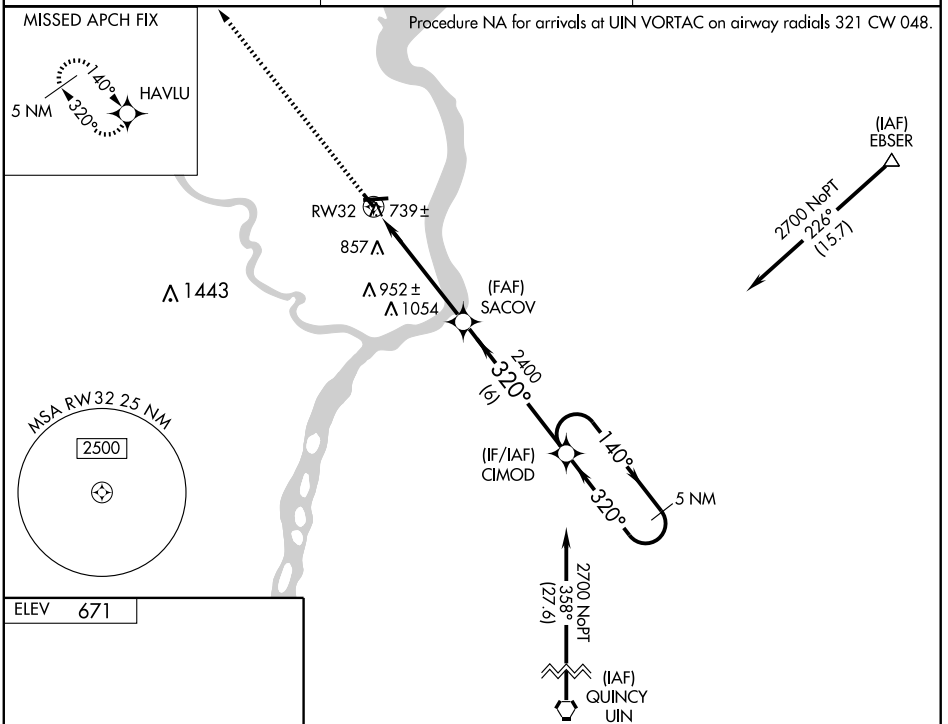
KEOKUK MUNI (EOK)

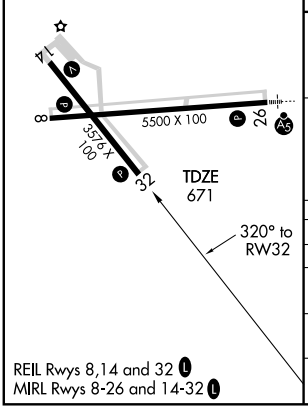
DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).
When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

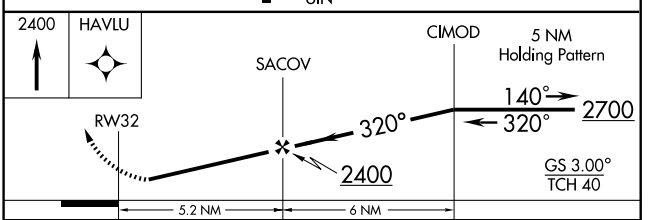
MISSED APPROACH: Climb to 2400 direct HAVLU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	135.525 319.9	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010



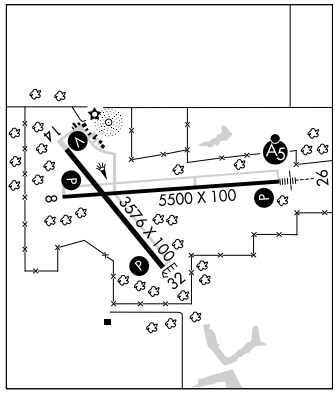




CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

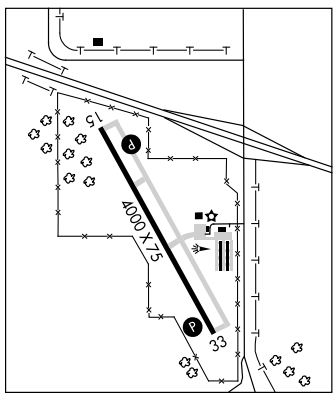
REIL Rwys 8,14 and 32 L
MIRL Rwys 8-26 and 14-32 L

KEOKUK MUNI (EOK) 4 NW UTC−6(−5DT) N40°27.60′ W91°25.71′ **CHICAGO**
671 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE EOK **H–5D, L–27B**
RWY 08–26: H5500X100 (CONC–WC) MIRL **IAP**
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 14–32: H3576X100 (CONC) S–30, D–30 MIRL (NSTD)
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36′. Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Sat–Sun 1400–2300Z‡, Apr–Oct Mon–Fri 1400–0000Z‡, Nov–Mar Mon–Fri 1400–2300Z‡. CLOSED major holidays, fuel avbl. For svc after hrs call 319–470–0807. Unlighted tower approximately 1000′ MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14–32 have 6 thld lgts. ACTIVATE MIRL Rwy 14–32, Rwy 08–26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (319) 524–7884.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.125 (FORT DODGE RADIO)
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 231° 27.9 NM to fld. 730/5E. **HIWAS.**
NDB (MHW) 366 EOK N40°27.88′ W91°26.02′ at fld. NOTAM FILE EOK.
ILS/DME 110.9 I–BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.



KEOSAUQUA MUNI (6K9) 1 E UTC−6(−5DT) N40°44.09′ W91°56.93′ **CHICAGO**
580 NOTAM FILE FOD
RWY 06–24: 2275X100 (TURF)
RWY 06: Thld dsplcd 395′. Trees. **RWY 24:** Thld dsplcd 1000′. Trees.
AIRPORT REMARKS: Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.
COMMUNICATIONS: CTAF 122.9

KNOXVILLE MUNI (OXV) 2 S UTC−6(−5DT) N41°17.95′ W93°06.82′ **OMAHA**
928 B S4 **FUEL** 100LL, JET A NOTAM FILE OXV **L–12J, 27A**
RWY 15–33: H4000X75 (ASPH-CONC) S–28, D–48 MIRL **IAP**
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Pole.
AIRPORT REMARKS: Attended dawn–dusk. For svc after hours call 641–842–4423 or 641–891–6824. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (641) 828–8406.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 102° 25.5 NM to fld. 940/7E. **HIWAS.**



LAKE MILLS MUNI (ØY6) 1 E UTC−6(−5DT) N43°24.82′ W93°30.71′ **OMAHA**
1260 B NOTAM FILE FOD
RWY 18–36: 3380X100 (TURF) LIRL
RWY 18: Trees. **RWY 36:** Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED Dec–Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

WAAS CH 40116 W15A	APP CRS 154°	Rwy Idg 4000 TDZE 928 Apt Elev 928

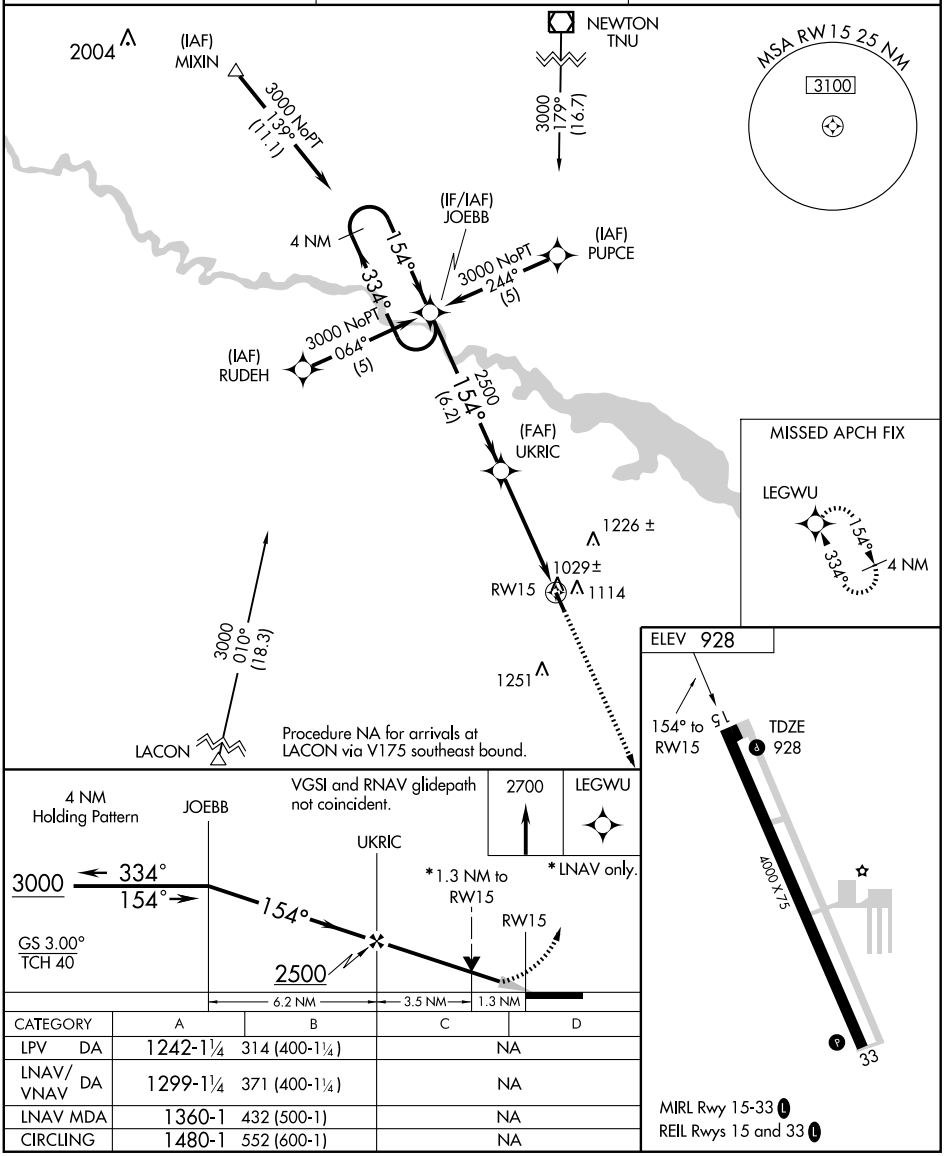
RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1242-1¼	314 (400-1¼)	NA	
LNAV/VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1360-1	432 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
334°	TDZE	928
	Apt Elev	928

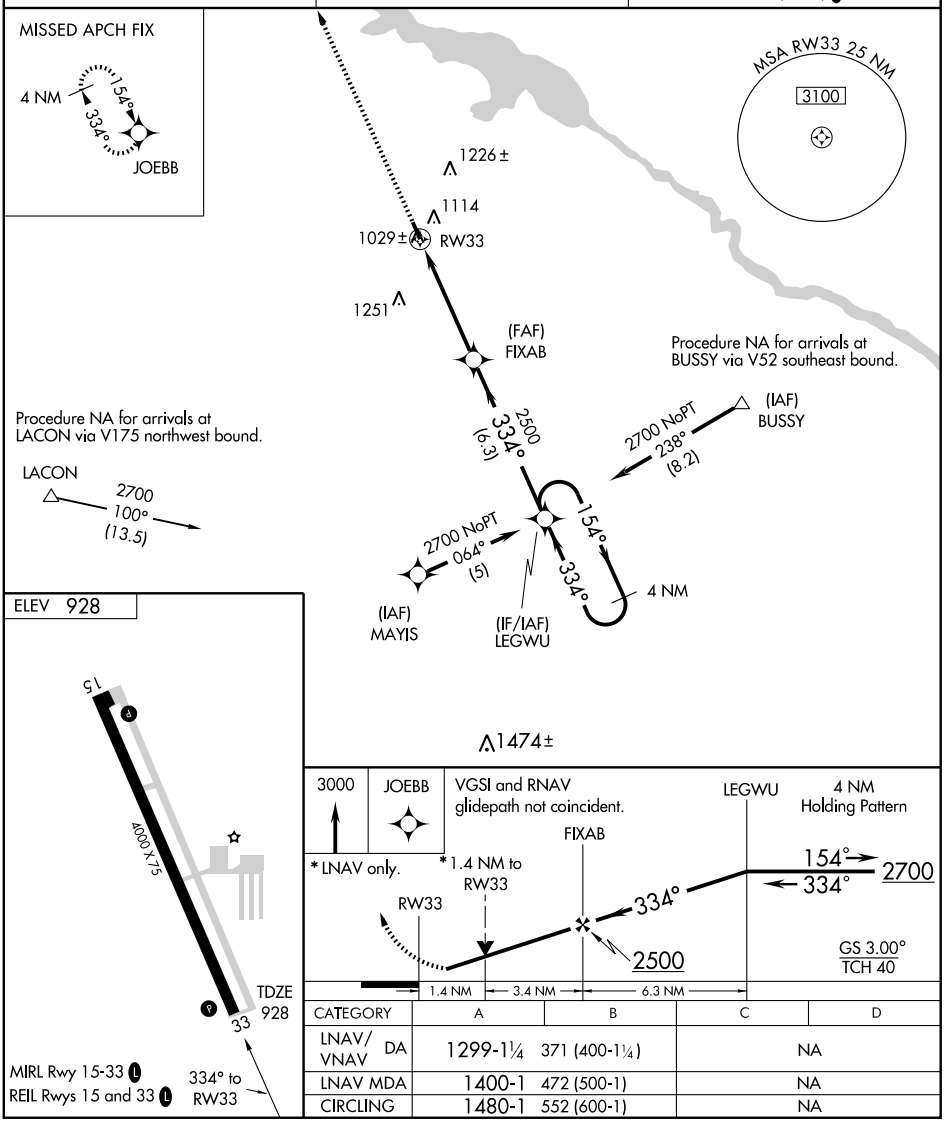
RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Pella altimeter setting.
When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
119.775	123.9 307.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAMONI N40°35.81′ W93°58.06′ NOTAM FILE FOD. OMAHA

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. **HIWAS.** H–5C, L–27A

Vortac unusable 257°–290° blo 3,000′, 291°–319°; 320°–054° blo 3,000′.

RCO 122.1R 116.7T (FORT DODGE RADIO)

LAMONI MUNI (LWD) 2 NE UTC−6(−5DT) N40°38.00′ W93°54.13′ OMAHA

1131 B **FUEL** 100LL NOTAM FILE LWD L–27A

RWY 18–36: H2900X60 (CONC) MIRL IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784–8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. **HIWAS.**

LARCHWOOD

ZANGGER VINTAGE AIRPARK (2VA) 2 E UTC−6(−5DT) N43°27.08′ W96°24.35′ OMAHA

1476 NOTAM FILE FOD

RWY 12–30: 3350X100 (TURF) LIRL

RWY 12: Tree. **RWY 30:** Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec–Feb. No snow removal. During winter call 712–477–2230 or 712–477–2256 for field conditions. Rwy 12—30 marked with yellow cones. The unmarked hard sfc pavement that intersects turf Rwy 12–30 is an asph twy. ACTIVATE LIRL Rwy 12–30—122.9.

COMMUNICATIONS: CTAF 122.9

LE MARS MUNI (LRJ) 2 SW UTC−6(−5DT) N42°46.68′ W96°11.62′ OMAHA

1197 B S2 **FUEL** 100LL, JET A TPA—2197(1000) NOTAM FILE LRJ L–12I

RWY 18–36: H4605X75 (CONC) S–28, D–48 MIRL IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300′.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡, Sat 1400–1900Z‡, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18–36, REIL Rwys 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.525 (712) 546–8439.

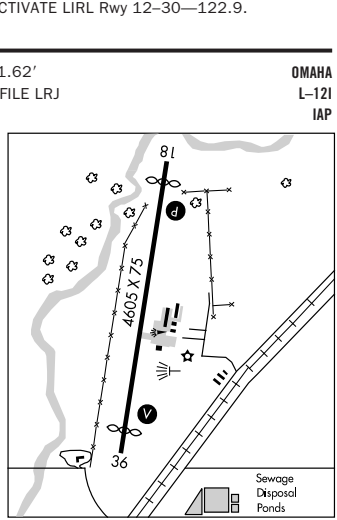
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 003° 26.6 NM to fld. 1087/9E. **HIWAS.**



LITTLE SIOUX N43°07.62′ W95°07.96′ NOTAM FILE SPW. OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored. L–12I

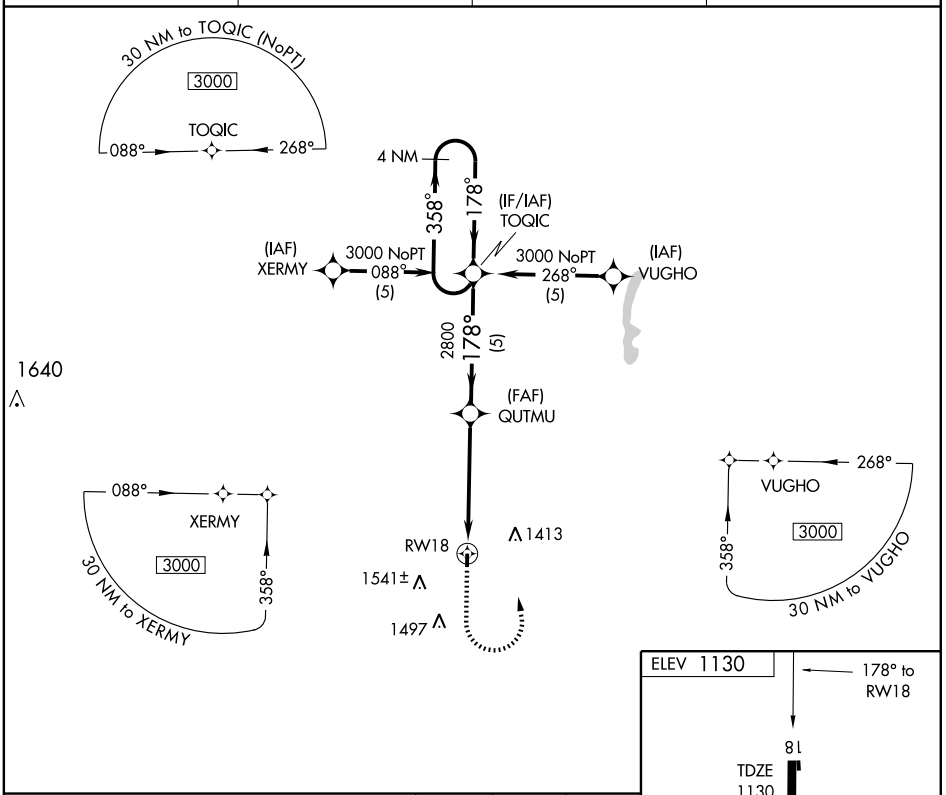
APP CRS	Rwy Idg	2900
178°	TDZE	1130
	Apt Elev	1130

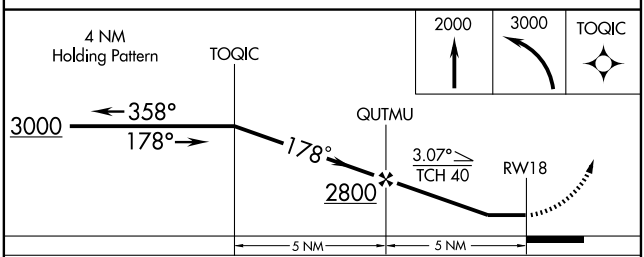
RNAV (GPS) RWY 18
LAMONI MUNI (LWD)

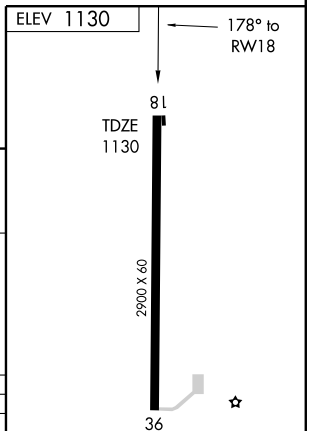
NA
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	
120.0	125.65 288.1	122.9	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

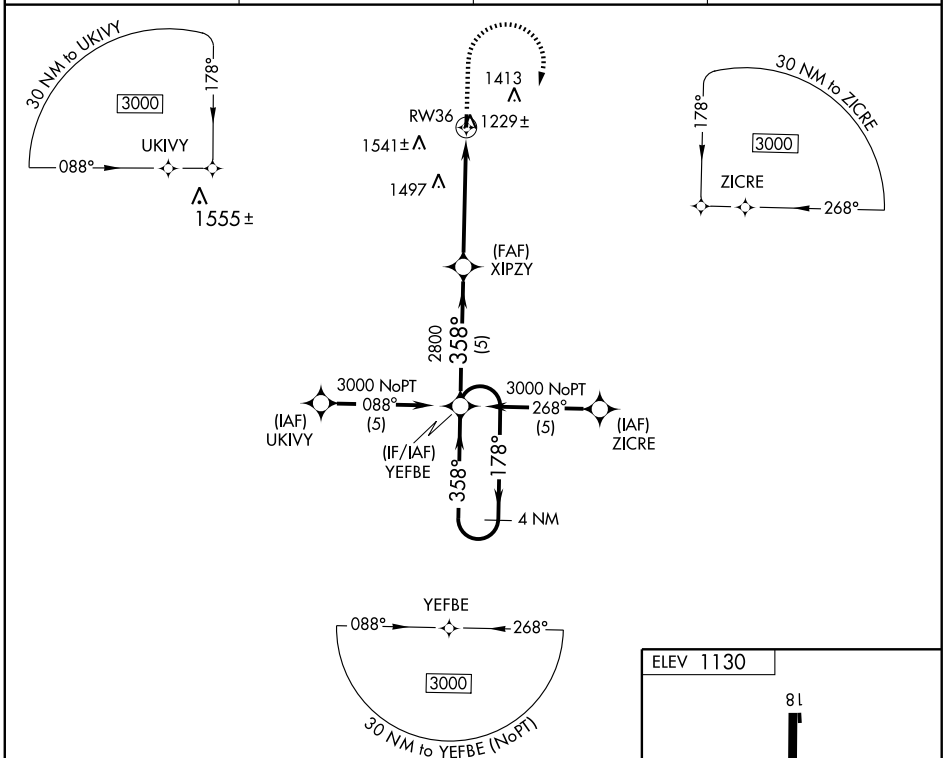
APP CRS	Rwy Idg	2900
358°	TDZE	1130
	Apt Elev	1130

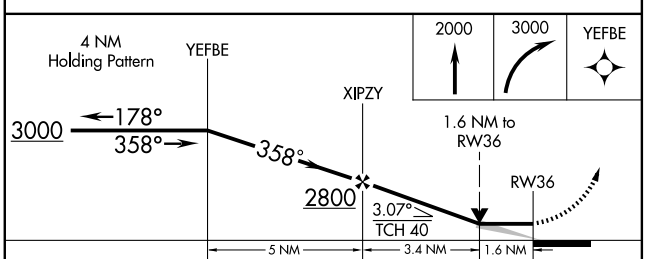
NA

DME/DME RNP- 0.3 NA.

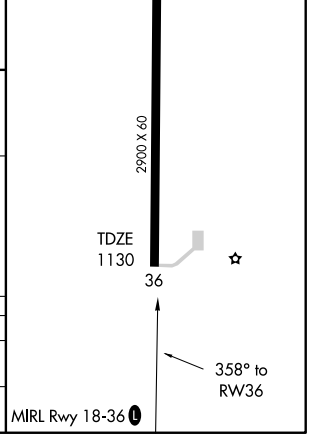
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	122.8 L
120.0	125.65 288.1	122.9	





CATEGORY	A	B	C	D
LNAV MDA	1700-1 570 (600-1)		NA	
CIRCLING	1700-1 570 (600-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAMONI N40°35.81′ W93°58.06′ NOTAM FILE FOD. OMAHA

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. **HIWAS.** H–5C, L–27A

Vortac unusable 257°–290° blo 3,000′, 291°–319°; 320°–054° blo 3,000′.

RCO 122.1R 116.7T (FORT DODGE RADIO)

LAMONI MUNI (LWD) 2 NE UTC−6(−5DT) N40°38.00′ W93°54.13′ OMAHA

1131 B **FUEL** 100LL NOTAM FILE LWD L–27A

RWY 18–36: H2900X60 (CONC) MIRL IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784–8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. **HIWAS.**

LARCHWOOD

ZANGGER VINTAGE AIRPARK (2VA) 2 E UTC−6(−5DT) N43°27.08′ W96°24.35′ OMAHA

1476 NOTAM FILE FOD

RWY 12–30: 3350X100 (TURF) LIRL

RWY 12: Tree. **RWY 30:** Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec–Feb. No snow removal. During winter call 712–477–2230 or 712–477–2256 for field conditions. Rwy 12—30 marked with yellow cones. The unmarked hard sfc pavement that intersects turf Rwy 12–30 is an asph twy. ACTIVATE LIRL Rwy 12–30—122.9.

COMMUNICATIONS: CTAF 122.9

LE MARS MUNI (LRJ) 2 SW UTC−6(−5DT) N42°46.68′ W96°11.62′ OMAHA

1197 B S2 **FUEL** 100LL, JET A TPA—2197(1000) NOTAM FILE LRJ L–12I

RWY 18–36: H4605X75 (CONC) S–28, D–48 MIRL IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300′.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡, Sat 1400–1900Z‡, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18–36, REIL Rwys 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS–3 125.525 (712) 546–8439.

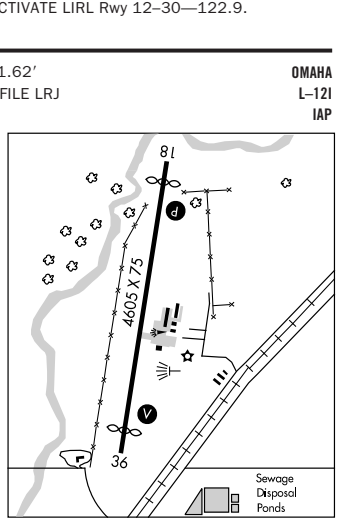
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 003° 26.6 NM to fld. 1087/9E. **HIWAS.**



LITTLE SIOUX N43°07.62′ W95°07.96′ NOTAM FILE SPW. OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored. L–12I

WAAS	APP CRS	Rwy Idg	4305
CH 78415	183°	TDZE	1197
W18A		Apt Elev	1197

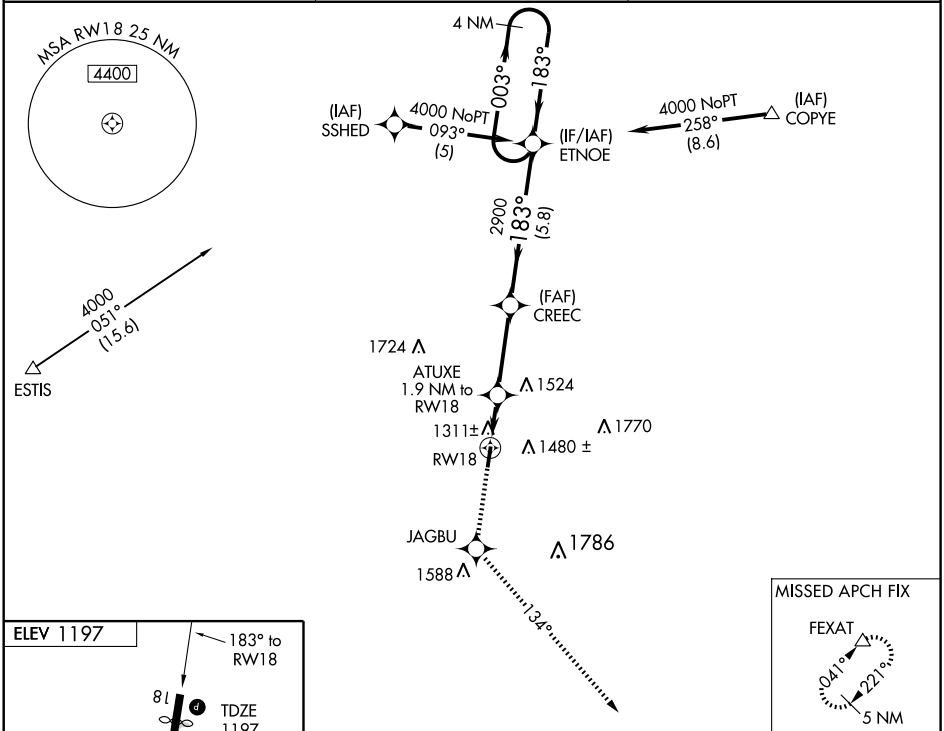
RNAV (GPS) RWY 18

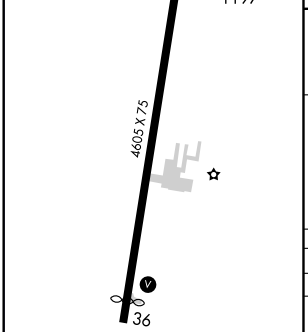
LE MARS MUNI (LRJ)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV NA when using Orange City altimeter setting. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

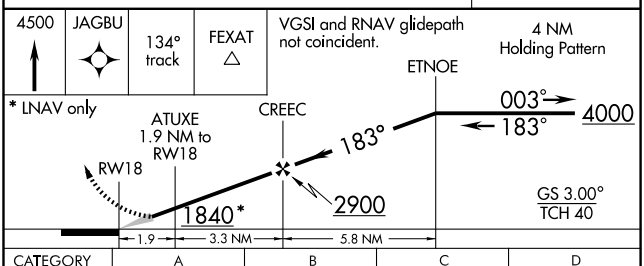
MISSED APPROACH: Climb to 4500 direct JAGBU and via track 134° to FEXAT and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	1527-1¼	330 (400-1¼)	NA	
LNAV/VNAV DA	1769-2	572 (600-2)	NA	
LNAV MDA	1620-1	423 (500-1)	NA	
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4305
CH 42516	003°	TDZE	1197
W36A		Apt Elev	1197

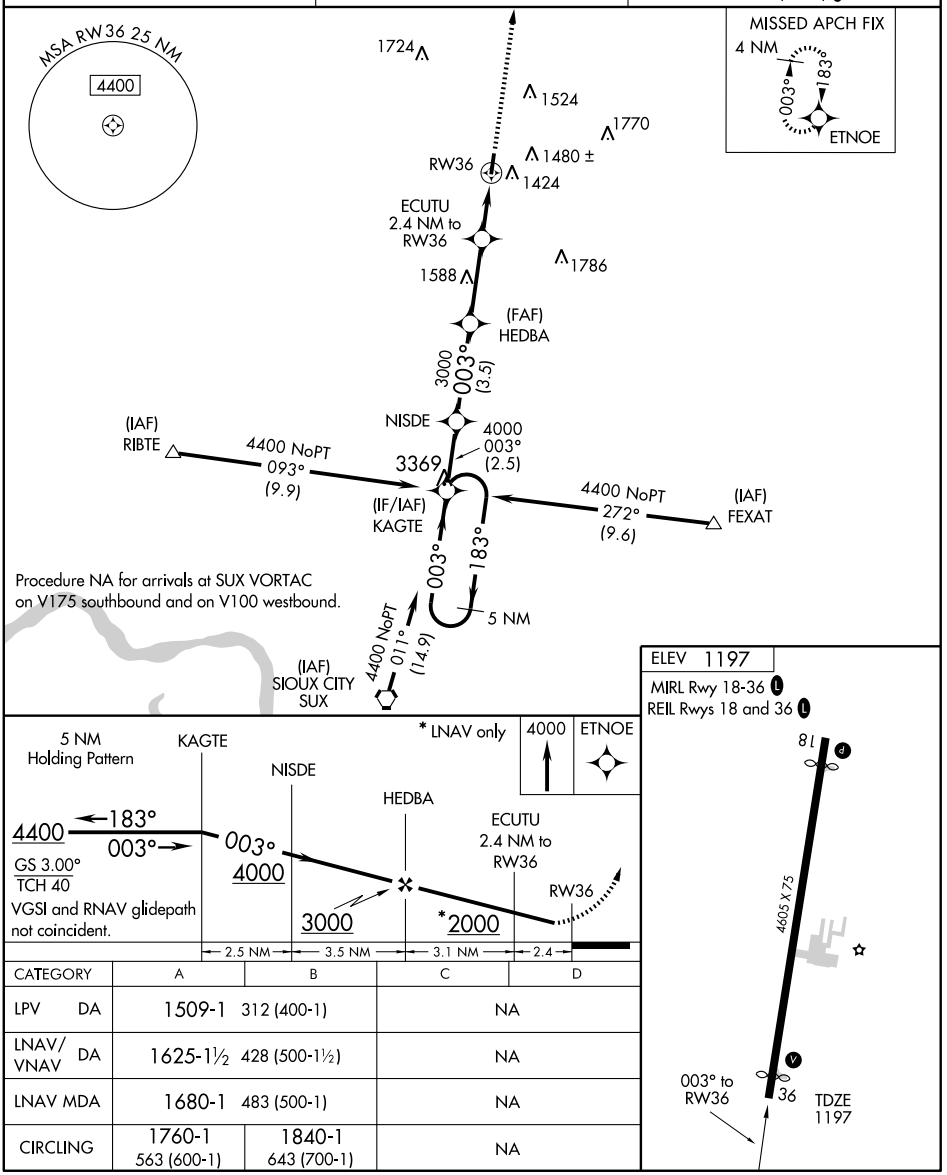
RNAV (GPS) RWY 36

LE MARS MUNI (LRJ)

Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ETNOE and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1509-1	312 (400-1)	NA	
LNAV/VNAV DA	1625-1½	428 (500-1½)	NA	
LNAV MDA	1680-1	483 (500-1)	NA	
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 36

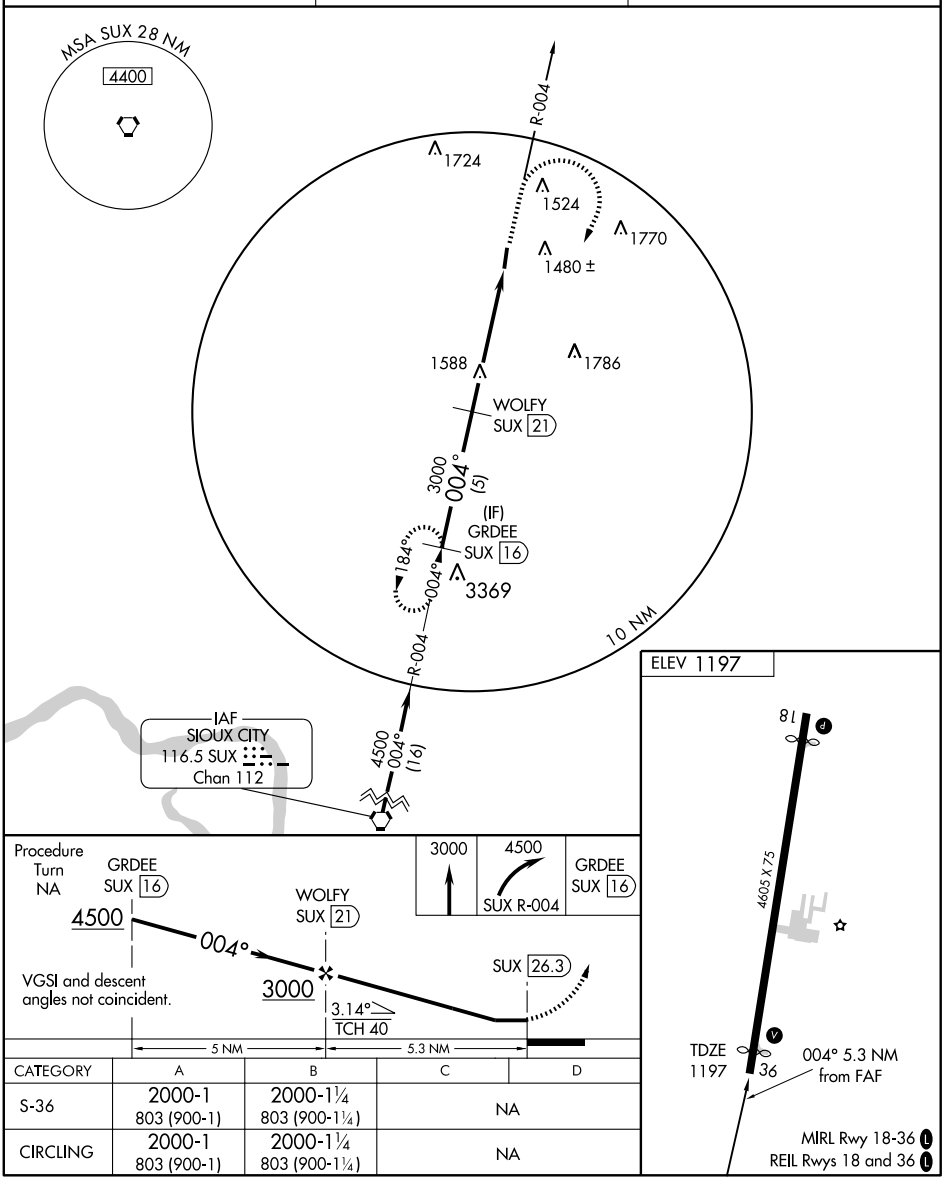
LE MARS MUNI (LRJ)

VORTAC SUX 116.5 Chan 112	APP CRS 004°	Rwy Idg 4305 / TDZE 1197 / Apt Elev 1197

▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all MDA 80 feet, and increase ▲ S-36 Cat A and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX VORTAC R-004 to GRDEE/SUX 16 DME and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
125.525	124.6 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	
CIRCLING	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MANCHESTER MUNI (C27) 2 W UTC−6(−5DT) N42°29.42′ W91°29.87′ CHICAGO L–28G

987 B **FUEL** 100LL NOTAM FILE FOD

RWY 18–36: H3465X50 (ASPH) LIRL

RWY 18: Tree.

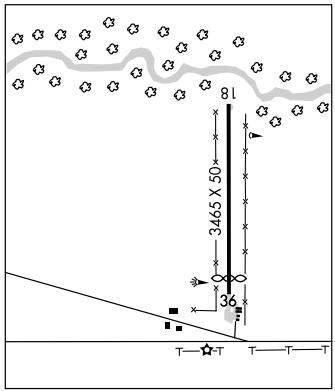
RWY 36: Thld dsplcd 305′. Pole.

AIRPORT REMARKS: Attended prior request. For svc call 563–927–3636. Deer on and invof arpt. Ultralight activity invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 275° 35.4 NM to fld. 1051/4E.



MAPLETON

JAMES G. WHITING MEM FLD (MEY) 1 N UTC−6(−5DT) N42°10.70′ W95°47.62′ OMAHA L–12I IAP

1116 B S4 **FUEL** 100 NOTAM FILE FOD

RWY 02–20: H2801X60 (CONC) S–28, D–48 LIRL

RWY 02: Tree. **RWY 20:** REIL. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 20 is calm wind rwy. Rwy 02–20 LIRL. ACTIVATE REIL Rwy 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

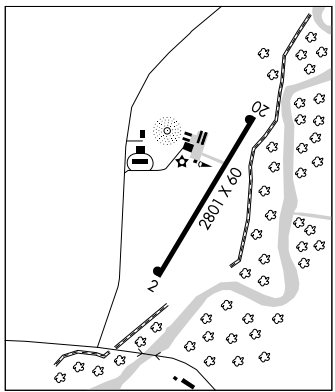
Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)

MINNEAPOLIS CENTER APP/DEP CON 119.6 (0330–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 104° 25.6 NM to fld. 1087/9E. **HIWAS.**

NDB (MHW) 335 MEY N42°10.83′ W95°47.68′ at fld. NOTAM FILE FOD. Unmonitored Mon–Fri 2300–1400Z‡, unmonitored Sat–Sun and holidays.



NDB MEY 335	APP CRS 205°	Rwy Idg 2801 TDZE 1116 Apt Elev 1116

NDB RWY 20

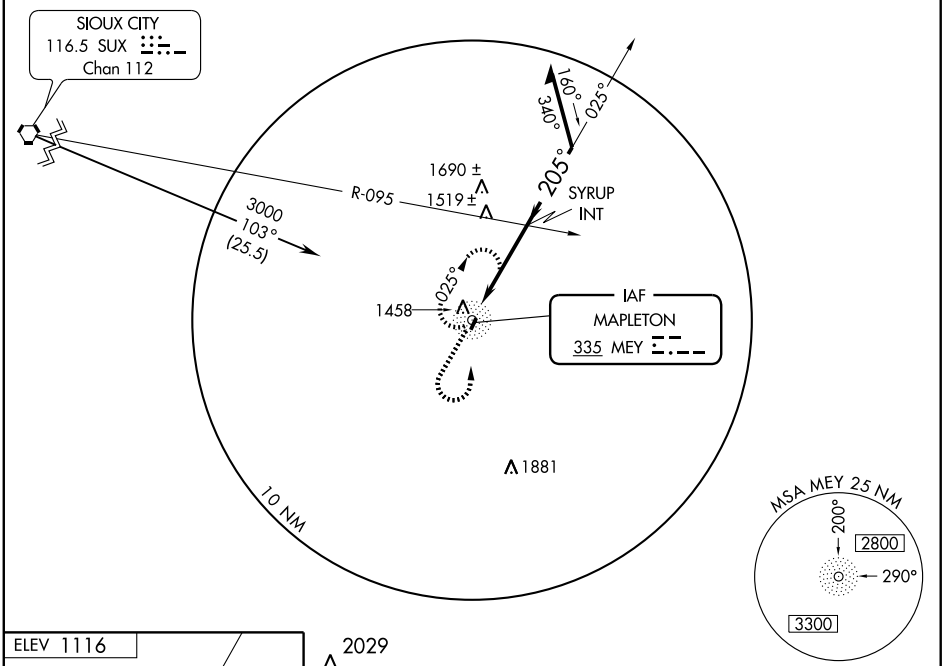
MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

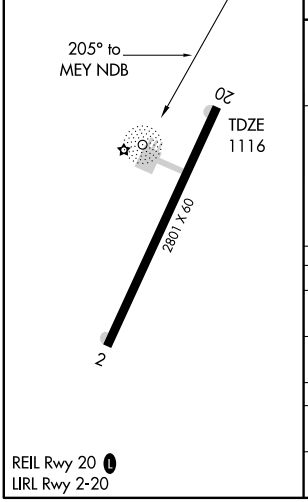
Use Sioux City altimeter setting.

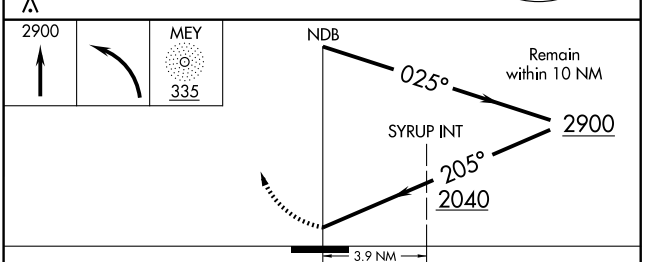
NA

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

SIOUX CITY APP CON*	UNICOM
124.6 307	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

REIL Rwy 20 L
LIRL Rwy 2-20

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

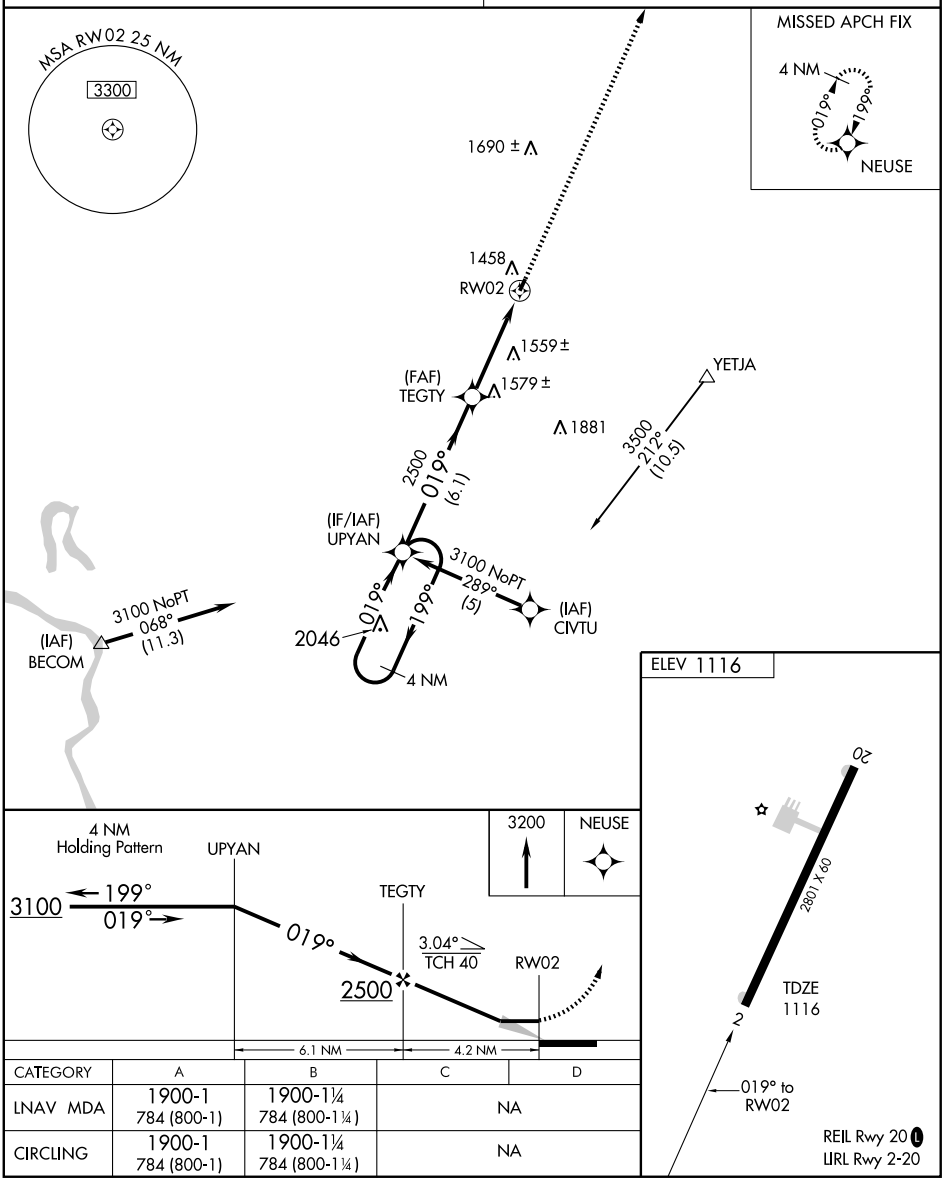
APP CRS	Rwy Idg	2801
019°	TDZE	1116
	Apt Elev	1116

DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIOUX CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

APP CRS	Rwy Idg	2801
199°	TDZE	1116
	Apt Elev	1116

NA

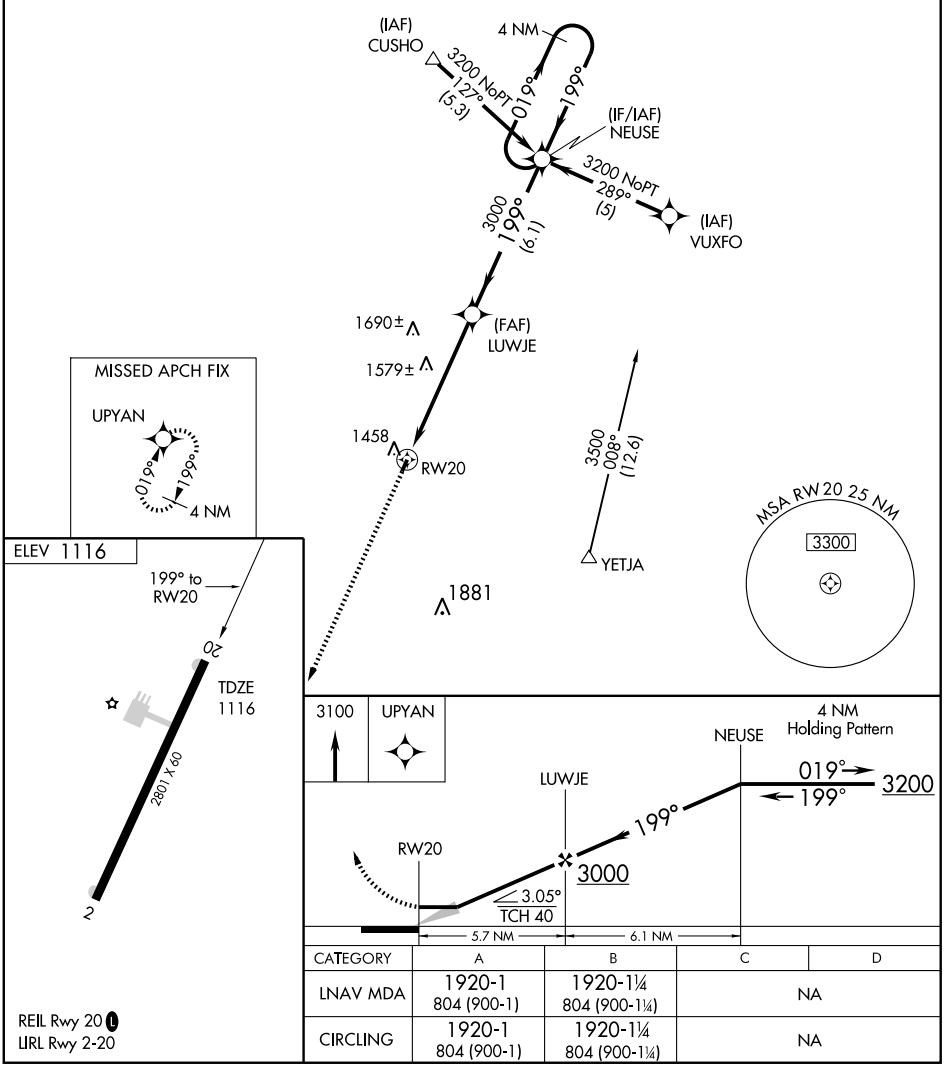
DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3100 direct UPYAN and hold.

SIOUX CITY APP CON ★
124.6 307

UNICOM
122.8 (CTAF) L

Procedure NA for arrivals at CUSHO on V100 westbound.

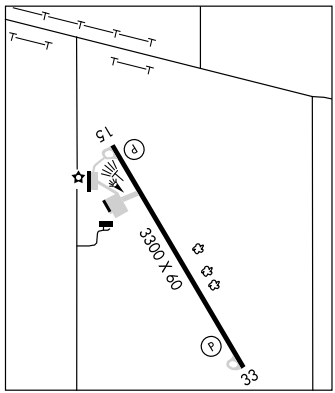


CATEGORY	A	B	C	D
LNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	

REIL Rwy 20 L
LIRL Rwy 2-20

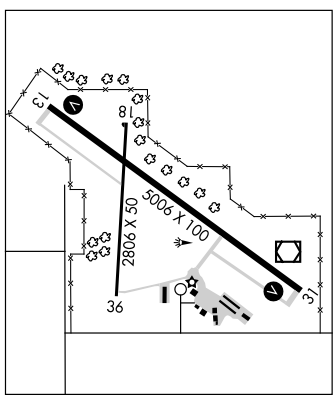
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MAQUOKETA MUNI (OQW) 3 W UTC−6(−5DT) N42°03.00′ W90°44.33′ CHICAGO
769 B **FUEL** 100LL, JET A NOTAM FILE FOD L–28G
RWY 15–33: H3300X60 (CONC) MIRL 0.9% up NW IAP
RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Tree.
AIRPORT REMARKS: Unattended. Service avbl at 1–800–553–5283. Self–service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15–33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 180° 21.1 NM to fld. 1051/4E.



MARION (C17) 3 E UTC−6(−5DT) N42°01.79′ W91°31.90′ CHICAGO
862 B S4 **FUEL** 100LL, MOGAS NOTAM FILE FOD L–28G
RWY 17–35: H3775X100 (ASPH–TURF) RWY LGTS (NSTD)
RWY 17: Thld dsplcd 260′. Road. **RWY 35:** Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17–35 center 26′ of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000′ of Rwy 35. Rwy 17–35 lgts 37′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CID.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 048° 14.2 NM to fld. 876/5E.

MARSHALLTOWN MUNI (MIW) 3 N UTC−6(−5DT) N42°06.76′ W92°55.07′ CHICAGO
974 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MIW H–5D, L–12J
RWY 13–31: H5006X100 (ASPH) S–35, D–42 MIRL IAP
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 42′. Ground/corn crop.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road.
RWY 18–36: H2806X50 (ASPH) S–15 MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300Z‡–0000Z‡. For arpt attendant after hrs call 641–753–7698. MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 13 and Rwy 31—CTAF. MIRL Rwy 18–36 opr dusk–dawn.
WEATHER DATA SOURCES: ASOS 128.325 (641) 752–2339.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 120.9 (1200–0200Z‡). **CLNC DEL** 120.9
CHICAGO CENTER APP/DEP CON 127.05 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIW.
ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68′ W92°54.53′ at fld. 981/3E.



RNAV (GPS) RWY 15

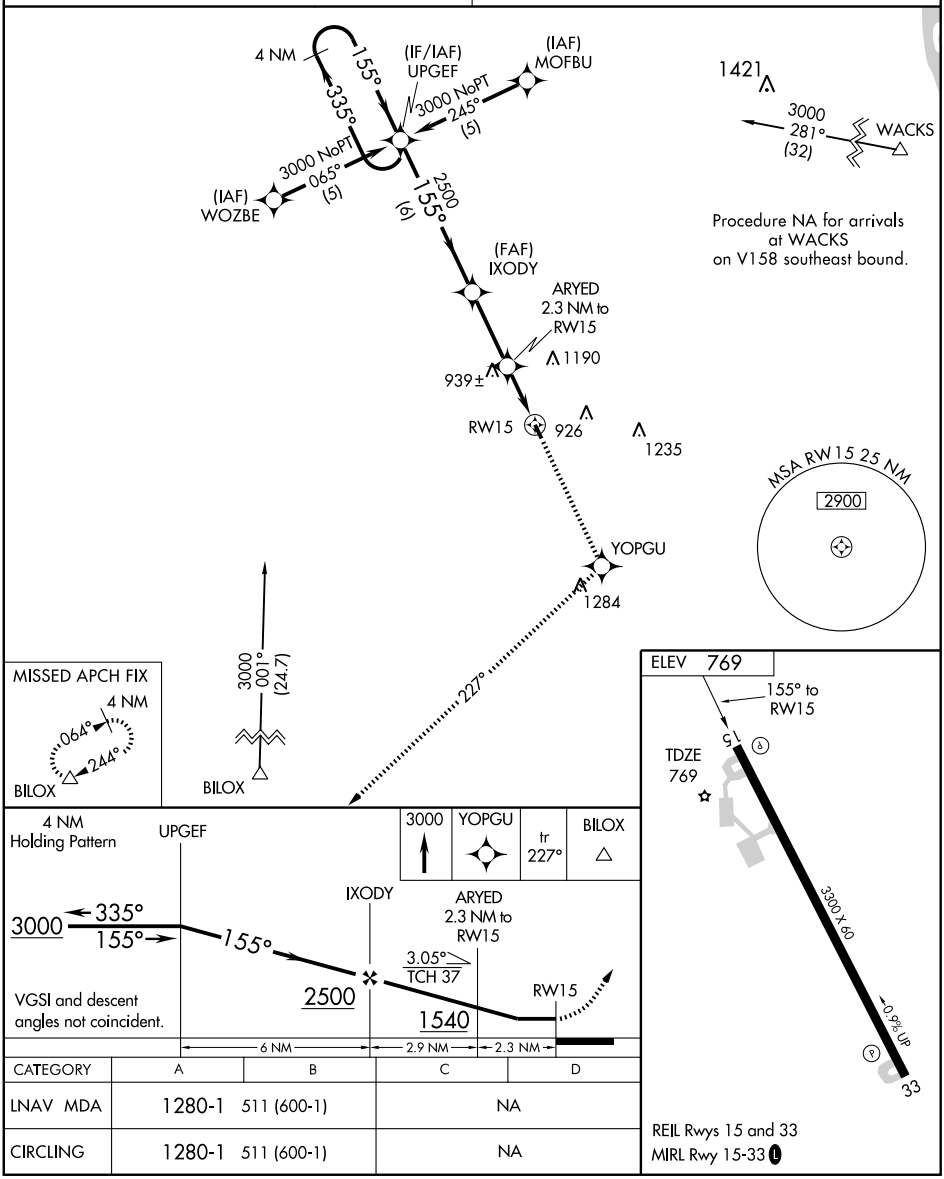
MAQUOKETA MUNI (OQW)

APP CRS	Rwy Idg	3300
155°	TDZE	769
	Apt Elev	769

DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct YOGPU and on track 227° to BILOX and hold.

CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1280-1	511 (600-1)	NA	
CIRCLING	1280-1	511 (600-1)	NA	

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NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

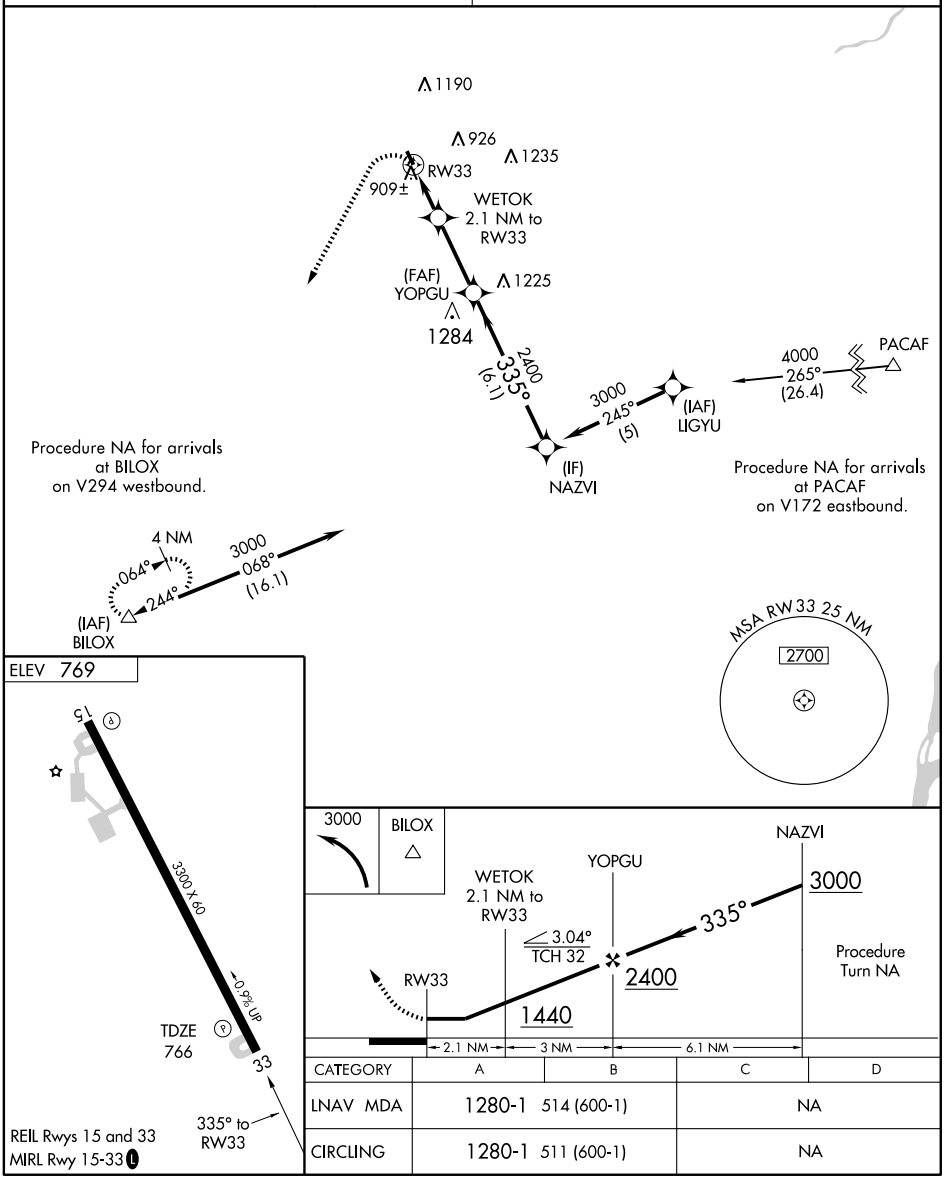
APP CRS	Rwy Idg	3300
335°	TDZE	766
	Apt Elev	769

T A NA — DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct BILOX and hold.

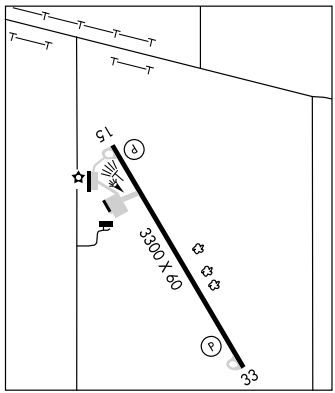
CHICAGO CENTER	UNICOM
133.95 281.4	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010



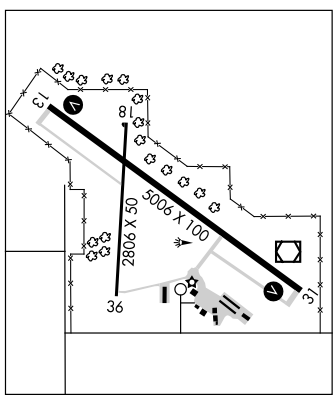
CATEGORY	A	B	C	D
LNAV MDA	1280-1 514 (600-1)		NA	
CIRCLING	1280-1 511 (600-1)		NA	

MAQUOKETA MUNI (OQW) 3 W UTC−6(−5DT) N42°03.00′ W90°44.33′ CHICAGO
769 B **FUEL** 100LL, JET A NOTAM FILE FOD L–28G
RWY 15–33: H3300X60 (CONC) MIRL 0.9% up NW IAP
RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37′. Trees.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Tree.
AIRPORT REMARKS: Unattended. Service avbl at 1–800–553–5283. Self–service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15–33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 180° 21.1 NM to fld. 1051/4E.



MARION (C17) 3 E UTC−6(−5DT) N42°01.79′ W91°31.90′ CHICAGO
862 B S4 **FUEL** 100LL, MOGAS NOTAM FILE FOD L–28G
RWY 17–35: H3775X100 (ASPH–TURF) RWY LGTS (NSTD)
RWY 17: Thld dsplcd 260′. Road. **RWY 35:** Thld dsplcd 100′. Brush.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17–35 center 26′ of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000′ of Rwy 35. Rwy 17–35 lgts 37′ from rwy edge.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE CID.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 048° 14.2 NM to fld. 876/5E.

MARSHALLTOWN MUNI (MIW) 3 N UTC−6(−5DT) N42°06.76′ W92°55.07′ CHICAGO
974 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MIW H–5D, L–12J
RWY 13–31: H5006X100 (ASPH) S–35, D–42 MIRL IAP
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 42′. Ground/corn crop.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road.
RWY 18–36: H2806X50 (ASPH) S–15 MIRL
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1300Z‡–0000Z‡. For arpt attendant after hrs call 641–753–7698. MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 13 and Rwy 31—CTAF. MIRL Rwy 18–36 opr dusk–dawn.
WEATHER DATA SOURCES: ASOS 128.325 (641) 752–2339.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 120.9 (1200–0200Z‡). **CLNC DEL** 120.9
CHICAGO CENTER APP/DEP CON 127.05 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MIW.
ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68′ W92°54.53′ at fld. 981/3E.



RNAV (GPS) RWY 13

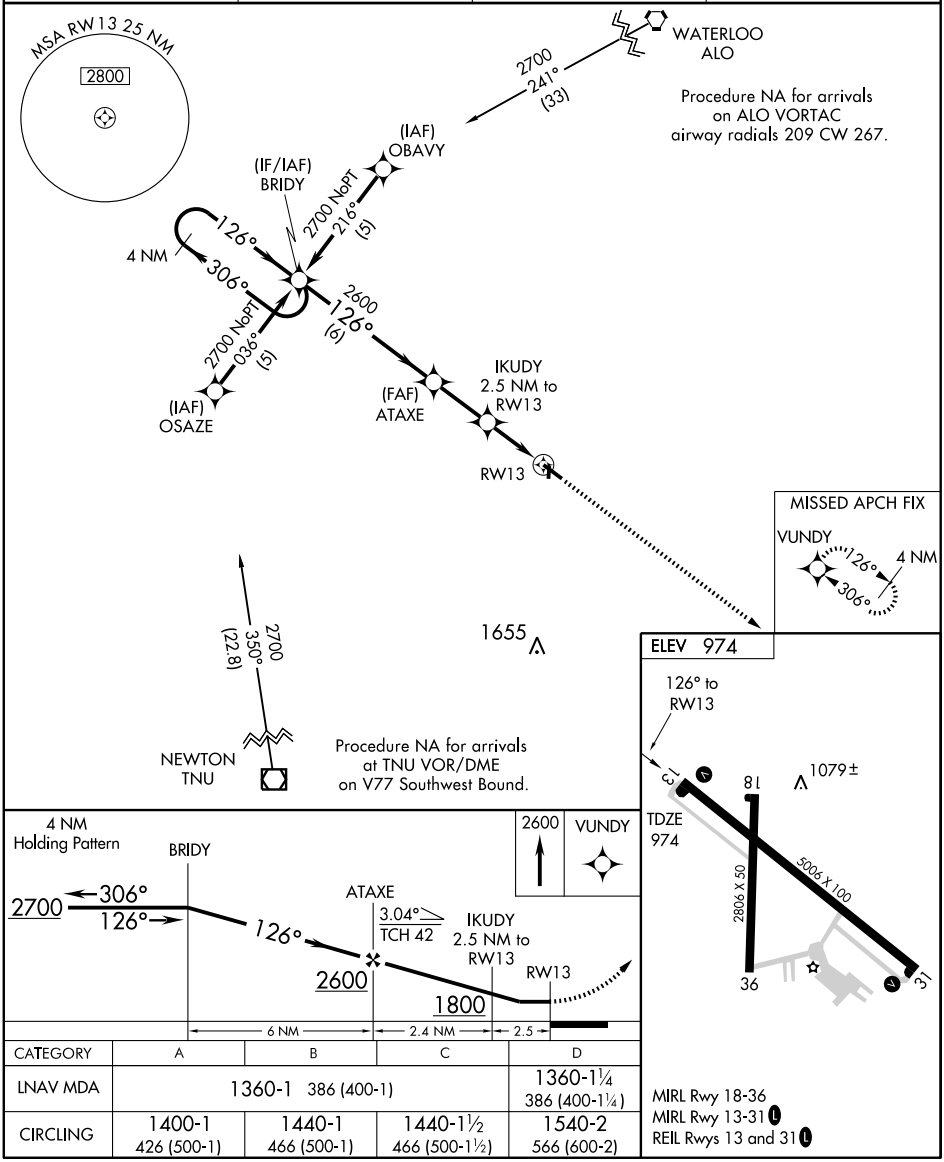
MARSHALLTOWN MUNI (MIW)

APP CRS	Rwy Idg	5006
126°	TDZE	974
	Apt Elev	974

When VGSI inop, Straight-in/Circling Rwy 13 Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct VUNDY and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

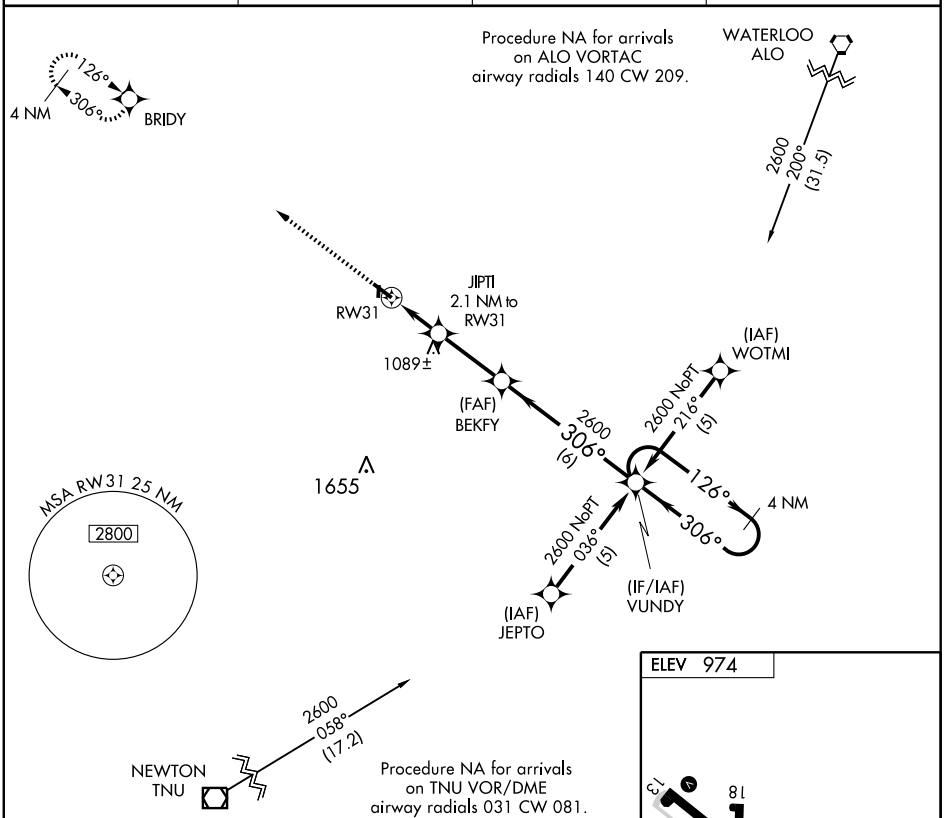
APP CRS	Rwy Idg	5006
306°	TDZE	973
	Apt Elev	974

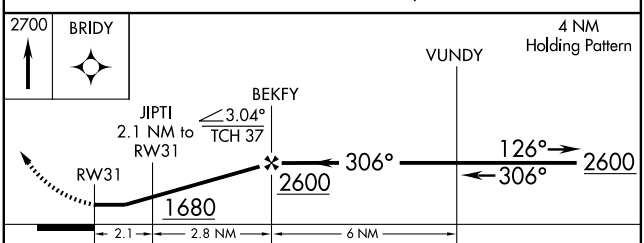
RNAV (GPS) RWY 31
MARSHALLTOWN MUNI (MIW)

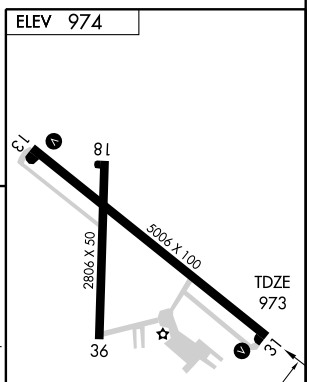
When VGSI inop, Straight-in/Circling Rwy 31 Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct BRIDY and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1 367 (400-1)			1340-1¼ 367 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JWJ	APP CRS	Rwy Idg	5006
109.4	120°	TDZE	974
Chan 31		Apt Elev	974

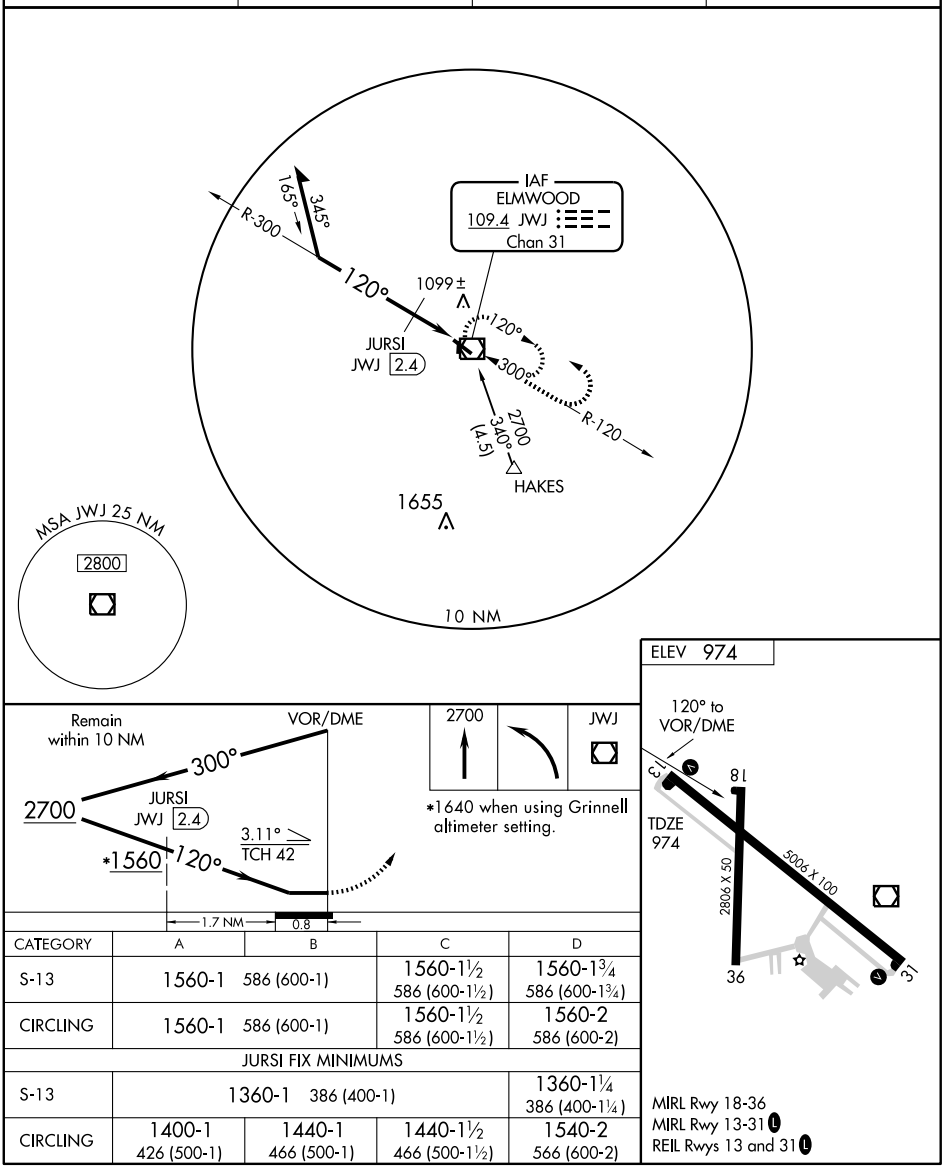
VOR RWY 13

MARSHALLTOWN MUNI (MIW)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-13 Cat C and D and Circling Cat C visibility ¼ mile. Increase JURSI fix minimums S-13 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-1¾ 586 (600-1¾)
CIRCLING	1560-1	586 (600-1)	1560-1½ 586 (600-1½)	1560-2 586 (600-2)
JURSI FIX MINIMUMS				
S-13	1360-1	386 (400-1)		1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME JWJ	APP CRS	Rwy Idg	5006
109.4	320°	TDZE	973
Chan 31		Apt Elev	974

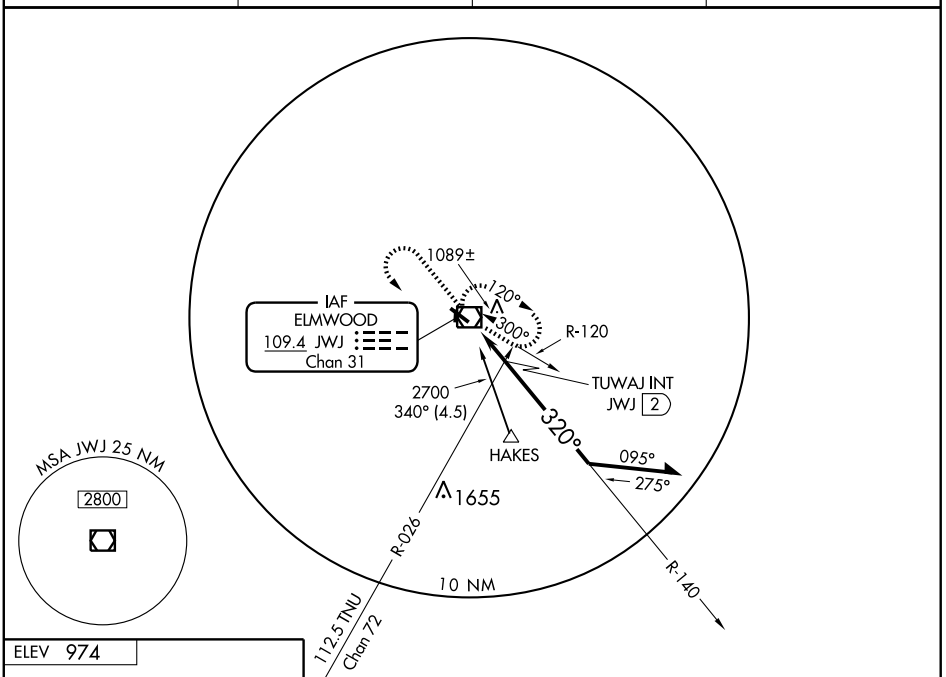
VOR RWY 31

MARSHALLTOWN MUNI (MIW)

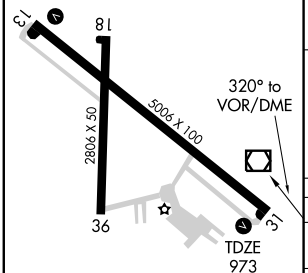
When local altimeter setting not received, use Grinnell altimeter setting and increase all MDA 80 feet; increase S-31 and Circling Cat C and D and TUWAJ fix minimums S-31 Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct JWJ VOR/DME and hold.

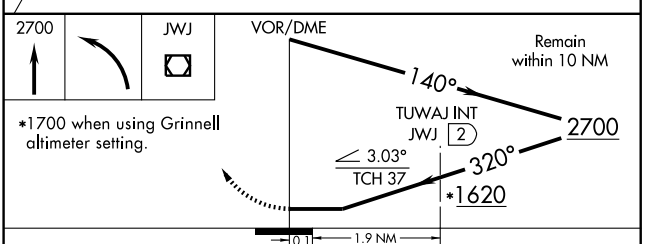
ASOS	WATERLOO APP CON ★	CLNC DEL	UNICOM
128.325	120.9	120.9	122.8 (CTAF) L



ELEV 974



MIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



*1700 when using Grinnell altimeter setting.

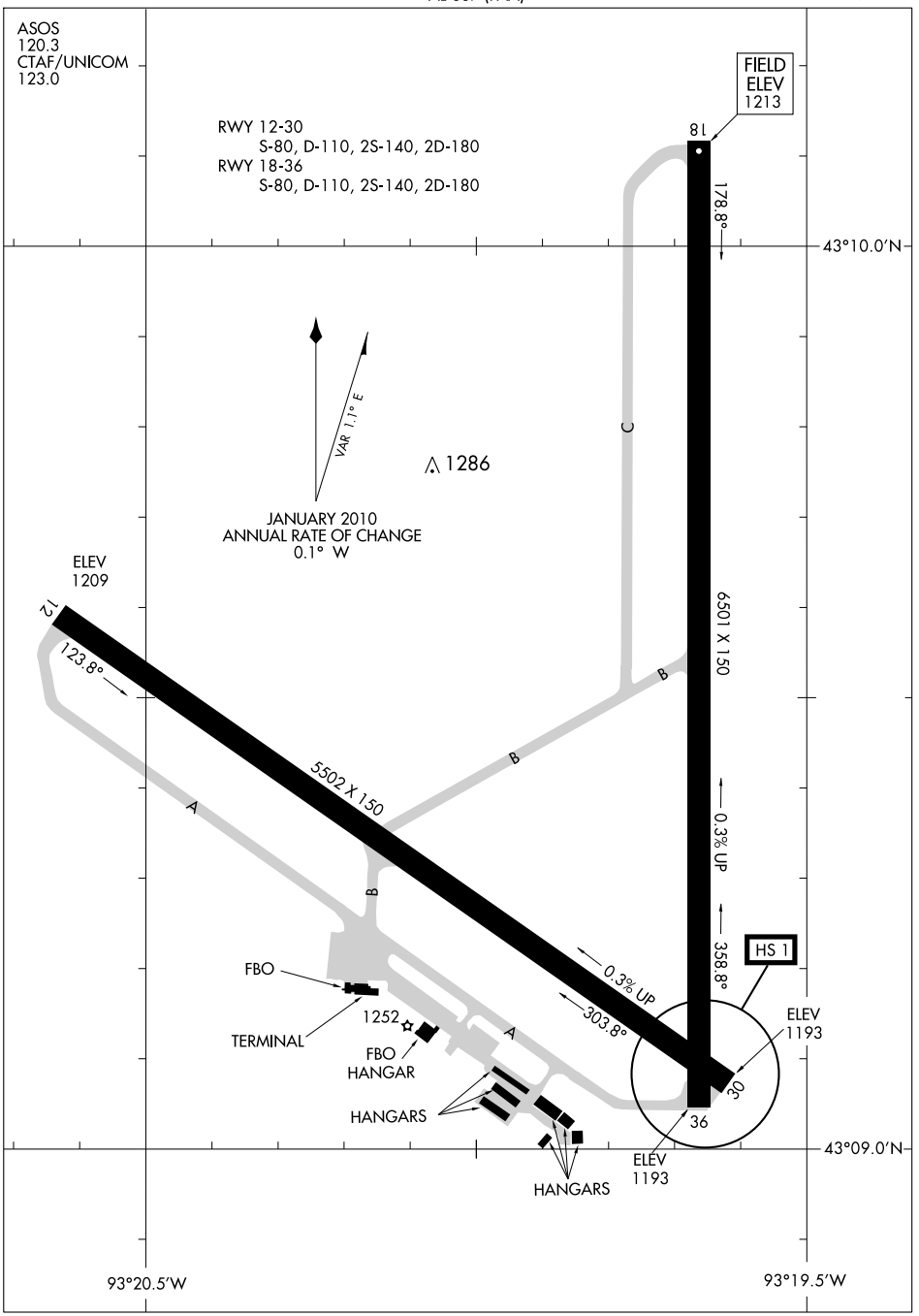
CATEGORY	A	B	C	D
S-31	1620-1 647 (700-1)		1620-1¾ 647 (700-1¾)	1620-2 647 (700-2)
CIRCLING	1620-1 646 (700-1)		1620-1¾ 646 (700-1¾)	1620-2 646 (700-2)
TUWAJ FIX MINIMUMS				
S-31	1360-1 387 (400-1)			1360-1¼ 387 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)
MASON CITY, IOWA



NC-3, 21 OCT 2010 to 18 NOV 2010

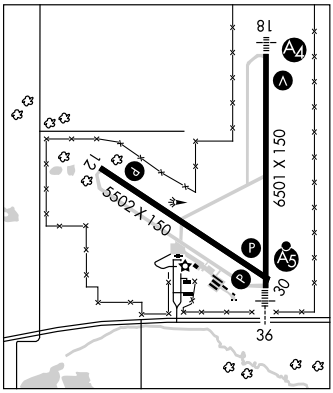
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MASON CITY, IOWA
MASON CITY MUNI (MCW)

10266

MASON CITY MUNI (MCW) 5 W UTC−6(−5DT) N43°09.47′ W93°19.88′ **OMAHA**
1213 B S4 **FUEL** 100LL, JET A TPA—2013(800) Class I, ARFF Index A NOTAM FILE MCW **H–5D, L–12J**
RWY 18–36: H6501X150 (ASPH–GRVD) S–80, D–110, 2S–140, 2D–180 HIRL 0.3% up N **IAP, AD**
RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39′.
RWY 36: MALSR. PAPI(P4L)—GA 2.9° TCH 62′.
RWY 12–30: H5502X150 (ASPH–GRVD) S–80, D–110, 2S–140, 2D–180 MIRL 0.3% up NW
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 30: PAPI(P4L)—GA 3.0° TCH 32′. Building.



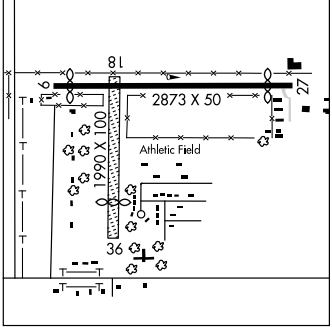
AIRPORT REMARKS: Attended Mon–Fri 1030–0500Z‡, Sat 1100–0000Z‡, Sun 1600–0500Z‡. Arpt ops 641–430–0980. For svc or fuel after hrs PPR call 641–430–9898. Bird and deer activity on and invof arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641–421–3397. Air carrier ops in excess of 15 minutes outside scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641–430–0980. All general aviation tfc remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line. Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18–36, MIRL Rwy 12–30, REIL Rwy 12, MALS Rwy 18, MALSR Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during dalgt hrs. Ldg fee for all commercial operated acft.
WEATHER DATA SOURCES: ASOS 120.3 (641) 357–8490.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (FORT DODGE RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
(H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 353° 3.8 NM to fld. 1210/6E.
SURFF NDB (LOM) 348 MC N43°03.15′ W93°19.66′ 356° 6.3 NM to fld.
ILS 109.5 I–MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.

MATHEWS MEM (See TIPTON)

MERLE N41°54.18′ W93°39.53′ NOTAM FILE FOD. **OMAHA**
NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

MILFORD

FULLER (4D8) 1 NW UTC−6(−5DT) N43°19.99′ W95°09.54′ **OMAHA**
1439 **FUEL** 100LL NOTAM FILE FOD **L–12I**
RWY 09–27: H2873X50 (ASPH) LIRL **IAP**
RWY 09: Thld dsplcd 60′. Road. **RWY 27:** Thld dsplcd 360′. Tree.
RWY 18–36: 1990X100 (TURF)
RWY 18: Fence. **RWY 36:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Unattended. For fuel call 712–337–0247/336–2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18–36 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 005° 10.4 NM to fld. 1330/5E.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	355°	TDZE	1193
		Apt Elev	1213

ILS or LOC RWY 36

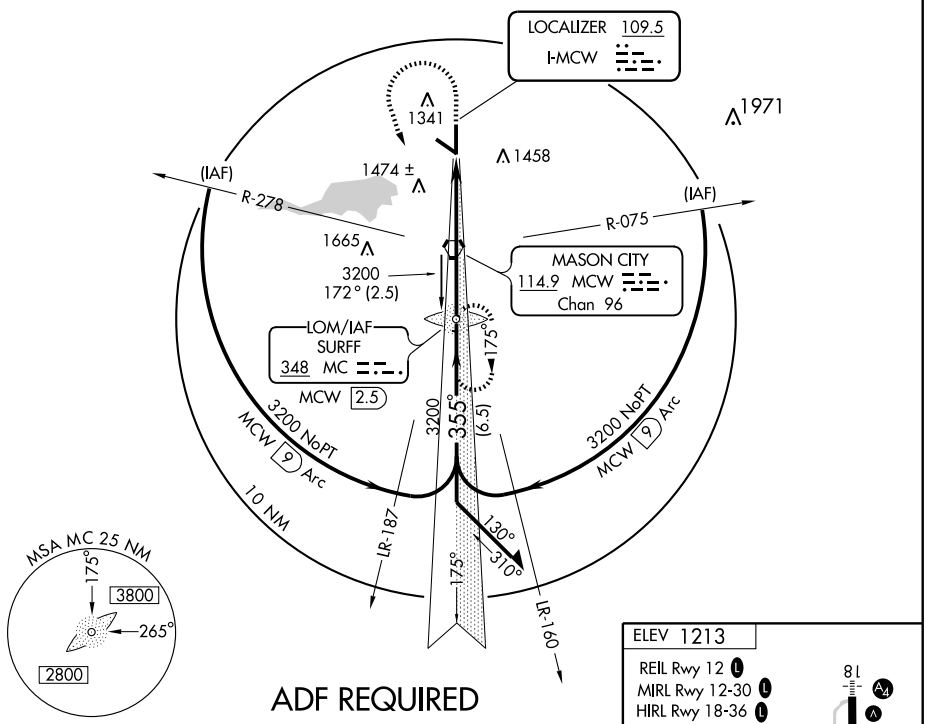
MASON CITY MUNI (MCW)

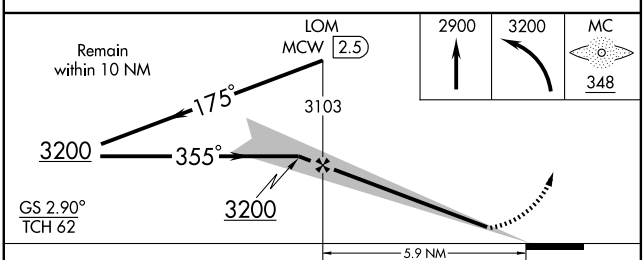
NA DME from MCW VORTAC.
If local altimeter setting not received, use Charles City altimeter setting and increase all DA/MDA 100 feet.

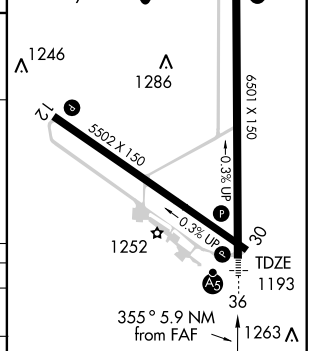
MALSR

MISSED APPROACH: Climb to 2900, then climbing left turn to 3200 direct SURFF LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	1393-½ 200 (200-½)			
S-LOC 36	1600-½ 407 (400-½)		1600-¾ 407 (400-¾)	
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-MCW	APP CRS	Rwy Idg	6501
109.5	175°	TDZE	1213
		Apt Elev	1213

LOC BC RWY 18
MASON CITY MUNI (MCW)

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

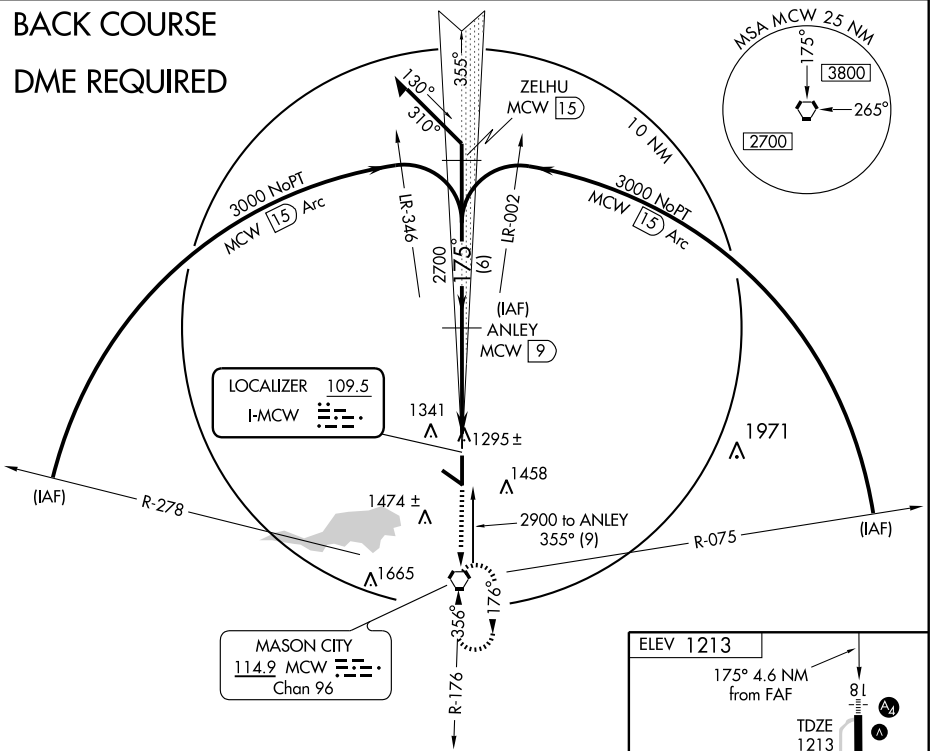
MALS

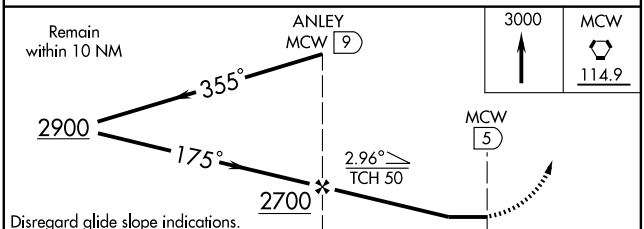
MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

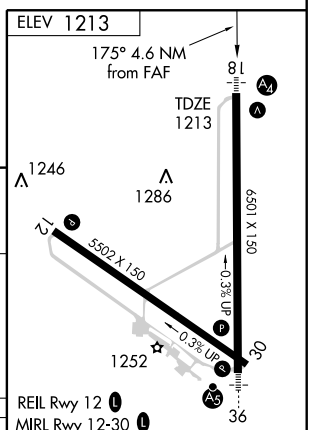
ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L

BACK COURSE

DME REQUIRED







CATEGORY	A	B	C	D
S-18	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6501
175°	TDZE	1213
	Apt Elev	1213

RNAV (GPS) RWY 18

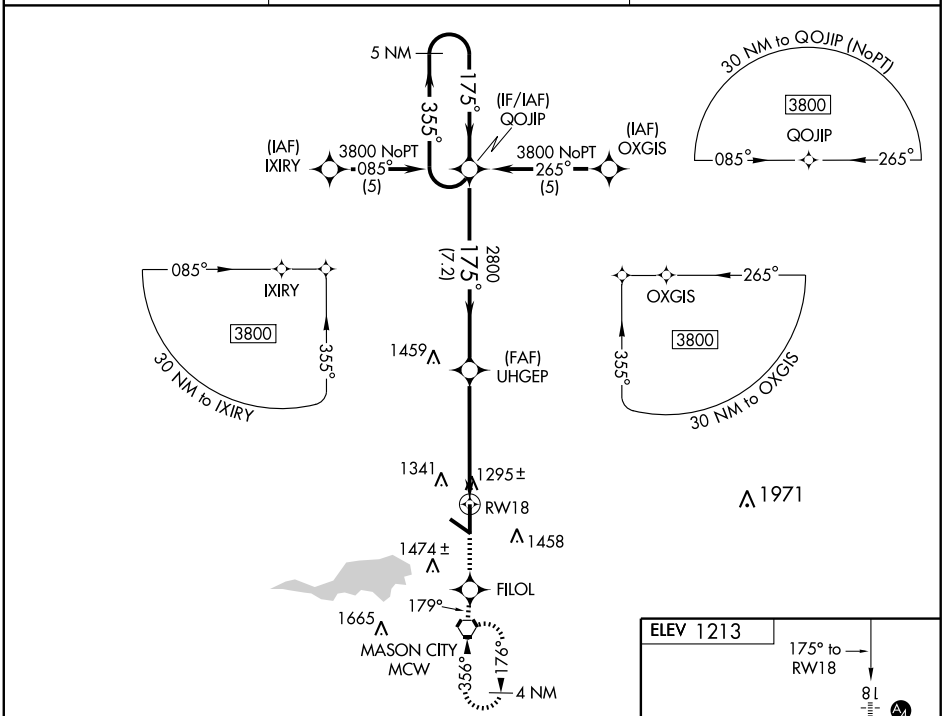
MASON CITY MUNI (MCW)

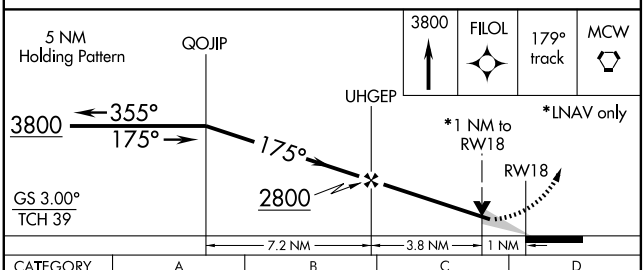
Inoperative table does not apply to LNAV/VNAV.
Baro-VNAV NA when using Charles City altimeter setting.
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA below -17°C (2°F).
DME/DME RNP -0.3 NA. VDP NA when using Charles City altimeter setting.

MALS

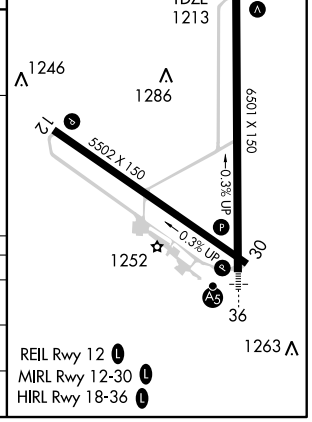
MISSED APPROACH: Climb to 3800 direct FILOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV/VNAV DA	1628-1½ 415 (500-1½)			
LNAV MDA	1560-¾ 347 (400-¾)			1560-1¼ 347 (400-1¼)
CIRCLING	1660-1½ 447 (500-1½)	1680-1½ 467 (500-1½)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5502
300°	TDZE	1195
	Apt Elev	1213

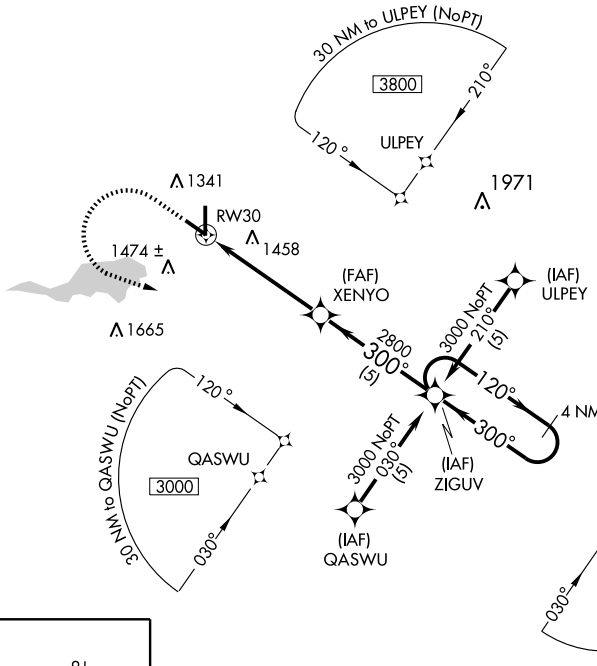
RNAV (GPS) RWY 30

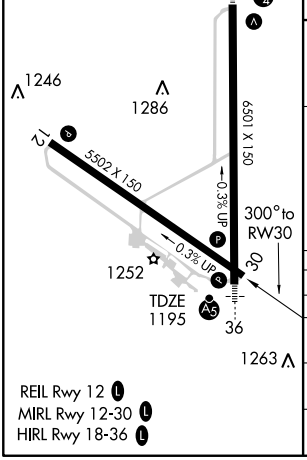
MASON CITY MUNI (MCW)

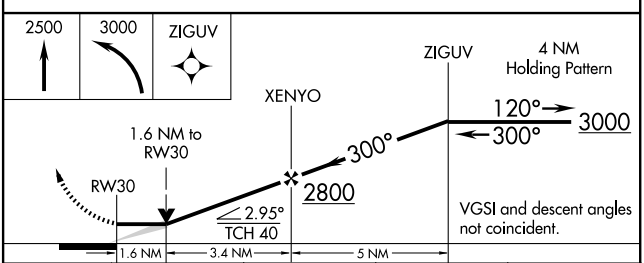
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 507 (600-1)		1760-1½ 547 (600-1½)	1840-2 627 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6501
355°	TDZE	1193
	Apt Elev	1213

RNAV (GPS) RWY 36

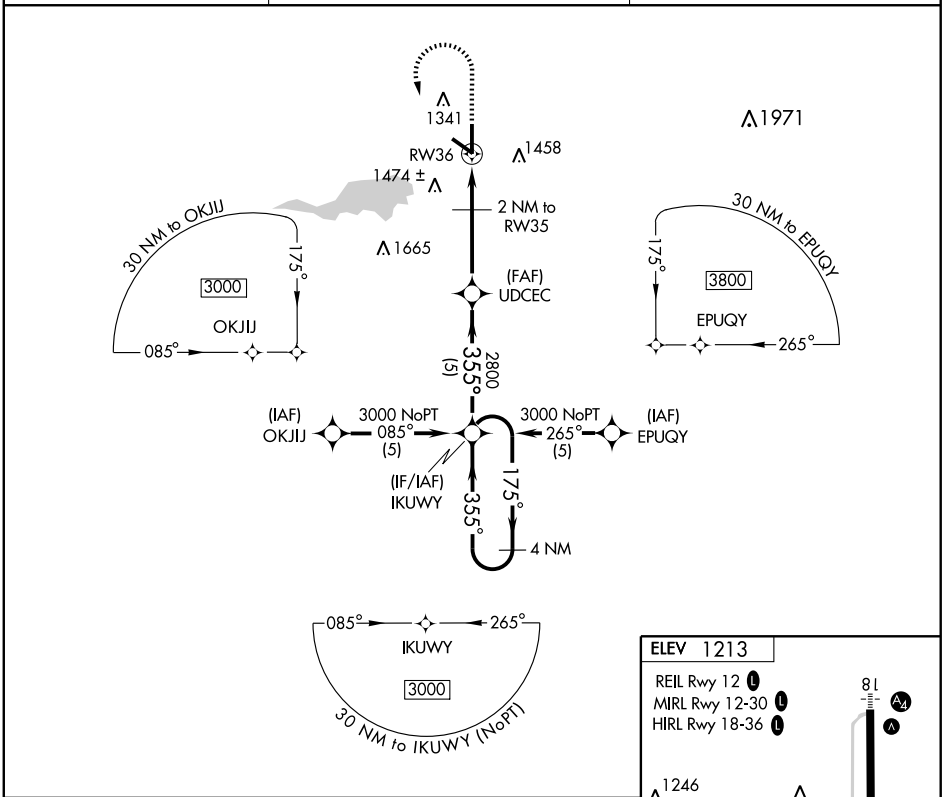
MASON CITY MUNI (MCW)

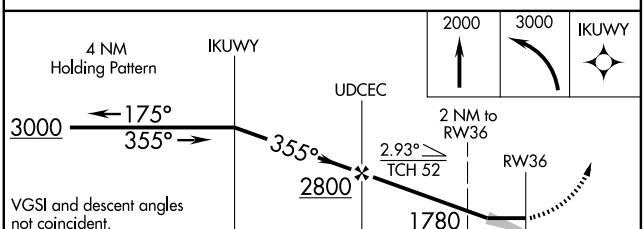
NA If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Charles City altimeter setting.
DME/DME RNP- 0.3 NA.

MALSR

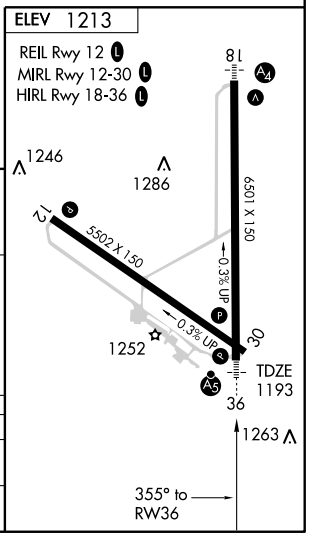
MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MCW 114.9 Chan 96	APP CRS 175°	Rwy Idg 6501 TDZE 1213 Apt Elev 1213

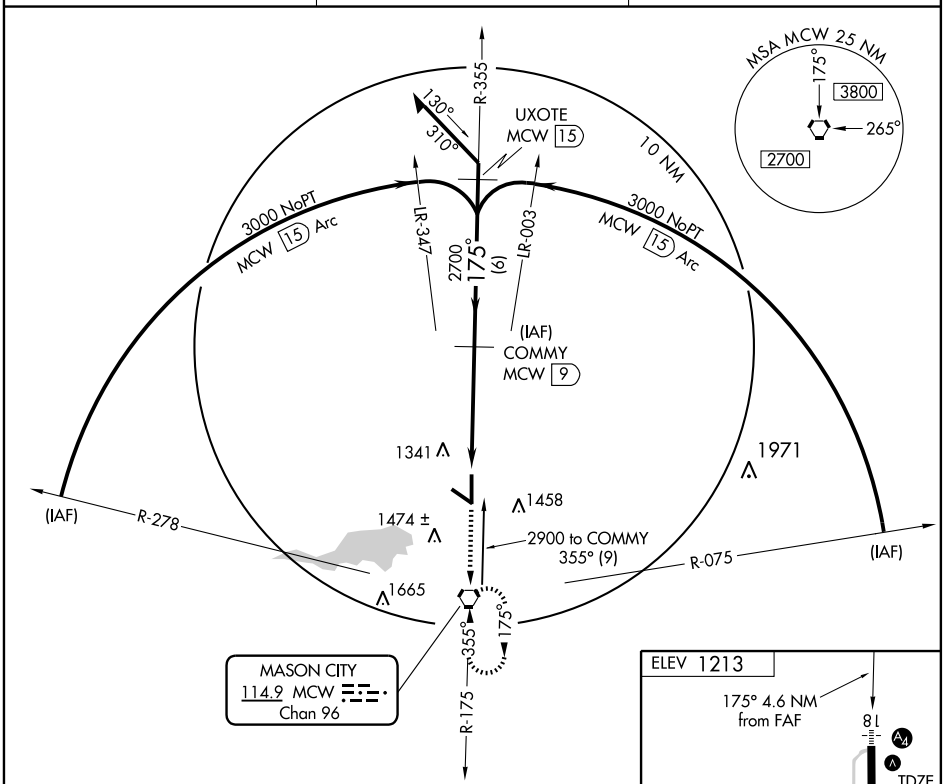
VOR/DME RWY 18
MASON CITY MUNI (MCW)

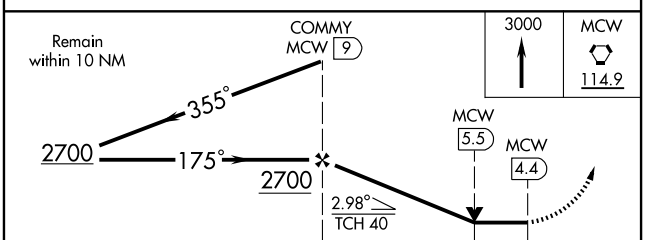
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

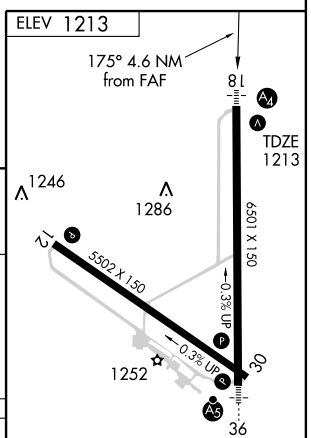
MALS

MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1600-¾ 387 (400-¾)			1600-1¼ 387 (400-1¼)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

REIL Rwy 12 L
MIRL Rwy 12-30 L
HIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MCW 114.9 Chan 96	APP CRS 356°	Rwy Idg 6501 TDZE 1193 Apt Elev 1213

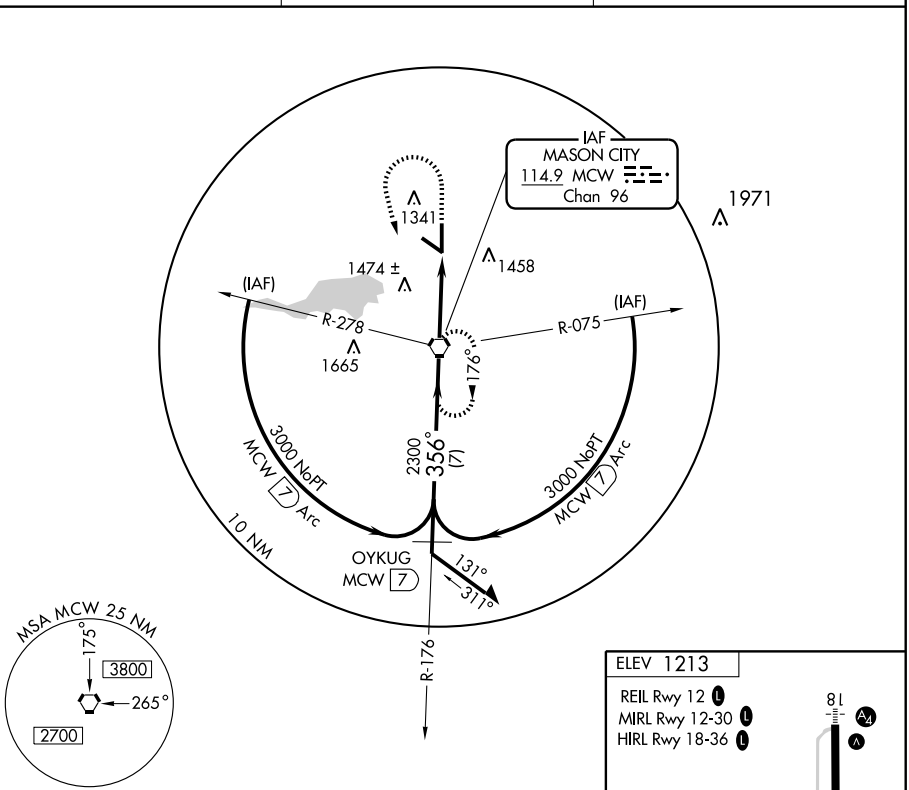
VOR RWY 36
MASON CITY MUNI (MCW)

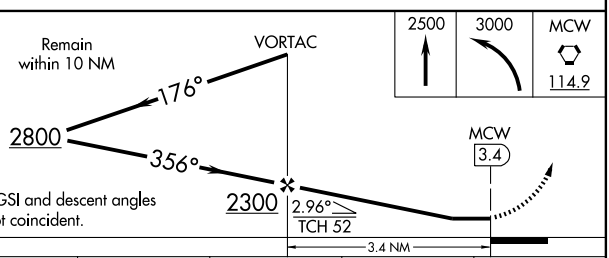
Inoperative table does not apply to Cat D.
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

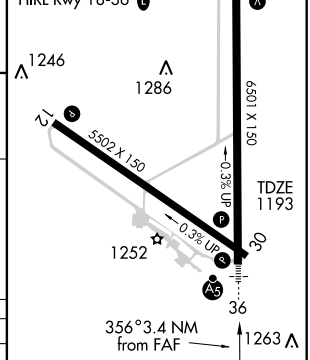
MALSR

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct MCW VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.3	127.3 380.2	123.0 (CTAF) L







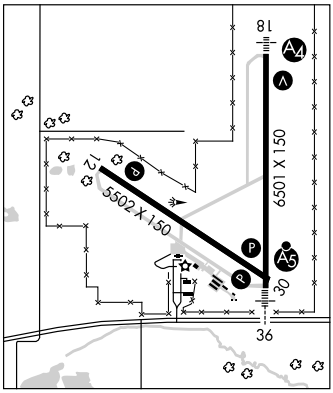
CATEGORY	A	B	C	D
S-36	1640-½ 447 (500-½)		1640-¾ 447 (500-¾)	1640-1 447 (500-1)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1½ 547 (600-1½)	1840-2 627 (700-2)

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MASON CITY MUNI (MCW) 5 W UTC−6(−5DT) N43°09.47′ W93°19.88′ **OMAHA**
1213 B S4 **FUEL** 100LL, JET A TPA—2013(800) Class I, ARFF Index A NOTAM FILE MCW **H–5D, L–12J**
RWY 18–36: H6501X150 (ASPH–GRVD) S–80, D–110, 2S–140, 2D–180 HIRL 0.3% up N **IAP, AD**
RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39′.
RWY 36: MALSR. PAPI(P4L)—GA 2.9° TCH 62′.
RWY 12–30: H5502X150 (ASPH–GRVD) S–80, D–110, 2S–140, 2D–180 MIRL 0.3% up NW
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 30: PAPI(P4L)—GA 3.0° TCH 32′. Building.



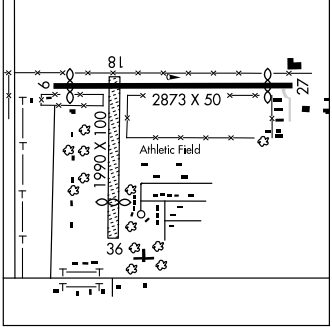
AIRPORT REMARKS: Attended Mon–Fri 1030–0500Z‡, Sat 1100–0000Z‡, Sun 1600–0500Z‡. Arpt ops 641–430–0980. For svc or fuel after hrs PPR call 641–430–9898. Bird and deer activity on and invof arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641–421–3397. Air carrier ops in excess of 15 minutes outside scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641–430–0980. All general aviation tfc remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line. Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18–36, MIRL Rwy 12–30, REIL Rwy 12, MALS Rwy 18, MALSR Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during dalgt hrs. Ldg fee for all commercial operated acft.
WEATHER DATA SOURCES: ASOS 120.3 (641) 357–8490.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.6 (FORT DODGE RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.3
RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.
(H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 353° 3.8 NM to fld. 1210/6E.
SURFF NDB (LOM) 348 MC N43°03.15′ W93°19.66′ 356° 6.3 NM to fld.
ILS 109.5 I–MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.

MATHEWS MEM (See TIPTON)

MERLE N41°54.18′ W93°39.53′ NOTAM FILE FOD. **OMAHA**
NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

MILFORD

FULLER (4D8) 1 NW UTC−6(−5DT) N43°19.99′ W95°09.54′ **OMAHA**
1439 **FUEL** 100LL NOTAM FILE FOD **L–12I**
RWY 09–27: H2873X50 (ASPH) LIRL **IAP**
RWY 09: Thld dsplcd 60′. Road. **RWY 27:** Thld dsplcd 360′. Tree.
RWY 18–36: 1990X100 (TURF)
RWY 18: Fence. **RWY 36:** Thld dsplcd 400′. Tree.
AIRPORT REMARKS: Unattended. For fuel call 712–337–0247/336–2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18–36 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.75
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 005° 10.4 NM to fld. 1330/5E.



VOR/DME SPW 110.0 Chan 37	APP CRS 005°	Rwy Idg N/A TDZE N/A Apt Elev 1439

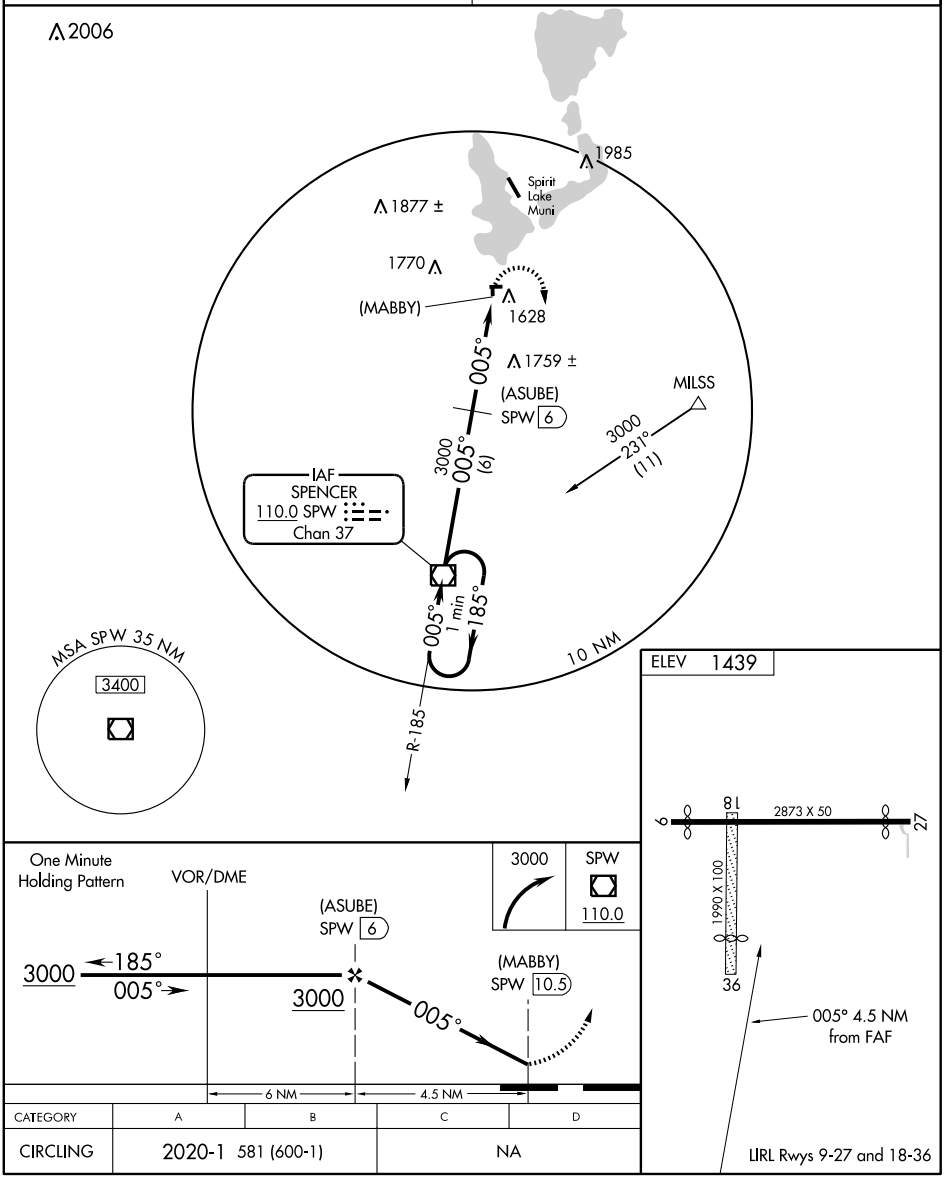
VOR/DME or GPS-A

MILFORD/FULLER(4D8)

▼ Procedure not authorized at night. Use Spencer altimeter setting; If not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climbing right turn to 3000 direct SPW VOR/DME and hold.

MINNEAPOLIS CENTER	CTAF
127.75 257.7	122.9



CATEGORY	A	B	C	D
CIRCLING	2020-1 581 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MONONA MUNI (7C3) 3 SE UTC−6(−5DT) N43°01.98′ W91°20.79′ **CHICAGO**
1147 **FUEL** 100LL, MOGAS NOTAM FILE FOD
RWY 18–36: 2650X120 (TURF) LIRL
RWY 18: Road.
AIRPORT REMARKS: Unattended. For fuel call 563–536–2851 or 563–539–2355. Arpt CLOSED Dec–Feb. No snow removal for conditions call 563–539–2355 or 563–536–2851. Rwy 18–36 marked with yellow cones on rwy ends and sides.
COMMUNICATIONS: CTAF 122.9

MONTEZUMA

SIG FLD (7C5) 3 S UTC−6(−5DT) N41°32.90′ W92°32.08′ **CHICAGO**
929 NOTAM FILE FOD
RWY 18–36: 2600X105 (TURF)
RWY 18: Thld dsplcd 400′. Pole.
AIRPORT REMARKS: Unattended. Rwy 18–36 rwy ends and sides marked with yellow cones. Dsplcd thld marked with yellow cones–2 cones placed outboard of rwy edges and 400′ from AER 18.
COMMUNICATIONS: CTAF 122.9

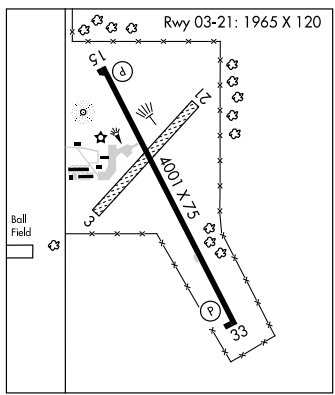
MONTICELLO RGNL (MXO) 2 SE UTC−6(−5DT) N42°13.22′ W91°09.80′ **CHICAGO**
832 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MXO **L–28G**
RWY 15–33: H4400X75 (CONC) S–12.5 MIRL **IAP**
RWY 15: REIL. PAPI(P2L). Road. **RWY 33:** REIL. PAPI(P2L). Trees.
RWY 09–27: 2316X90 (TURF) 0.4% up E
RWY 09: Brush. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1330–0030Z‡. For svc after hrs call 319–821–0372. Unattended all major holidays. 24 hr self svc fuel. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (319) 465–6155.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CEDAR RAPIDS APP/DEP CON** 134.05 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 238° 23.0 NM to fld. 1051/4E.

MORNINGSTAR FLD (See DES MOINES)

MOUNT AYR

JUDGE LEWIS FLD MT AYR MUNI (1Y3) 2 SE UTC−6(−5DT) N40°42.33′ W94°13.43′ **OMAHA**
1265 NOTAM FILE FOD
RWY 17–35: 2600X40 (GRVL–TRTD) LIRL (NSTD)
RWY 17: Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 thresholds marked with yellow cones dsplcd thld and edges 60′ from centerline. Rwy 17–35 NSTD LIRL, rwy lgts are 60′ from centerline.
COMMUNICATIONS: CTAF 122.9

MOUNT PLEASANT MUNI (MPZ) 3 SE UTC−6(−5DT) N40°56.80′ W91°30.66′ **CHICAGO**
730 B S2 **FUEL** 100LL, JET A OX 1,2 NOTAM FILE MPZ **L–27B**
RWY 15–33: H4001X75 (ASPH) S–12, D–16 MIRL **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 35′. Tree.
Rwy 33: REIL. PAPI(P2L)–GA 3.0° TCH 29°. Fence. Rgt tfc.
RWY 03–21: 1965X120 (TURF)
RWY 03: Tree. **RWY 21:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For arpt attendance on Sat–Sun call 1–800–711–6266. Rwy 03–21 corners and edges marked by yellow cones. MIRL Rwy 15–33 preset on low ints only. ACTIVATE REIL Rwy 33 only when MIRL ops—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (319) 385–4926.
COMMUNICATIONS: CTAF/UNICOM 123.05
CHICAGO CENTER APP/DEP CON 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 292° 29.8 NM to fld. 730/5E. **HIWAS.**
NDB (MHW) 212 MPZ N40°56.94′ W91°30.91′ at fld. NOTAM FILE MPZ.



RNAV (GPS) RWY 15

MONTICELLO RGNL (MXO)

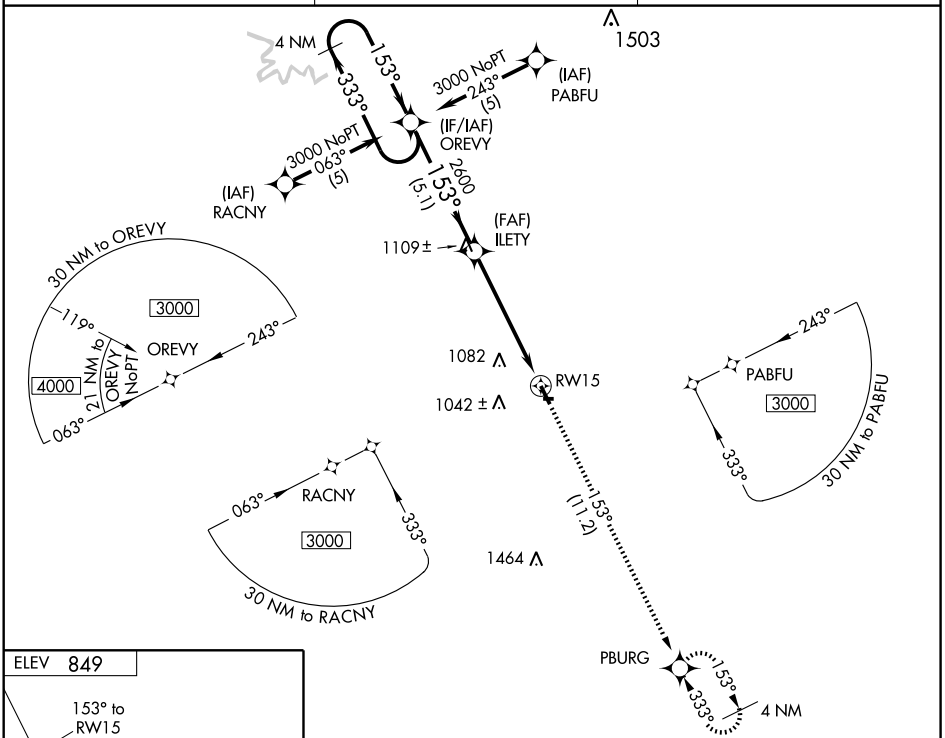
APP CRS	Rwy Idg	4400
153°	TDZE	827
	Apt Elev	849

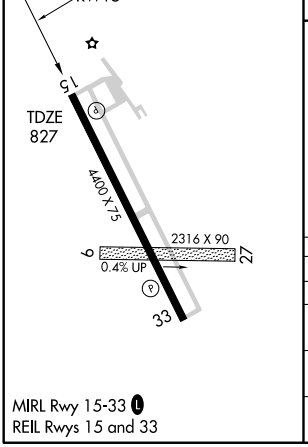
T
A NA

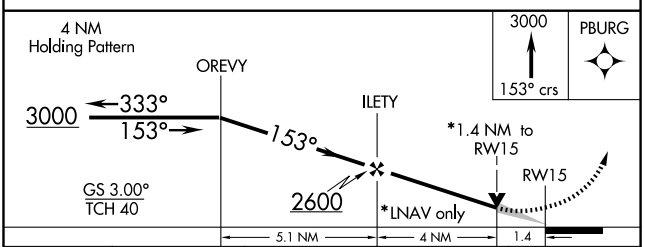
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1300-1¾ 473 (500-1¾)			NA
LNAV MDA	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	NA
CIRCLING	1360-1¾ 511 (600-1¾)	1380-1¾ 531 (600-1¾)	1400-1¾ 551 (600-1¾)	NA

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APP CRS	Rwy Idg	4400
333°	TDZE	829
	Apt Elev	849

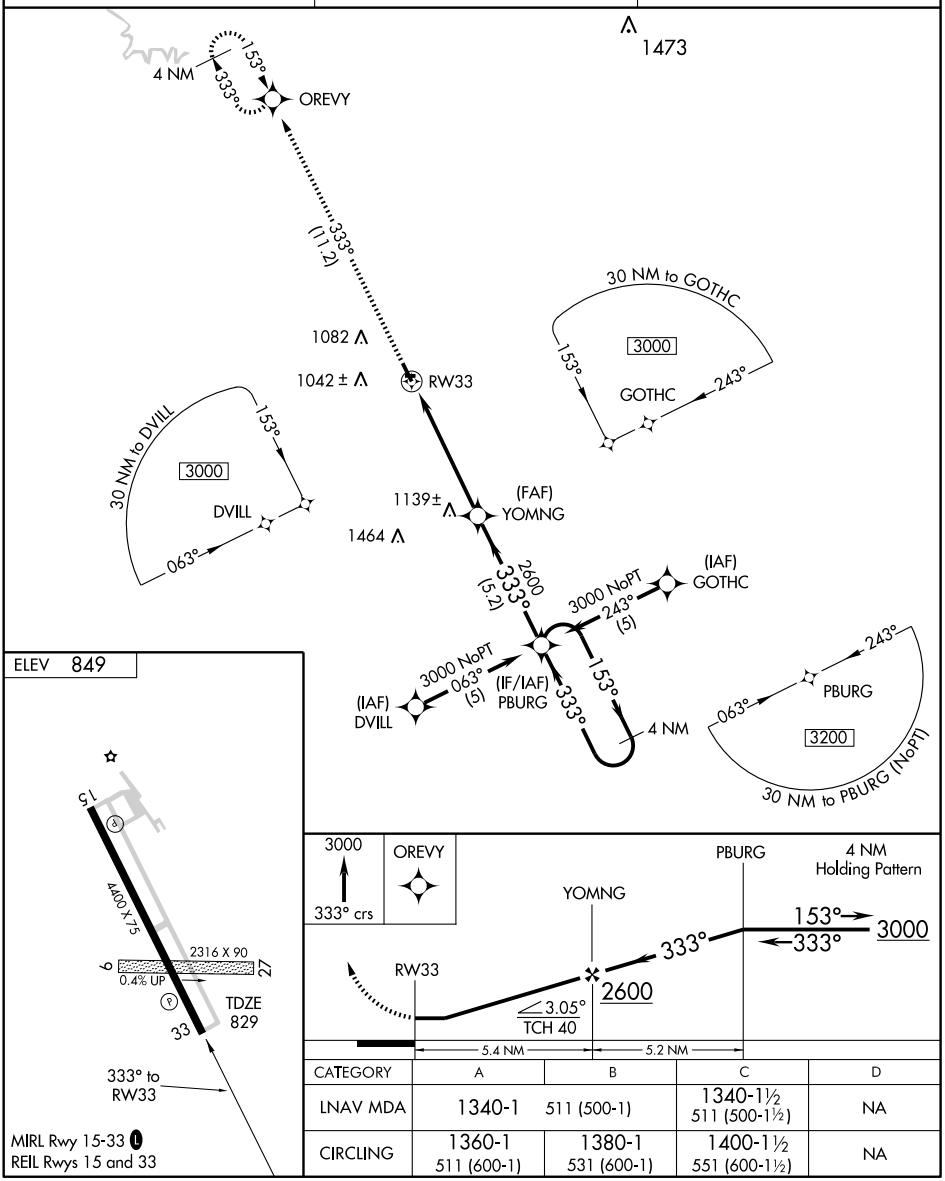
RNAV (GPS) RWY 33
MONTICELLO RGNL (MXO)

T
A NA

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVY WP and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
119.275	134.05 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA

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NC-3, 21 OCT 2010 to 18 NOV 2010

MONONA MUNI (7C3) 3 SE UTC−6(−5DT) N43°01.98′ W91°20.79′ **CHICAGO**
1147 **FUEL** 100LL, MOGAS NOTAM FILE FOD
RWY 18–36: 2650X120 (TURF) LIRL
RWY 18: Road.
AIRPORT REMARKS: Unattended. For fuel call 563–536–2851 or 563–539–2355. Arpt CLOSED Dec–Feb. No snow removal for conditions call 563–539–2355 or 563–536–2851. Rwy 18–36 marked with yellow cones on rwy ends and sides.
COMMUNICATIONS: CTAF 122.9

MONTEZUMA

SIG FLD (7C5) 3 S UTC−6(−5DT) N41°32.90′ W92°32.08′ **CHICAGO**
929 NOTAM FILE FOD
RWY 18–36: 2600X105 (TURF)
RWY 18: Thld dsplcd 400′. Pole.
AIRPORT REMARKS: Unattended. Rwy 18–36 rwy ends and sides marked with yellow cones. Dsplcd thld marked with yellow cones–2 cones placed outboard of rwy edges and 400′ from AER 18.
COMMUNICATIONS: CTAF 122.9

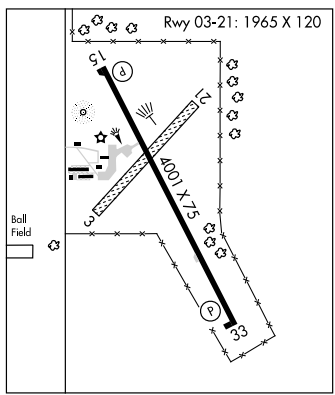
MONTICELLO RGNL (MXO) 2 SE UTC−6(−5DT) N42°13.22′ W91°09.80′ **CHICAGO**
832 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MXO **L–28G**
RWY 15–33: H4400X75 (CONC) S–12.5 MIRL **IAP**
RWY 15: REIL. PAPI(P2L). Road. **RWY 33:** REIL. PAPI(P2L). Trees.
RWY 09–27: 2316X90 (TURF) 0.4% up E
RWY 09: Brush. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1330–0030Z‡. For svc after hrs call 319–821–0372. Unattended all major holidays. 24 hr self svc fuel. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (319) 465–6155.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CEDAR RAPIDS APP/DEP CON** 134.05 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 238° 23.0 NM to fld. 1051/4E.

MORNINGSTAR FLD (See DES MOINES)

MOUNT AYR

JUDGE LEWIS FLD MT AYR MUNI (1Y3) 2 SE UTC−6(−5DT) N40°42.33′ W94°13.43′ **OMAHA**
1265 NOTAM FILE FOD
RWY 17–35: 2600X40 (GRVL–TRTD) LIRL (NSTD)
RWY 17: Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 thresholds marked with yellow cones dsplcd thld and edges 60′ from centerline. Rwy 17–35 NSTD LIRL, rwy lgts are 60′ from centerline.
COMMUNICATIONS: CTAF 122.9

MOUNT PLEASANT MUNI (MPZ) 3 SE UTC−6(−5DT) N40°56.80′ W91°30.66′ **CHICAGO**
730 B S2 **FUEL** 100LL, JET A OX 1,2 NOTAM FILE MPZ **L–27B**
RWY 15–33: H4001X75 (ASPH) S–12, D–16 MIRL **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 35′. Tree.
Rwy 33: REIL. PAPI(P2L)–GA 3.0° TCH 29°. Fence. Rgt tfc.
RWY 03–21: 1965X120 (TURF)
RWY 03: Tree. **RWY 21:** Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For arpt attendance on Sat–Sun call 1–800–711–6266. Rwy 03–21 corners and edges marked by yellow cones. MIRL Rwy 15–33 preset on low ints only. ACTIVATE REIL Rwy 33 only when MIRL ops—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (319) 385–4926.
COMMUNICATIONS: CTAF/UNICOM 123.05
CHICAGO CENTER APP/DEP CON 135.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BRL.
BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40′ W90°55.55′ 292° 29.8 NM to fld. 730/5E. **HIWAS.**
NDB (MHW) 212 MPZ N40°56.94′ W91°30.91′ at fld. NOTAM FILE MPZ.



NDB MPZ	APP CRS	Rwy Idg	4000
212	327°	TDZE	730
		Apt Elev	730

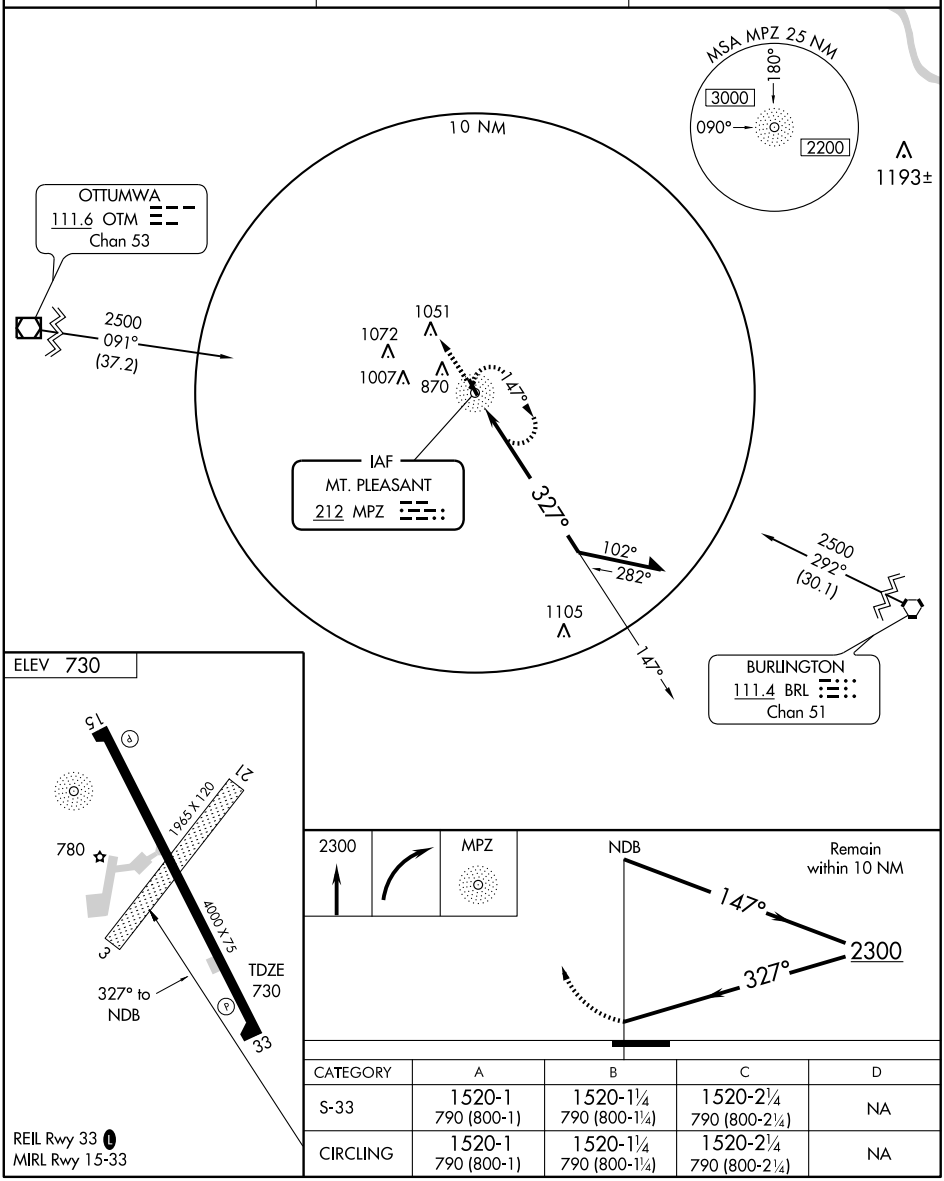
NDB RWY 33

MOUNT PLEASANT MUNI (MPZ)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Burlington altimeter setting and increase all MDA 60 feet and S-33 and circling Cat C visibility ¼ mile. When VGSI inoperative, straight-in minimums NA at night.

MISSED APPROACH: Climb to 2300 then right turn direct MPZ NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.325	135.6 316.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-33	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA
CIRCLING	1520-1 790 (800-1)	1520-1¼ 790 (800-1¼)	1520-2¼ 790 (800-2¼)	NA

REIL Rwy 33 L
MIRL Rwy 15-33

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WAAS	APP CRS	Rwy Idg	4000
CH 86819	152°	TDZE	730
W15A		Apt Elev	730

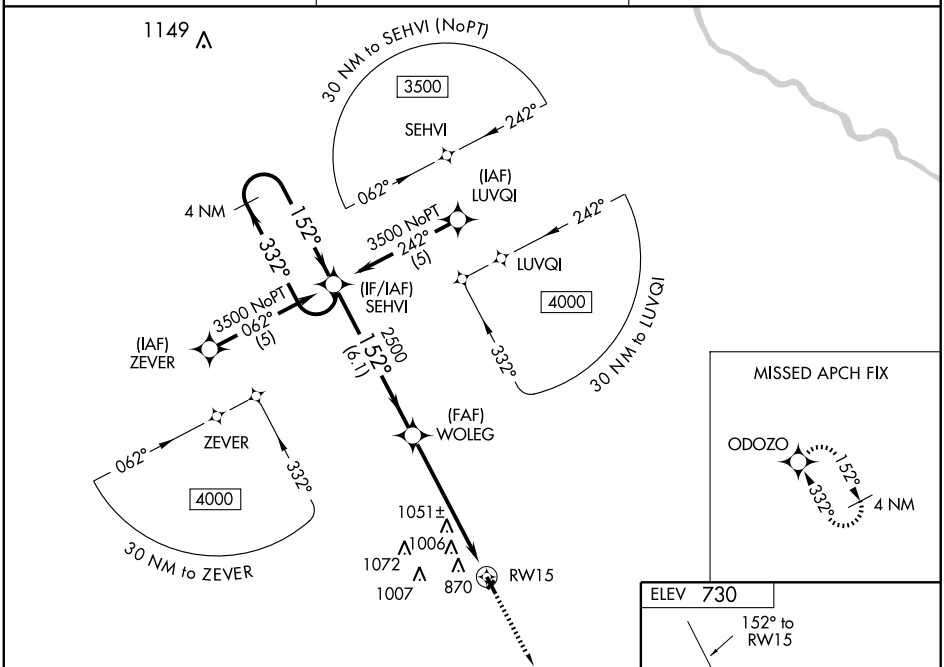
RNAV (GPS) RWY 15

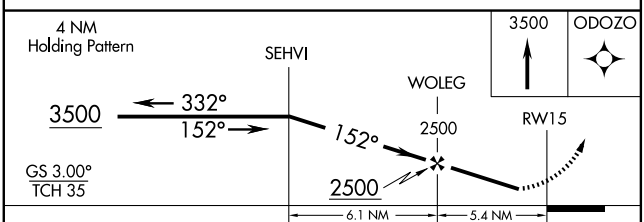
MOUNT PLEASANT MUNI (MPZ)

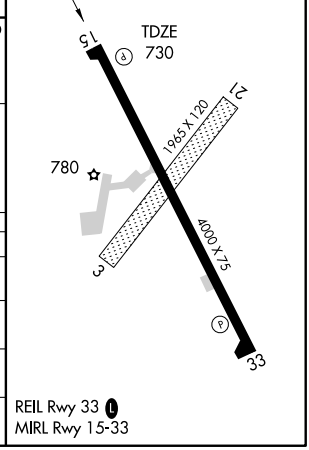
BARO-VNAV NA when using Burlington altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1394 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct ODOZO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.325	135.6 316.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	980-1 250 (300-1)			NA
LNAV/VNAV DA	1343-2¼ 613 (700-2¼)			NA
LNAV MDA	1360-1 630 (700-1)		1360-1¾ 630 (700-1¾)	NA
CIRCLING	1360-1 630 (700-1)		1360-1¾ 630 (700-1¾)	NA

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WAAS	APP CRS	Rwy Idg	4000
CH 81919	332°	TDZE	730
W33A		Apt Elev	730

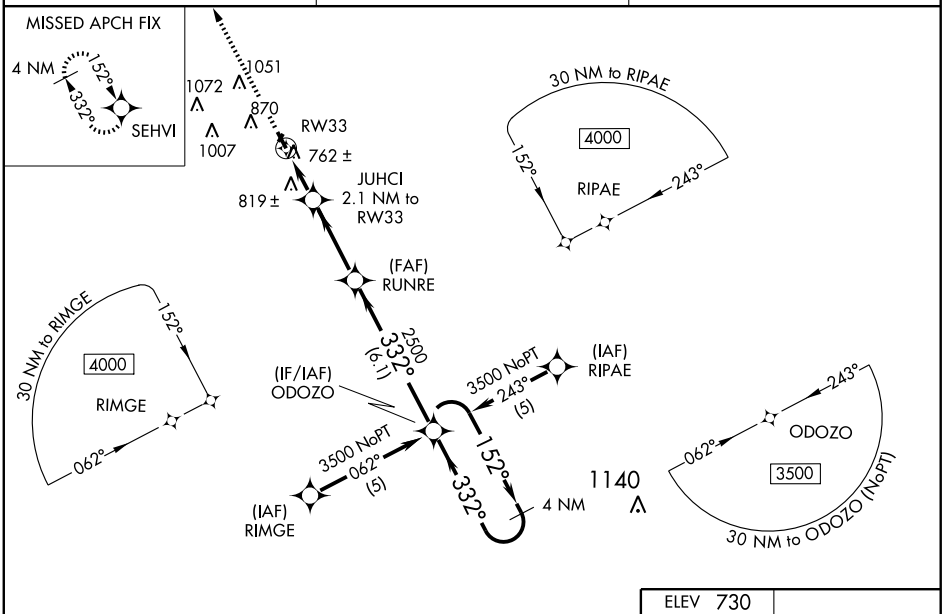
RNAV (GPS) RWY 33

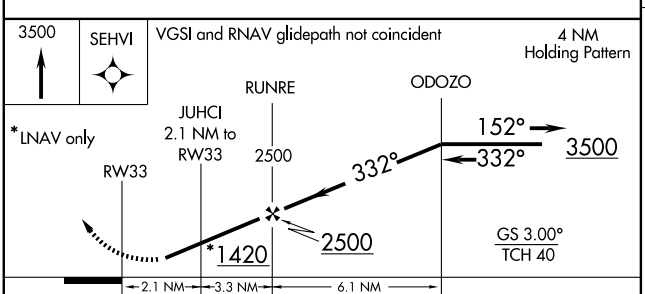
MOUNT PLEASANT MUNI (MPZ)

Baro-VNAV NA when using Burlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C(4°F) or above 54°C(130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Burlington altimeter setting: increase LPV DA to 1031 feet, LNAV/VNAV DA to 1073 feet and all LNAV/VNAV visibilities ¼ mile; increase all MDA 60 feet, and LNAV and Circling Cat C visibility ¼ mile.

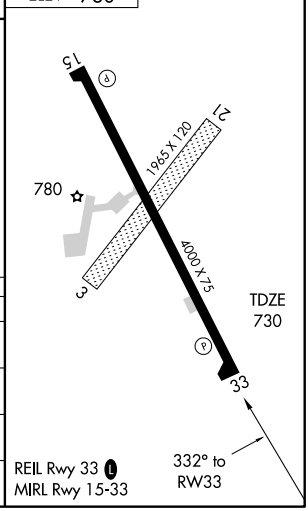
MISSED APPROACH: Climb to 3500 direct SEHVI and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.325	135.6 316.1	123.05 (CTAF) L



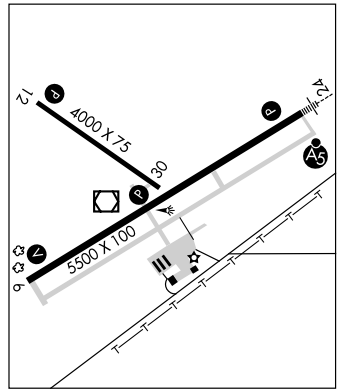


CATEGORY	A	B	C	D
LPV DA	980-1 250 (300-1)			NA
LNAV/VNAV DA	1022-1 292 (300-1)			NA
LNAV MDA	1080-1 350 (400-1)			NA
CIRCLING	1220-1 490 (500-1)	1360-1 630 (700-1)	1360-1¾ 630 (700-1¾)	NA



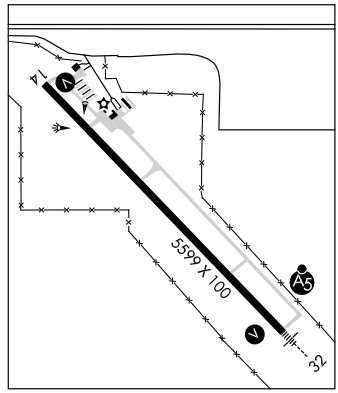
NC-3, 21 OCT 2010 to 18 NOV 2010

MUSCATINE MUNI (MUT) 5 SW UTC−6(−5DT) N41°22.07′ W91°08.89′ **CHICAGO**
547 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MUT **H–5D, L–27B**
RWY 06–24: H5500X100 (CONC–GRVD) S–28 MIRL **IAP**
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34′.
Rwy 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52′.
RWY 12–30: H4000X75 (CONC–GRVD) MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300–0000Z‡. For attendant after hours call 563–263–8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06–24 and Rwy 12–30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (563) 263–0902.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
CLNC DEL 124.25
AIRSPACE: CLASS E svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MUT.
PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98′ W91°08.94′ at fld. 540/1E.
ILS/DME 109.15 I–LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.



NEW HAMPTON MUNI (1Y5) 2 NW UTC−6(−5DT) N43°05.23′ W92°20.59′ **CHICAGO**
1173 NOTAM FILE FOD
RWY 17–35: H2900X75 (ASPH) S–16
RWY 17: Tree. **RWY 35:** Road.
RWY 04–22: 2300X105 (TURF)
RWY 04: Pole. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED for night opns. Parachute Jumping. Radio controlled acft ops in area. Rwy 04–22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.
COMMUNICATIONS: CTAF 122.9

NEWTON MUNI (TNU) 2 SE UTC−6(−5DT) N41°40.47′ W93°01.30′ **OMAHA**
953 B S4 **FUEL** 100LL, JET A NOTAM FILE TNU **H–5D, L–12J**
RWY 14–32: H5599X100 (ASPH) S–22, D–30 MIRL **IAP**
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39′. Road.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1330–0000Z‡, Sat–Sun 1400–2300Z‡, after hrs only call 641–791–0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14–32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.275 (641) 791–3302.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.5T (FORT DODGE RADIO)
Ⓡ **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
(L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 146° 7.6 NM to fld. 980/3E.
ILS 109.7 I–MGX Rwy 32. Class IB. ILS unmonitored.



NORTHEAST IOWA RGNL (See CHARLES CITY)

LOC/DME I-LUC	APP CRS	Rwy Idg	5500
109.15	240°	TDZE	545
Chan 28 (Y)		Apt Elev	547

ILS or LOC RWY 24

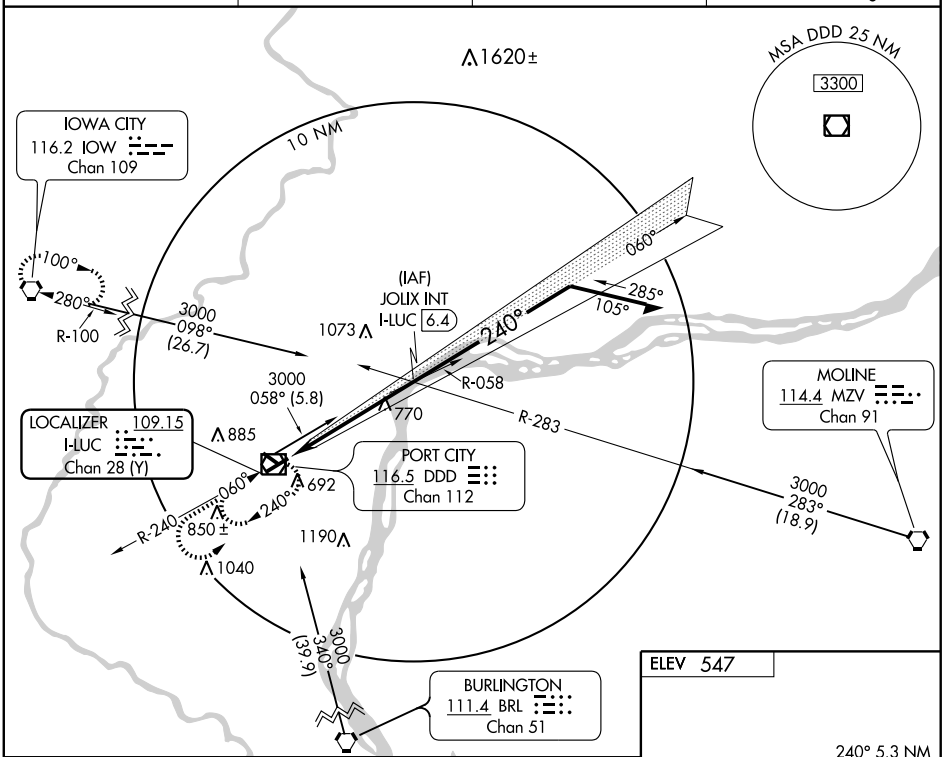
MUSCATINE MUNI (MUT)

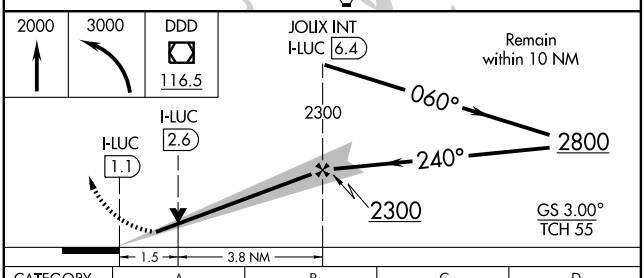
When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Iowa City Muni altimeter setting, increase S-ILS visibility to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.

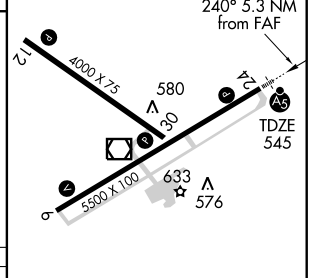
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L

MIRL Rwy 6-24 and 12-30 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

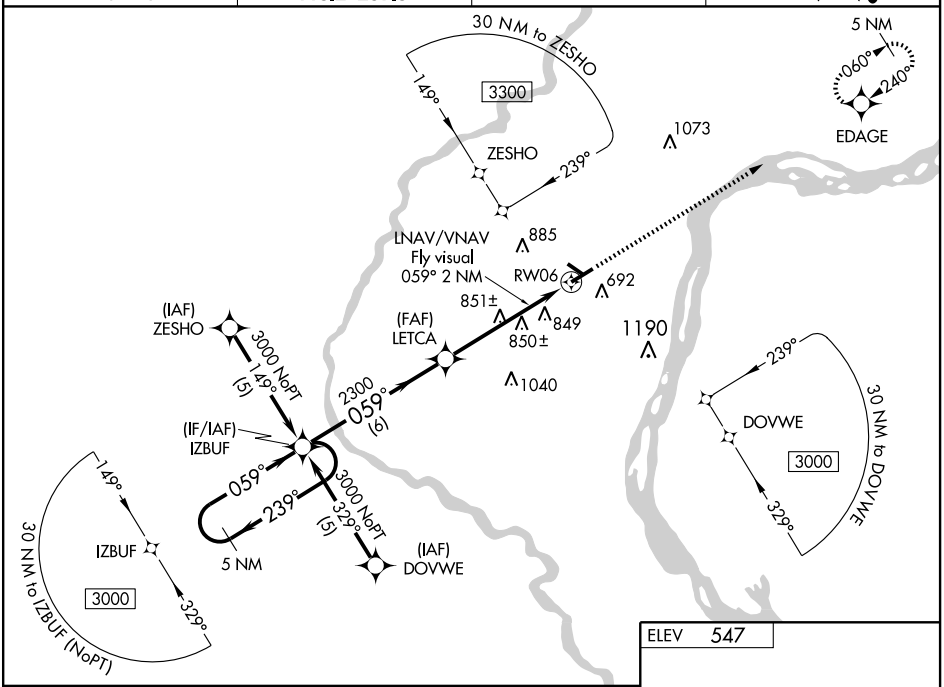
WAAS	APP CRS	Rwy Idg	5500
CH 53701	059°	TDZE	547
W06A		Apt Elev	547

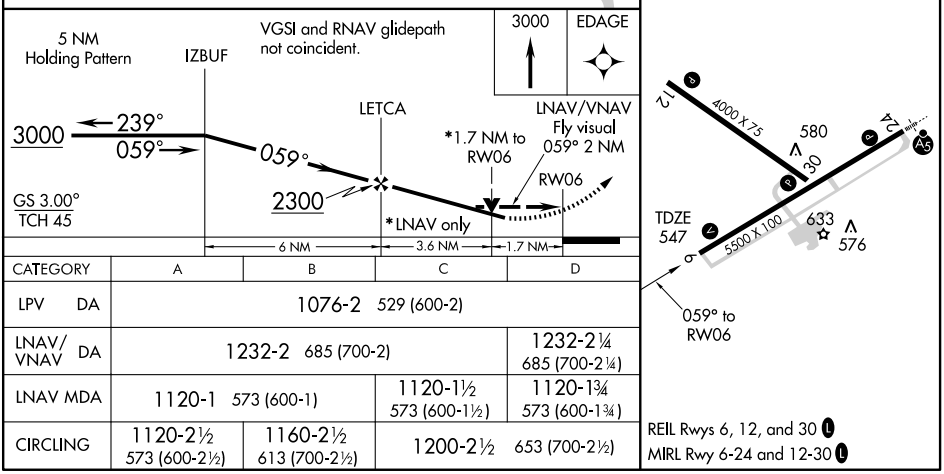
RNAV (GPS) RWY 6
MUSCATINE MUNI (MUT)

DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1076-2 529 (600-2)			
LNAV/VNAV DA	1232-2 685 (700-2)			1232-2¼ 685 (700-2¼)
LNAV MDA	1120-1 573 (600-1)		1120-1½ 573 (600-1½)	1120-1¾ 573 (600-1¾)
CIRCLING	1120-2½ 573 (600-2½)	1160-2½ 613 (700-2½)	1200-2½ 653 (700-2½)	

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 99701	240°	TDZE	545
W24A		Apt Elev	547

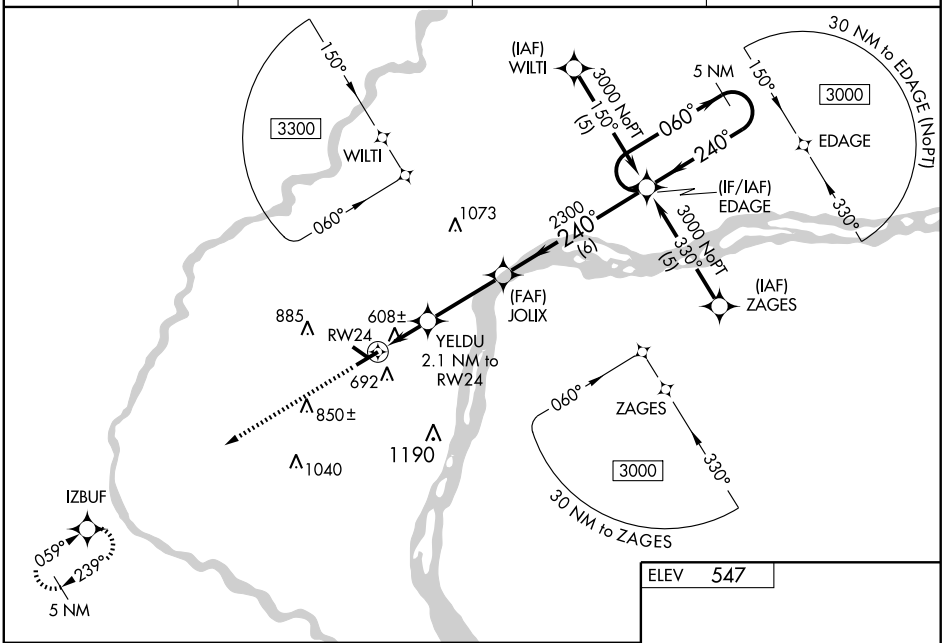
RNAV (GPS) RWY 24
MUSCATINE MUNI (MUT)

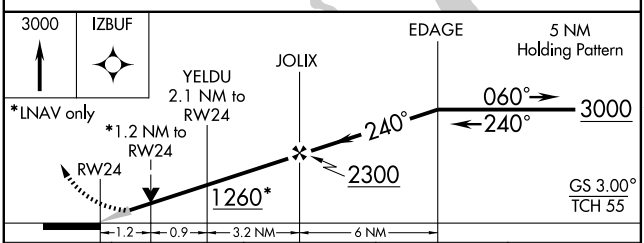
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).
If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.
Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

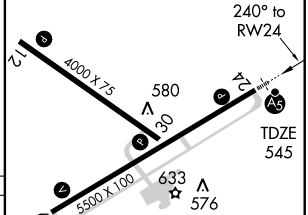
MALSR

MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	812-½ 267 (300-½)			
LNAV/VNAV DA	874-¾ 329 (400-¾)			
LNAV MDA	960-½ 415 (500-½)		960-¾ 415 (500-¾)	960-1 415 (500-1)
CIRCLING	1000-1¼ 453 (500-1¼)	1160-1¼ 613 (700-1¼)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

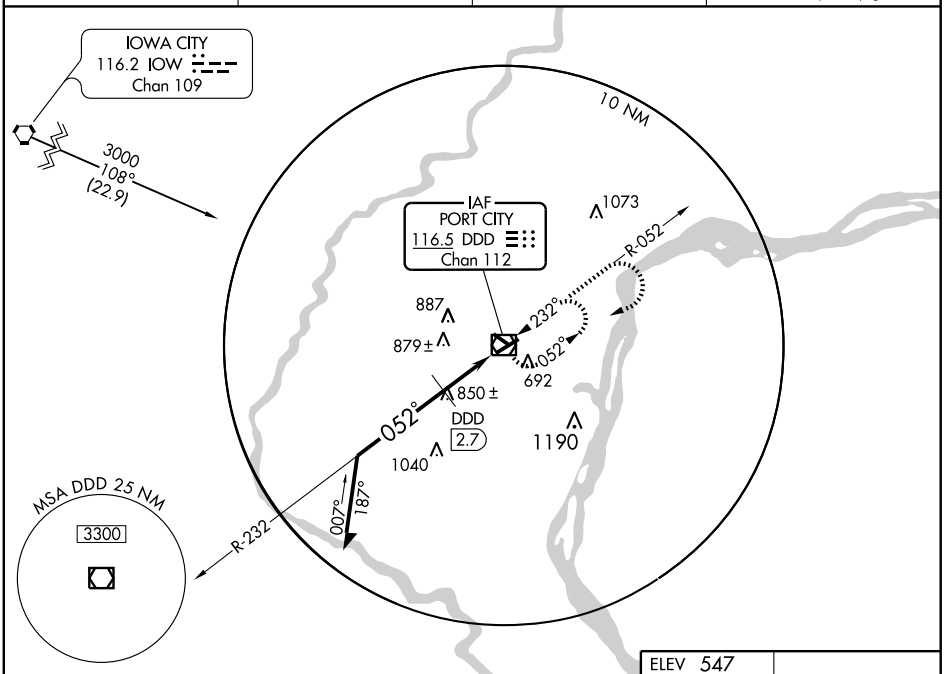
VOR/DME DDD	APP CRS	Rwy Idg	5500
116.5	052°	TDZE	547
Chan 112		Apt Elev	547

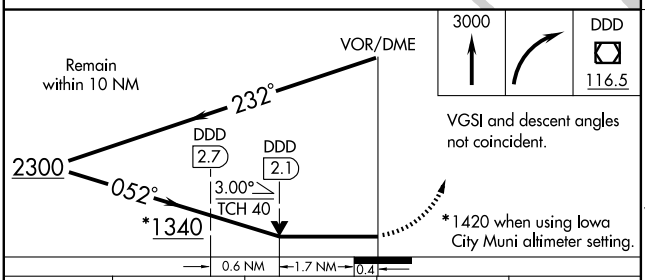
VOR RWY 6
MUSCATINE MUNI (MUT)

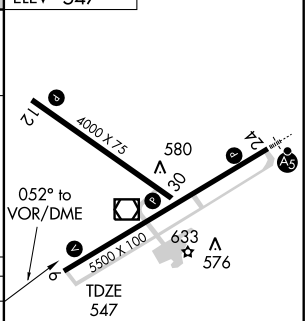
When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility ¼ mile. DME minimums: increase S-6 Cat C and D visibility ½ mile and Circling Cat C and D ¼ mile. VDP NA when using Iowa City Muni altimeter setting.

MISSED APPROACH: Climb to 3000, then right turn direct DDD VOR/DME and hold.

AWOS-3	QUAD CITY APP CON ★	CLNC DEL	UNICOM
119.775	118.2 257.8	124.25	122.7 (CTAF) L





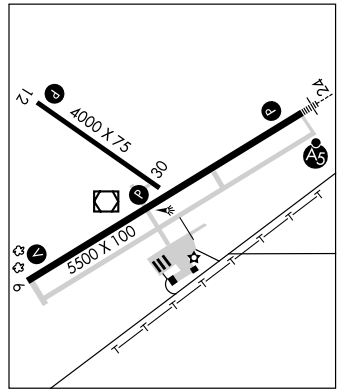


CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)		1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)
CIRCLING	1140-1 593 (600-1)		1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)

REIL Rwys 6, 12, and 30 L
MIRL Rwy 6-24 and 12-30 L

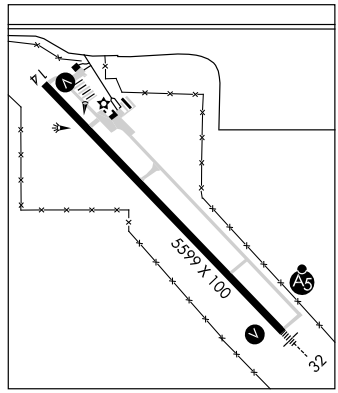
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MUSCATINE MUNI (MUT) 5 SW UTC−6(−5DT) N41°22.07′ W91°08.89′ **CHICAGO**
547 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MUT **H–5D, L–27B**
RWY 06–24: H5500X100 (CONC–GRVD) S–28 MIRL **IAP**
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34′.
Rwy 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52′.
RWY 12–30: H4000X75 (CONC–GRVD) MIRL
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300–0000Z‡. For attendant after hours call 563–263–8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06–24 and Rwy 12–30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (563) 263–0902.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130–0430Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430–1130Z‡)
CLNC DEL 124.25
AIRSPACE: CLASS E svc 1100–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MUT.
PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98′ W91°08.94′ at fld. 540/1E.
ILS/DME 109.15 I–LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.



NEW HAMPTON MUNI (1Y5) 2 NW UTC−6(−5DT) N43°05.23′ W92°20.59′ **CHICAGO**
1173 NOTAM FILE FOD
RWY 17–35: H2900X75 (ASPH) S–16
RWY 17: Tree. **RWY 35:** Road.
RWY 04–22: 2300X105 (TURF)
RWY 04: Pole. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED for night opns. Parachute Jumping. Radio controlled acft ops in area. Rwy 04–22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.
COMMUNICATIONS: CTAF 122.9

NEWTON MUNI (TNU) 2 SE UTC−6(−5DT) N41°40.47′ W93°01.30′ **OMAHA**
953 B S4 **FUEL** 100LL, JET A NOTAM FILE TNU **H–5D, L–12J**
RWY 14–32: H5599X100 (ASPH) S–22, D–30 MIRL **IAP**
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39′. Road.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Fri 1330–0000Z‡, Sat–Sun 1400–2300Z‡, after hrs only call 641–791–0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14–32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.275 (641) 791–3302.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.5T (FORT DODGE RADIO)
Ⓡ **DES MOINES APP/DEP CON** 123.9 **CLNC DEL** 126.3
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
(L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 146° 7.6 NM to fld. 980/3E.
ILS 109.7 I–MGX Rwy 32. Class IB. ILS unmonitored.



NORTHEAST IOWA RGNL (See CHARLES CITY)

LOC I-MGX	APP CRS	Rwy Idg	5599
109.7	318°	TDZE	950
		Apt Elev	953

ILS or LOC RWY 32

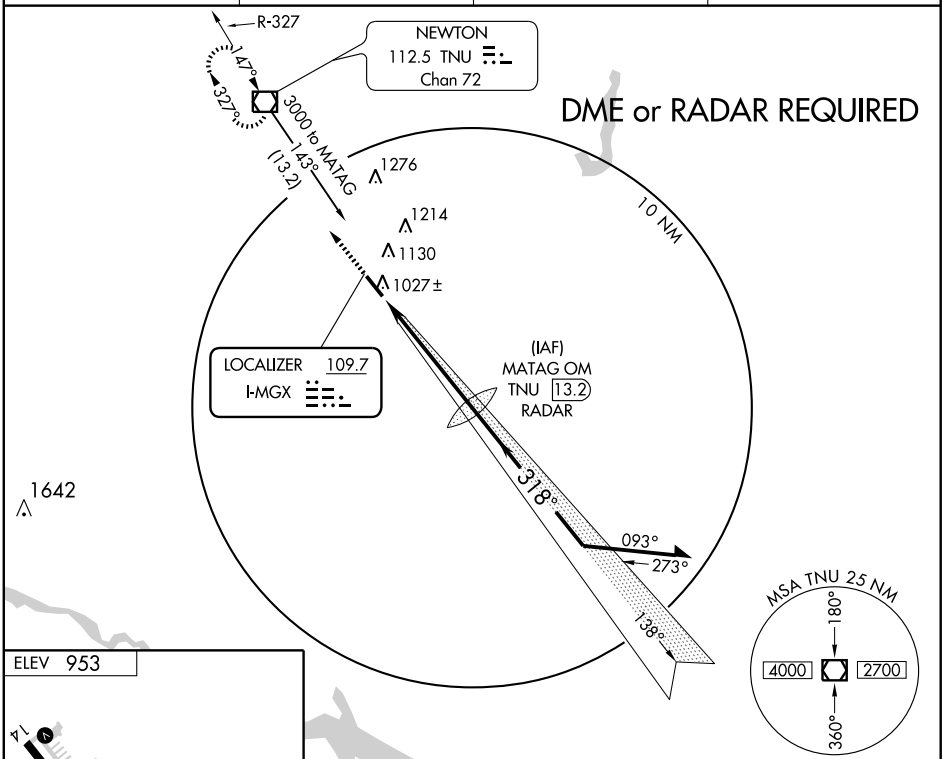
NEWTON MUNI (TNU)

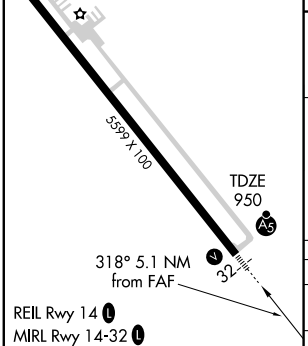
T
NA

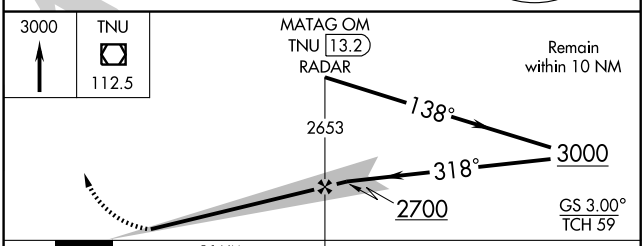
MALSR

MISSED APPROACH: Climb to 3000 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½)			1300-¾ 350 (400-¾)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

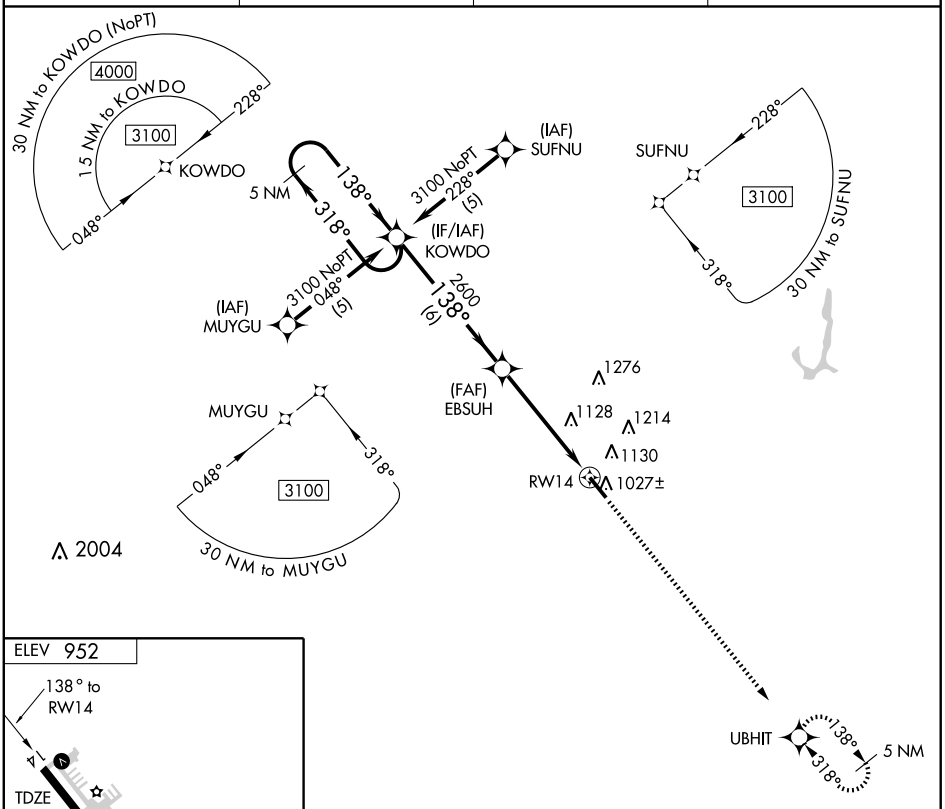
NEWTON MUNI (TNU)

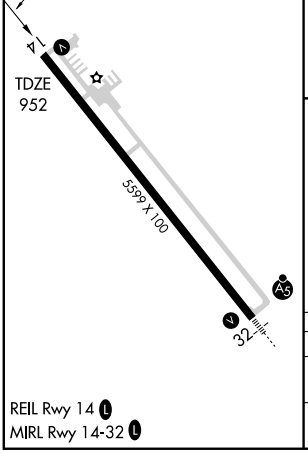
APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

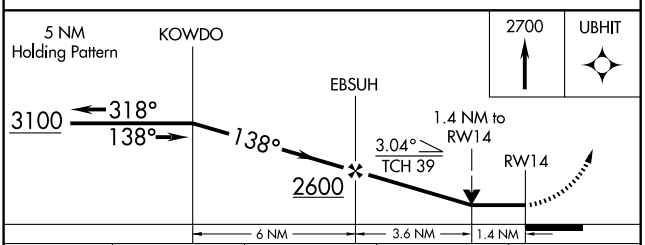
If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.
DME/DME RNP- 0.3 NA.
VDP NA when using Des Moines altimeter setting.

MISSED APPROACH: Climb to 2700 direct UBHIT and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1440-1 488 (500-1)		1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5599
CH 99702	318°	TDZE	950
W32A		Apt Elev	952

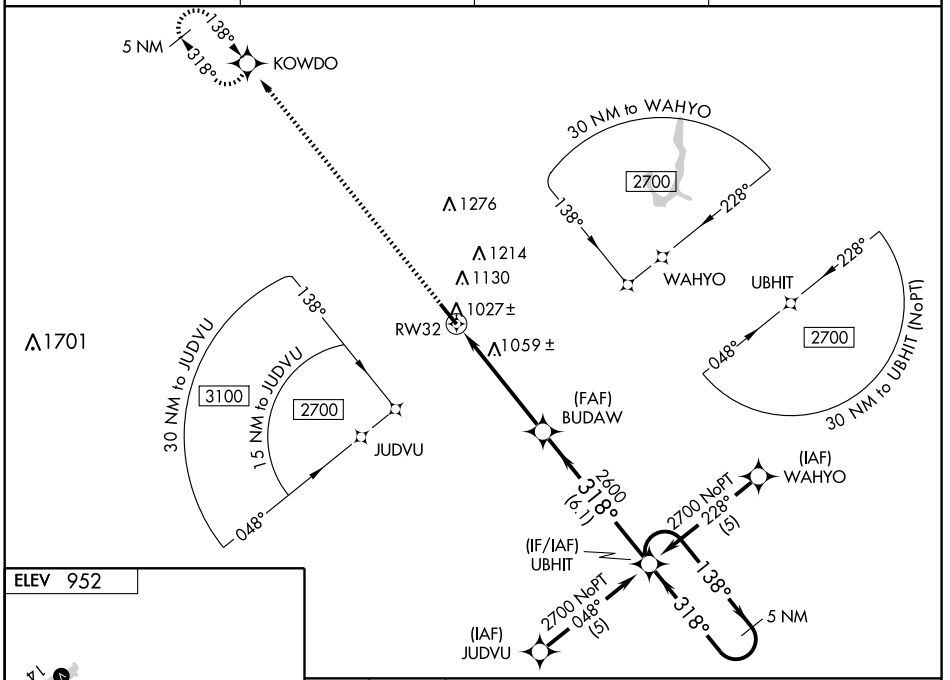
RNAV (GPS) RWY 32
NEWTON MUNI (TNU)

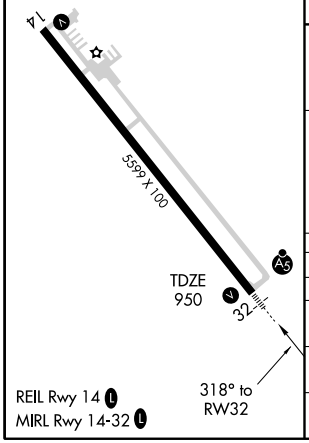
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Des Moines altimeter setting.
If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
VDP NA when using Des Moines altimeter setting.

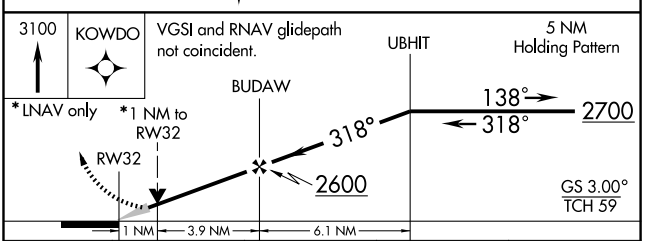
MALSR

MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1200-½ 250 (300-½)			
LNAV/VNAV DA	1259-½ 309 (400-½)			1259-¾ 309 (400-¾)
LNAV MDA	1320-½ 370 (400-½)			1320-1 370 (400-1)
CIRCLING	1440-1 488 (500-1)		1440-1½ 488 (500-1½)	1520-2 568 (600-2)

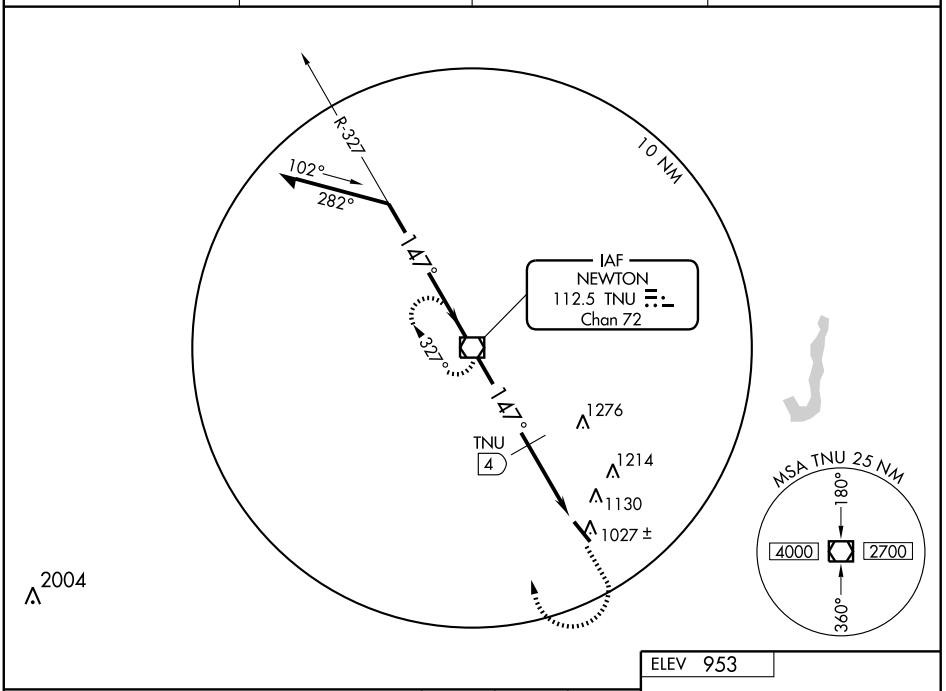
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

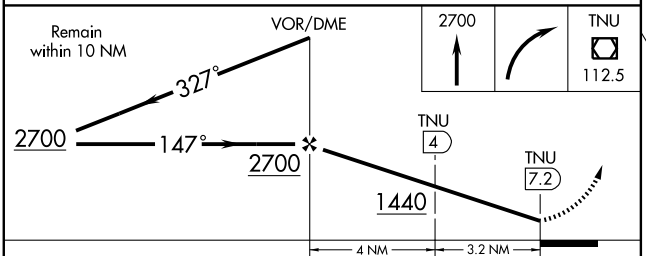
VOR/DME TNU	APP CRS	Rwy Idg	5599
112.5	147°	TDZE	952
Chan 72		Apt Elev	953

VOR RWY 14
NEWTON MUNI (TNU)

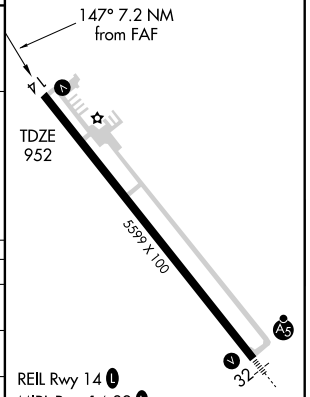
MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1¼ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1¼ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)



FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME TNU	APP CRS	Rwy Idg	5599
112.5	325°	TDZE	950
Chan 72		Apt Elev	952

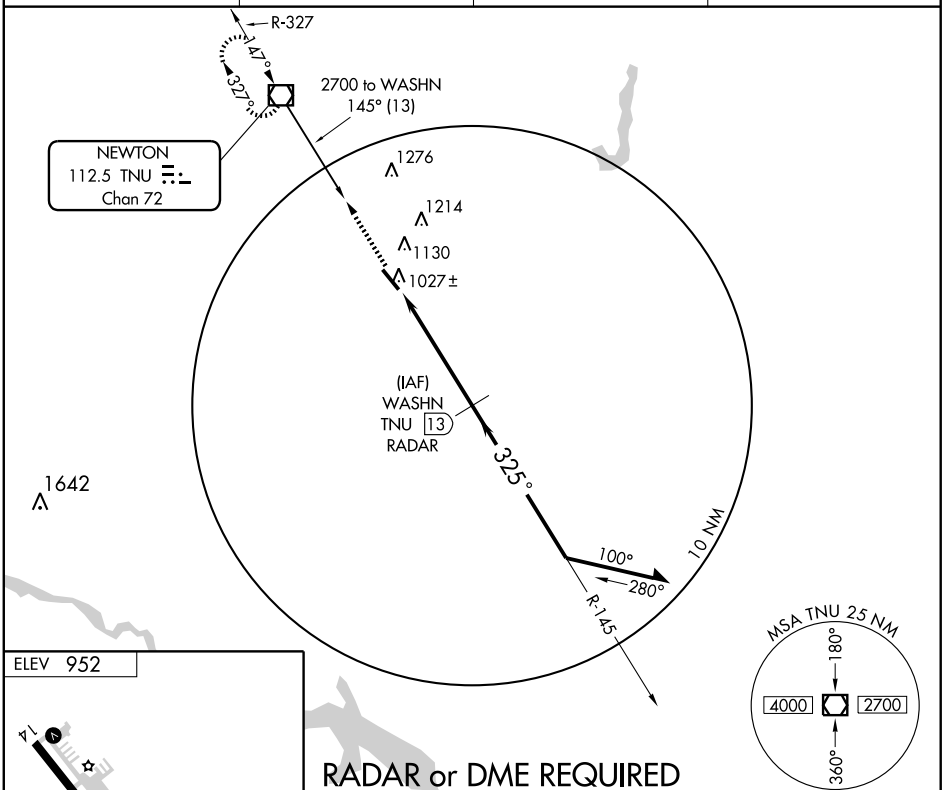
VOR RWY 32
NEWTON MUNI (TNU)

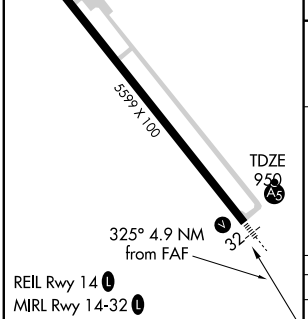
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.

MALSR

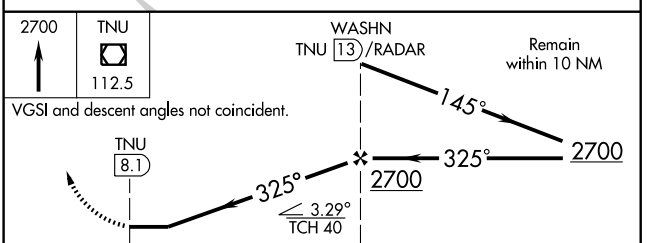
MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3	DES MOINES APP CON	CLNC DEL	UNICOM
132.275	123.9 307.15	126.3	122.8 (CTAF) L





RADAR or DME REQUIRED



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-32	1300-½ 350 (400-½)			1300-1 350 (400-1)
CIRCLING	1440-1 487 (500-1)		1440-1½ 487 (500-1½)	1520-2 567 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NORTHWOOD MUNI (5D2) 1 E UTC−6(−5DT) N43°26.90′ W93°12.11′ **OMAHA**

1224 NOTAM FILE FOD

RWY 17–35: 3300X100 (TURF) LIRL

RWY 35: Trees.

AIRPORT REMARKS: Unattended. Parachute Jumping. Crop dusting and skydiving planes on and in vicinity of arpt. Rwy 17–35 NSTD markings; thlds and edges marked with yellow cones. Twy exits marked with blue/white panels.

COMMUNICATIONS: CTAF 122.9

OELWEIN MUNI (OLZ) 3 W UTC−6(−5DT) N42°40.85′ W91°58.47′ **CHICAGO**

1076 B S4 **FUEL** 100LL, JET A NOTAM FILE OLZ **L–28F**

RWY 13–31: H4001X75 (CONC–WC) S–12 MIRL 0.4% up NW **IAP**

RWY 13: REIL. Road.

RWY 18–36: 1800X85 (TURF)

RWY 18: Road.

AIRPORT REMARKS: Attended 1400Z‡–dusk. After hrs svc by appointment, call 563–880–2915. Rwy 18–36 CLOSED after first snowfall. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.675 (319) 283–3518.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)

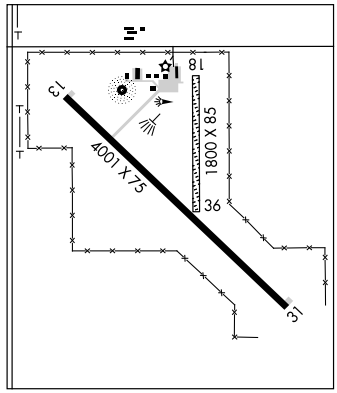
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.

WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ 062° 20.2 NM to fld. 865/6E.

HIWAS.

NDB (MHW) 260 OLZ N42°41.05′ W91°58.58′ at fld. NOTAM FILE OLZ.



OMAHA N41°10.04′ W95°44.20′ **OMAHA**

(H) VORTAC 116.3 OVR Chan 110 311° 10.8 NM to Eppley Airfield. 1300/8E. **H–5C, L–10I, 12J**

HIWAS.

RCO 122.1R 116.3T (FORT DODGE RADIO)

RCO 122.35 (COLUMBUS RADIO)

ONAWA MUNI (K36) 1 SW UTC−6(−5DT) N42°00.29′ W96°06.25′ **OMAHA**

1047 NOTAM FILE FOD **L–12I**

RWY 15–33: H3400X60 (CONC) S–4 MIRL

RWY 15: REIL. PAPI(P2L)–GA 3.0° TCH 26′. Trees.

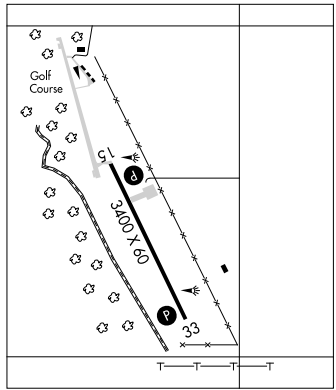
RWY 33: REIL. PAPI(P2L)–GA 3.0° TCH 26′. P-line.

AIRPORT REMARKS: Unattended. Rwy 33 p-line marked with orange balls. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15–33, PAPI and REIL Rwy 15 and 33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 145° 22.6 NM to fld. 1087/9E. **HIWAS.**



AL-6004 (FAA)

NDB RWY 13

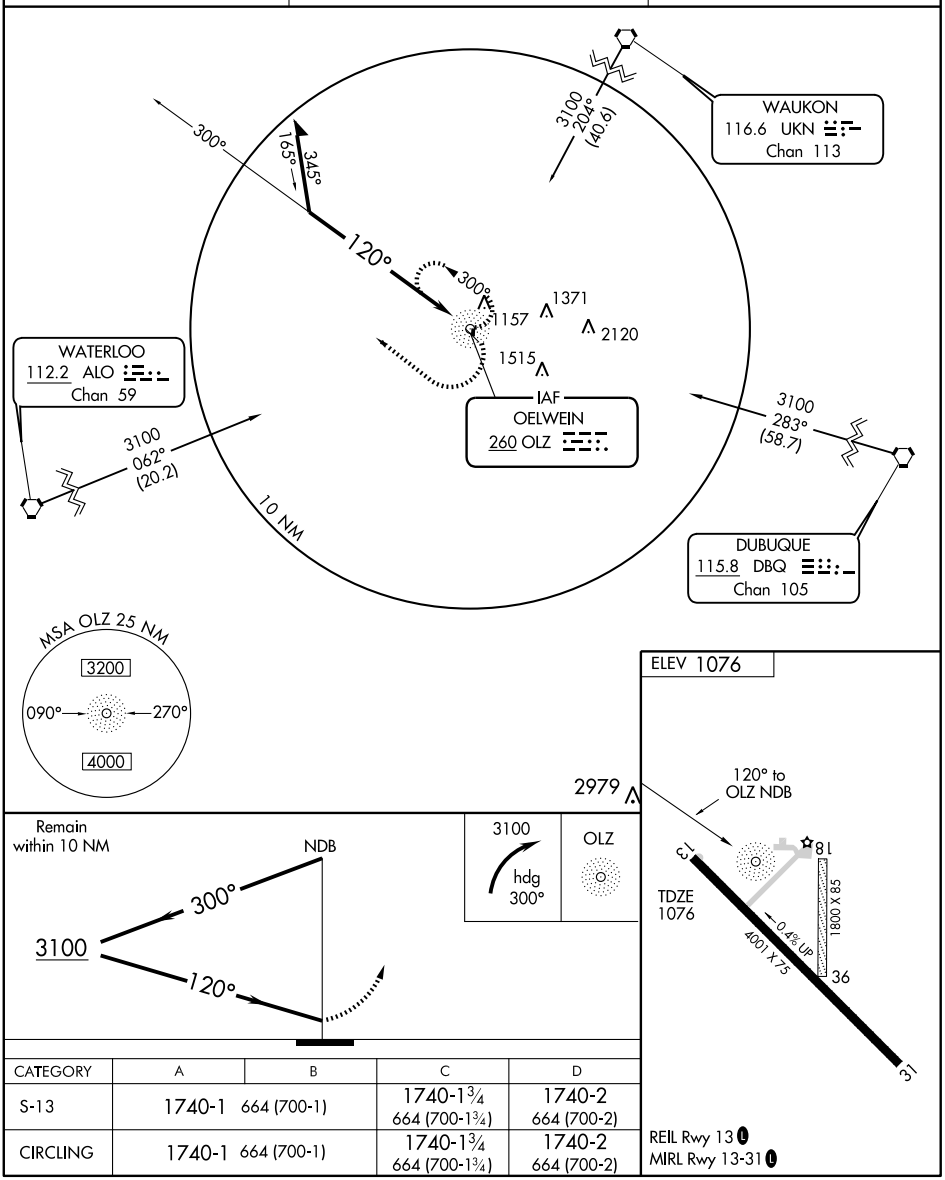
OELWEIN MUNI (OLZ)

NDB OLZ	APP CRS	Rwy Idg	4001
260	120°	TDZE	1076
		Apt Elev	1076

NA

MISSED APPROACH: Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1¾ 664 (700-1¾)	1740-2 664 (700-2)

REIL Rwy 13 L

MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4001
132°	TDZE	1076
	Apt Elev	1076

AL-6004 (FAA)

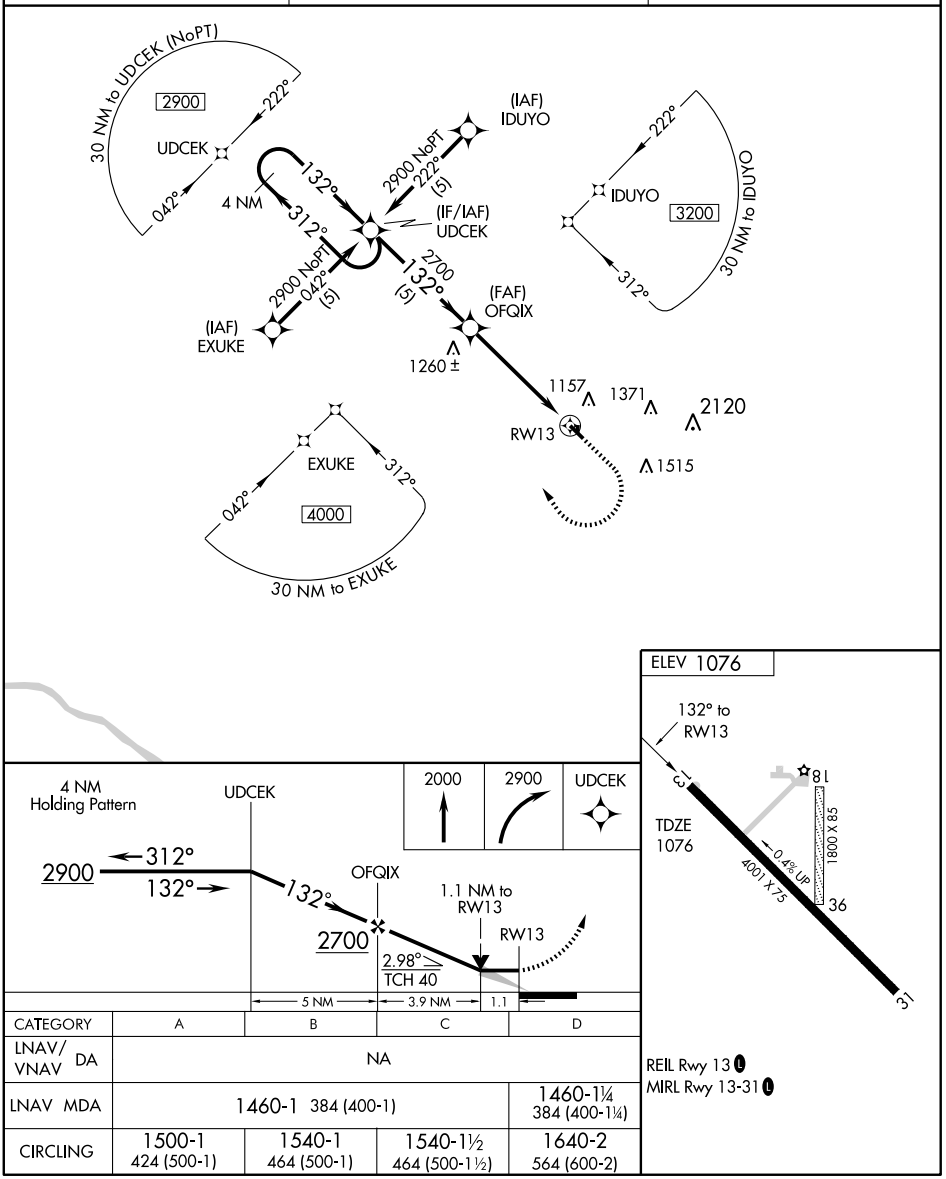
RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3	WATERLOO APP CON★	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 384 (400-1)			1460-1¼ 384 (400-1¼)
CIRCLING	1500-1 424 (500-1)	1540-1 464 (500-1)	1540-1½ 464 (500-1½)	1640-2 564 (600-2)

REIL Rwy 13 L
MIRL Rwy 13-31 L

42°41′N-91°58′W

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ALO 112.2 Chan 59	APP CRS 062°	Rwy Idg N/A TDZE N/A Apt Elev 1076

AL-6004 (FAA)

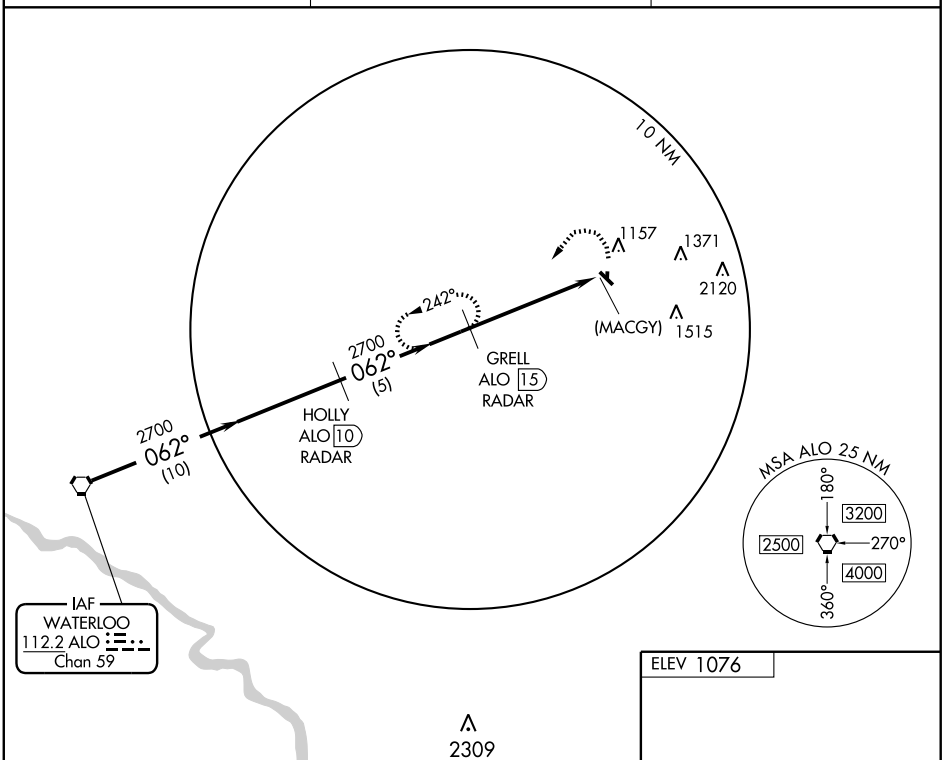
VOR or GPS-A

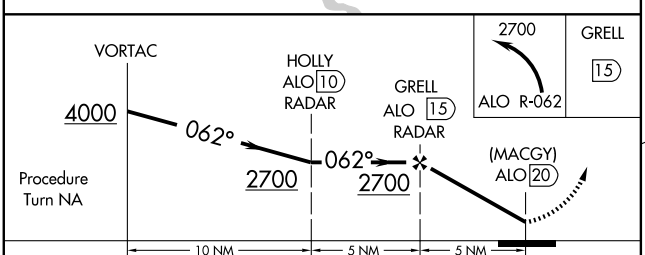
OELWEIN MUNI (OLZ)

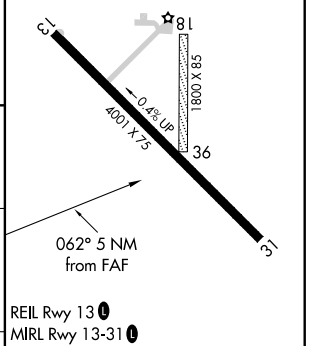
Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3	WATERLOO APP CON ★	UNICOM
119.675	118.9 257.8	122.8 (CTAF) L







REIL Rwy 13 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	1600-1	524 (600-1)	1640-1½ 564 (600-1½)	1640-2 564 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ORANGE CITY MUNI (ORC) 1 S UTC−6(−5DT) N42°59.42′ W96°03.77′

OMAHA
L–12I
IAP

1414 B **FUEL** 100LL, JET A NOTAM FILE ORC

RWY 16–34: H4250X60 (CONC) S–28, D–48 MIRL 0.5% up NW

RWY 16: REIL. VASI(V2L). Tree.

RWY 34: REIL. VASI(V2L). Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 16–34, VASI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 127.825 (712) 737–3193.

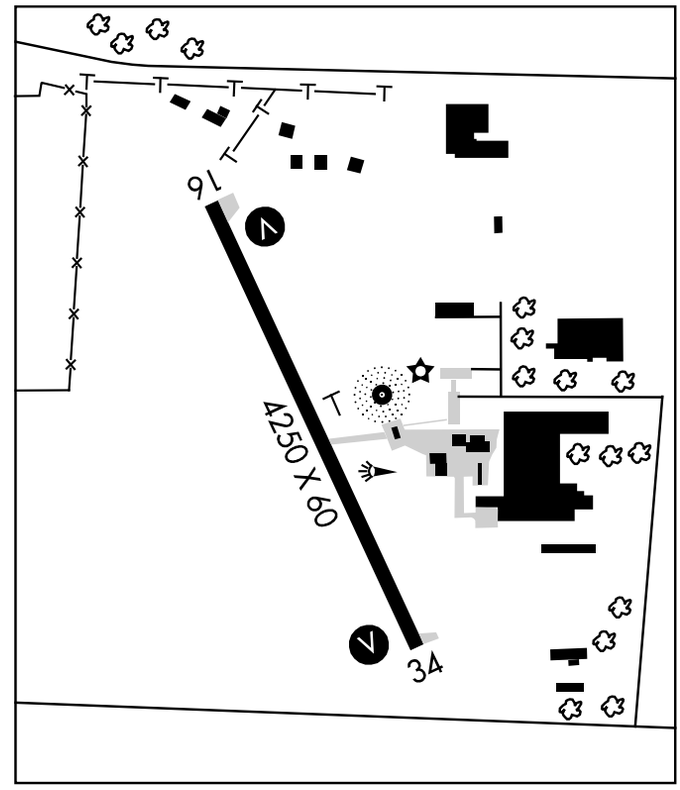
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 008° 40.4 NM to fld. 1087/9E. **HIWAS.**

NDB (MHW) 521 ORC N42°59.48′ W96°03.64′ at fld. NOTAM FILE ORC.



OSAGE MUNI (DØ2) 1 NE UTC−6(−5DT) N43°17.54′ W92°47.74′

CHICAGO
L–12J

1168 NOTAM FILE FOD

RWY 17–35: H3400X50 (ASPH) MIRL

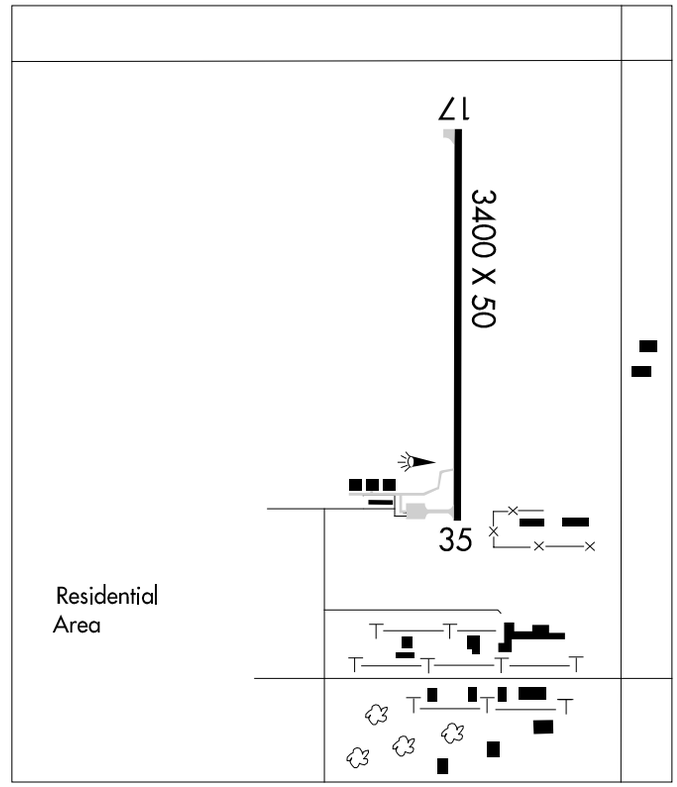
RWY 17: Road. **RWY 35:** P-line.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69′ W93°19.79′ 057° 26.3 NM to fld. 1210/6E.



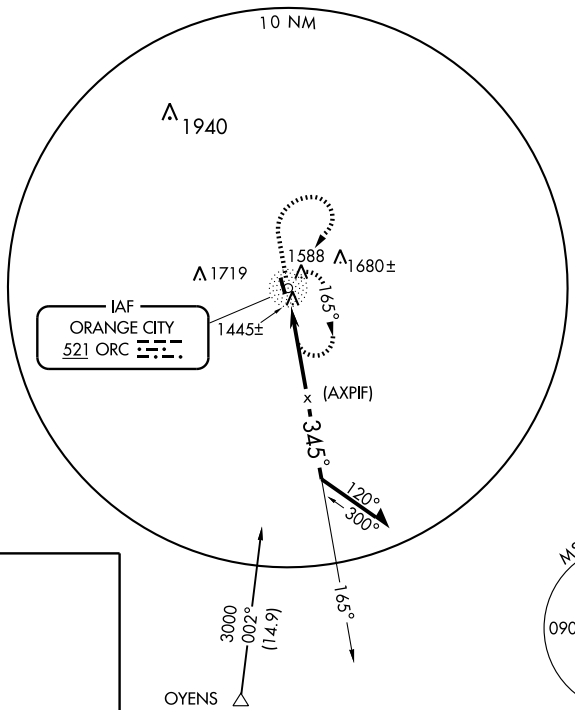
NDB ORC 521	APP CRS 345°	Rwy Idg 4250 TDZE 1414 Apt Elev 1414

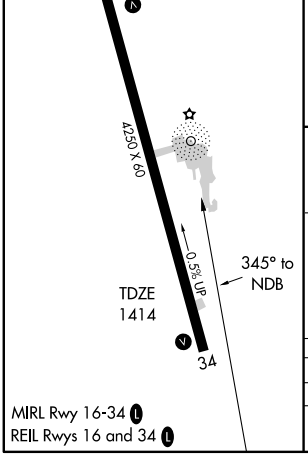
NDB or GPS RWY 34
ORANGE CITY MUNI (ORC)

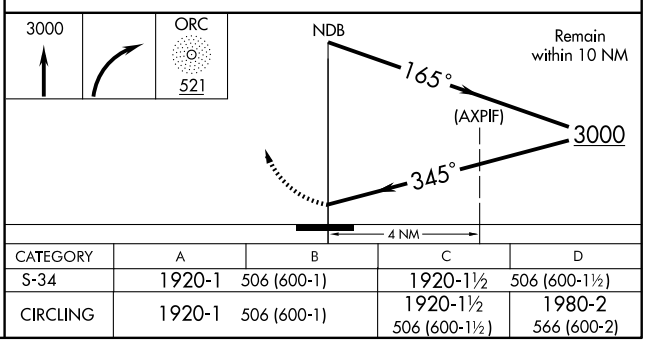
NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	124.1 269.0	122.8 (CTAF) L





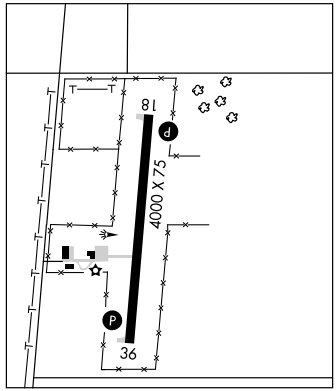


CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

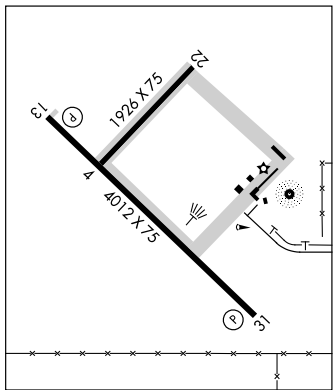
OSCEOLA MUNI (I75) 4 NE UTC−6(−5DT) N41°03.13′ W93°41.38′
1110 B S2 **FUEL** 100LL, JET A NOTAM FILE I75.
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL
RWY 18: REIL PAPI(P2L). Road. **RWY 36:** REIL PAPI(P2L). Tree.
AIRPORT REMARKS: Attended continuously. Ultralight activity on and invof arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.975 (641) 342–1422.
COMMUNICATIONS: CTAF/UNICOM 122.8
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 178° 23.2 NM to fld. 940/7E. **HIWAS.**

OMAHA
L–12J, 27A
IAP



OSKALOOSA MUNI (OOA) 9 SE UTC−6(−5DT) N41°13.57′ W92°29.63′
841 B S4 **FUEL** JET A OX 1 NOTAM FILE OOA.
RWY 13–31: H4012X75 (CONC) S–25 MIRL
RWY 13: REIL. PAPI(P2L). **RWY 31:** REIL. PAPI(P2L).
RWY 04–22: H1926X75 (CONC) S–25
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2300Z‡. Radio controlled model acft invof arpt. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.625 (641) 933–4312.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 321° 14.1 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 414 OOA N41°13.53′ W92°29.24′ at fld. NOTAM FILE OOA.

CHICAGO
L–27A
IAP



GPS RWY 18
OSCEOLA MUNI (I75)

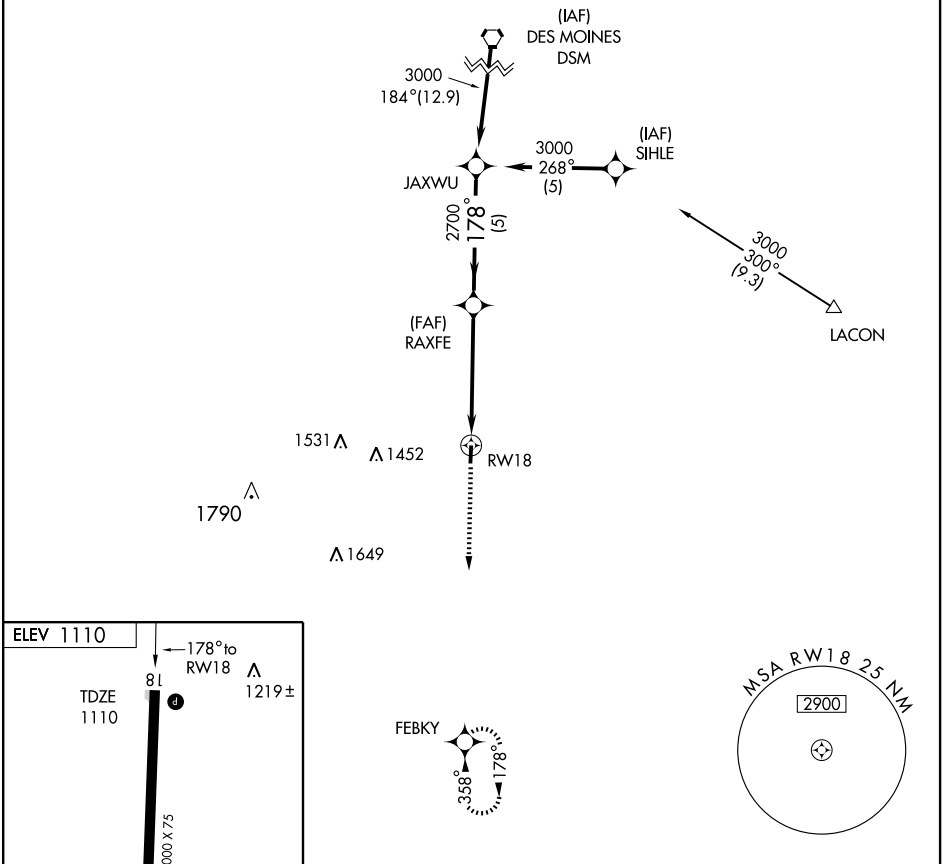
APP CRS	Rwy Idg	4000
178°	TDZE	1110
	Apt Elev	1110

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

CATEGORY	A	B	C	D
S-18	1560-1 450 (500-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
358°	TDZE	1110
	Apt Elev	1110

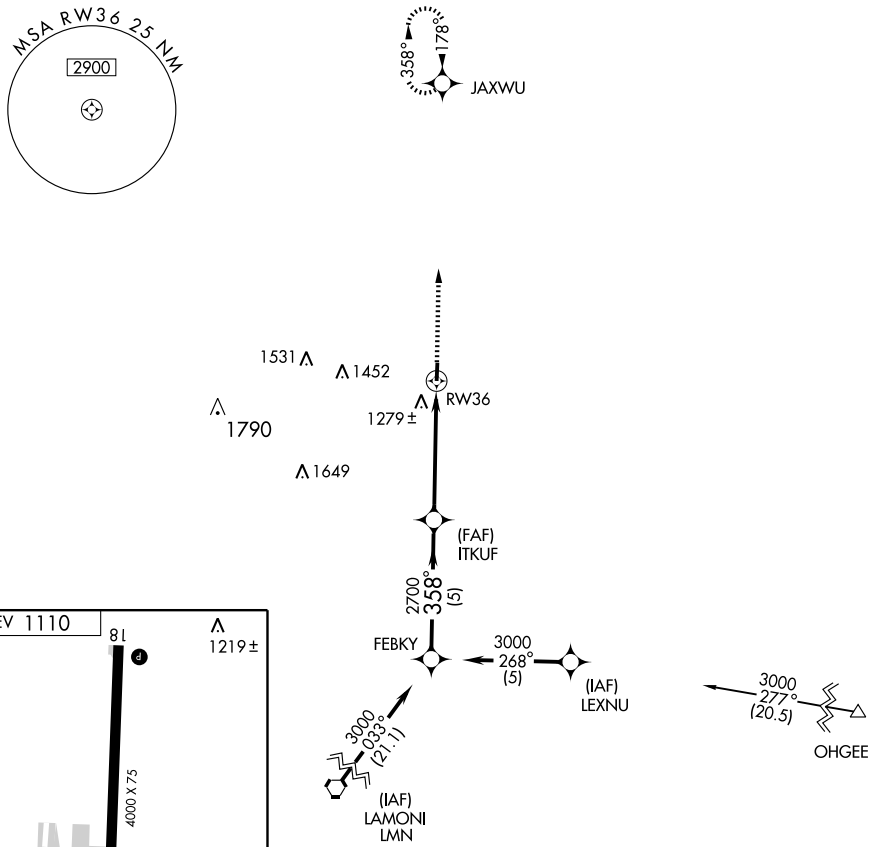
GPS RWY 36
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1620-1 510 (600-1)		NA	
CIRCLING	1680-1 570 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DSM	APP CRS	Rwy Idg	4000
117.5	178°	TDZE	1110
Chan 122		Apt Elev	1110

VOR/DME RWY 18

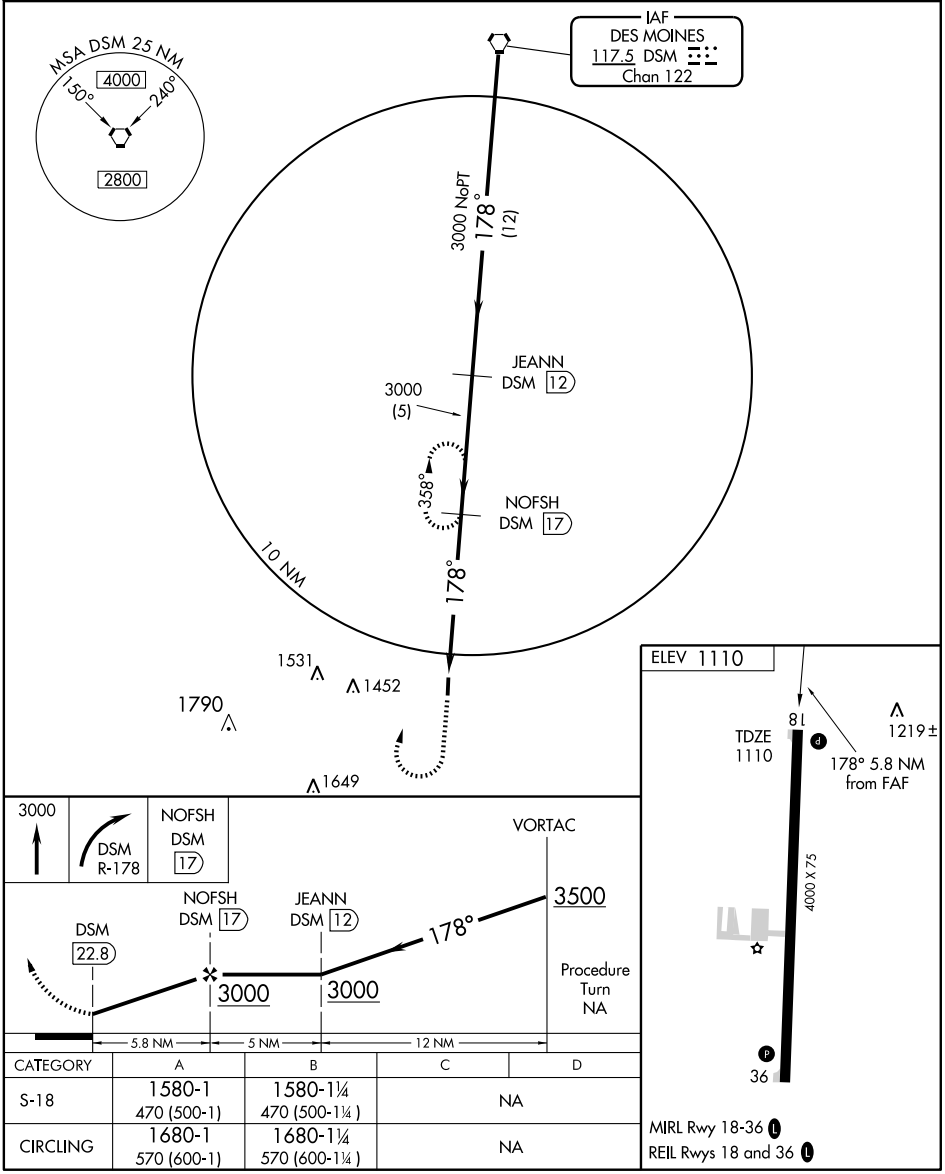
OSCEOLA MUNI (I75)

NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via DSM R-178 to NOFSH/17 DME and hold.

AWOS-3	DES MOINES APP CON	UNICOM
120.975	135.2 360.7	122.8 (CTAF) L

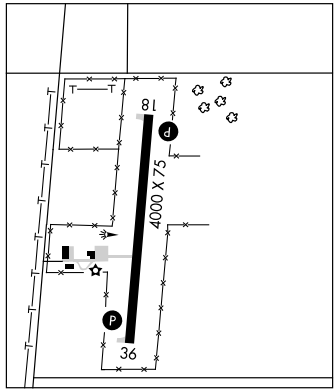


CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

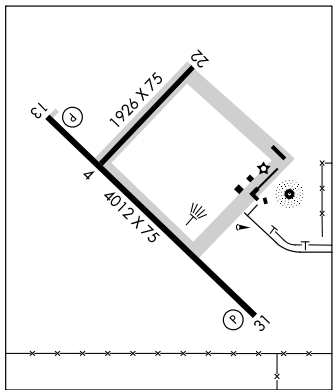
OSCEOLA MUNI (I75) 4 NE UTC−6(−5DT) N41°03.13′ W93°41.38′
1110 B S2 **FUEL** 100LL, JET A NOTAM FILE I75.
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL
RWY 18: REIL PAPI(P2L). Road. **RWY 36:** REIL PAPI(P2L). Tree.
AIRPORT REMARKS: Attended continuously. Ultralight activity on and invof arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.975 (641) 342–1422.
COMMUNICATIONS: CTAF/UNICOM 122.8
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 178° 23.2 NM to fld. 940/7E. **HIWAS.**

OMAHA
L–12J, 27A
IAP



OSKALOOSA MUNI (OOA) 9 SE UTC−6(−5DT) N41°13.57′ W92°29.63′
841 B S4 **FUEL** JET A OX 1 NOTAM FILE OOA.
RWY 13–31: H4012X75 (CONC) S–25 MIRL
RWY 13: REIL. PAPI(P2L). **RWY 31:** REIL. PAPI(P2L).
RWY 04–22: H1926X75 (CONC) S–25
AIRPORT REMARKS: Attended May–Sep 1300–0100Z‡, Oct–Apr 1300–2300Z‡. Radio controlled model acft invof arpt. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.625 (641) 933–4312.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 321° 14.1 NM to fld. 820/6E. **HIWAS.**
NDB (MHW) 414 OOA N41°13.53′ W92°29.24′ at fld. NOTAM FILE OOA.

CHICAGO
L–27A
IAP



NDB OOA 414	APP CRS 194°	Rwy Idg 1926 TDZE 840 Apt Elev 841

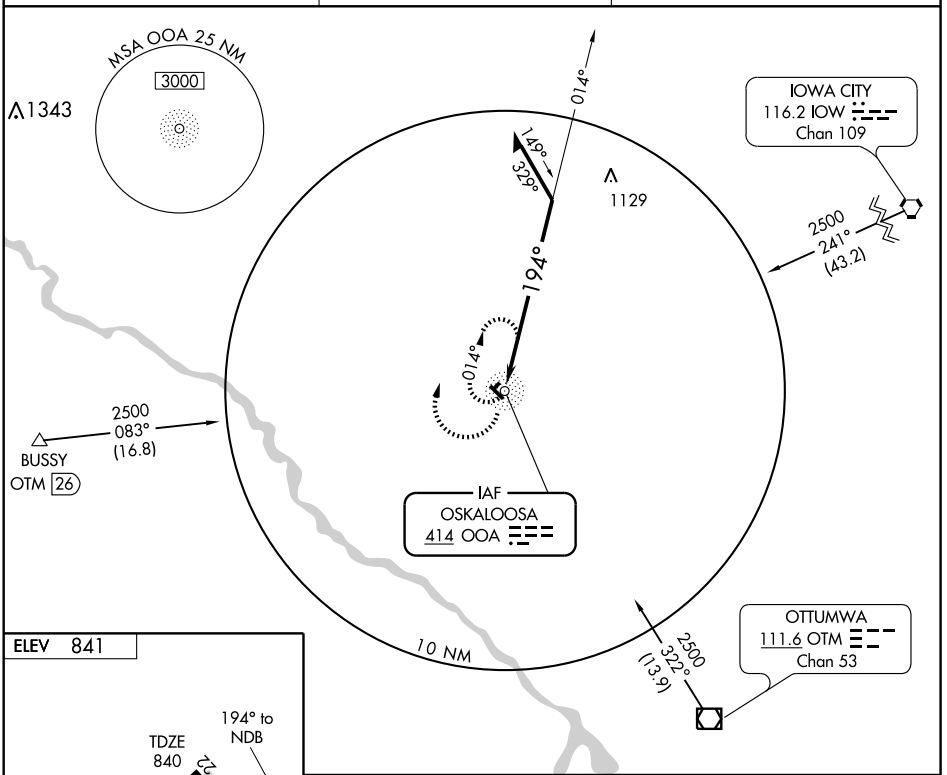
NDB RWY 22

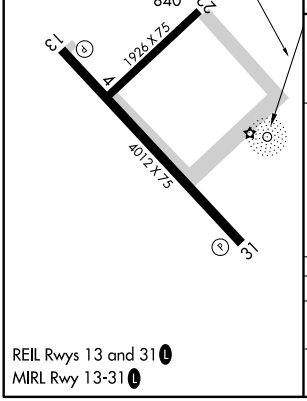
OSKALOOSA MUNI (OOA)

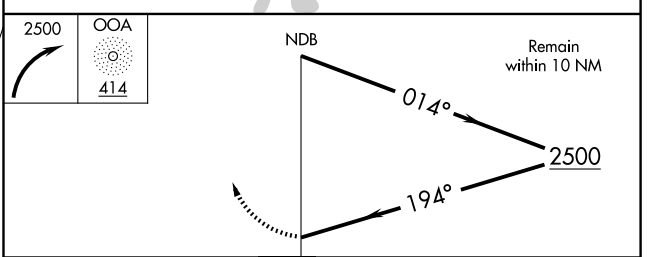
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH:
Climbing right turn to 2500
in OOA NDB holding pattern.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	1540-1	700 (700-1)	1540-2 700 (700-2)	NA
CIRCLING	1540-1	699 (700-1)	1540-2 699 (700-2)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4012
CH 78215	134°	TDZE	837
W13A		Apt Elev	841

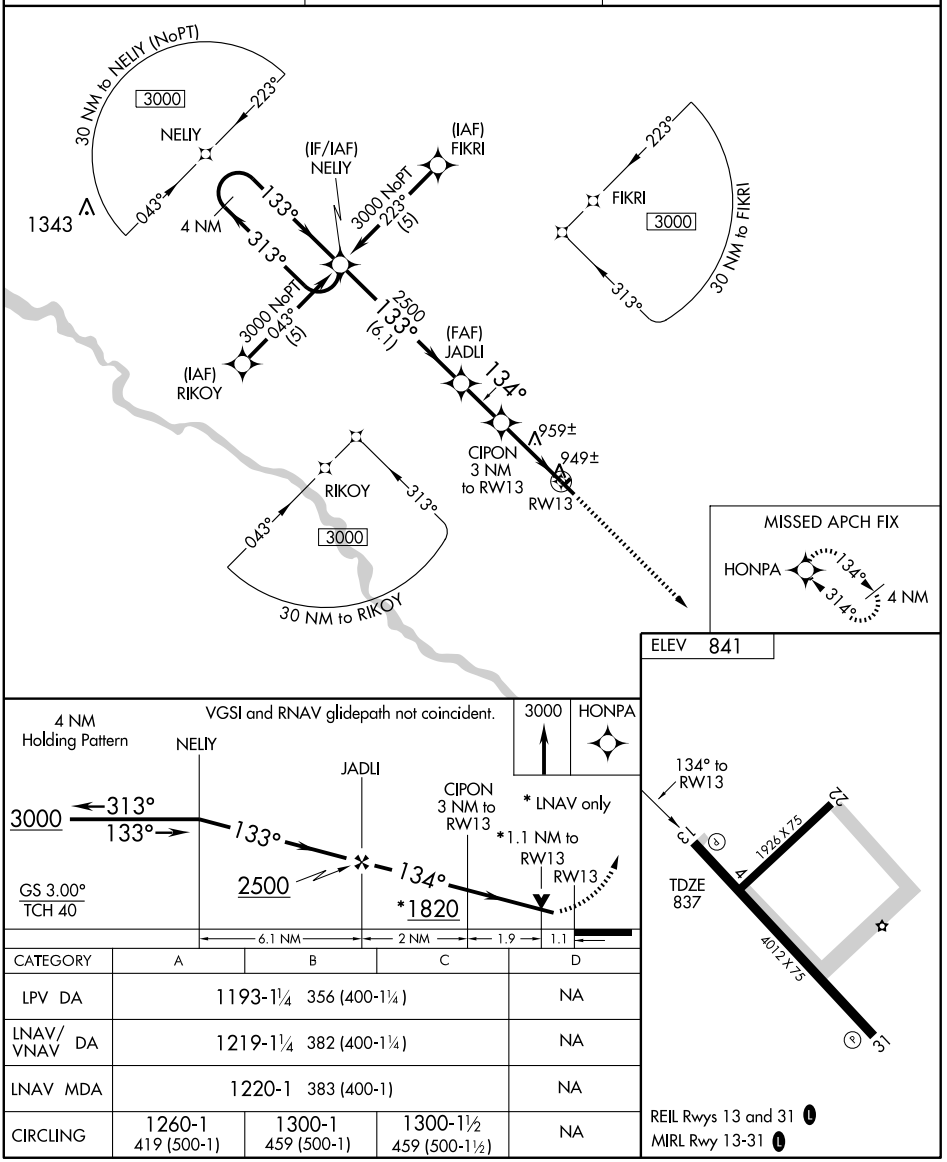
RNAV (GPS) RWY 13

OSKALOOSA MUNI (OOA)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct HONPA and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1193-1¼ 356 (400-1¼)			NA
LNAV/VNAV DA	1219-1¼ 382 (400-1¼)			NA
LNAV MDA	1220-1 383 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4012
CH 82515	314°	TDZE	837
W31A		Apt Elev	841

RNAV (GPS) RWY 31

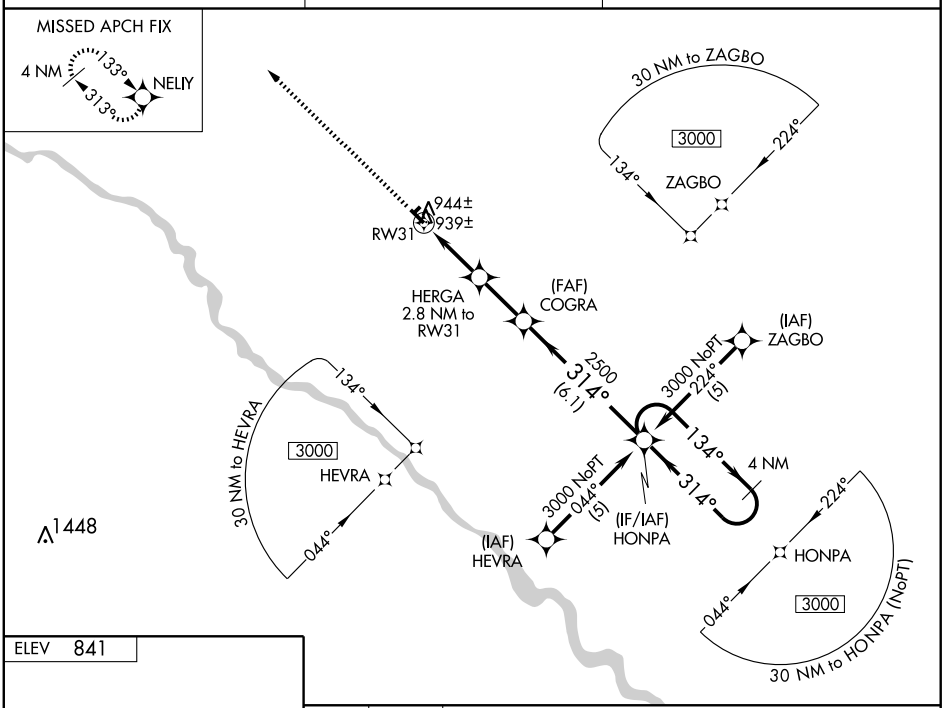
OSKALOOSA MUNI (OOA)

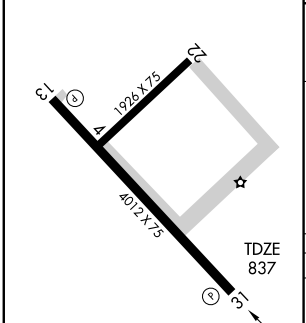
DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.

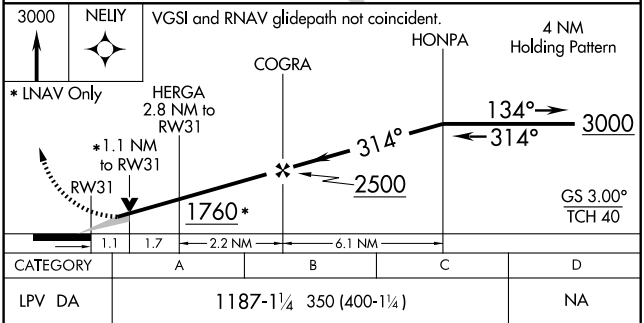
Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct NELIY and hold.

AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1187-1¼ 350 (400-1¼)			NA
LNAV/VNAV DA	1209-1¼ 372 (400-1¼)			NA
LNAV MDA	1200-1 363 (400-1)			NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

REIL Rwys 13 and 31 L

MIRL Rwy13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTM	APP CRS	Rwy Idg	4003
111.6	321°	TDZE	837
Chan 53		Apt Elev	840

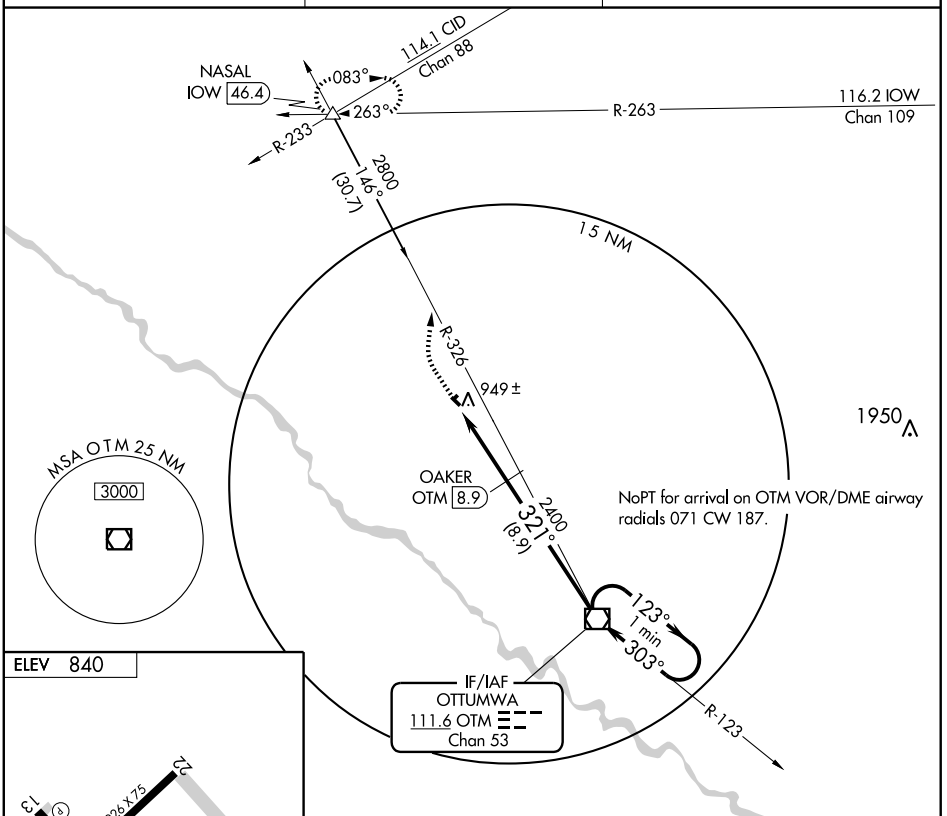
VOR/DME RWY 31

OSKALOOSA MUNI (OOA)

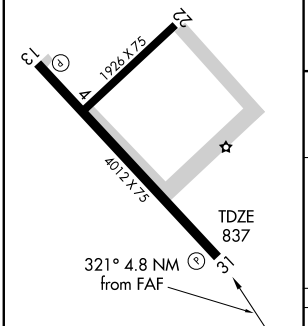
T NA — If local altimeter setting not received, use Ottumwa altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

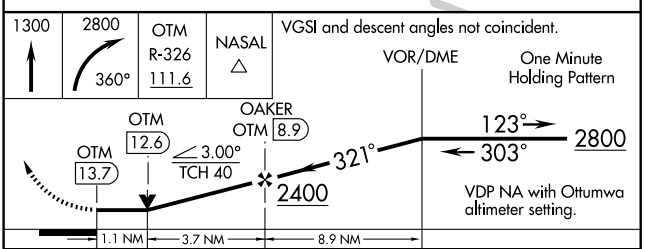
AWOS-3	CHICAGO CENTER	UNICOM
118.625	118.15 354.1	122.8 (CTAF) L



ELEV 840

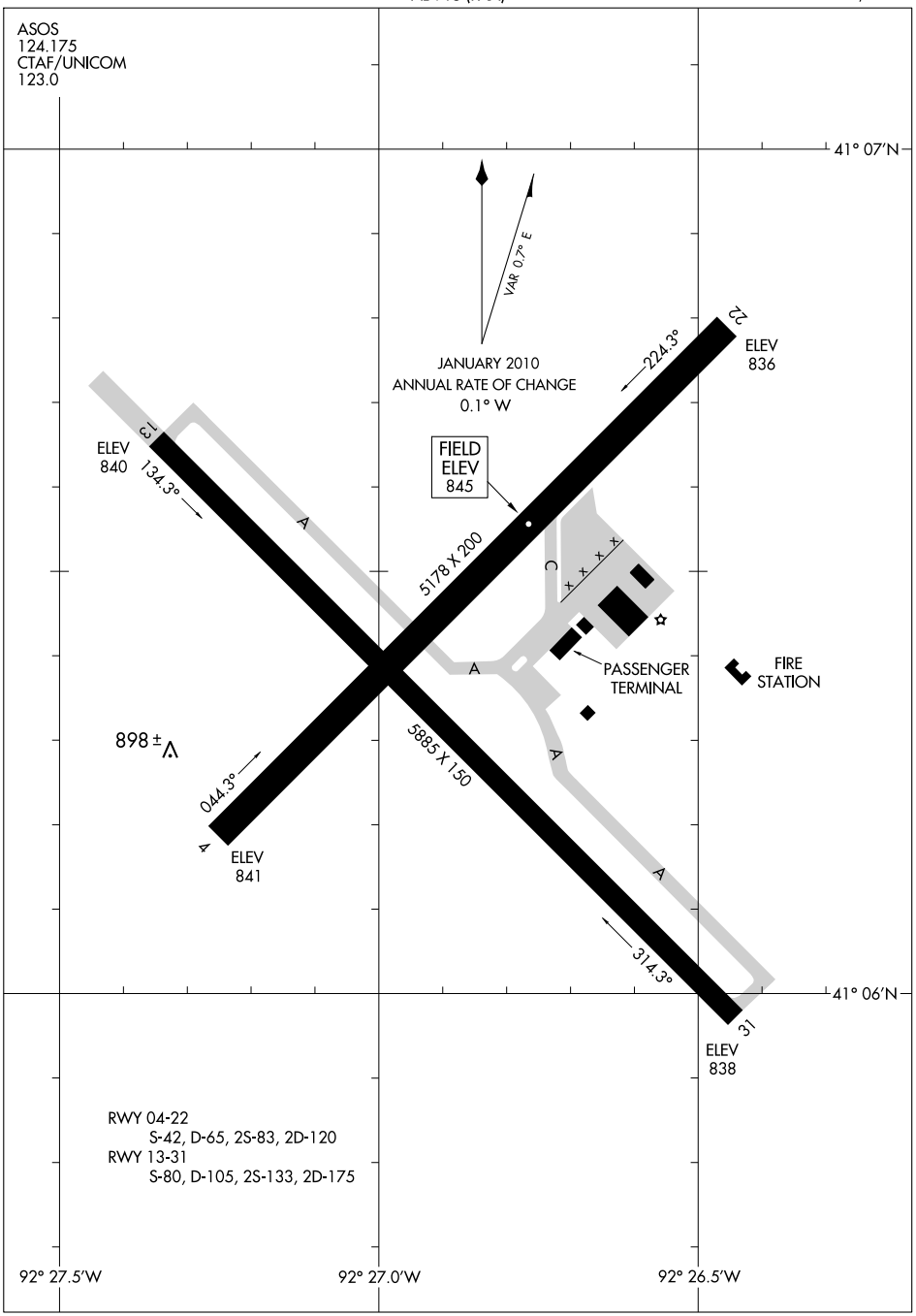


REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



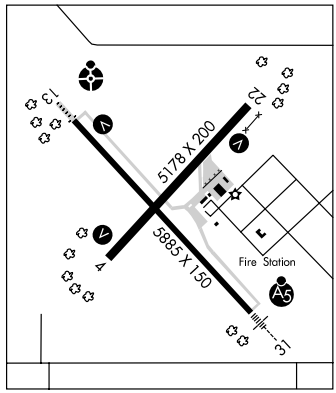
CATEGORY	A	B	C	D
S-31	1200-1 363 (400-1)			NA
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



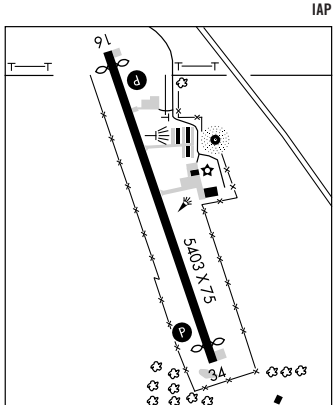
NC-3, 21 OCT 2010 to 18 NOV 2010

OTTUMWA RGNL (OTM) 5 NW UTC−6(−5DT) N41°06.40′ W92°26.88′ **CHICAGO**
845 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE OTM **H–5D, L–27A**
RWY 13–31: H5885X150 (ASPH–CONC) S–80, D–105, 2S–133, 2D–175 HIRL **IAP, AD**
RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41′.
RWY 31: MALSR.
RWY 04–22: H5178X200 (ASPH) S–42, D–65, 2S–83, 2D–120
MIRL
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Tree.
RWY 22: VASI(V4L)—GA 3.0° TCH 49′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs call 641–683–3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon–Fri 2200Z‡ to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rwys 22 and 31. Twy A from intersection Rwy 04–22 and Rwy 13–31 to AER 13 36′ wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13–31; MIRL Rwy 04–22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (641) 684–9164. **HIWAS** 111.6 OTM.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.4 (FORT DODGE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
(L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 304° 7.2 NM to fld. 820/6E. **HIWAS.**
ILS 109.5 I–OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



PAULLINA MUNI (1Y9) 1 E UTC−6(−5DT) N42°59.27′ W95°39.87′ **OMAHA**
1385 **FUEL** 100LL NOTAM FILE FOD
RWY 17–35: H2800X28 (ASPH–TURF) LIRL (NSTD)
RWY 17: Tree. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. For fuel call 712–448–2522. Rwy 17–35 28′ asph in center of 120′ wide turf strip. Rwy 17–35 NSTD LIRL rwy lgts 60′ from centerline. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

PELLA MUNI (PEA) 1 W UTC−6(−5DT) N41°24.07′ W92°56.75′ **CHICAGO**
885 B S4 **FUEL** 100LL, JET A TPA—1701(816) NOTAM FILE PEA **H–5D, L–12J, 27A**
RWY 16–34: H5403X75 (CONC) S–30, D–40 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37′. Thld dsplcd 200′. Tree.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31′. Thld dsplcd 200′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–5400 TODA–5400 ASDA–5200 LDA–5000
RWY 34: TORA–5400 TODA–5400 ASDA–5200 LDA–5000
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500–2300Z‡. After hrs call 641–780–0244. Deer on and invof arpt. MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (641) 628–3459.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 159° 24.1 NM to fld. 980/3E.
NDB (MHW) 257 PEA N41°24.27′ W92°56.68′ at fld. NOTAM FILE PEA.



LOC I-OTM	APP CRS	Rwy Idg	5885
109.5	312°	TDZE	841
		Apt Elev	845

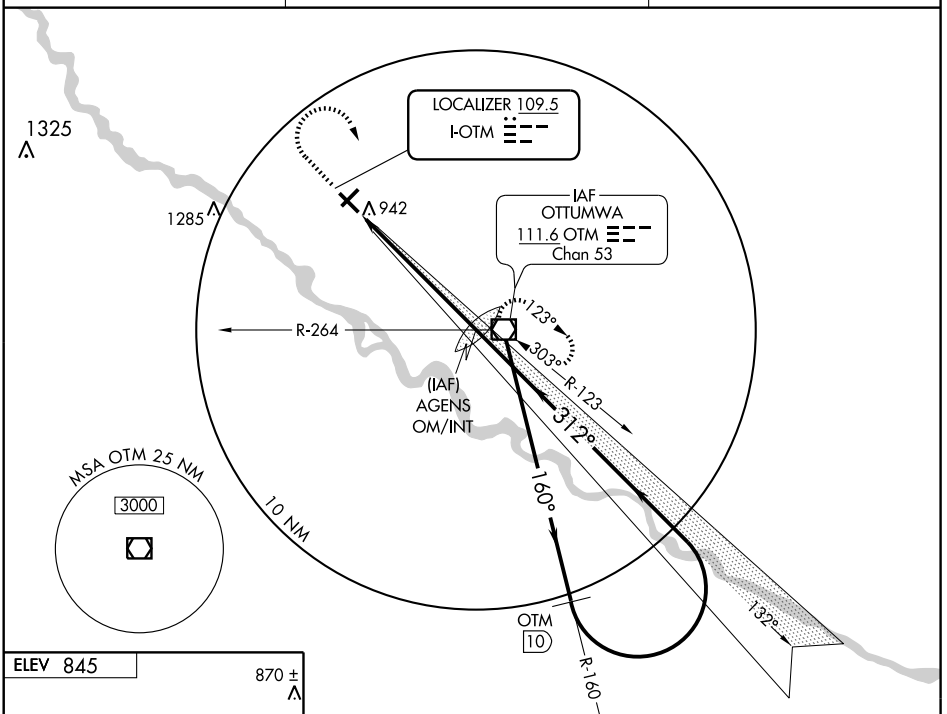
ILS RWY 31
OTTUMWA RGNL (OTM)

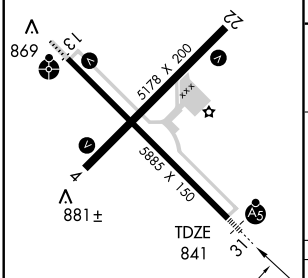
Circling not authorized at night to Rwy 4.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

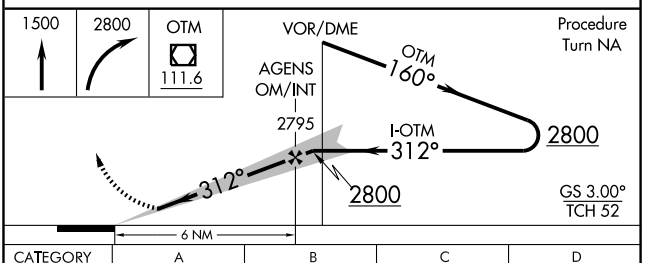
ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF)





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1041-½ 200 (200-½)			NA
S-LOC 31	1180-½ 339 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-OTM	APP CRS	Rwy Idg	5885
109.5	132°	TDZE	844
		Apt Elev	845

LOC/DME BC RWY 13

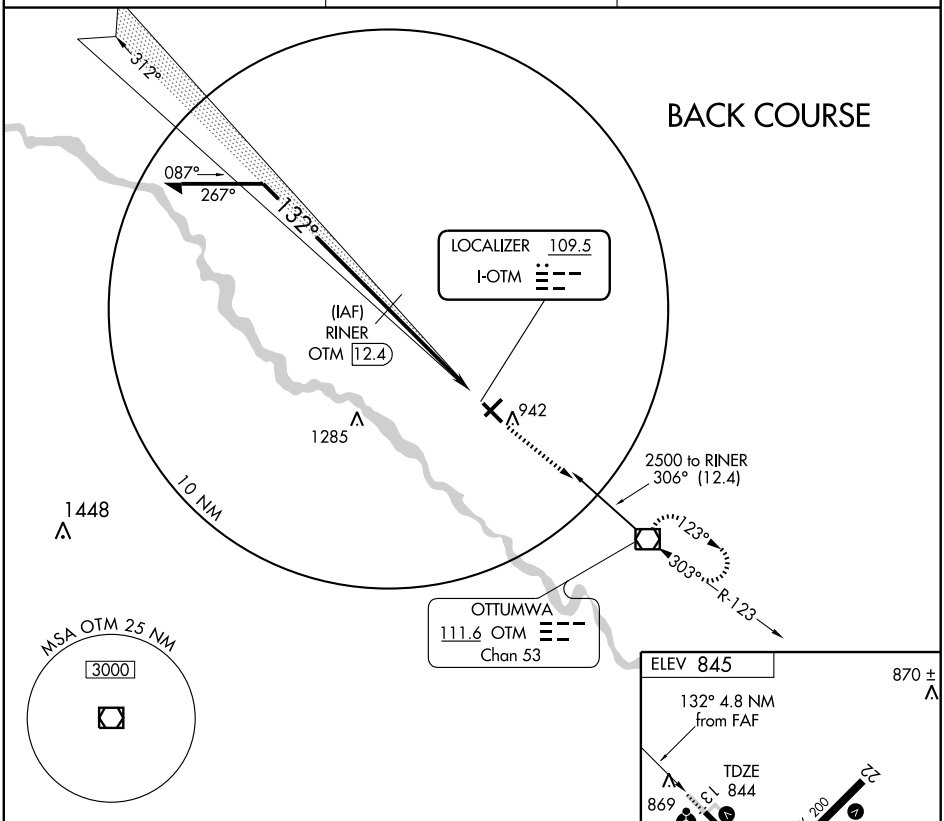
OTTUMWA RGNL (OTM)

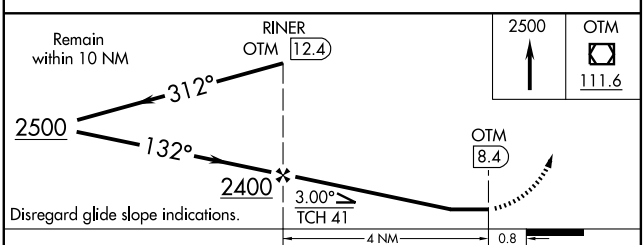
DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

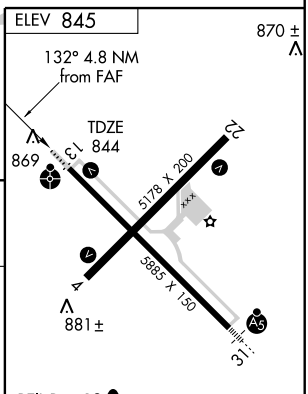
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	1220-1 376 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5885
CH 86300	132°	TDZE	844
W13A		Apt Elev	845

RNAV (GPS) RWY 13

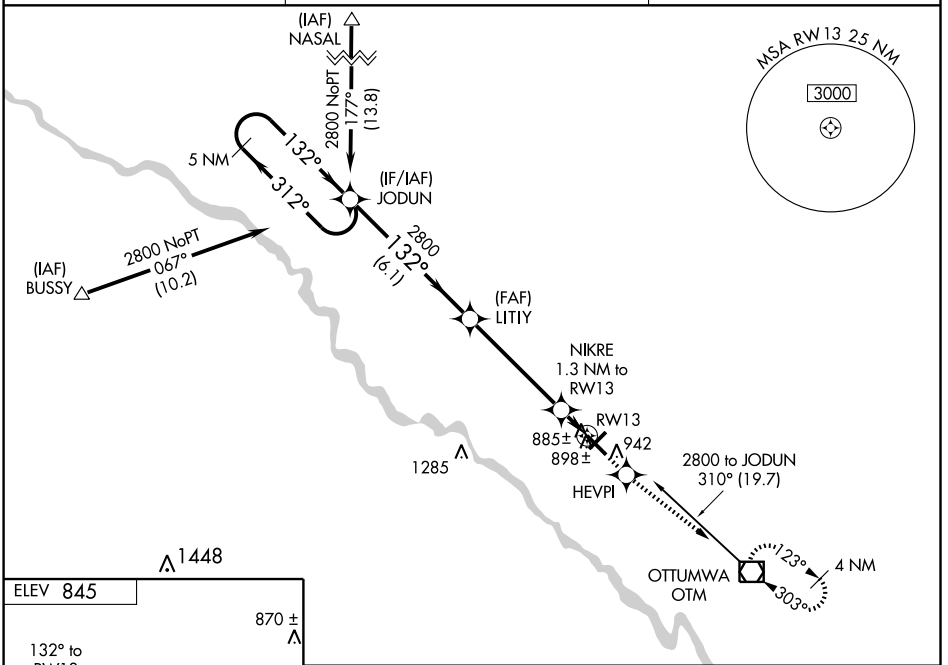
OTTUMWA RGNL (OTM)

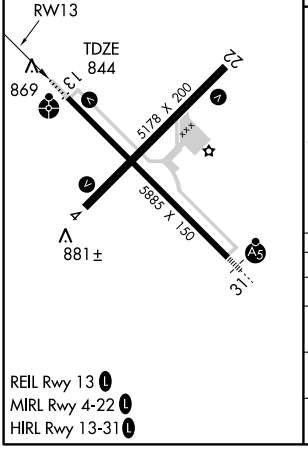
DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet. Baro-VNAV NA when using Oskaloosa altimeter setting. Inoperative table does not apply to LPV.

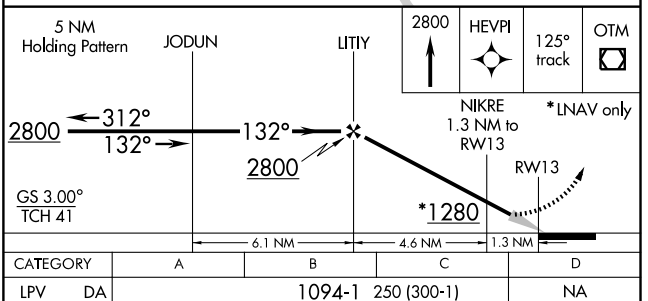
ODALS

MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1094-1	250 (300-1)		NA
LNAV/VNAV DA	1135-¾	291 (300-¾)		NA
LNAV MDA	1160-¾	316 (400-¾)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AL-915 (FAA)

RNAV (GPS) RWY 22

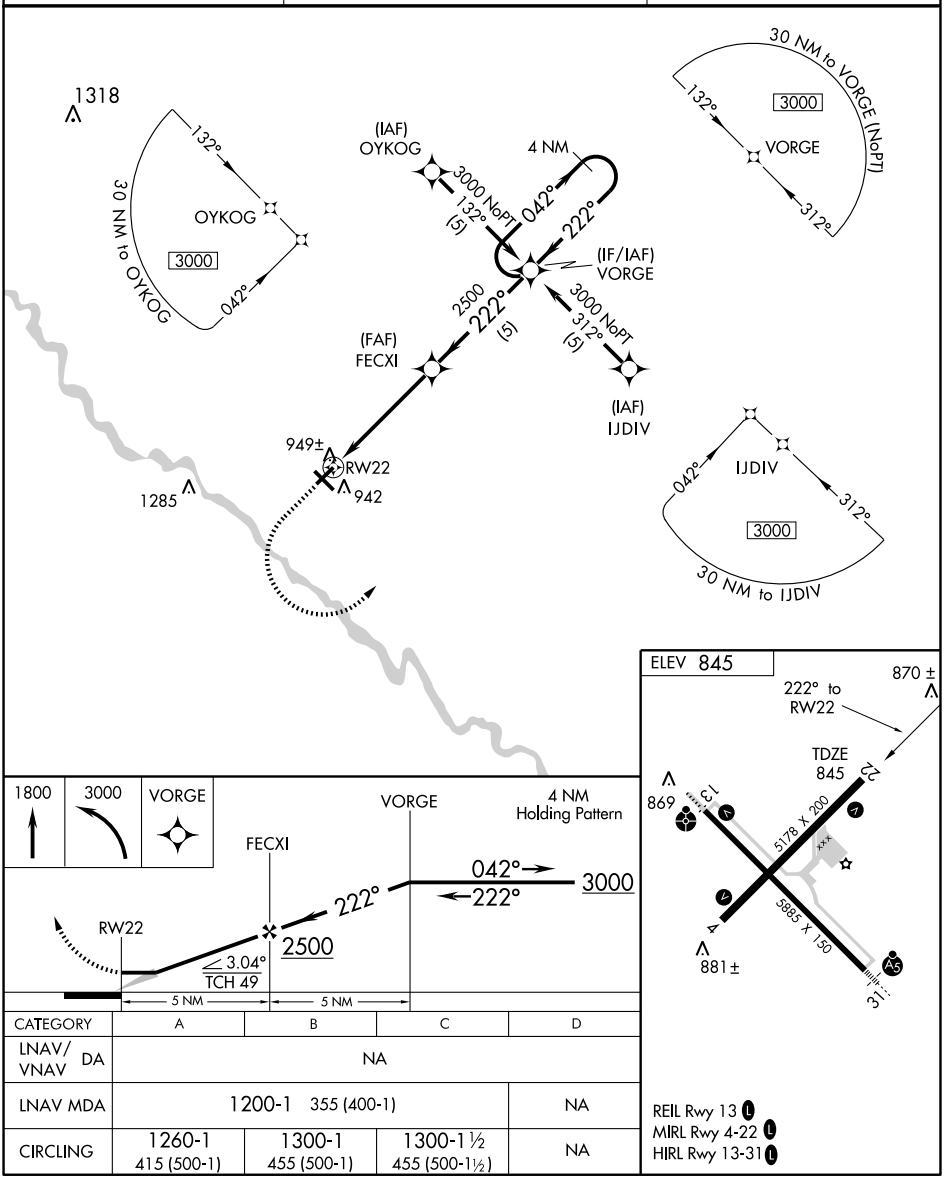
OTTUMWA RGNL (OTM)

APP CRS	Rwy ldg	5178
222°	TDZE	845
	Apt Elev	845

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1200-1 355 (400-1)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

41° 06′ N - 92° 27′ W

WAAS	APP CRS	Rwy Idg	5885
CH 93611	312°	TDZE	841
W31A		Apt Elev	845

RNAV (GPS) RWY 31

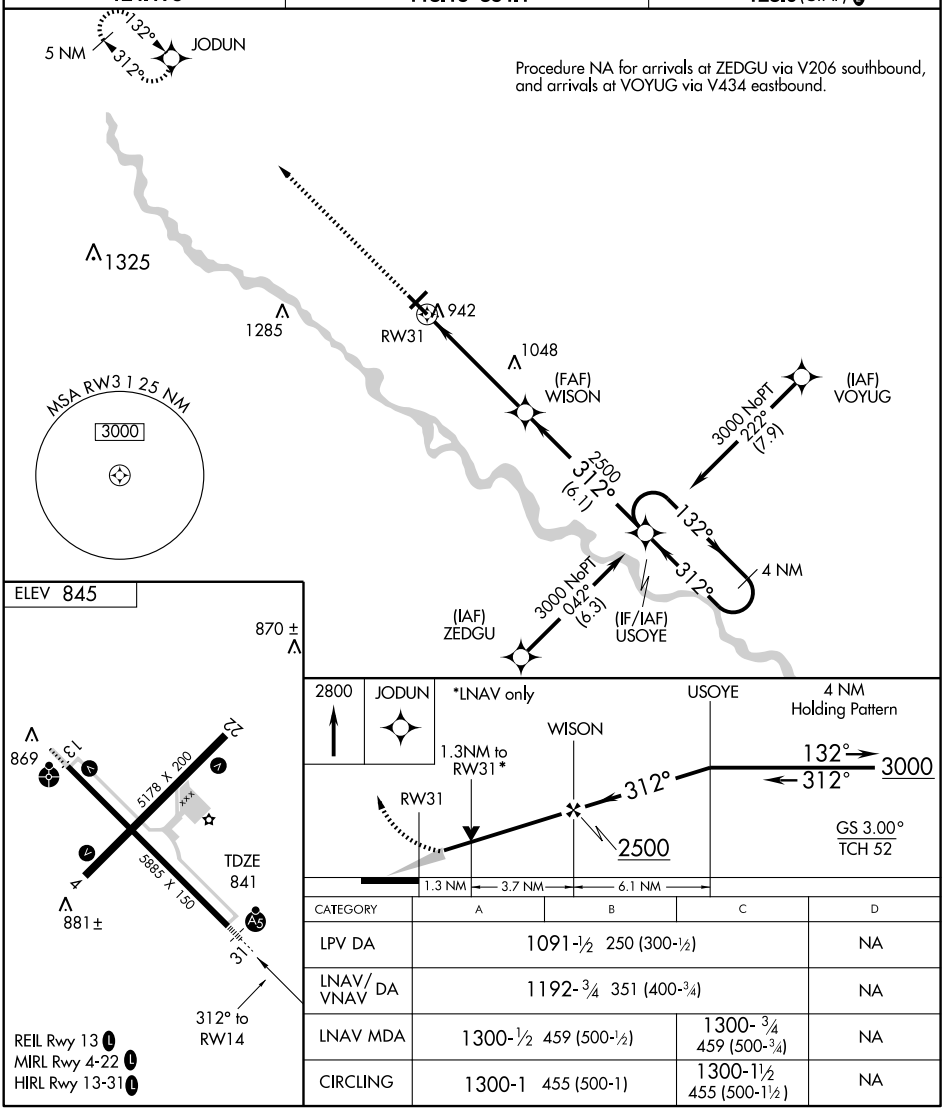
OTTUMWA RGNL (OTM)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Baro-VNAV and VDP NA when using Fairfield altimeter setting.
When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 2800 direct JODUN and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1091-½ 250 (300-½)			NA
LNAV/VNAV DA	1192-¾ 351 (400-¾)			NA
LNAV MDA	1300-½ 459 (500-½)		1300-¾ 459 (500-¾)	NA
CIRCLING	1300-1 455 (500-1)		1300-1½ 455 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTM	APP CRS	Rwy Idg	5885
111.6	124°	TDZE	844
Chan 53		Apt Elev	845

VOR/DME RWY 13

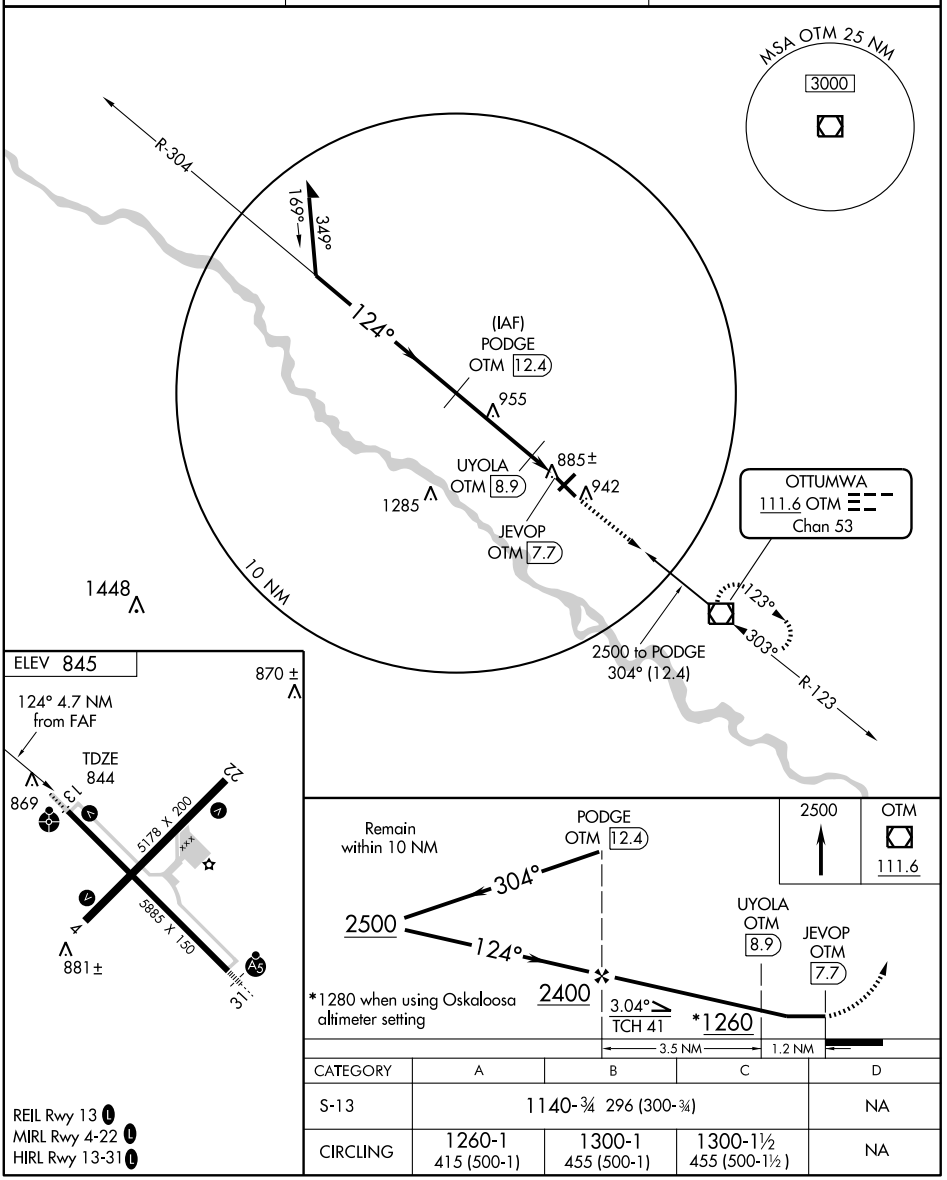
OTTUMWA RGNL (OTM)

When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-13	1140-¾ 296 (300-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTM 111.6 Chan 53	APP CRS 303°	Rwy Idg 5885 TDZE 841 Apt Elev 845

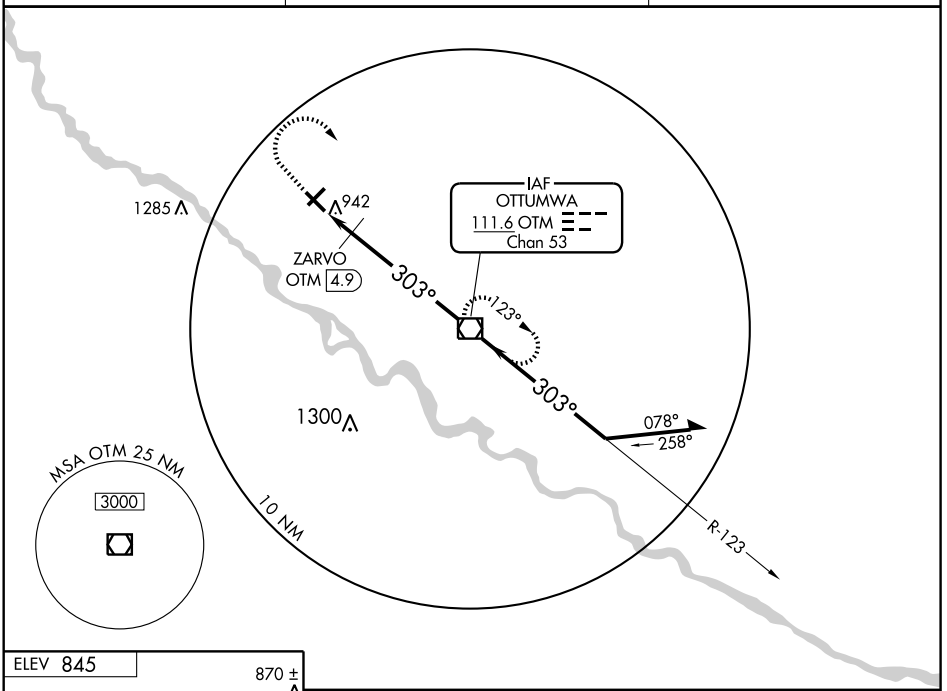
VOR RWY 31
OTTUMWA RGNL (OTM)

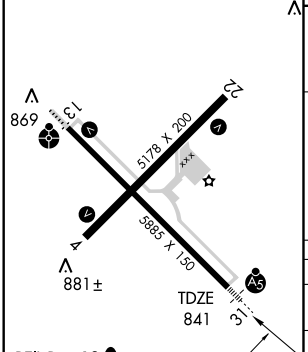
When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31 Cat C and ZARVO fix minimums S-31 Cat C visibility ¼ mile.

MALSR

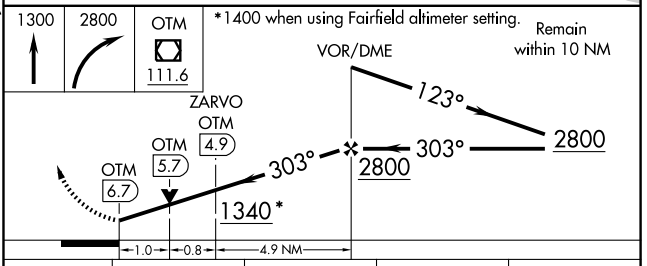
MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS	CHICAGO CENTER	UNICOM
124.175	118.15 354.1	123.0 (CTAF) L





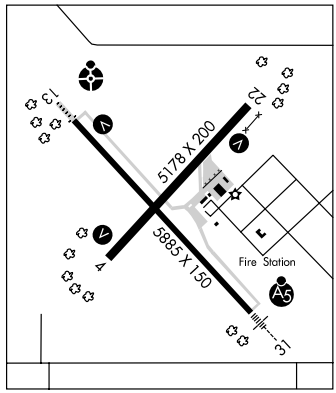
FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14



CATEGORY	A	B	C	D
S-31	1340-½ 499 (500-½)		1340-¾ 499 (500-¾)	NA
CIRCLING	1340-1 495 (500-1)		1340-1½ 495 (500-1½)	NA
ZARVO FIX MINIMUMS				
S-31	1200-½ 359 (400-½)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

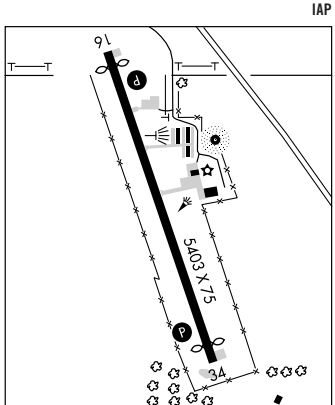
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

OTTUMWA RGNL (OTM) 5 NW UTC−6(−5DT) N41°06.40′ W92°26.88′ **CHICAGO**
845 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE OTM **H–5D, L–27A**
RWY 13–31: H5885X150 (ASPH–CONC) S–80, D–105, 2S–133, 2D–175 HIRL **IAP, AD**
RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41′.
RWY 31: MALSR.
RWY 04–22: H5178X200 (ASPH) S–42, D–65, 2S–83, 2D–120
MIRL
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Tree.
RWY 22: VASI(V4L)—GA 3.0° TCH 49′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs call 641–683–3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon–Fri 2200Z‡ to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rwys 22 and 31. Twy A from intersection Rwy 04–22 and Rwy 13–31 to AER 13 36′ wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13–31; MIRL Rwy 04–22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (641) 684–9164. **HIWAS** 111.6 OTM.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.4 (FORT DODGE RADIO)
Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE OTM.
(L) VORW/DME 111.6 OTM Chan 53 N41°01.75′ W92°19.56′ 304° 7.2 NM to fld. 820/6E. **HIWAS.**
ILS 109.5 I–OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



PAULLINA MUNI (1Y9) 1 E UTC−6(−5DT) N42°59.27′ W95°39.87′ **OMAHA**
1385 **FUEL** 100LL NOTAM FILE FOD
RWY 17–35: H2800X28 (ASPH–TURF) LIRL (NSTD)
RWY 17: Tree. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. For fuel call 712–448–2522. Rwy 17–35 28′ asph in center of 120′ wide turf strip. Rwy 17–35 NSTD LIRL rwy lgts 60′ from centerline. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

PELLA MUNI (PEA) 1 W UTC−6(−5DT) N41°24.07′ W92°56.75′ **CHICAGO**
885 B S4 **FUEL** 100LL, JET A TPA—1701(816) NOTAM FILE PEA **H–5D, L–12J, 27A**
RWY 16–34: H5403X75 (CONC) S–30, D–40 MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37′. Thld dsplcd 200′. Tree.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31′. Thld dsplcd 200′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 16: TORA–5400 TODA–5400 ASDA–5200 LDA–5000
RWY 34: TORA–5400 TODA–5400 ASDA–5200 LDA–5000
AIRPORT REMARKS: Attended Mon–Sat 1300Z‡–dusk, Sun 1500–2300Z‡. After hrs call 641–780–0244. Deer on and invof arpt. MIRL Rwy 16–34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (641) 628–3459.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 123.9
RADIO AIDS TO NAVIGATION: NOTAM FILE TNU.
NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03′ W93°06.54′ 159° 24.1 NM to fld. 980/3E.
NDB (MHW) 257 PEA N41°24.27′ W92°56.68′ at fld. NOTAM FILE PEA.



NDB PEA 257	APP CRS 353°	Rwy Idg 5000 TDZE 880 Apt Elev 885

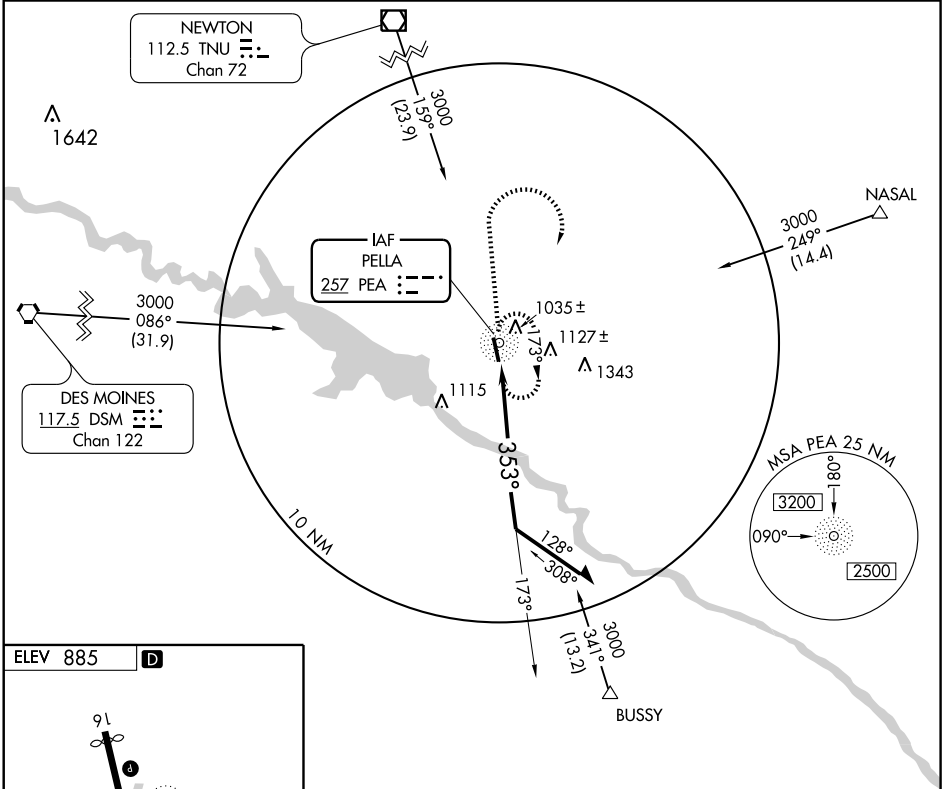
NDB RWY 34
PELLA MUNI (PEA)

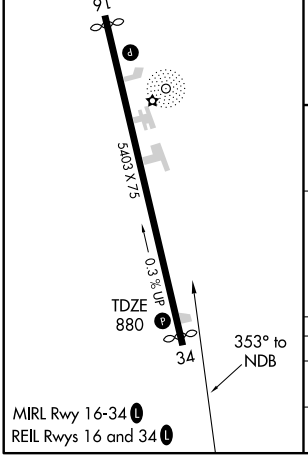
When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

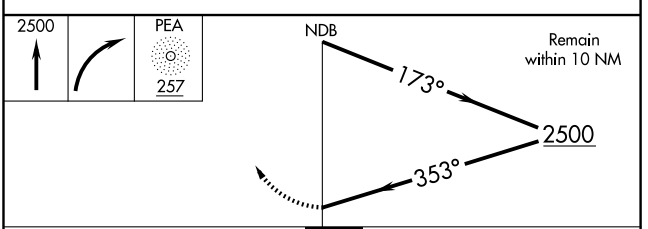
NA

MISSED APPROACH: Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1420-1	540 (600-1)	1420-1½ 540 (600-1½)	NA
CIRCLING	1420-1	535 (600-1)	1440-1½ 555 (600-1½)	NA

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NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 77610	165°	TDZE	885
W16A		Apt Elev	885

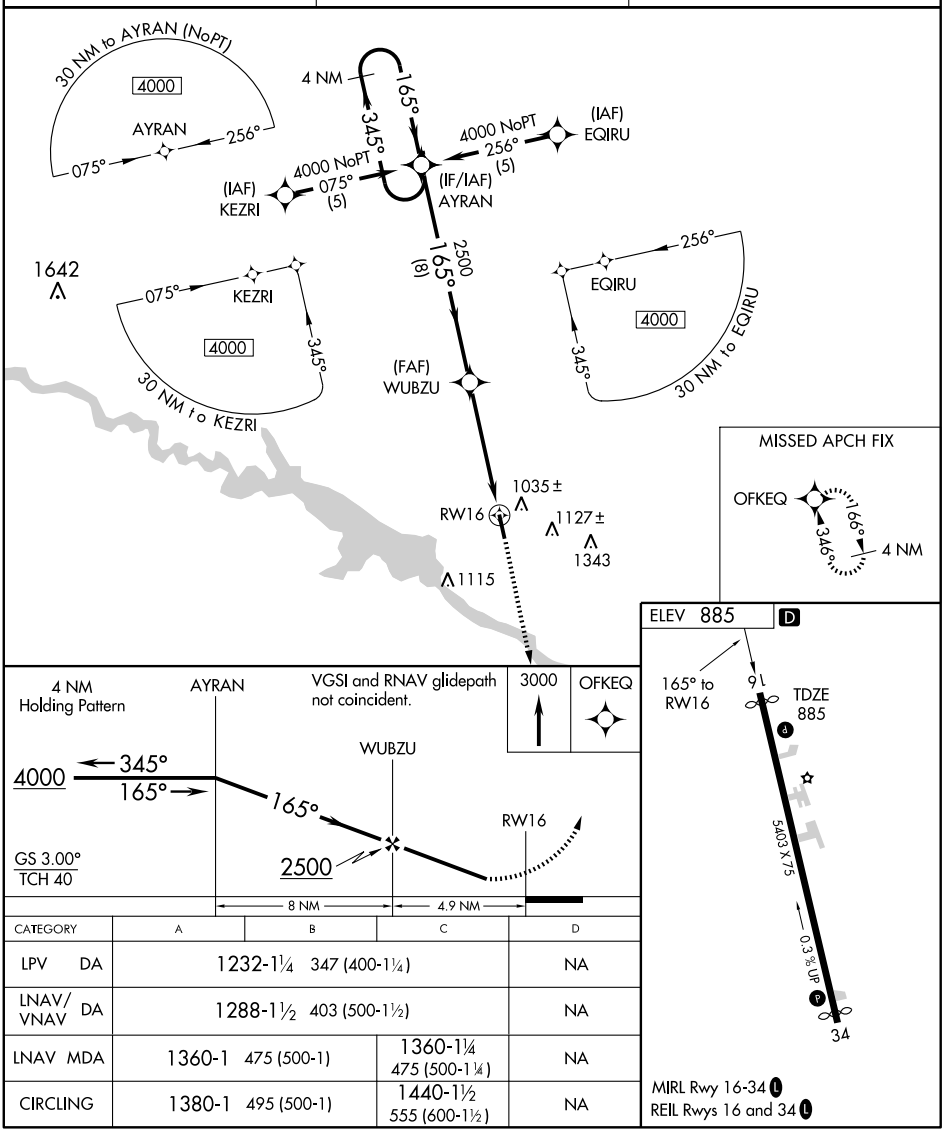
RNAV (GPS) RWY 16

PELLA MUNI (PEA)

T A DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Knoxville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1232-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1288-1½ 403 (500-1½)			NA
LNAV MDA	1360-1 475 (500-1)		1360-1¼ 475 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)		1440-1½ 555 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
345°	TDZE	879
	Apt Elev	885

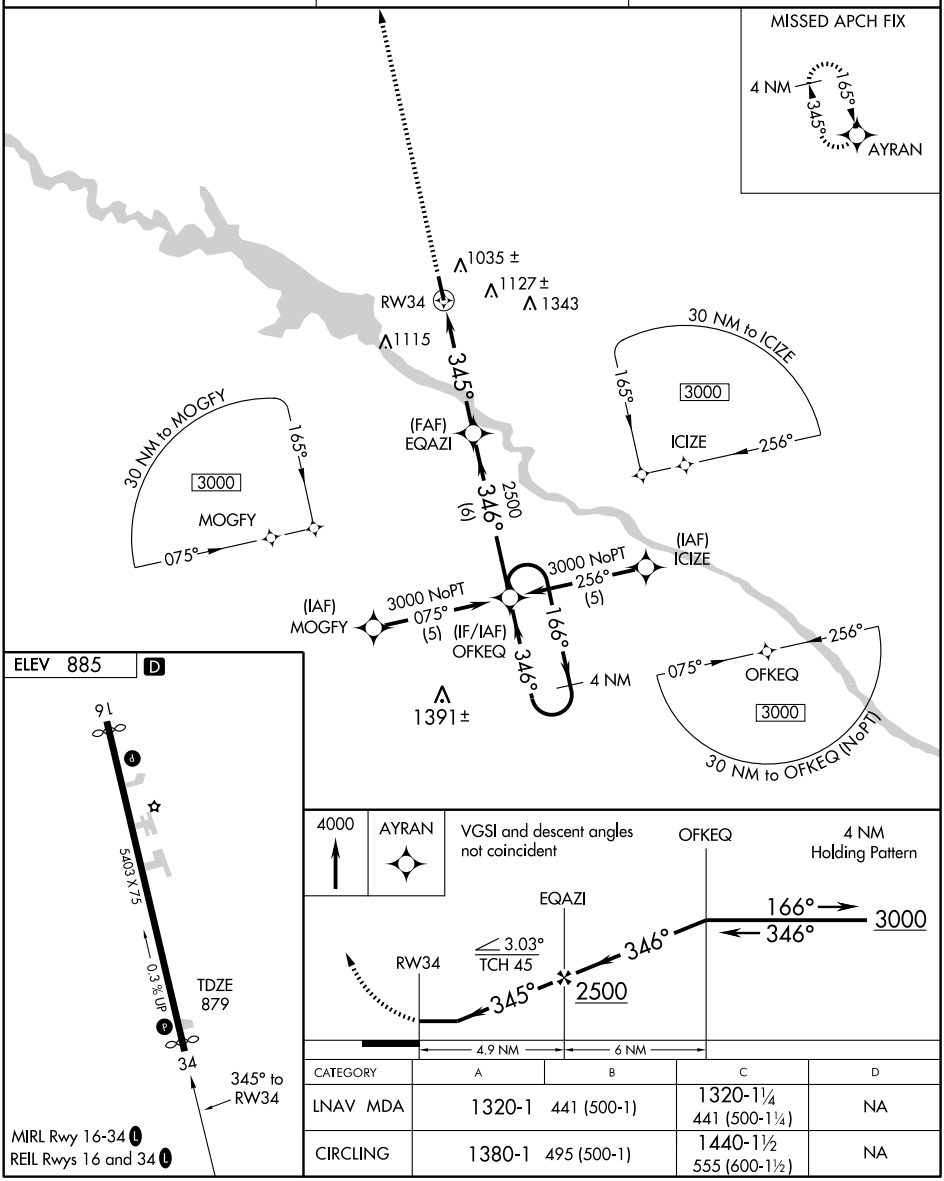
RNAV (GPS) RWY 34

PELLA MUNI (PEA)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

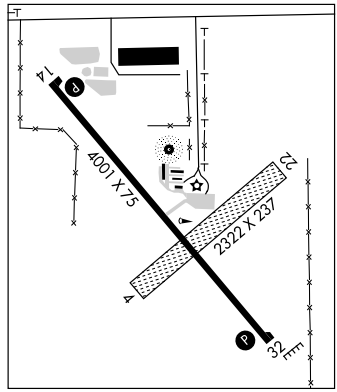
AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L



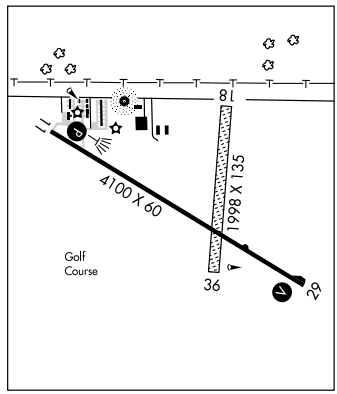
CATEGORY	A	B	C	D
LNAV MDA	1320-1 441 (500-1)		1320-1¼ 441 (500-1¼)	NA
CIRCLING	1380-1 495 (500-1)		1440-1½ 555 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PERRY MUNI (PRO) 3 W UTC−6(−5DT) N41°49.68′ W94°09.59′ OMAHA
1013 B S4 **FUEL** 100LL, JET A NOTAM FILE FOD L–12I
RWY 14–32: H4001X75 (CONC) S–28, D–48 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27′. P-line.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Brush.
RWY 04–22: 2322X237 (TURF) 0.7% up SW
RWY 22: Trees.
AIRPORT REMARKS: Attended Apr–Sep, Mon–Sat 1400–0000Z‡, Sun 1400–2200Z‡, Oct–Mar, Mon–Sat 1400–2300Z‡, Sun 1500–2100Z‡. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04–22 has badger holes. Rwy 04–22 no snow removal. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.0 (515) 465–2269.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 309° 32.8 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 251 PRO N41°49.83′ W94°09.60′ at fld. NOTAM FILE FOD. SHUTDOWN.



POCAHONTAS MUNI (POH) 1 NE UTC−6(−5DT) N42°44.57′ W94°38.84′ OMAHA
1226 B **FUEL** 100LL, MOGAS NOTAM FILE FOD L–12I
RWY 11–29: H4100X60 (CONC) S–15 MIRL IAP
RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30′. Tree.
RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.
RWY 18–36: 1998X135 (TURF)
RWY 18: Road.
AIRPORT REMARKS: Unattended. For svcs call sheriff's office 712–335–3308. Rwy 29 is calm wind rwy. Rwy 18–36 marked with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11, VASI Rwy 29 and REIL, Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8.
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 290° 17.5 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 428 POH N42°44.78′ W94°38.95′ at fld.



PORT CITY N41°21.98′ W91°08.94′ NOTAM FILE MUT. CHICAGO
(L) VORW/DME 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°–024° byd 25 NM. L–27B

POSTVILLE

DALE DELIGHT (Y16) 2 SW UTC−6(−5DT) N43°04.73′ W91°36.91′ CHICAGO
1200 NOTAM FILE FOD
RWY 11–29: 2325X70 (TURF)
RWY 29: Road.
AIRPORT REMARKS: Unattended. Rwy 11–29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563–864–3256 for arpt conditions. Rwy 11–29 marked with yellow cones along rwy edges and at thlds.
COMMUNICATIONS: CTAF 122.9

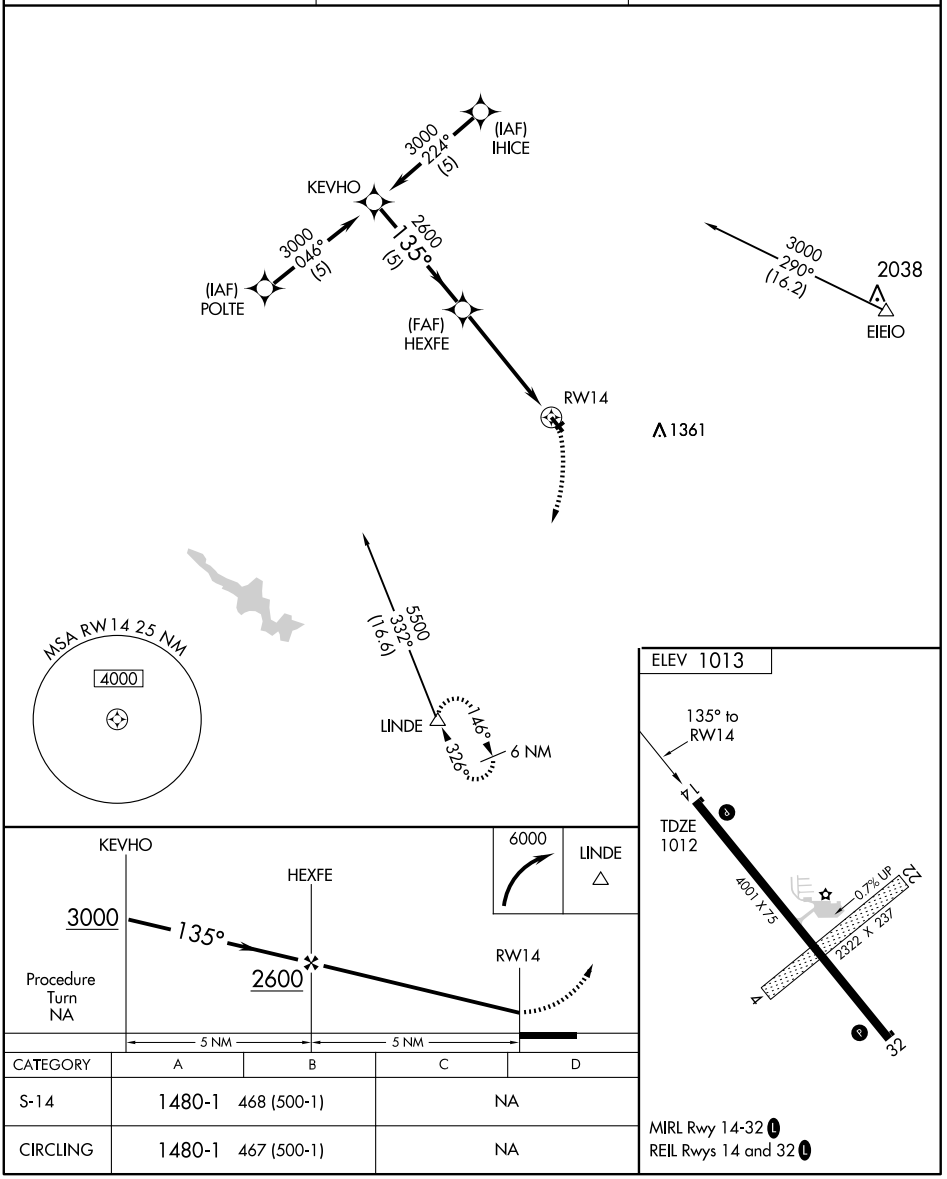
APP CRS	Rwy Idg	4001
135°	TDZE	1012
	Apt Elev	1013

GPS RWY 14
PERRY MUNI (PRO)

When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1480-1	468 (500-1)	NA	
CIRCLING	1480-1	467 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

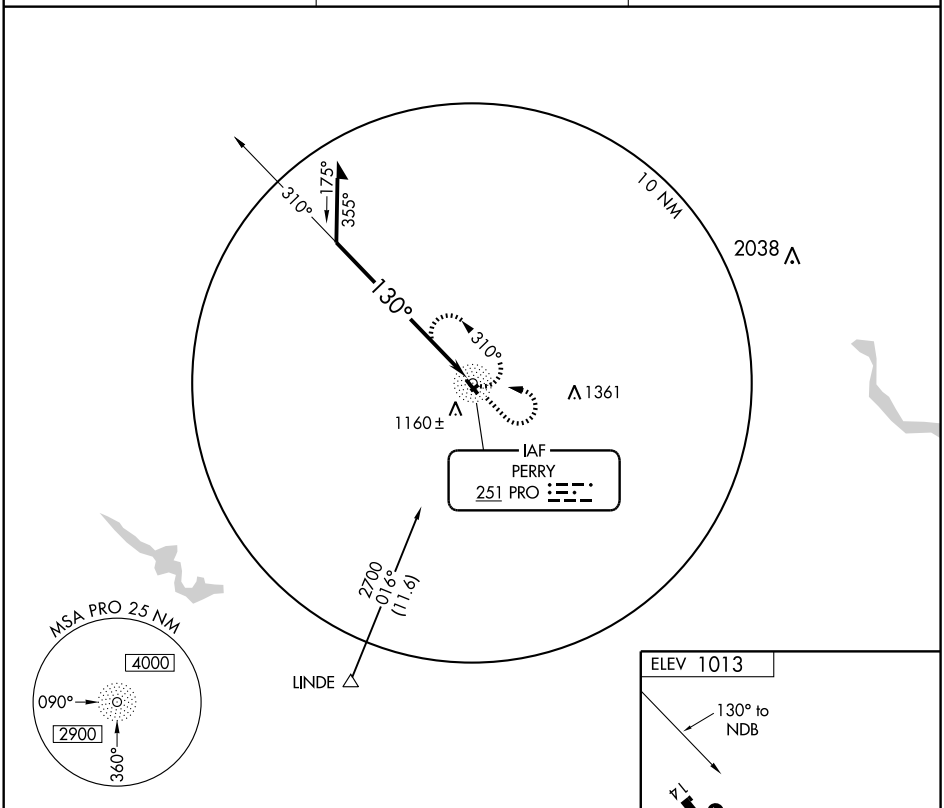
NDB PRO 251	APP CRS 130°	Rwy Idg 4001 TDZE 1012 Apt Elev 1013

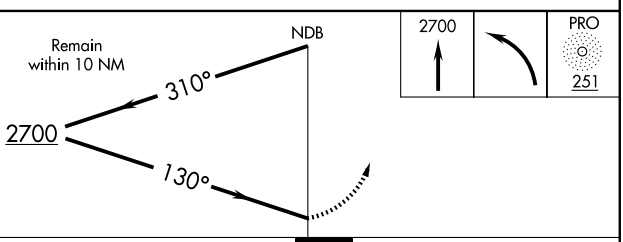
NDB RWY 14
PERRY MUNI (PRO)

T A NA — When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

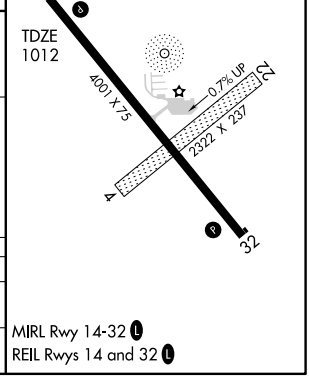
MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-14	1640-1	628 (700-1)	NA	
CIRCLING	1640-1	627 (700-1)	NA	



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

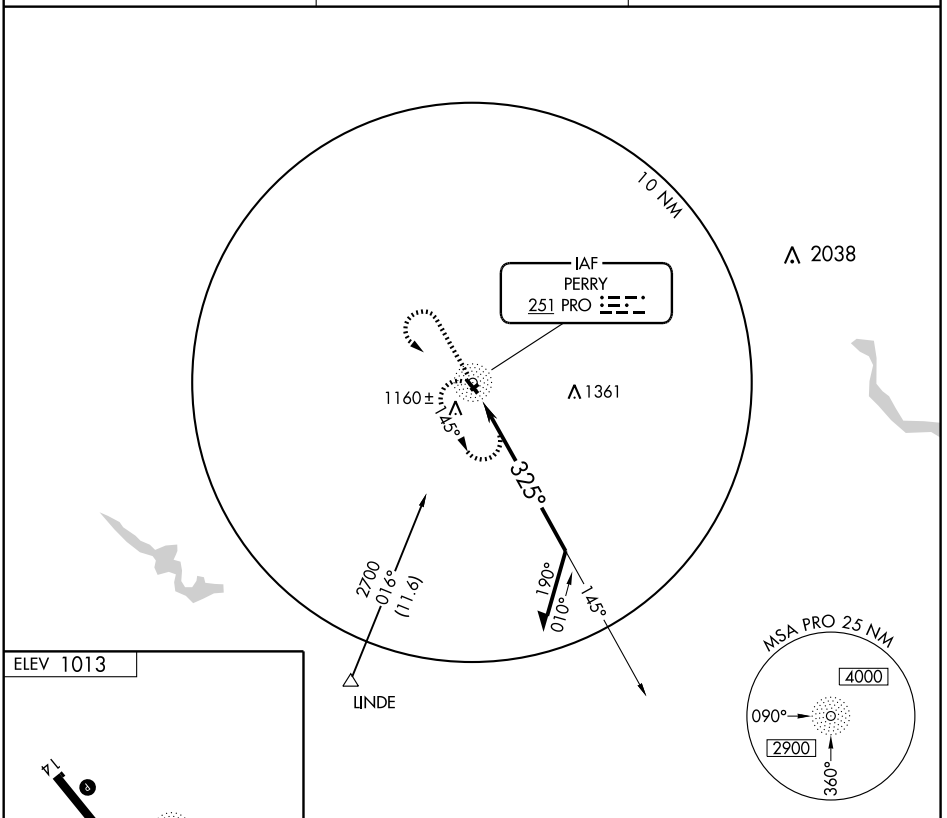
NDB PRO	APP CRS		
251	325°	Rwy Idg	4001
		TDZE	1012
		Apt Elev	1013

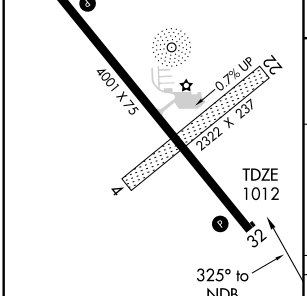
NDB RWY 32
PERRY MUNI (PRO)

T
NA When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

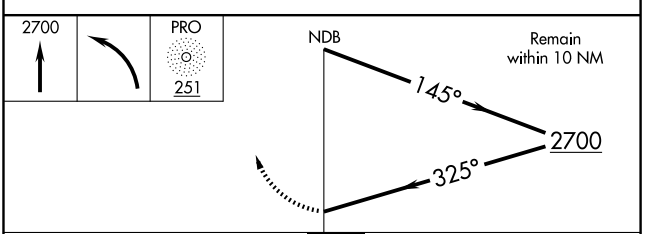
MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90508 W32A	APP CRS 315°	Rwy Idg 4001 TDZE 1012 Apt Elev 1013

RNAV (GPS) RWY 32

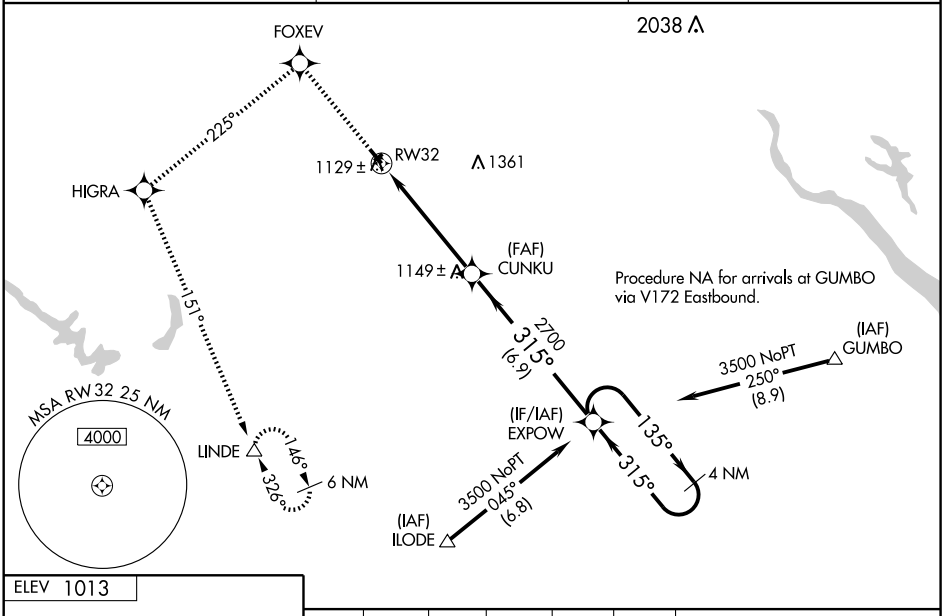
PERRY MUNI (PRO)

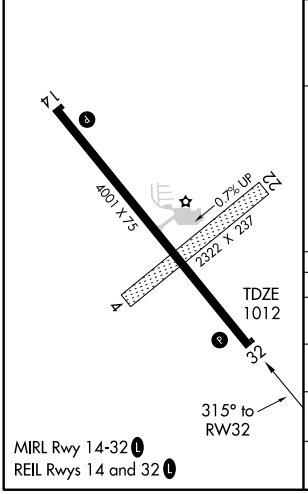
When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cats.
Baro-VNAV NA when using Boone altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

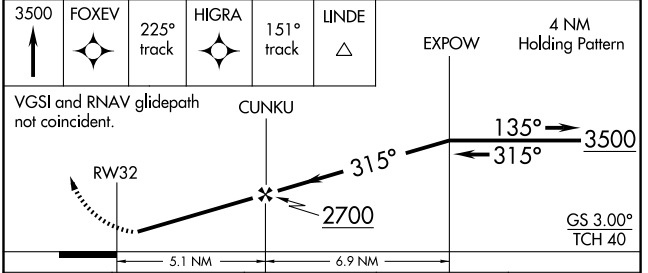
NA

MISSED APPROACH: Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.0	135.2 360.7	122.8 (CTAF) L



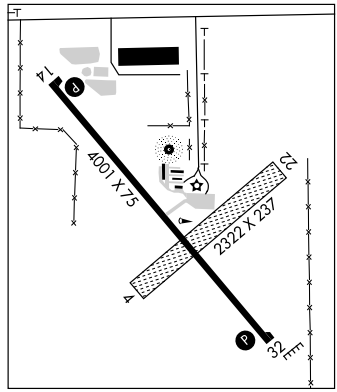




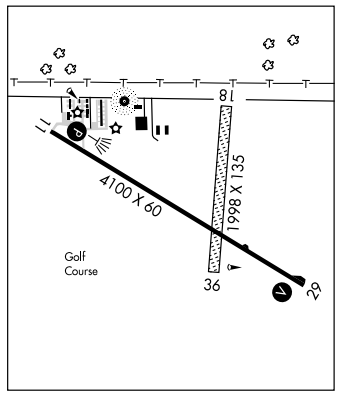
	A	B	C	D
LPV DA	1262-1 250 (300-1)		NA	
LNAV/VNAV DA	1399-1½ 387 (400-1½)		NA	
LNAV MDA	1380-1 368 (400-1)		NA	
CIRCLING	1440-1 427 (500-1)	1480-1 467 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PERRY MUNI (PRO) 3 W UTC−6(−5DT) N41°49.68′ W94°09.59′ OMAHA
1013 B S4 **FUEL** 100LL, JET A NOTAM FILE FOD L–12I
RWY 14–32: H4001X75 (CONC) S–28, D–48 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27′. P-line.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Brush.
RWY 04–22: 2322X237 (TURF) 0.7% up SW
RWY 22: Trees.
AIRPORT REMARKS: Attended Apr–Sep, Mon–Sat 1400–0000Z‡, Sun 1400–2200Z‡, Oct–Mar, Mon–Sat 1400–2300Z‡, Sun 1500–2100Z‡. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04–22 has badger holes. Rwy 04–22 no snow removal. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.0 (515) 465–2269.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DES MOINES APP/DEP CON** 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 309° 32.8 NM to fld. 940/7E. **HIWAS.**
NDB (MHW) 251 PRO N41°49.83′ W94°09.60′ at fld. NOTAM FILE FOD. SHUTDOWN.



POCAHONTAS MUNI (POH) 1 NE UTC−6(−5DT) N42°44.57′ W94°38.84′ OMAHA
1226 B **FUEL** 100LL, MOGAS NOTAM FILE FOD L–12I
RWY 11–29: H4100X60 (CONC) S–15 MIRL IAP
RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30′. Tree.
RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.
RWY 18–36: 1998X135 (TURF)
RWY 18: Road.
AIRPORT REMARKS: Unattended. For svcs call sheriff's office 712–335–3308. Rwy 29 is calm wind rwy. Rwy 18–36 marked with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11–29, PAPI Rwy 11, VASI Rwy 29 and REIL, Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8.
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 290° 17.5 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 428 POH N42°44.78′ W94°38.95′ at fld.



PORT CITY N41°21.98′ W91°08.94′ NOTAM FILE MUT. CHICAGO
(L) VORW/DME 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°–024° byd 25 NM. L–27B

POSTVILLE

DALE DELIGHT (Y16) 2 SW UTC−6(−5DT) N43°04.73′ W91°36.91′ CHICAGO
1200 NOTAM FILE FOD
RWY 11–29: 2325X70 (TURF)
RWY 29: Road.
AIRPORT REMARKS: Unattended. Rwy 11–29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563–864–3256 for arpt conditions. Rwy 11–29 marked with yellow cones along rwy edges and at thlds.
COMMUNICATIONS: CTAF 122.9

NDB POH	APP CRS	Rwy Idg	4100
428	090°	TDZE	1224
		Apt Elev	1224

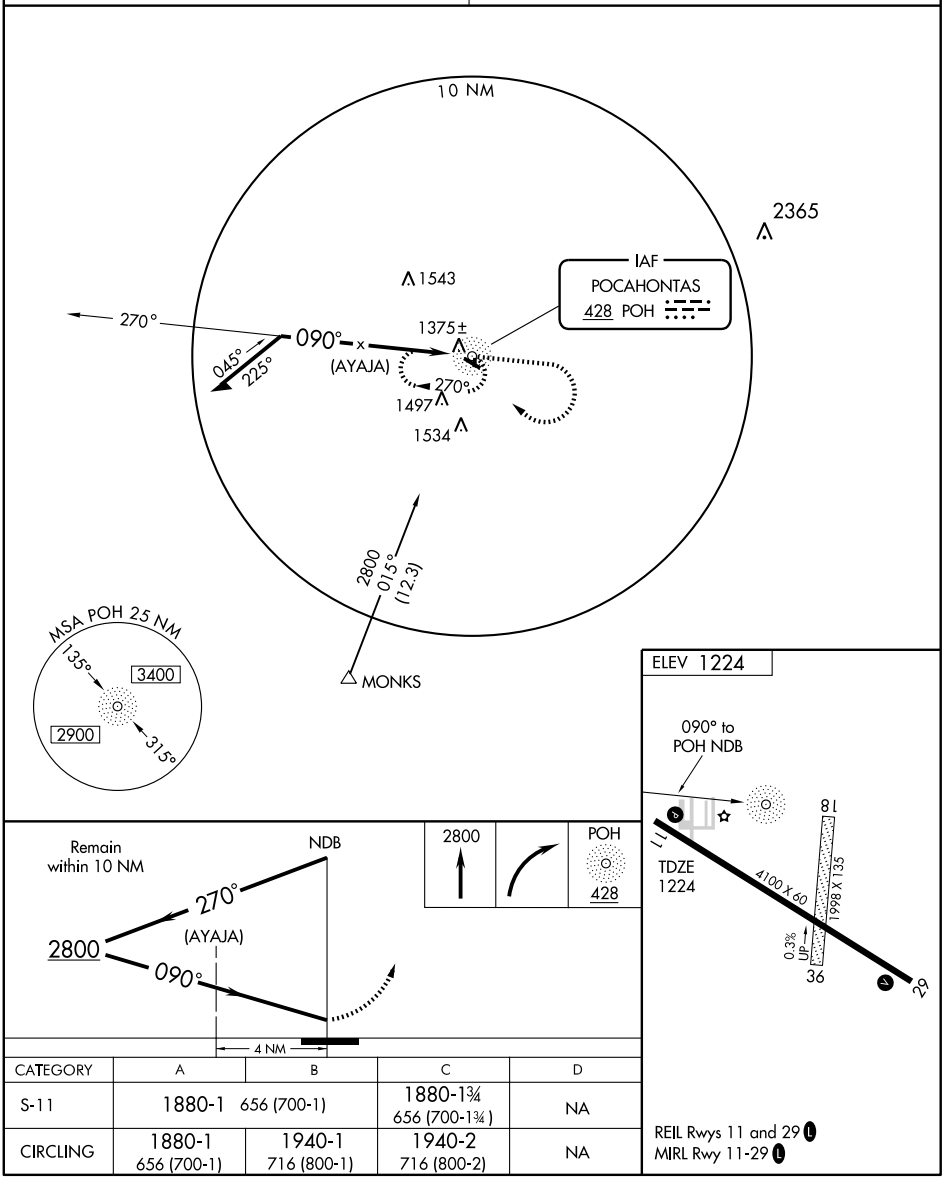
NDB or GPS RWY 11
POCAHONTAS MUNI (POH)

NA

Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-11	1880-1 656 (700-1)		1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FOD 113.5 Chan 82	APP CRS 290°	Rwy Idg 4100 TDZE 1222 Apt Elev 1224

VOR/DME or GPS RWY 29

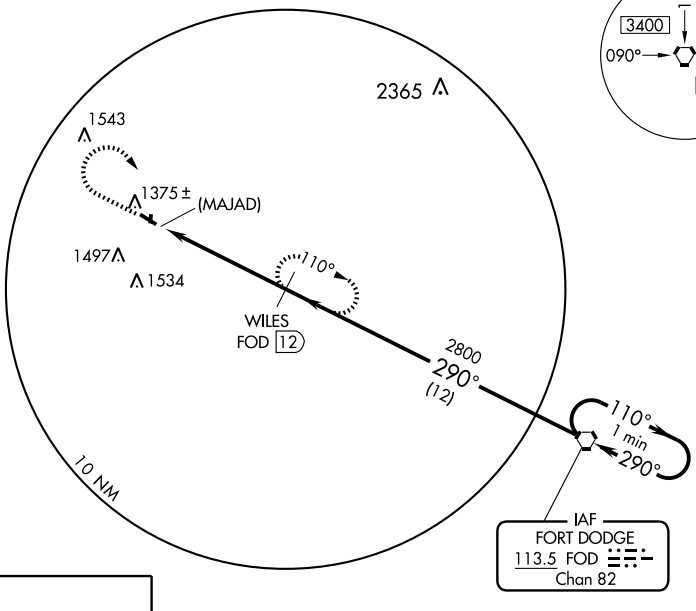
POCAHONTAS MUNI (POH)

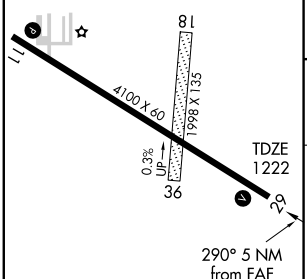
T
A NA — Use Fort Dodge altimeter setting.

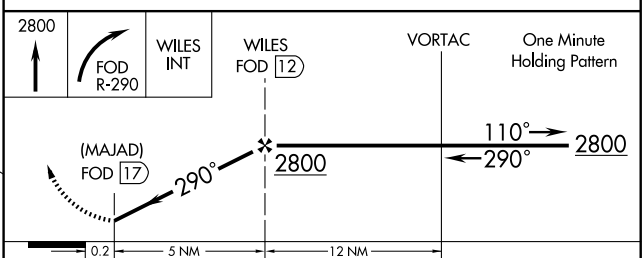
MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.

MINNEAPOLIS CENTER	UNICOM
134.0 288.3	122.8 (CTAF) L

No Procedure Turn for arrivals on radials 003 clockwise 215.







CATEGORY	A	B	C	D
S-29	1900-1 678 (700-1)		1900-2 678 (700-2)	NA
CIRCLING	1900-1 676 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PRICE N42°37.33′ W92°30.57′ NOTAM FILE ALO. CHICAGO
NDB (LOM) 382 AL 126° 6.2 NM to Waterloo Rgnl. SHUTDOWN.

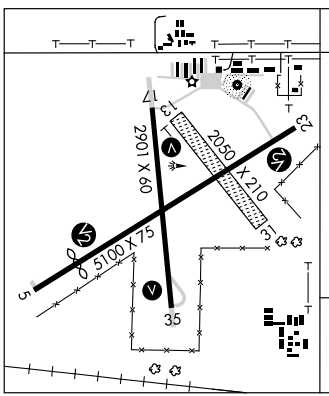
PRIMGHAR (2YØ) 1 E UTC−6(−5DT) N43°04.68′ W95°36.86′ OMAHA
1481 NOTAM FILE FOD
RWY 17–35: 1985X105 (ASPH–TURF) LIRL
RWY 17: Pole. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended. No phone avbl at arpt. Rwy 17–35 the N 855′ by 20′ center portion of rwy length is asph. Rwy 17–35 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

PUFF N43°21.09′ W94°44.27′ NOTAM FILE EST. OMAHA
NDB (MHW) 345 PUF 350° 3.4 NM to Estherville Muni. L–12I
NDB unusable 330°–120° byd 15 NM.

RADCLIFFE

DRAKE (2Y1) 1 E UTC−6(−5DT) N42°19.00′ W93°25.01′ OMAHA
1179 NOTAM FILE FOD
RWY 08–26: 2480X90 (TURF) LIRL (NSTD)
RWY 08: Trees.
AIRPORT REMARKS: Unattended. Winter months, call 515–899–2169 for arpt conditions. Rwy 08–26 NSTD LIRL; solid clear; thld lgts solid green. ACTIVATE LIRL Rwy 08–26—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8

RED OAK MUNI (RDK) 2 W UTC−6(−5DT) N41°00.65′ W95°15.53′ OMAHA
1045 B S2 **FUEL** 100LL, JET A NOTAM FILE RDK H–5C, L–10J, 12I
RWY 05–23: H5100X75 (CONC) MIRL IAP
RWY 05: REIL. PVASI(PSIL)—GA 3.0° TCH 26′. Thld dsplcd 1000′. Railroad.
RWY 23: REIL. PVASI(PSIL)—GA 3.0° TCH 33′. Trees.
RWY 17–35: H2901X60 (CONC) S–25 MIRL
RWY 17: SAVASI(S2L)—GA 3.0° TCH 44′. Road.
RWY 35: SAVASI(S2L)—GA 3.0° TCH 44′. P–line.
RWY 13–31: 2050X210 (TURF)
RWY 13: Road. **RWY 31:** Pole.
AIRPORT REMARKS: Attended 1400–2300Z‡. Rwy 13–31 CLOSED Nov–Apr. CAUTION: Ultralights on and invof arpt. Rwy 23 is calm wind rwy. Rwy 13–31 ends and sides marked with yellow cones. ACTIVATE MIRL Rwy 17–35 and Rwy 05–23, PVASI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and SAVASI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (712) 623–3220.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
GCO 121.725 (six times for FORT DODGE FLIGHT SERVICES CLNC DEL.) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 105° 23.6 NM to fld. 1300/8E. HIWAS.
NDB (MHW) 230 RDK N41°00.92′ W95°15.34′ at fld. NOTAM FILE RDK. Unmonitored.



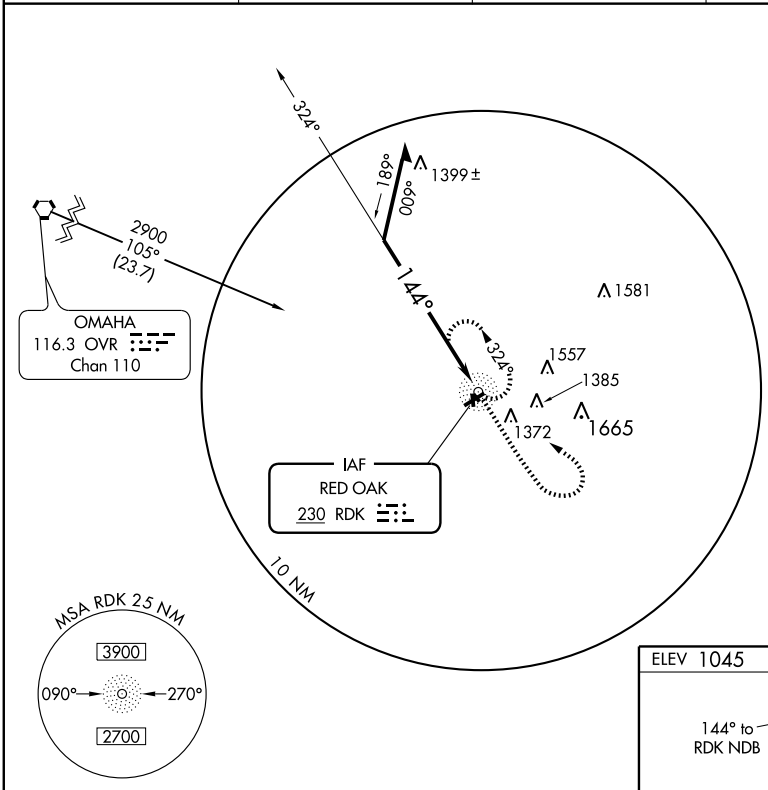
NDB RDK 230	APP CRS 144°	Rwy Idg 2901 TDZE 1045 Apt Elev 1045

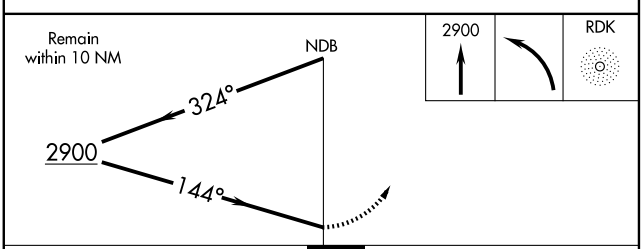
NDB RWY 17
RED OAK MUNI (RDK)

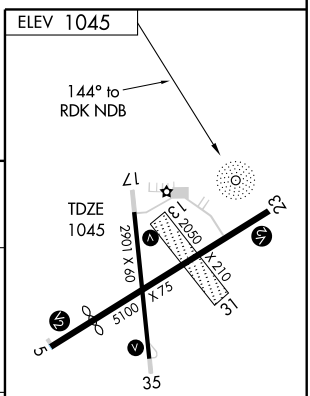
NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase S-17 Cat B and Circling Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 2900 then left turn direct RDK NDB and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	1760-1	715 (800-1)	NA	
CIRCLING	1760-1	715 (800-1)	NA	

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4100
054°	TDZE	1043
	Apt Elev	1045

RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L

Procedure NA for arrivals at OVR VORTAC via V6-8 Westbound and V307 Northbound.

OMAHA OVR

3400 136° (14.6)

1581 HOBEG

1557

1385

1665

147°

RW05

1372

1339±

(IAF) WESUD

3000 144° (5)

(FAF) KUWFY

2700 054° (6.1)

(IF) INIHI

3000 324° (5)

(IAF) YUBHI

SAJHO

161°

341°

4 NM

3000 240° (16.6)

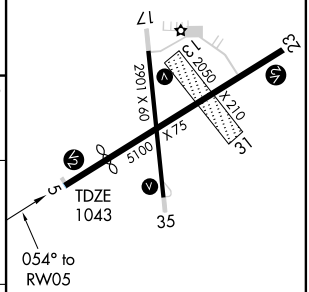
MSA RW05 25 NM

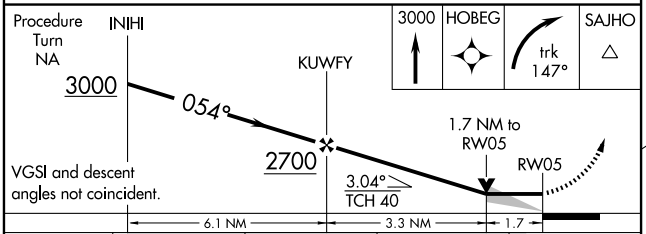
3900

3000 356° (8.8)

VIKKI

ELEV 1045





CATEGORY	A	B	C	D
LNAV MDA	1600-1 557 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	

MIRL Rwys 5-23 and 17-35 L

REIL Rwys 5 and 23 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2901
170°	TDZE	1045
	Apt Elev	1045

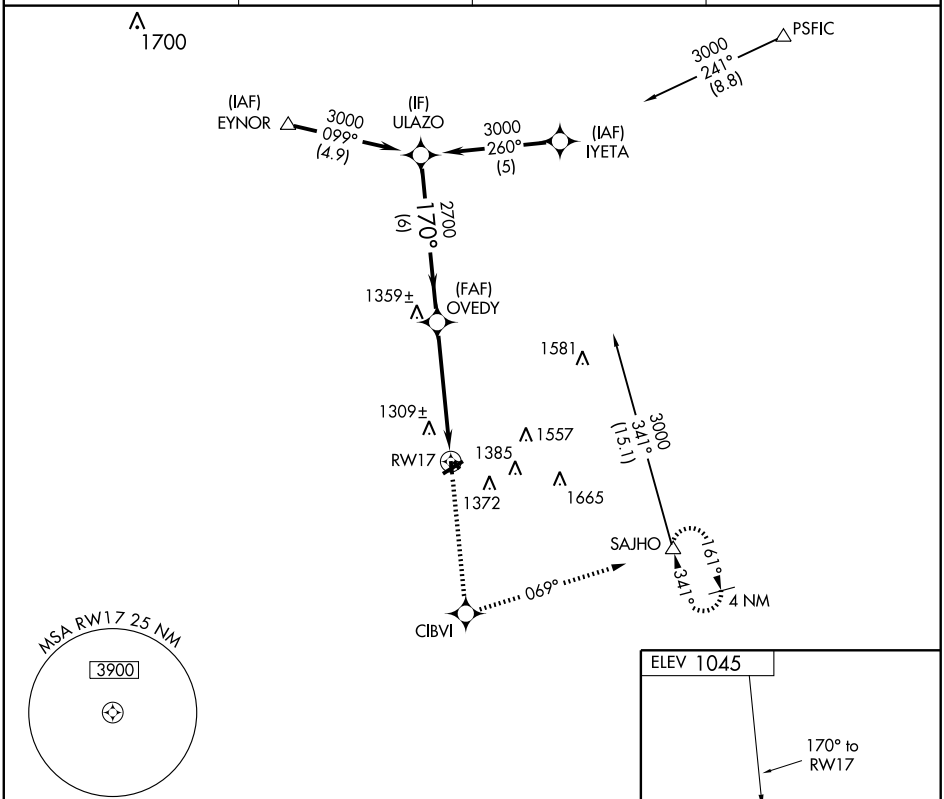
RNAV (GPS) RWY 17

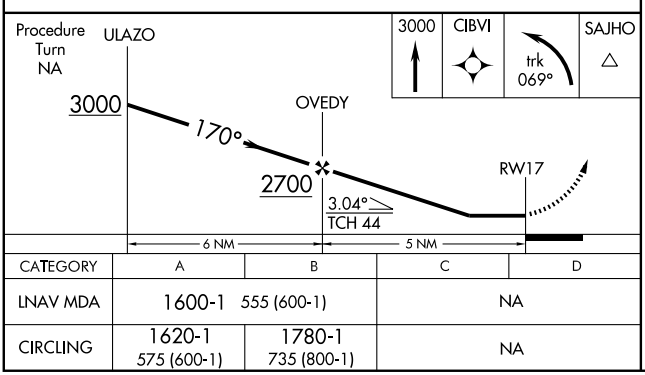
RED OAK MUNI (RDK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopers NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

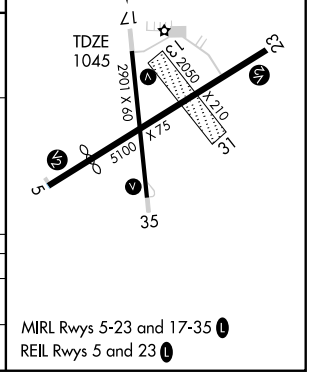
MISSED APPROACH: Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1600-1 555 (600-1)		NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	



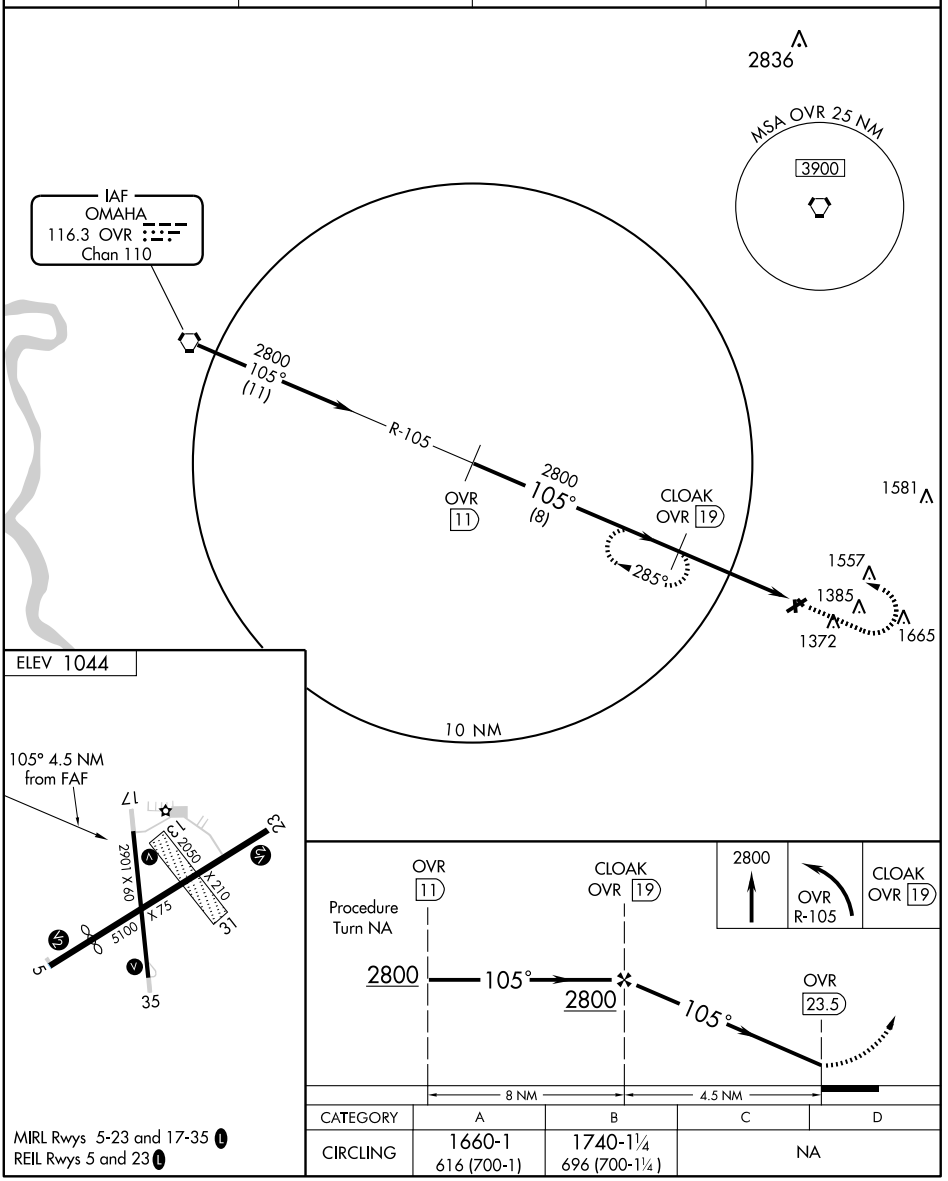
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC OVR	APP CRS	Rwy Idg	N/A
116.3	105°	TDZE	N/A
Chan 110		Apt Elev	1044

VOR/DME-A
RED OAK MUNI (RDK)

MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

AWOS-3	OMAHA APP CON	GCO	UNICOM
119.775	124.5 263.0	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1660-1 616 (700-1)	1740-1¼ 696 (700-1¼)	NA	

MIRL Rwys 5-23 and 17-35 L
REIL Rwys 5 and 23 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROCK RAPIDS MUNI (RRQ) 2 NW UTC−6(−5DT) N43°27.13′ W96°10.79′

OMAHA
L–12I
IAP

1363 B S4 **FUEL** 100LL NOTAM FILE FOD

RWY 16–34: H3097X50 (ASPH) S–8 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 300′. Tree.

RWY 34: PAPI(P2L)—GA 3.0° TCH 26′. Thld dsplcd 300′.

AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡, Sat 1500–1800Z‡. For after hrs call 712–472–2643. Rwy 34 is calm wind rwy. ACTIVATE MIRL Rwy 16–34, PAPI Rwys 16 and 34—CTAF.

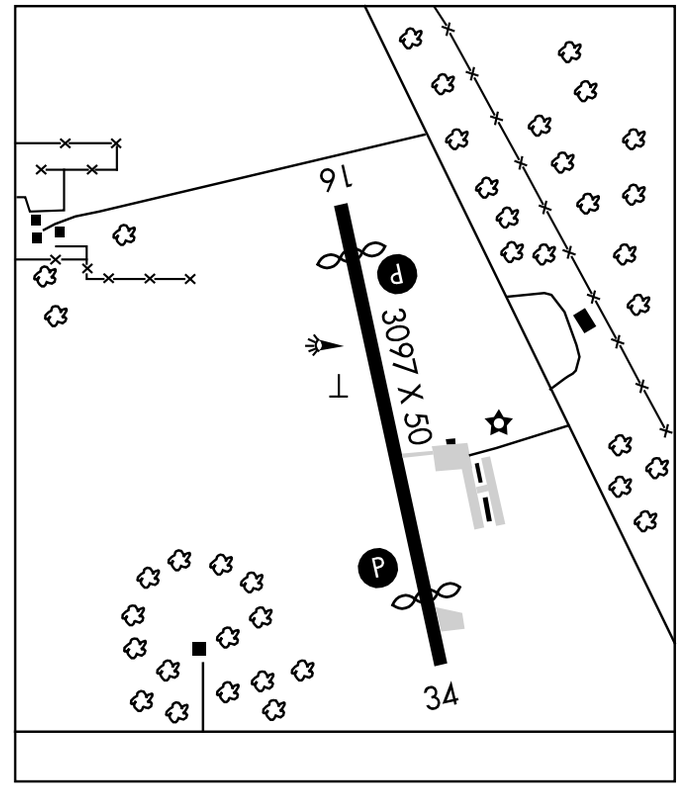
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **SIOUX FALLS APP/DEP CON** 126.9 (1100–0600Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05 (0600–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 238° 28.6 NM to fld. 1571/8E.



ROCKWELL CITY MUNI (2Y4) 1 SE UTC−6(−5DT) N42°23.27′ W94°37.12′

OMAHA
L–12I

1217 **FUEL** 100LL NOTAM FILE FOD

RWY 12–30: H3500X60 (CONC) MIRL

RWY 12: Thld dsplcd 1200′. Building. **RWY 30:** Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA–3500 TODA–3500 ASDA–3500 LDA–2300

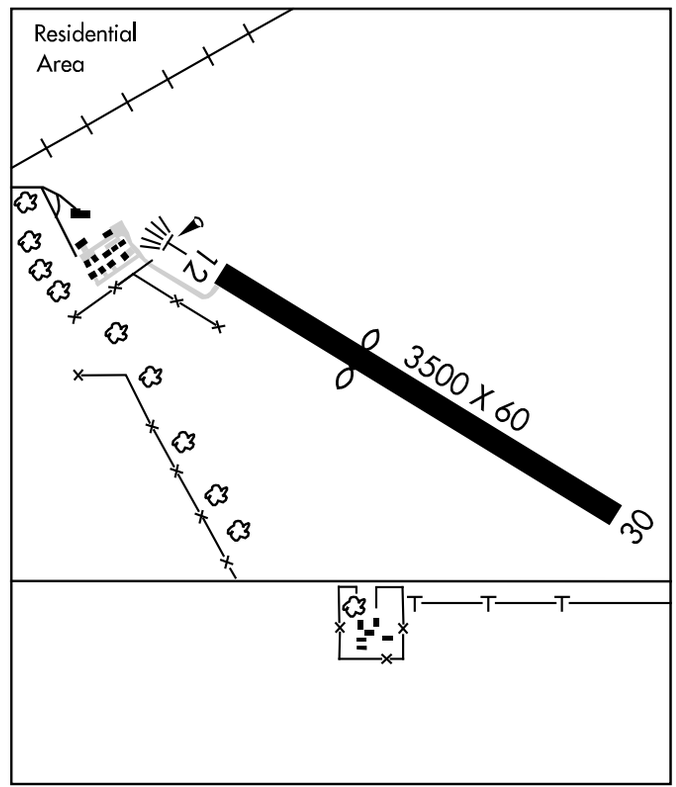
RWY 30: TORA–3500 TODA–3500 ASDA–3500 LDA–3500

AIRPORT REMARKS: Unattended. For fuel call Police at 712–297–7583. Radio controlled acft invof arpt. For MIRL Rwy 12–30 key 122.8 3 times high ints only.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 220° 19.6 NM to fld. 1164/7E. **HIWAS.**



GPS RWY 16

ROCK RAPIDS MUNI (RRQ)

APP CRS	Rwy Idg	2797
167°	TDZE	1363
	Apt Elev	1363

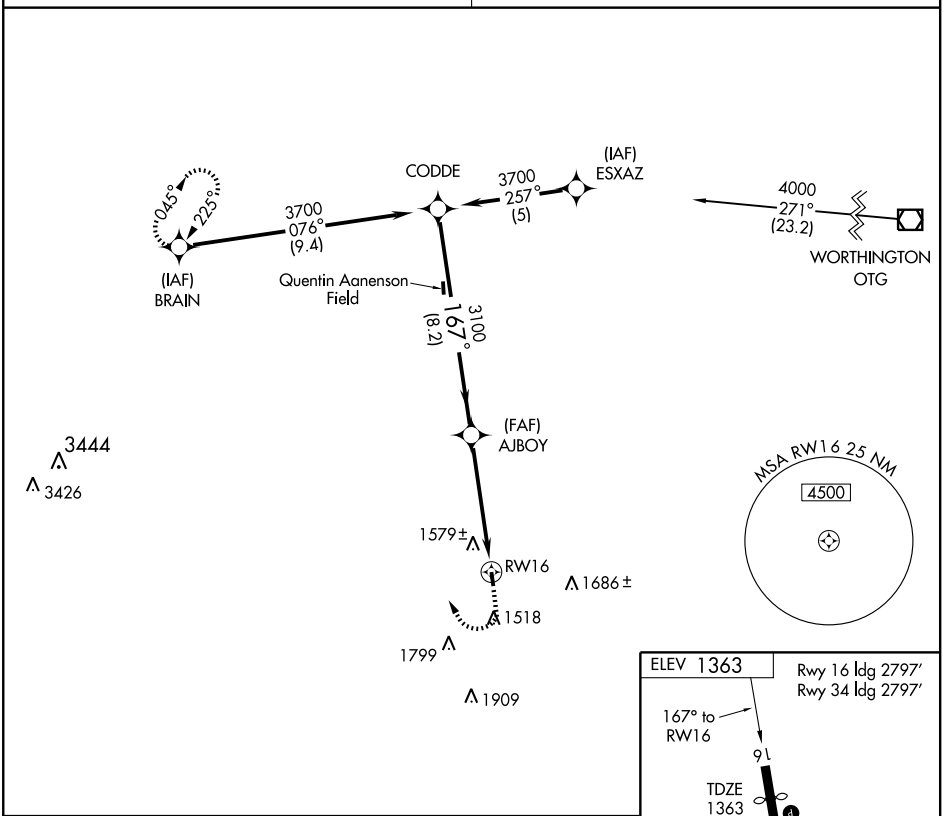
NA

Use Sioux Falls, SD altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

SIOUX FALLS APP CON★
126.9 267.9

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16	1900-1 537 (600-1)		NA	
CIRCLING	1960-1 597 (600-1)		NA	

MIRL Rwy 16-34 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

GPS RWY 34

ROCK RAPIDS MUNI (RRQ)

APP CRS	Rwy Idg	2797
347°	TDZE	1363
	Apt Elev	1363

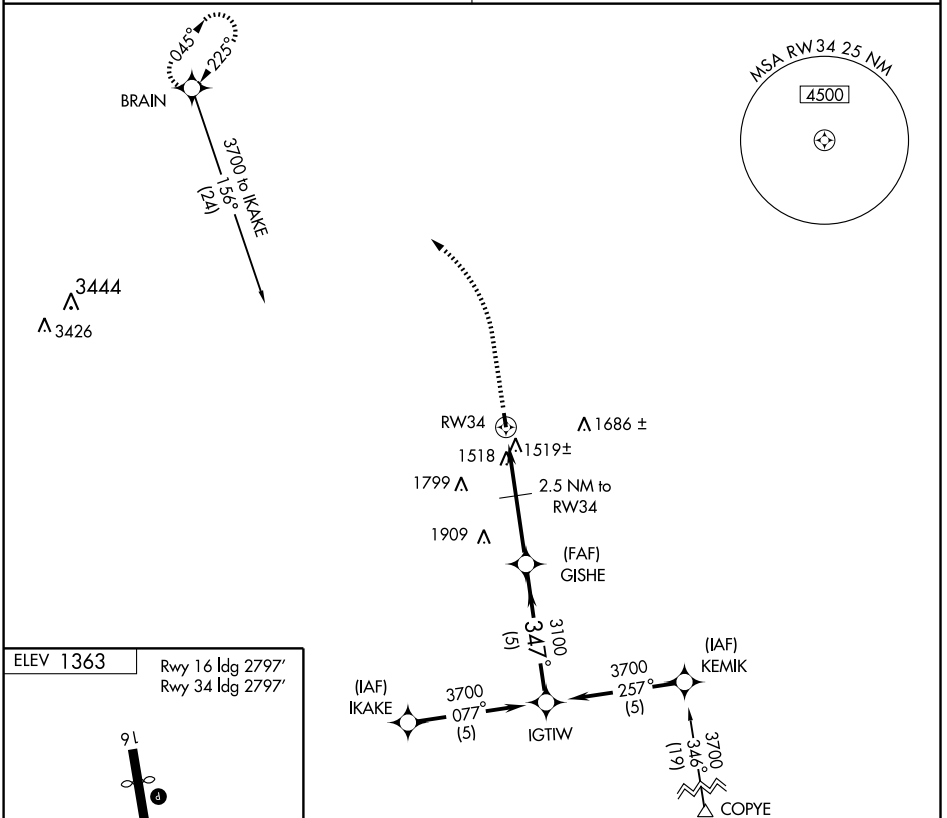
NA

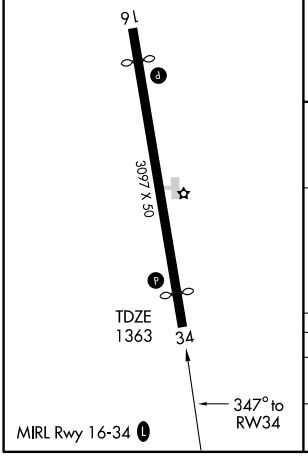
Use Sioux Falls, SD altimeter setting.

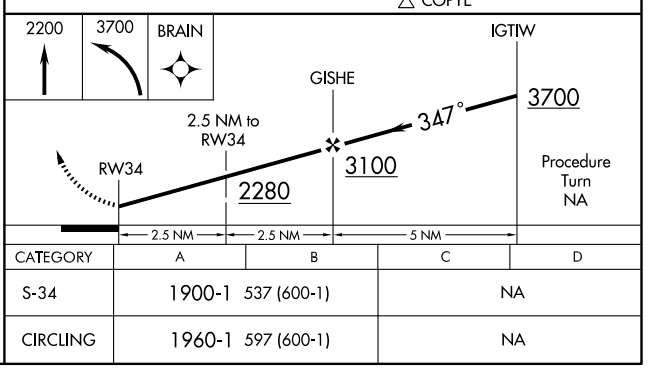
MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

SIOUX FALLS APP CON ★
126.9 267.9

UNICOM
122.8 (CTAF) L



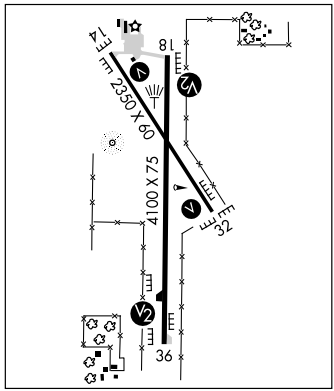




CATEGORY	A	B	C	D
S-34	1900-1 537 (600-1)		NA	
CIRCLING	1960-1 597 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

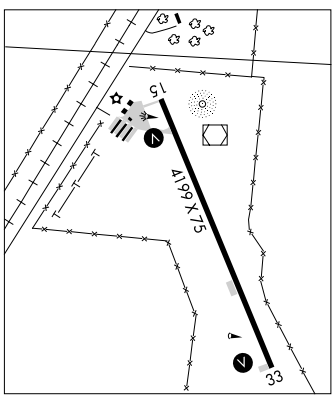
SAC CITY MUNI (SKI) 3 S UTC−6(−5DT) N42°22.75′ W94°58.78′ OMAHA
1250 B **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 18–36: H4100X75 (CONC) MIRL IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 11′. Road.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 14′. P–line.
RWY 14–32: H2350X60 (CONC) S–12.5 MIRL 0.6% up NW
RWY 14: VASI(V2L)—GA 3.0° TCH 37′.
RWY 32: VASI(V2L)—GA 3.0° TCH 36′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Line of sight problems exist between Rwy 36 and Rwy 14–32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82
N42°36.67′ W94°17.69′ 239° 33.4 NM to fld.
1164/7E. **HIWAS.**
NDB (MHW) 356 SKI N42°22.83′ W94°58.95′ at fld.



SALIX N42°19.65′ W96°17.42′ NOTAM FILE SUX. OMAHA
NDB (MHW/LOM) 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day Fld. Unmonitored. L–11B

SCHENCK FLD (See CLARINDA)

SHELDON MUNI (SHL) 2 NE UTC−6(−5DT) N43°12.50′ W95°50.01′ OMAHA
1419 B S4 **FUEL** 100LL, JET A NOTAM FILE SHL L–12I
RWY 15–33: H4199X75 (CONC) S–28 MIRL IAP
RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44′. Road.
RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun on call. For svc after hrs call 712–324–4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15–33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (712) 324–5159.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPENCER RCO 122.15 (FORT DODGE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L)VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 271° 27.9 NM to fld. 1330/5E.
(T)VORW/DME 108.6 DDL Chan 23 N43°12.73′ W95°50.04′ at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly. SHUTDOWN.
NDB (MHW) 338 SHL N43°12.85′ W95°50.03′ at fld. NOTAM FILE SHL. NDB unmonitored.



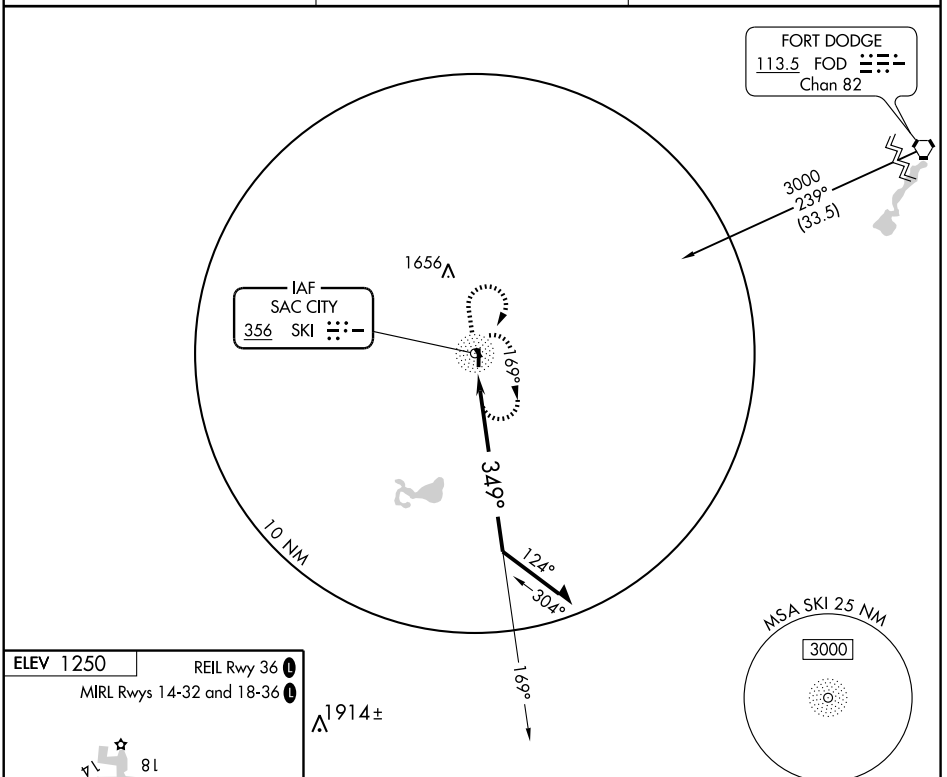
NDB SKI 356	APP CRS 349°	Rwy Idg 4100 TDZE 1243 Apt Elev 1250

NDB RWY 36
SAC CITY MUNI (SKI)

Visibility reduction by helicopters NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SKI NDB and hold.

CARROLL AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	2000-1 757 (800-1)	2000-1¼ 757 (800-1¼)	NA	
CIRCLING	2000-1 750 (800-1)	2000-1¼ 750 (800-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4100
357°	TDZE	1243
	Apt Elev	1250

RNAV (GPS) RWY 36

SAC CITY MUNI (SKI)

T NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.

CARROLL AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.025	134.0 288.3	122.8 (CTAF) L

MISSED APCH FIX

NEMAH
077°
257°
4 NM

295°
ESIVE
1656
RW36
1319±
COTOV
1.7 NM to RW36
(FAF)
FIRGU
1489±
2900
357° (6.2)

30 NM to OGTAH
4000
177°
087°
OGTAH

30 NM to HEKEB
177°
4000
HEKEB
267°

(IAF) OGTAH
4000 NoPT
087°
(5)
4000 NoPT
267°
(5)
(IAF) HEKEB

(IF/IAF)
IPAKE
357°
177°
4 NM

1937±
087°
267°
IPAKE
4000
30 NM to IPAKE (NoPT)

VGSI and descent angles not coincident.

4000 | ESIVE | tr 295° | NEMAH

4 NM Holding Pattern
IPAKE
4000
177°
357°
357°
FIRGU
COTOV
1.7 NM to RW36
3.04°
TCH 40
2900
RW36
1820
6.2 NM
3.3 NM
1.7

CATEGORY	A	B	C	D
LNAV MDA	1640-1	397 (400-1)	NA	
CIRCLING	1720-1	470 (500-1)	NA	

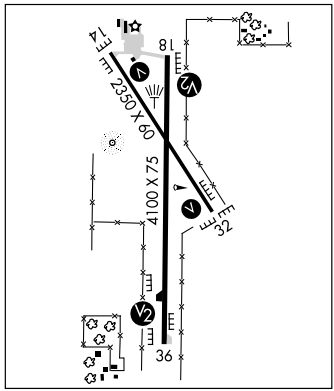
ELEV 1250

18
2350 X 60
0.6% UP
4100 X 75
36
TDZE
1243
36
357° to RW36
REIL Rwy 36 L
MIRL Rwys 14-32 L and 18-36

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

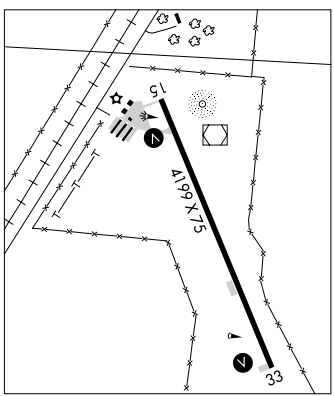
SAC CITY MUNI (SKI) 3 S UTC−6(−5DT) N42°22.75′ W94°58.78′ OMAHA
1250 B **FUEL** 100LL NOTAM FILE FOD L–12I
RWY 18–36: H4100X75 (CONC) MIRL IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 11′. Road.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 14′. P–line.
RWY 14–32: H2350X60 (CONC) S–12.5 MIRL 0.6% up NW
RWY 14: VASI(V2L)—GA 3.0° TCH 37′.
RWY 32: VASI(V2L)—GA 3.0° TCH 36′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Line of sight problems exist between Rwy 36 and Rwy 14–32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82
N42°36.67′ W94°17.69′ 239° 33.4 NM to fld.
1164/7E. **HIWAS.**
NDB (MHW) 356 SKI N42°22.83′ W94°58.95′ at fld.



SALIX N42°19.65′ W96°17.42′ NOTAM FILE SUX. OMAHA
NDB (MHW/LOM) 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day Fld. Unmonitored. L–11B

SCHENCK FLD (See CLARINDA)

SHELDON MUNI (SHL) 2 NE UTC−6(−5DT) N43°12.50′ W95°50.01′ OMAHA
1419 B S4 **FUEL** 100LL, JET A NOTAM FILE SHL L–12I
RWY 15–33: H4199X75 (CONC) S–28 MIRL IAP
RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44′. Road.
RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1330–2300Z‡, Sat–Sun on call. For svc after hrs call 712–324–4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15–33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.775 (712) 324–5159.
COMMUNICATIONS: CTAF/UNICOM 122.8
SPENCER RCO 122.15 (FORT DODGE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.
SPENCER (L)VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 271° 27.9 NM to fld. 1330/5E.
(T)VORW/DME 108.6 DDL Chan 23 N43°12.73′ W95°50.04′ at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly. SHUTDOWN.
NDB (MHW) 338 SHL N43°12.85′ W95°50.03′ at fld. NOTAM FILE SHL. NDB unmonitored.



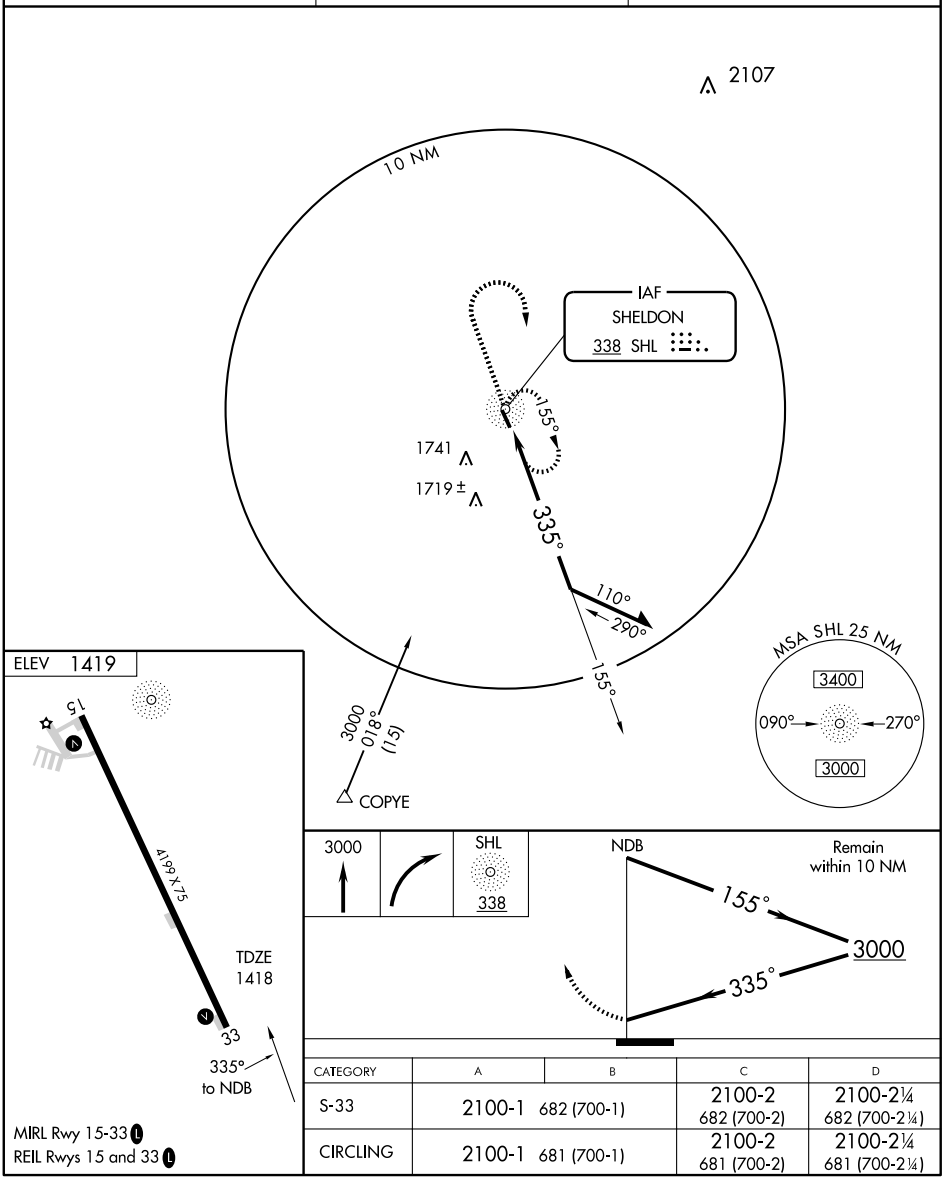
NDB SHL 338	APP CRS 335°	Rwy Idg 4199 TDZE 1418 Apt Elev 1419

NDB RWY 33
SHELDON MUNI (SHL)

NA If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	2100-1	682 (700-1)	2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1	681 (700-1)	2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

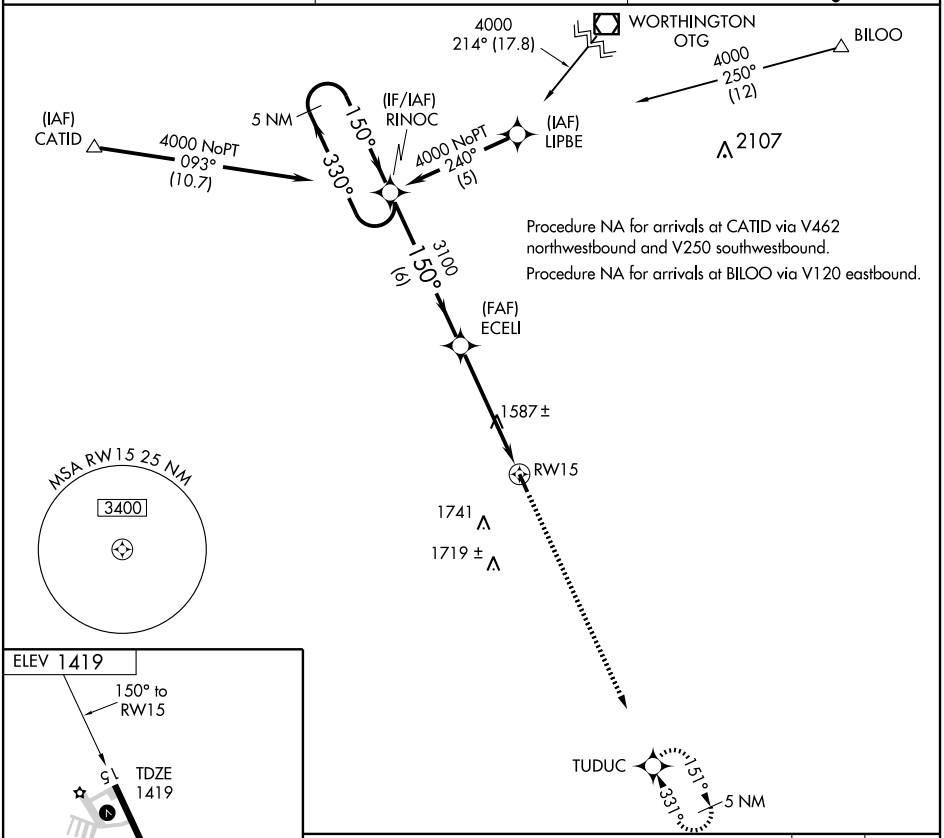
SHELDON MUNI (SHL)

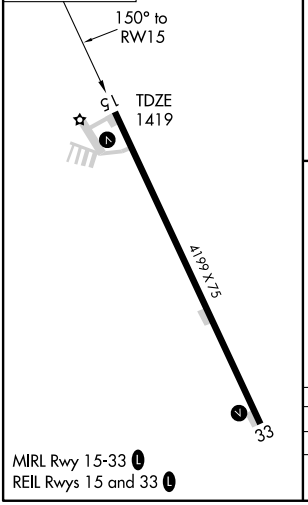
APP CRS		
150°	Rwy Idg	4199
	TDZE	1419
	Apt Elev	1419

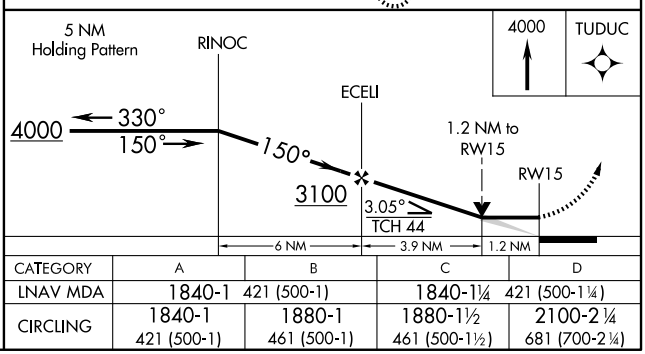
DME/DME RNP-0.3 NA. Procedure NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1840-1 421 (500-1)		1840-1¼ 421 (500-1¼)	
CIRCLING	1840-1 421 (500-1)	1880-1 461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

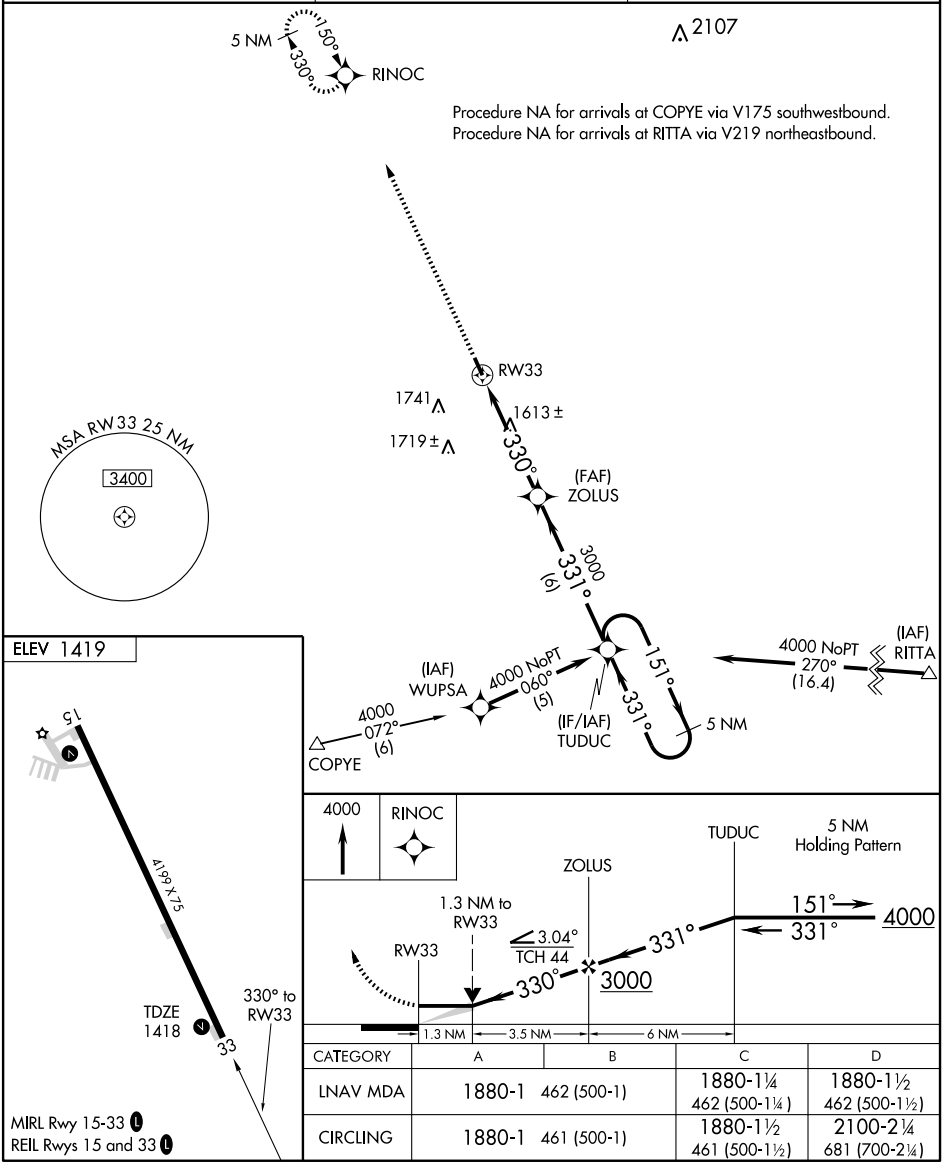
APP CRS	Rwy Idg	4199
330°	TDZE	1418
	Apt Elev	1419

RNAV (GPS) RWY 33
SHELDON MUNI (SHL)

DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3	FORT DODGE RADIO	UNICOM
119.775	122.15	122.8 (CTAF) L

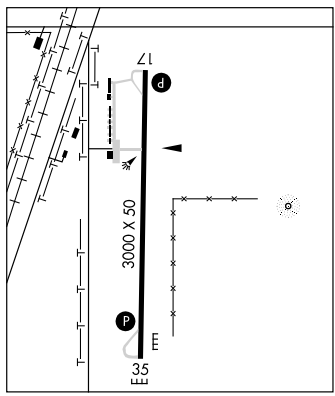


CATEGORY	A	B	C	D
LNAV MDA	1880-1 462 (500-1)		1880-1¼ 462 (500-1¼)	1880-1½ 462 (500-1½)
CIRCLING	1880-1 461 (500-1)		1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

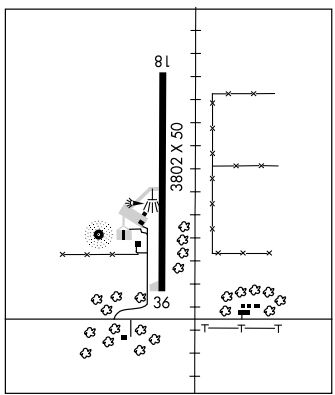
SHENANDOAH MUNI (SDA) 3 SW UTC−6(−5DT) N40°45.10′ W95°24.82′ **OMAHA**
971 B **FUEL** 100LL, JET A NOTAM FILE SDA **H–5C, L–10J**
RWY 04–22: H5000X75 (CONC) S–30, D–38 MIRL **IAP**
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 22:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 12–30: H3299X75 (CONC) S–4 LIRL 0.5% up SE
RWY 12: Trees. **RWY 30:** VASI(V4L)—GA 3.5° TCH 32′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For attendant after hrs call 712–246–2400. Rwy 12 has loose stones on first 1135′ of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (712) 246–4021.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 141° 29.0 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 411 SDA N40°45.10′ W95°24.45′ at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC−6(−5DT) N43°22.16′ W95°45.58′ **OMAHA**
1538 S4 **FUEL** 100LL, JET A NOTAM FILE FOD **L–12I**
RWY 17–35: H3000X50 (CONC) S–28, D–48 LIRL (NSTD) 0.5% up N **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 35: PAPI(P2L)—GA 3.0° TCH 20′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. For attendant after hrs—712–754–3467. Rwy 35 is calm wind rwy. Rwy 17–35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.05
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 197° 18.4 NM to fld. 1571/8E.
NDB (MHW) 269 ISB N43°22.08′ W95°45.15′ at fld. NOTAM FILE FOD. Unmonitored SS–SR.



SIG FLD (See MONTEZUMA)

SIOUX CENTER MUNI (SOY) 3 N UTC−6(−5DT) N43°08.07′ W96°11.25′ **OMAHA**
1448 S2 **FUEL** 100LL NOTAM FILE FOD **L–12I**
RWY 18–36: H3802X50 (CONC) MIRL **IAP**
RWY 18: Railroad. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2336Z‡, Sat 1400–1800Z‡. Rwy 36 lighted +80′ silo at 700′ and 321′ left of centerline extended. Rwy 18–36 NSTD MIRL, lgts 30′ from pavement edge. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 131° 40.4 NM to fld. 1570/9E. **HIWAS.**
NDB (MHW) 368 SOY N43°07.98′ W96°11.39′ at fld. NOTAM FILE FOD. NDB unmonitored.



NDB SDA	APP CRS	Rwy Idg	5000
411	040°	TDZE	967
		Apt Elev	971

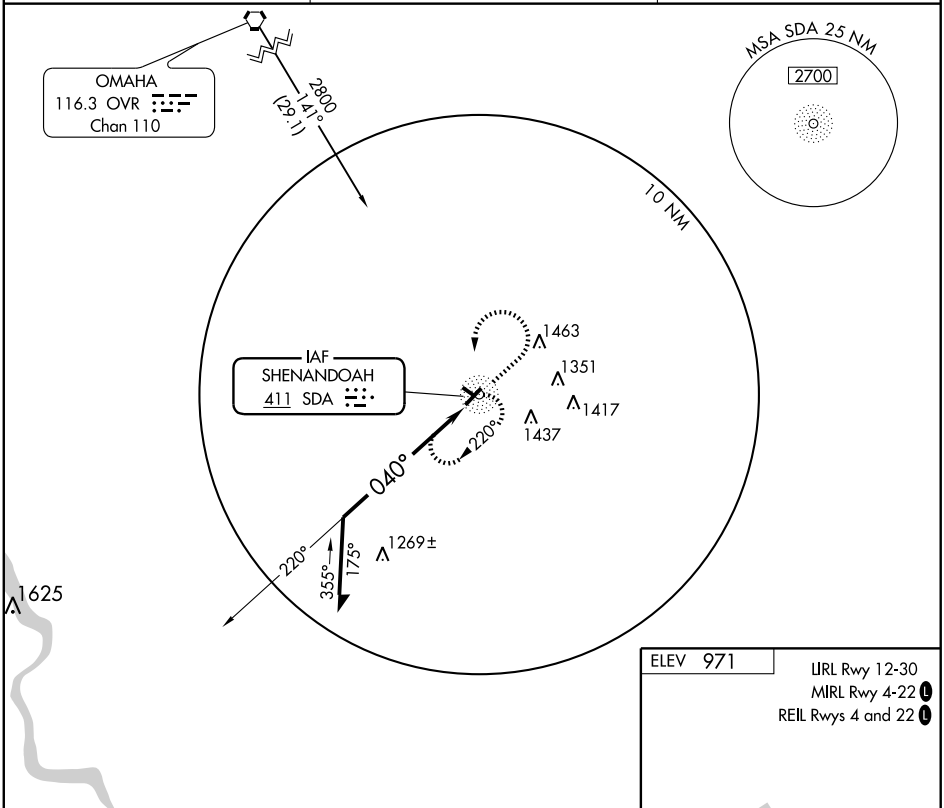
NDB RWY 4

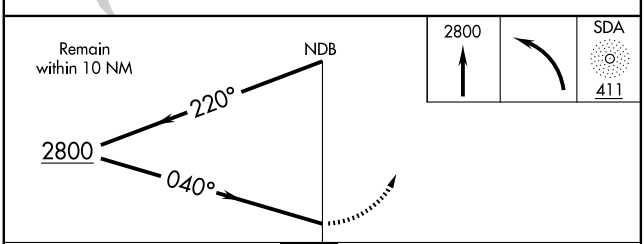
SHENANDOAH MUNI (SDA)

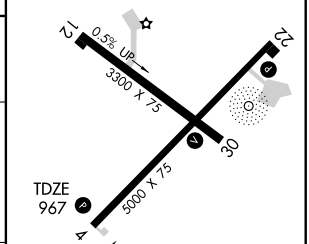
If local altimeter setting not received, use Clarinda altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct SDA NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-4	1620-1	653 (700-1)	NA	
CIRCLING	1620-1	649 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

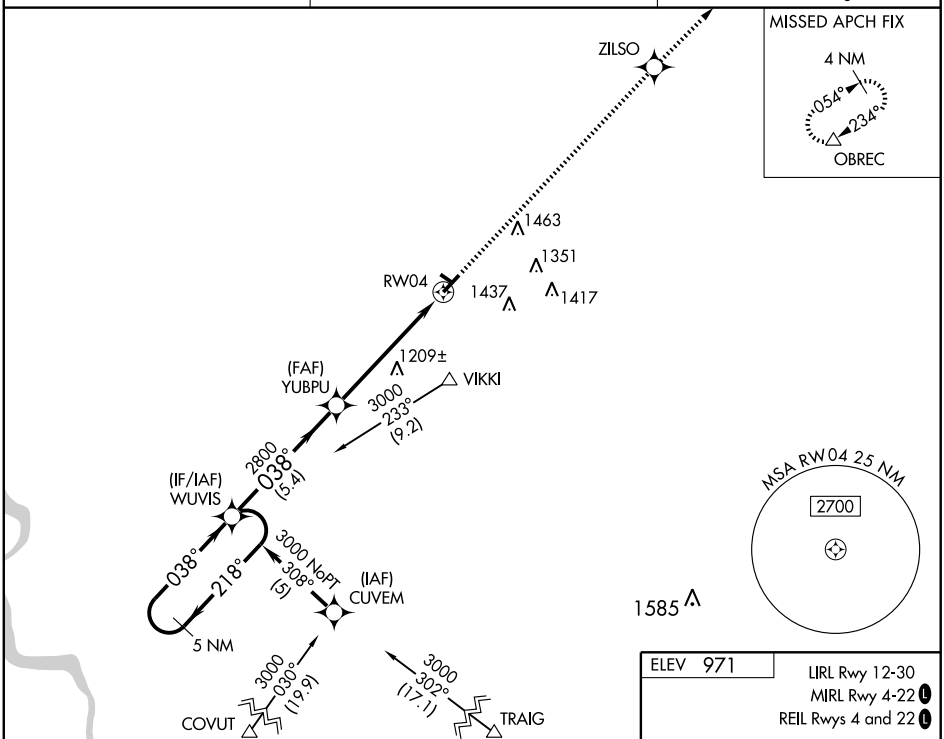
WAAS	APP CRS	Rwy Idg	5000
CH 63101	038°	TDZE	967
W04A		Apt Elev	971

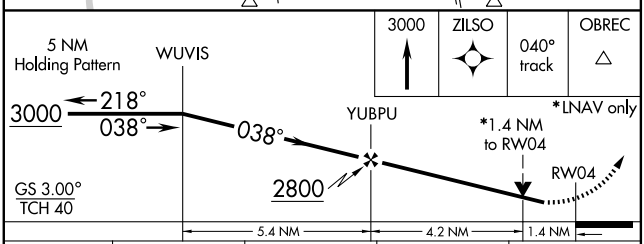
RNAV (GPS) RWY 4
SHENANDOAH MUNI (SDA)

If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when using Clarinda altimeter setting.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

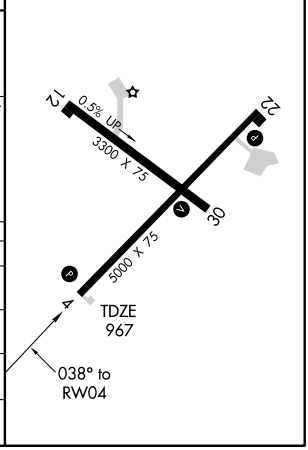
MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1230-1 263 (300-1)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1460-1 493 (500-1)		NA	
CIRCLING	1520-1 549 (600-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

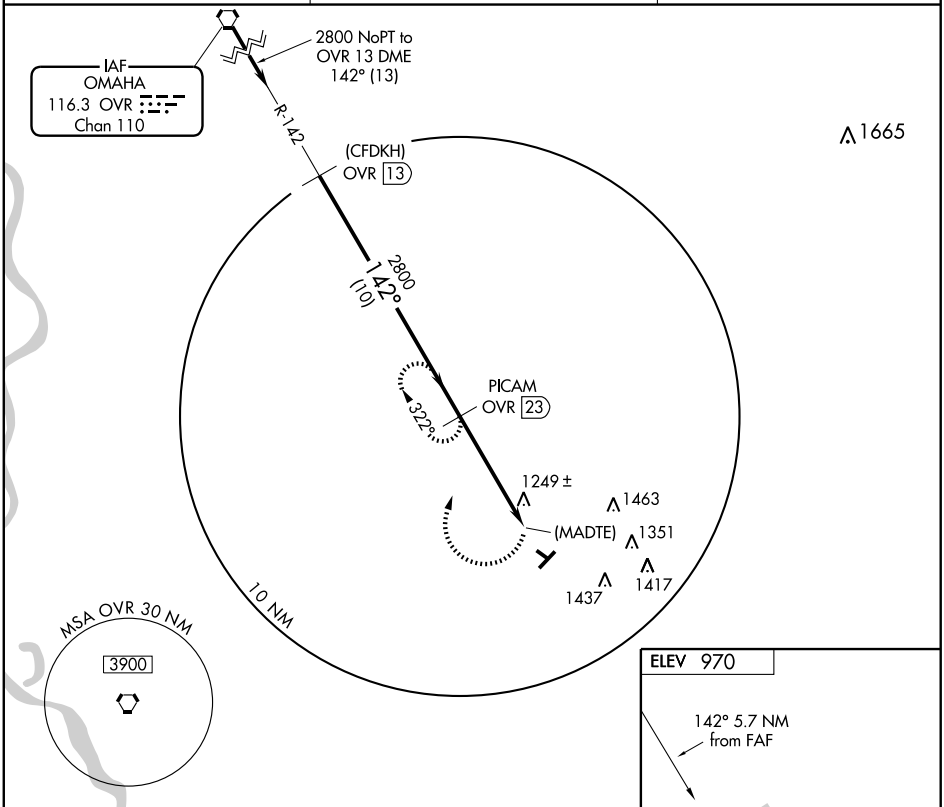
VORTAC OVR	APP CRS	Rwy Idg	3300
116.3	142°	TDZE	967
Chan 110		Apt Elev	970

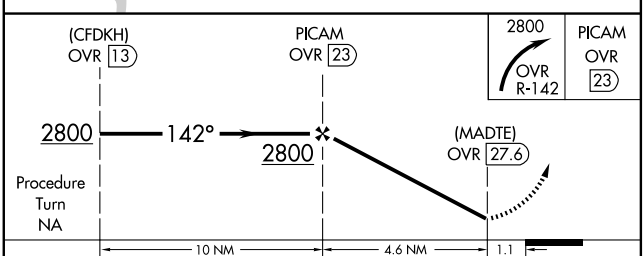
VOR/DME or GPS RWY 12

SHENANDOAH MUNI (SDA)

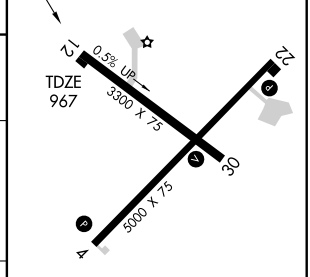
MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
125.525	124.5 263.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1540-1¼ 573 (600-1¼)		NA	
CIRCLING	1540-1¼ 570 (600-1¼)		NA	

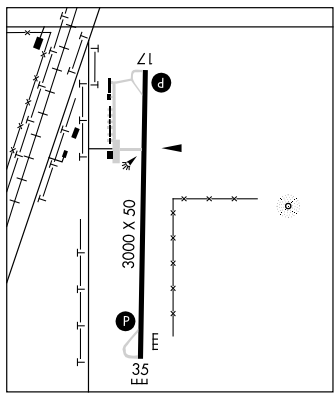


LIRL Rwy 12-30
MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

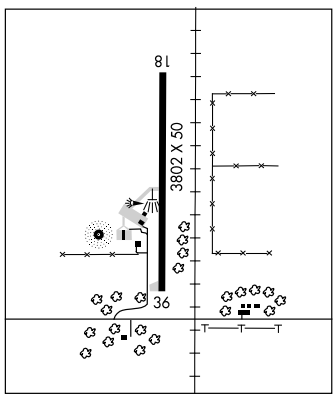
SHENANDOAH MUNI (SDA) 3 SW UTC−6(−5DT) N40°45.10′ W95°24.82′ **OMAHA**
971 B **FUEL** 100LL, JET A NOTAM FILE SDA **H–5C, L–10J**
RWY 04–22: H5000X75 (CONC) S–30, D–38 MIRL **IAP**
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 22:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 12–30: H3299X75 (CONC) S–4 LIRL 0.5% up SE
RWY 12: Trees. **RWY 30:** VASI(V4L)—GA 3.5° TCH 32′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For attendant after hrs call 712–246–2400. Rwy 12 has loose stones on first 1135′ of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (712) 246–4021.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 141° 29.0 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 411 SDA N40°45.10′ W95°24.45′ at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC−6(−5DT) N43°22.16′ W95°45.58′ **OMAHA**
1538 S4 **FUEL** 100LL, JET A NOTAM FILE FOD **L–12I**
RWY 17–35: H3000X50 (CONC) S–28, D–48 LIRL (NSTD) 0.5% up N **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 35: PAPI(P2L)—GA 3.0° TCH 20′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. For attendant after hrs—712–754–3467. Rwy 35 is calm wind rwy. Rwy 17–35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.05
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 197° 18.4 NM to fld. 1571/8E.
NDB (MHW) 269 ISB N43°22.08′ W95°45.15′ at fld. NOTAM FILE FOD. Unmonitored SS–SR.



SIG FLD (See MONTEZUMA)

SIOUX CENTER MUNI (SOY) 3 N UTC−6(−5DT) N43°08.07′ W96°11.25′ **OMAHA**
1448 S2 **FUEL** 100LL NOTAM FILE FOD **L–12I**
RWY 18–36: H3802X50 (CONC) MIRL **IAP**
RWY 18: Railroad. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2336Z‡, Sat 1400–1800Z‡. Rwy 36 lighted +80′ silo at 700′ and 321′ left of centerline extended. Rwy 18–36 NSTD MIRL, lgts 30′ from pavement edge. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 131° 40.4 NM to fld. 1570/9E. **HIWAS.**
NDB (MHW) 368 SOY N43°07.98′ W96°11.39′ at fld. NOTAM FILE FOD. NDB unmonitored.



NDB ISB 269	APP CRS 155°	Rwy Idg 3000 TDZE 1537 Apt Elev 1537

NDB or GPS RWY 17

SIBLEY MUNI (ISB)

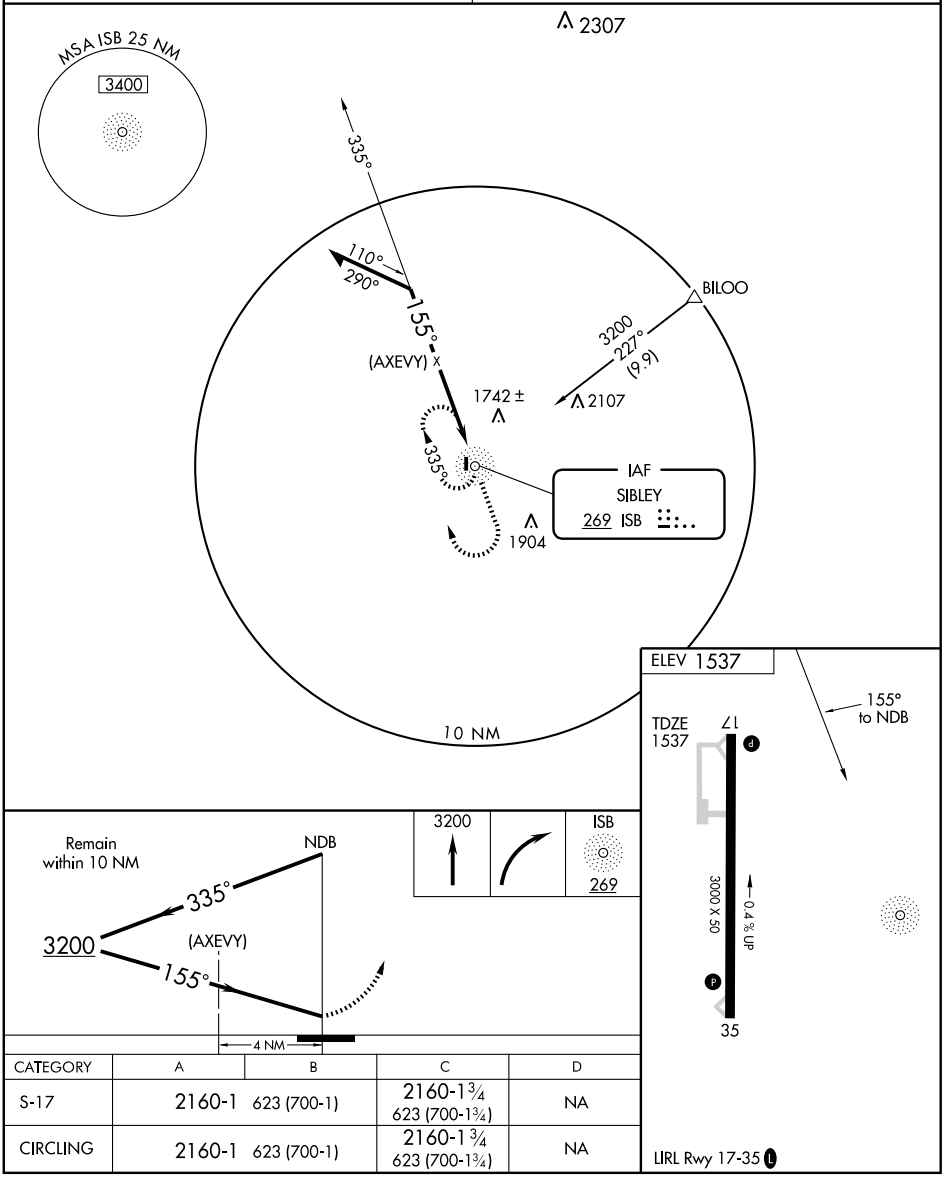
NA

Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct ISB NDB and hold.

MINNEAPOLIS CENTER
132.05 317.4

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA
CIRCLING	2160-1	623 (700-1)	2160-1¾ 623 (700-1¾)	NA

LIRL Rwy 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB ISB 269	APP CRS 013°	Rwy Idg 3000 TDZE 1537 Apt Elev 1537

NDB or GPS RWY 35

SIBLEY MUNI (ISB)

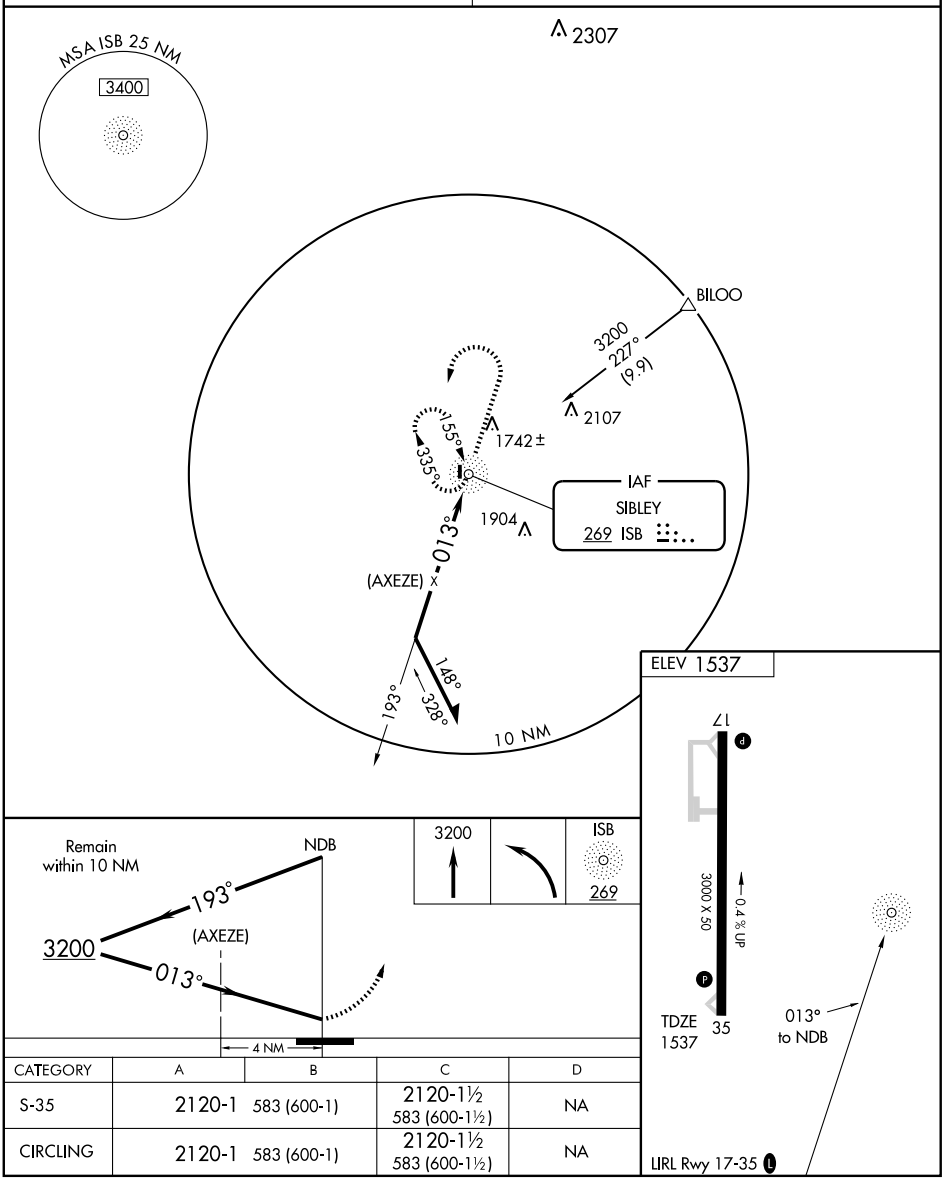
NA

Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct ISB NDB and hold.

MINNEAPOLIS CENTER
132.05 317.4

UNICOM
122.8 (CTAF) L

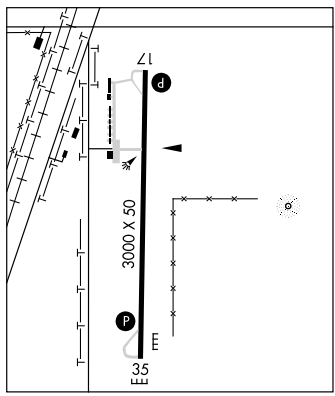


CATEGORY	A	B	C	D
S-35	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA
CIRCLING	2120-1	583 (600-1)	2120-1½ 583 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

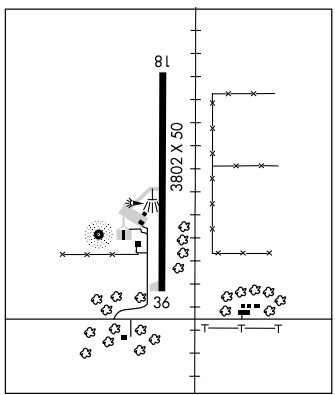
SHENANDOAH MUNI (SDA) 3 SW UTC−6(−5DT) N40°45.10′ W95°24.82′ **OMAHA**
971 B **FUEL** 100LL, JET A NOTAM FILE SDA **H–5C, L–10J**
RWY 04–22: H5000X75 (CONC) S–30, D–38 MIRL **IAP**
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 22:** REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RWY 12–30: H3299X75 (CONC) S–4 LIRL 0.5% up SE
RWY 12: Trees. **RWY 30:** VASI(V4L)—GA 3.5° TCH 32′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For attendant after hrs call 712–246–2400. Rwy 12 has loose stones on first 1135′ of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (712) 246–4021.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 141° 29.0 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 411 SDA N40°45.10′ W95°24.45′ at fld. NOTAM FILE SDA.

SIBLEY MUNI (ISB) 2 S UTC−6(−5DT) N43°22.16′ W95°45.58′ **OMAHA**
1538 S4 **FUEL** 100LL, JET A NOTAM FILE FOD **L–12I**
RWY 17–35: H3000X50 (CONC) S–28, D–48 LIRL (NSTD) 0.5% up N **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 35: PAPI(P2L)—GA 3.0° TCH 20′. Trees.
AIRPORT REMARKS: Attended 1200–0000Z‡. For attendant after hrs—712–754–3467. Rwy 35 is calm wind rwy. Rwy 17–35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.05
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 197° 18.4 NM to fld. 1571/8E.
NDB (MHW) 269 ISB N43°22.08′ W95°45.15′ at fld. NOTAM FILE FOD. Unmonitored SS–SR.



SIG FLD (See MONTEZUMA)

SIOUX CENTER MUNI (SOY) 3 N UTC−6(−5DT) N43°08.07′ W96°11.25′ **OMAHA**
1448 S2 **FUEL** 100LL NOTAM FILE FOD **L–12I**
RWY 18–36: H3802X50 (CONC) MIRL **IAP**
RWY 18: Railroad. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2336Z‡, Sat 1400–1800Z‡. Rwy 36 lighted +80′ silo at 700′ and 321′ left of centerline extended. Rwy 18–36 NSTD MIRL, lgts 30′ from pavement edge. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 131° 40.4 NM to fld. 1570/9E. **HIWAS.**
NDB (MHW) 368 SOY N43°07.98′ W96°11.39′ at fld. NOTAM FILE FOD. NDB unmonitored.



NDB SOY 368	APP CRS 181°	Rwy Idg 3802 TDZE 1448 Apt Elev 1448

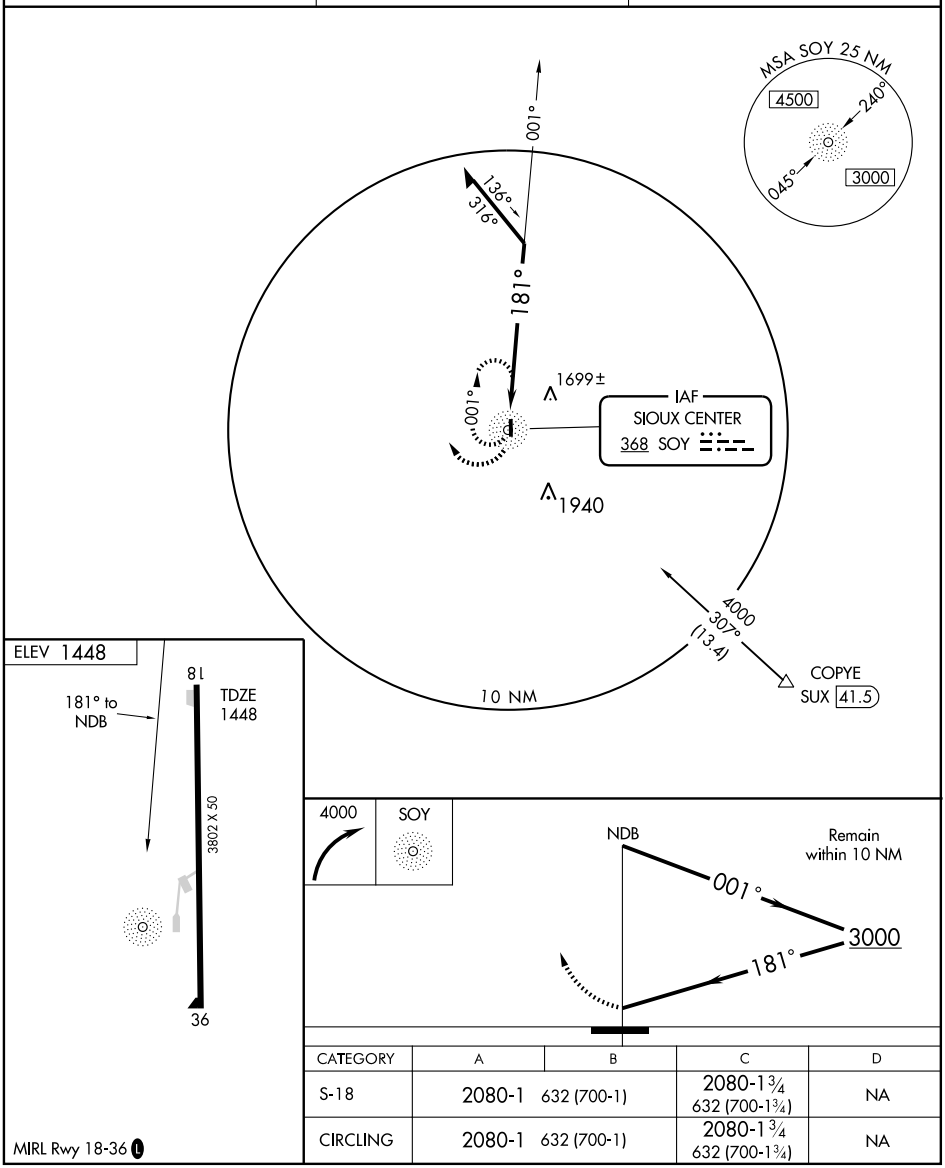
NDB RWY 18

SIOUX CENTER MUNI (SOY)

T NA Visibility reduction by helicopters NA. Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and all Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in SOY NDB holding pattern.

ORANGE CITY AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	124.1 269.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	2080-1	632 (700-1)	2080-1 ¾ 632 (700-1¾)	NA
CIRCLING	2080-1	632 (700-1)	2080-1 ¾ 632 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

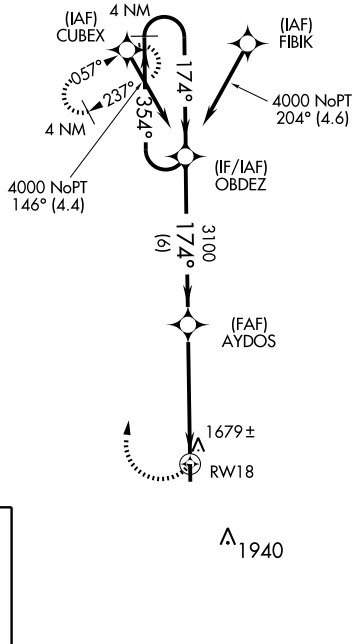
SIOUX CENTER MUNI (SOY)

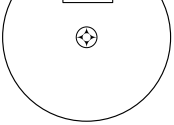
APP CRS	Rwy Idg	3802
174°	TDZE	1448
	Apt Elev	1448

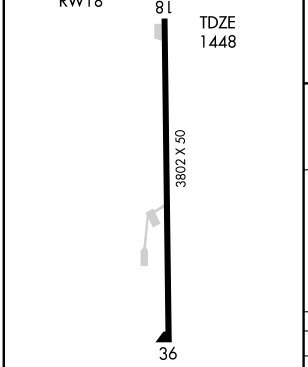
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct CUBEX and hold.

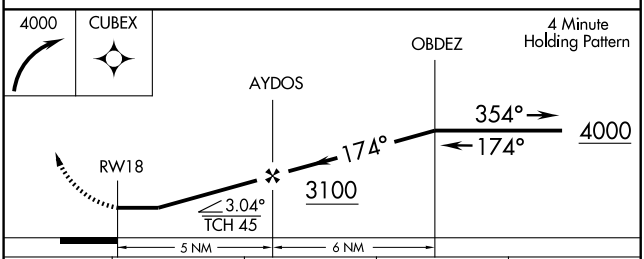
ORANGE CITY AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	124.1 269.0	122.8 (CTAF) L





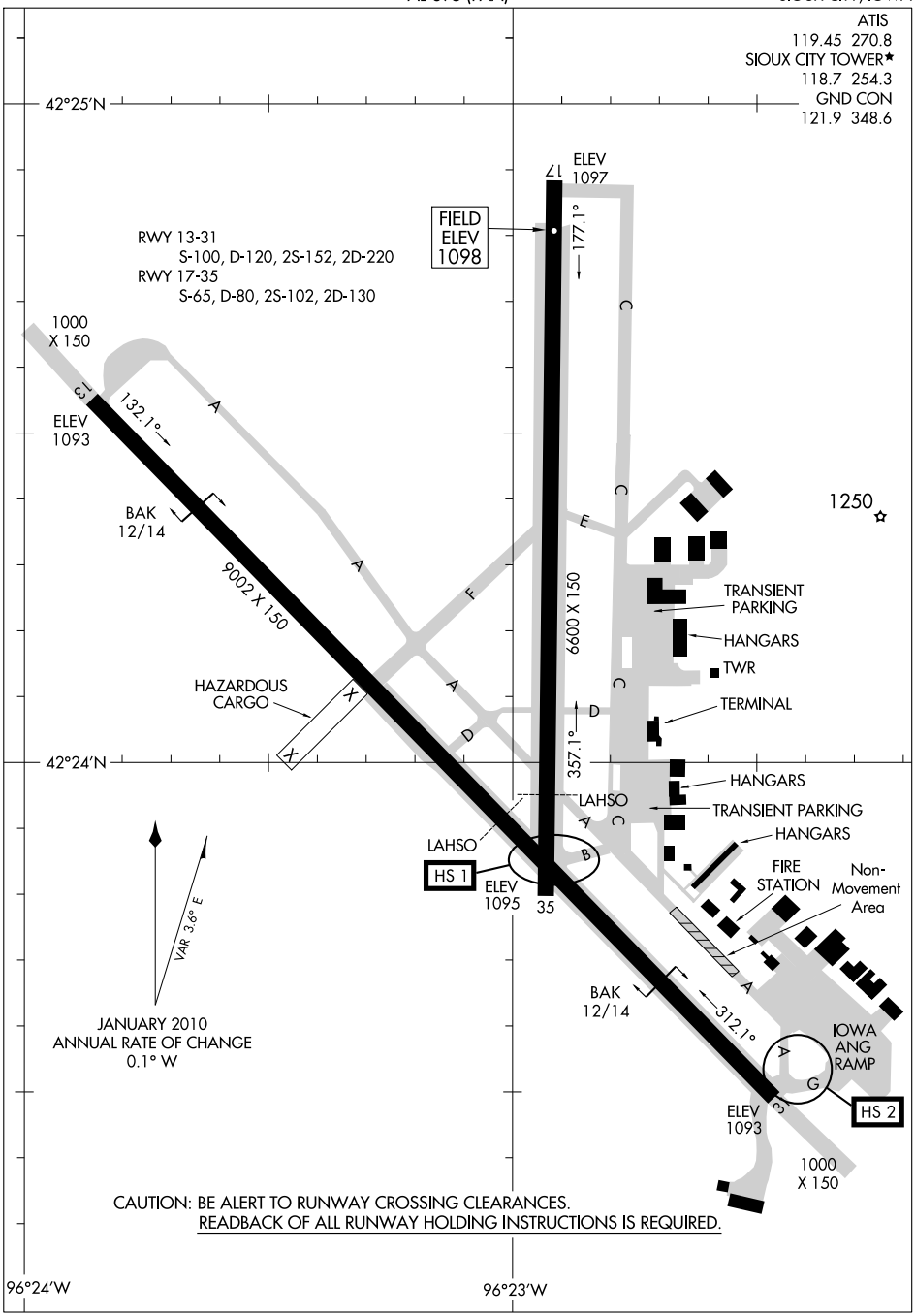


MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	1960-1	512 (600-1)	1960-1½ 512 (600-1½)	NA
CIRCLING	2020-1	572 (600-1)	2040-1½ 592 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

SIOUX CITY N42°20.67′ W96°19.42′ NOTAM FILE SUX OMAHA

(L) **VORTAC** 116.5 SUX Chan 112 313° 4.4 NM to Sioux Gateway/Col Bud Day Fld. 1087/9E. **HIWAS.** L–12I

VOR unusable:

280°–292° byd 25 NM

293°–305° byd 20 NM blo 4,500′

293°–305° byd 35 NM

306°–350° byd 20 NM blo 3,000′

350°–280° byd 30 NM blo 3,000′

RCO 122.45 122.1R 116.5T (FORT DODGE RADIO)

SIOUX CITY

SIOUX GATEWAY/COL BUD DAY FLD (SUX) 6 S UTC−6(−5DT) N42°24.16′ W96°23.06′ OMAHA

1098 B S4 **FUEL** 100LL, 115, JET A OX 1, 2, 3, 4 Class I, ARFF Index—See Remarks H–5C, L–12I

NOTAM FILE SUX IAP, AD

RWY 13–31: H9002X150 (CONC–GRVD) S–100, D–120, 2S–152, 2D–220 HIRL

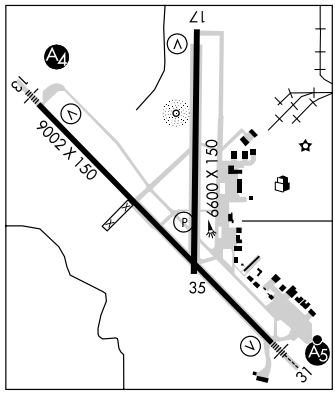
RWY 13: MALS. VASI(V4L)—GA 3.0° TCH 49′. Tree.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 17–35: H6600150 (ASPH–PFC) S–65, D–80, 2S–102, 2D–130 MIRL

RWY 17: REIL. VASI(V4R)—GA 3.0° TCH 50′. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 54′. Pole.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	17–35	5400
RWY 17	13–31	5650

ARRESTING GEAR/SYSTEM

RWY 13 ←BAK–14 BAK–12B(B) (1392′)

BAK–14 BAK–12B(B) (1492′) →**RWY 31**

AIRPORT REMARKS: Attended continuously. PAEW 0330–1200Z‡ during inclement weather Nov–Apr. AER 31–BAK–12/14 located (1492′) from thld. Airfield surface conditions not monitored by arpt management between 0600–1000Z‡ daily. Rwy 13–BAK–12/14 located (1392′) from thld. All A–gear avbl only during ANG flying ops. Twr has limited visibility southeast of ramp near ARFF bldg and northeast of Rwy 31 touchdown zone. Rwy 31 is calm wind rwy. Class I, ARFF Index B. ARFF Index E fire fighting equipment avbl on request. Twy F unlit, retro–reflective markers in place. Portions of Twy A SE of Twy B not visible by twr and is designated a non–movement area. Rwy 13–31 touchdown and rollout rwy visual range avbl. When twr clsd, ACTIVATE HIRL Rwy 13–31; MIRL Rwy 17–35; MALS Rwy 13; MALSR Rwy 31; and REIL Rwy 17—CTAF.

WEATHER DATA SOURCES: ASOS (712) 255–6474. **HIWAS** 116.5 SUX. LAWRS.

COMMUNICATIONS: CTAF 118.7 **ATIS** 119.45 **UNICOM** 122.95

SIOUX CITY RCO 122.45 122.1R 116.5T (FORT DODGE RADIO)

Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.1 (0330–1200Z‡)

SIOUX CITY TOWER 118.7 (1200–0330Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1200–0330Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 313° 4.4 NM to fld. 1087/9E. **HIWAS.**

NDB (MHW) 233 GAK N42°24.49′ W96°23.16′ at fld.

SALIX NDB (MHW/LOM) 414 SU N42°19.65′ W96°17.42′ 310° 6.1 NM to fld. Unmonitored.

TOMMI NDB (MHW/LOM) 305 OI N42°27.61′ W96°27.73′ 128° 4.9 NM to fld. Unmonitored.

ILS 109.3 I–SUX Rwy 31 Class IT. LOM SALIX NDB. ILS Unmonitored when twr clsd. Glide path unusable coupled approach (CPD) blo 1805′.

ILS 111.3 I–OIQ Rwy 13 LOM TOMMI NDB. Localizer shutdown when twr clsd.

ASR (1200–0330Z‡)

SNORE N43°13.96′ W95°19.66′ NOTAM FILE SPW. OMAHA

NDB (LOM) 394 SP 121° 6.8 NM to Spencer Muni.

SOUTHEAST IOWA RGNL (See BURLINGTON)

SIOUX CITY, IOWA

HI-TACAN or VOR/DME RWY 13

VORTAC SUX 116.5 Chan 112	APCH CRS 131°	Rwy ldg 9002 TDZE 1095 Arpt Elev 1098

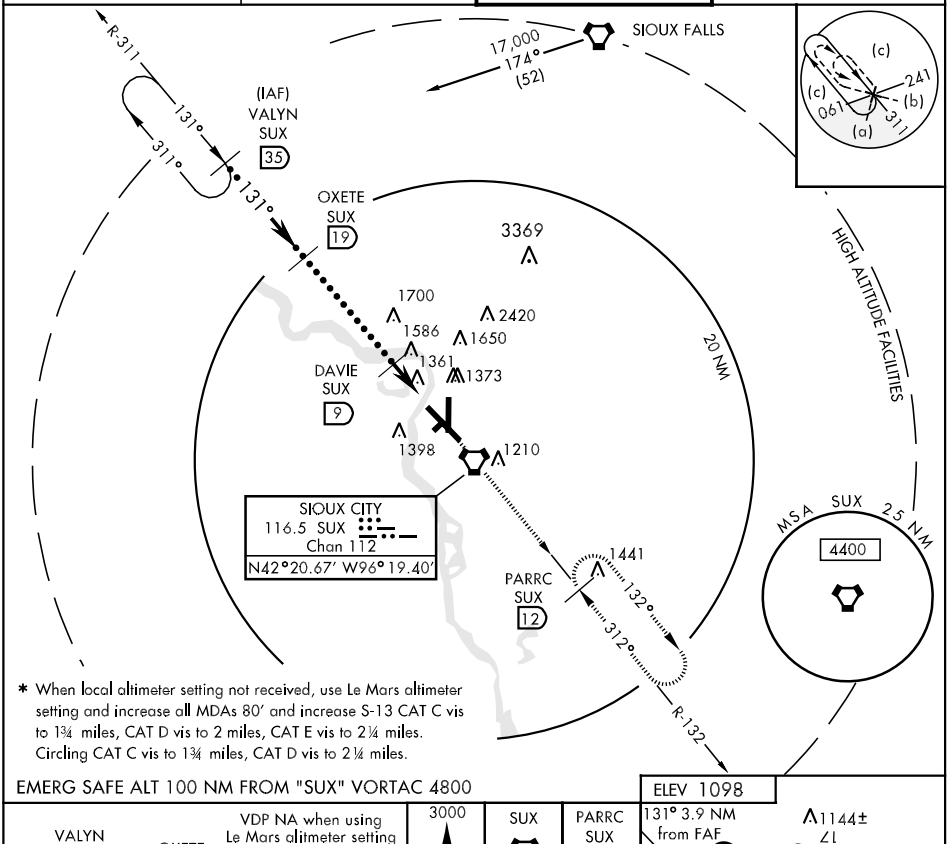
JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

MALS A4

MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

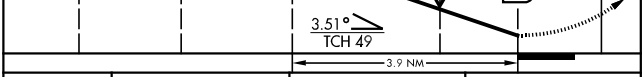
ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6

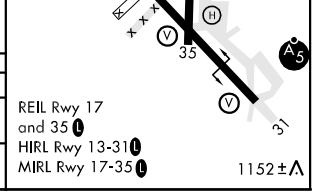


* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-13 CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. Circling CAT C vis to 1¾ miles, CAT D vis to 2½ miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

ELEV 1098





CATEGORY	C	D	E
S-13 *	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING *	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

SIOUX CITY, IOWA 42°24'N-96°23'W SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

Amdt 3 08353

HI-TACAN or VOR/DME RWY 13

NC-3, 21 OCT 2010 to 18 NOV 2010

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HI-TACAN or VOR/DME RWY 31

VORTAC SUX	APCH CRS	Rwy ldg	9002
116.5	312°	TDZE	1096
Chan 112		Arpt Elev	1098

JAL-395 [USAF]

SIOUX CITY/ SIOUX GATEWAY/COL. BUD DAY FIELD (KSUX)

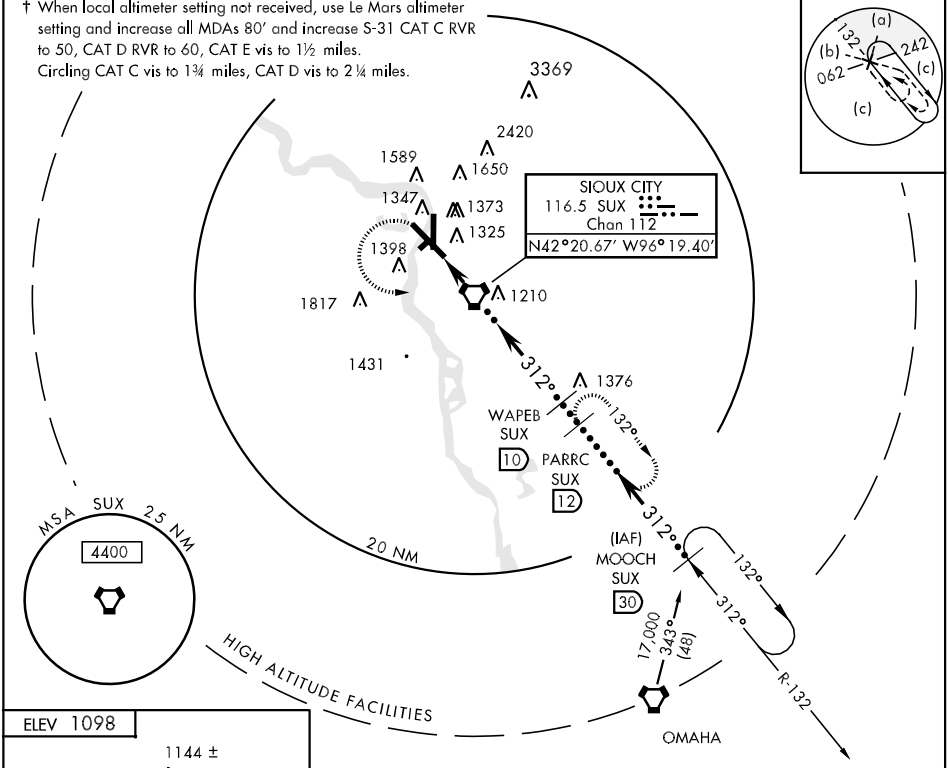
▼ * When ALS inop, increase CAT E vis to 1¾ miles.

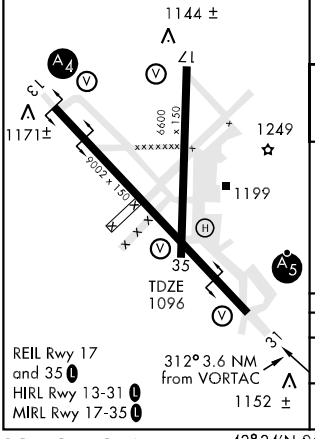
MALSR A5

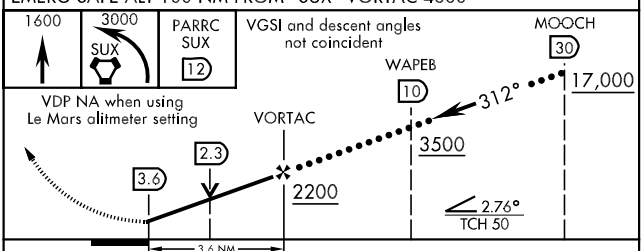
MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON
119.45 277.2	124.6 307.0	118.7 L (CTAF) 254.3	121.9 348.6

† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80′ and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.







CATEGORY	C	D	E
S-31 * †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-OIQ	APP CRS	Rwy Idg	9002
111.3	130°	TDZE	1095
		Apt Elev	1098

ILS or LOC RWY 13

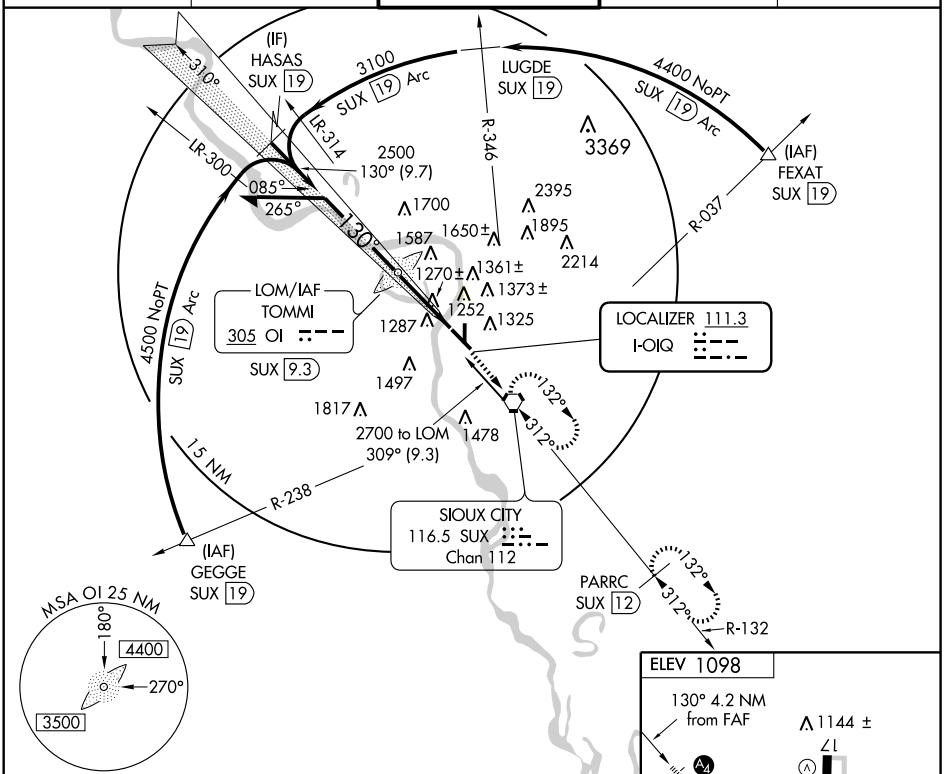
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

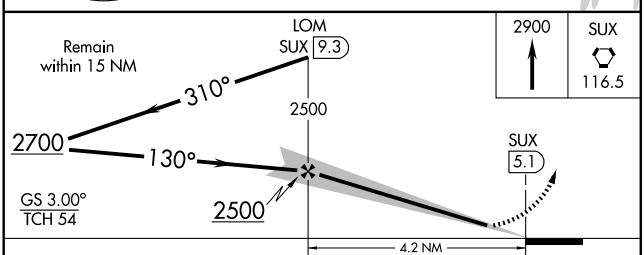
Inoperative table does not apply to S-LOC 13 Cat C.

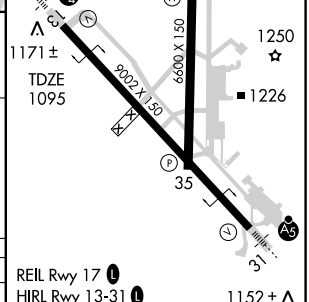
MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-ILS 13	1295-¾ 200 (200-¾)				
S-LOC 13	1580-¾ 485 (500-¾)		1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-SUX	APP CRS	Rwy Idg	9002
109.3	310°	TDZE	1096
		Apt Elev	1098

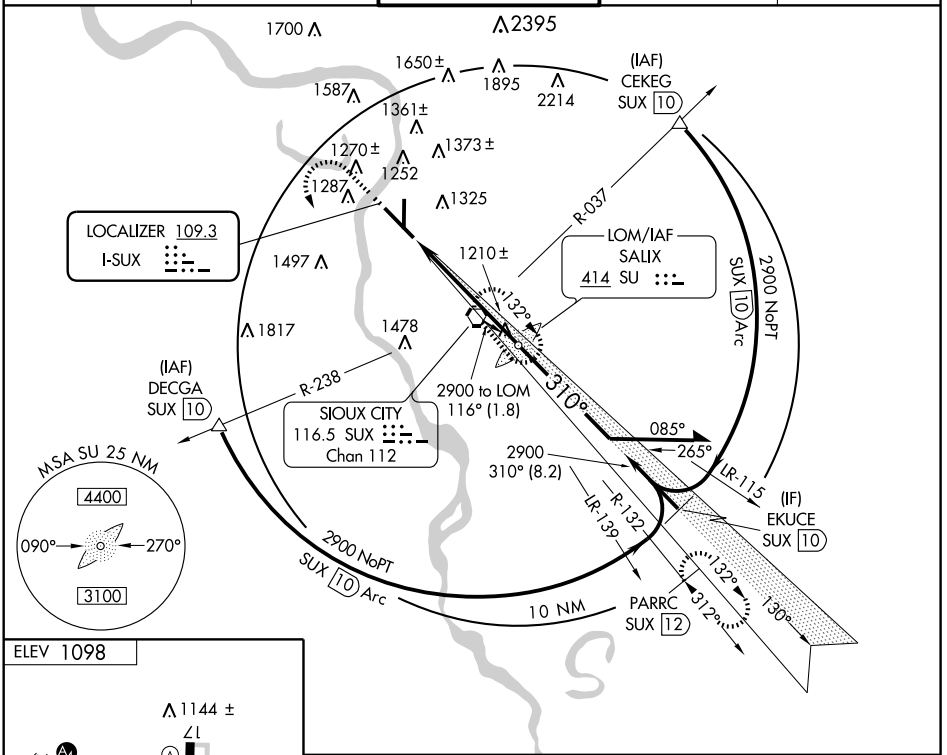
ILS or LOC RWY 31

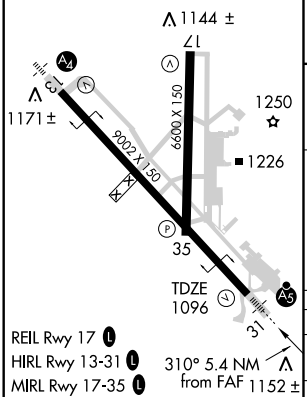
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MALSR

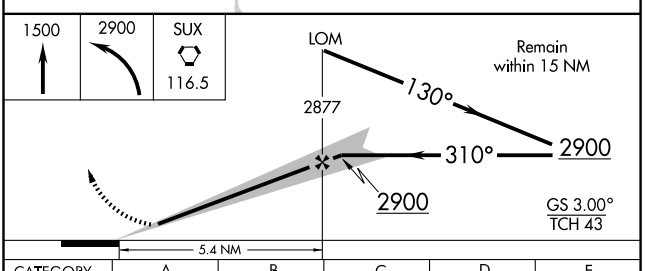
MISSED APPROACH: Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D	E
S-ILS 31	1296/24 200 (200-½)				
S-LOC 31	1460/24 364 (400-½)			1460/40 364 (400-¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

LOM OI	APP CRS	Rwy Idg	9002
305	130°	TDZE	1093
		Apt Elev	1098

NDB RWY 13

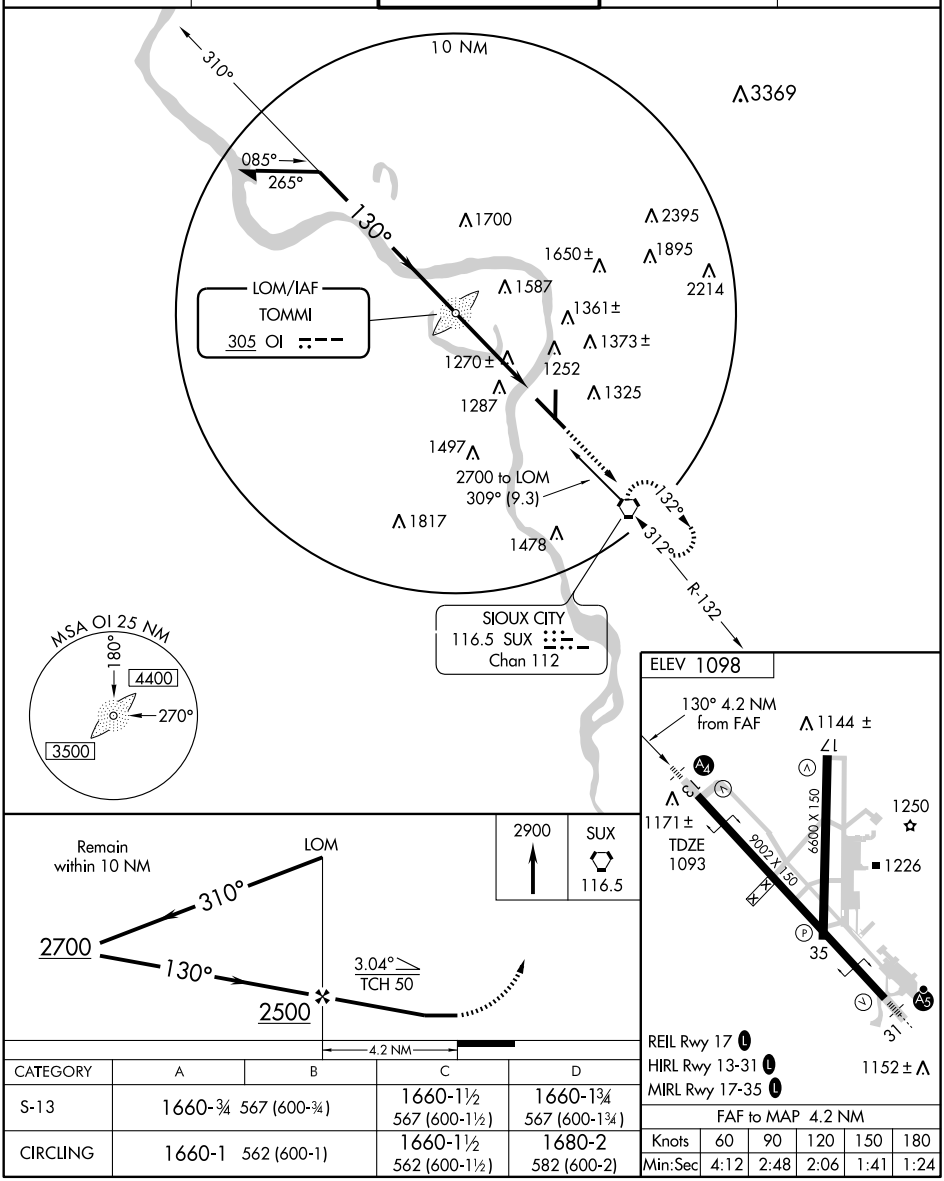
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NA — Cat C inoperative table does not apply.

MALS

MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95



CATEGORY	A	B	C	D
S-13	1660-¾ 567 (600-¾)		1660-1½ 567 (600-1½)	1660-1¾ 567 (600-1¾)
CIRCLING	1660-1 562 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB GAK 233	APP CRS 180°	Rwy Idg 6600 TDZE 1098 Apt Elev 1098

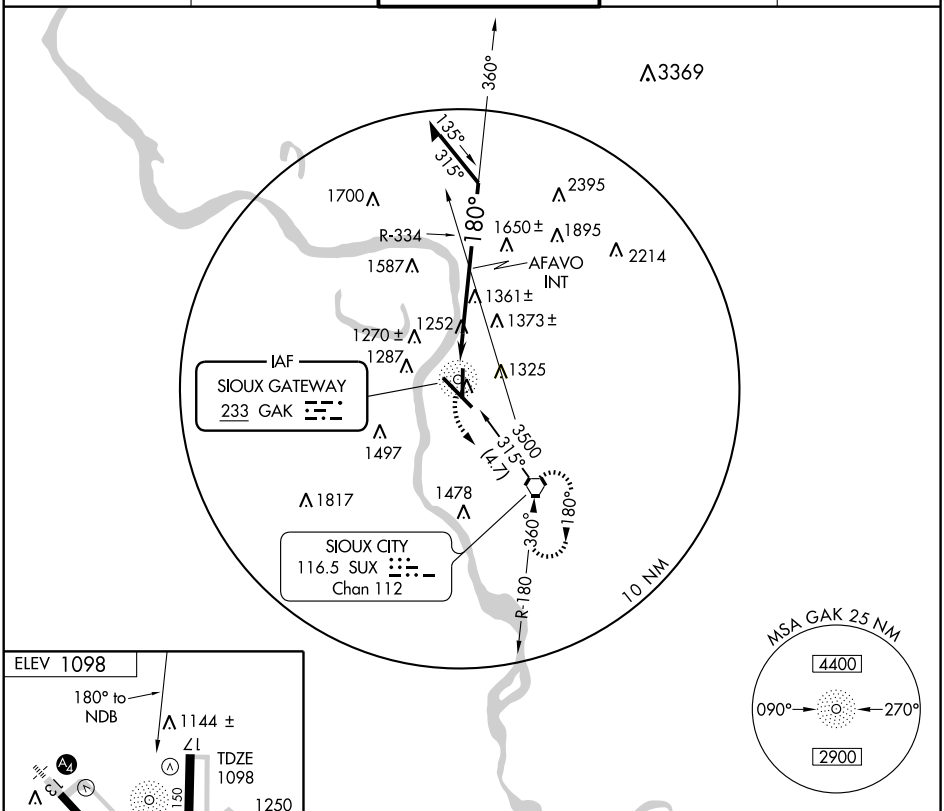
NDB RWY 17

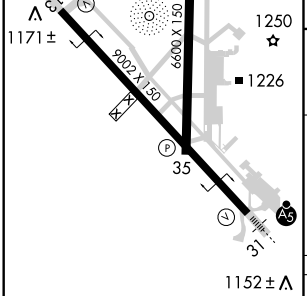
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

NA

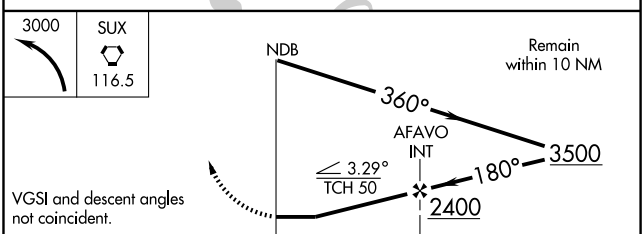
MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-17	1760-1 662 (700-1)		1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)
CIRCLING	1760-1 662 (700-1)		1760-1¾ 662 (700-1¾)	1760-2 662 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOM SU	APP CRS	Rwy Idg	9002
414	310°	TDZE	1095
		Apt Elev	1098

NDB RWY 31

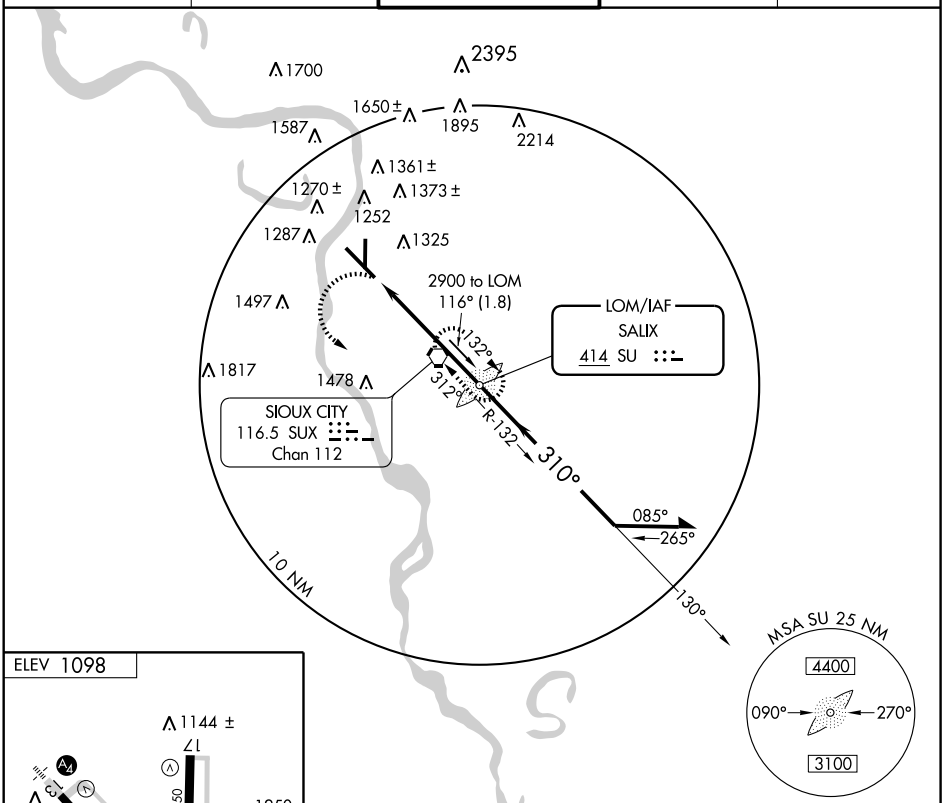
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

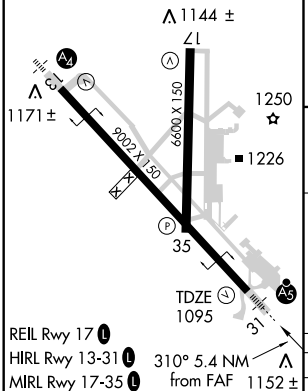
T
NA

MALSR

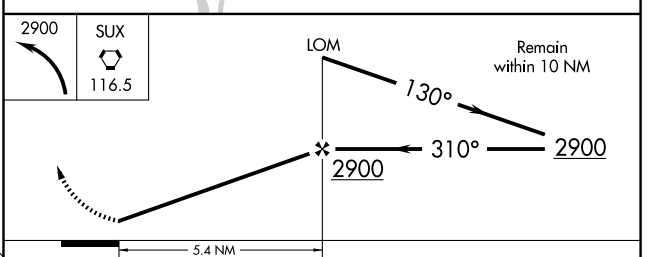
MISSED APPROACH: Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER*	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95





FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-31	1620/40 525 (600-¾)		1620/50 525 (600-1)	1620-1½ 525 (600-1½)
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

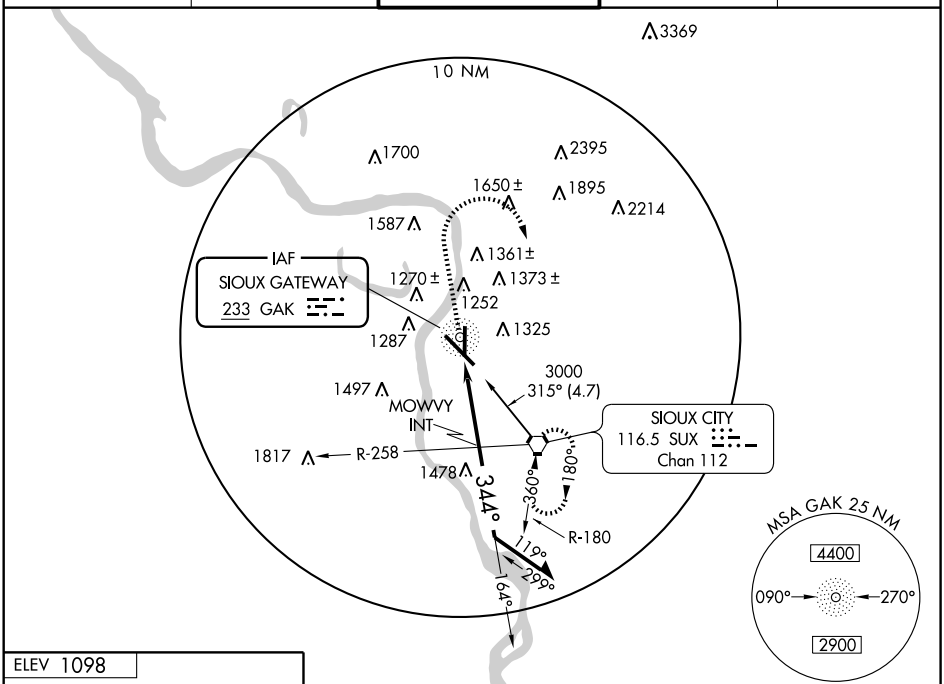
NDB GAK 233	APP CRS 344°	Rwy Idg 6600 TDZE 1096 Apt Elev 1098

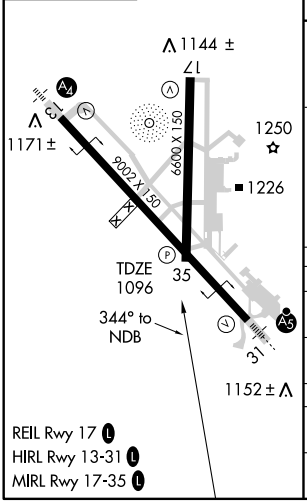
NDB RWY 35

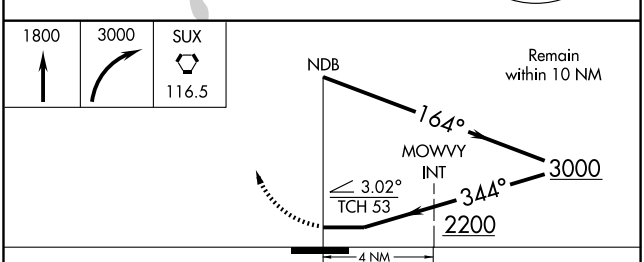
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3 1104 (1200-3)	
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3 1102 (1200-3)	
MOWVY FIX MINIMUMS				
S-35	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)
CIRCLING	1640-1 542 (600-1)		1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9002
CH 57911	130°	TDZE	1095
W13A		Apt Elev	1098

RNAV (GPS) RWY 13

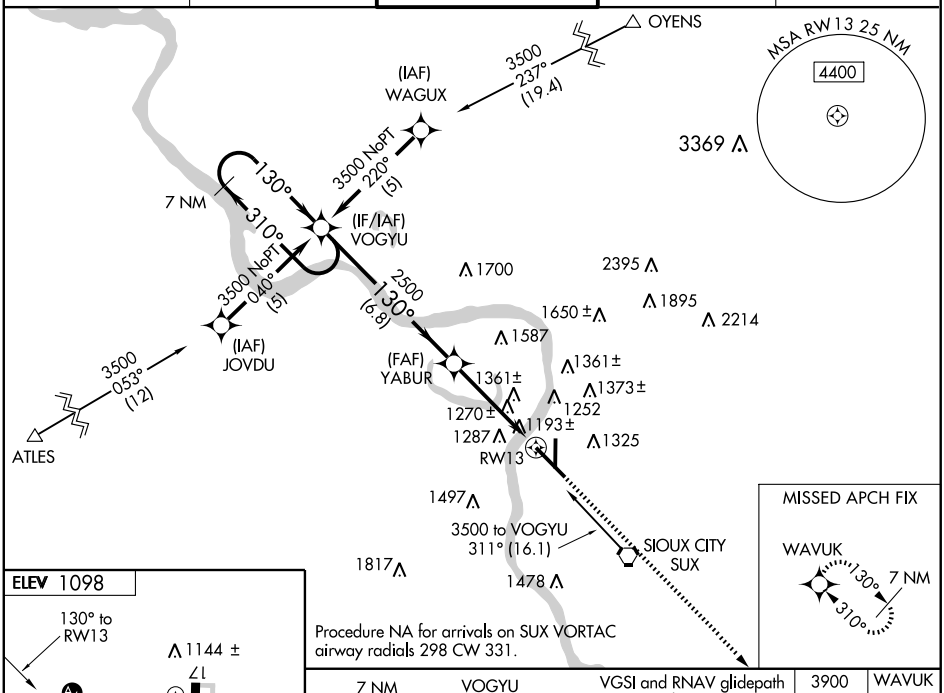
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

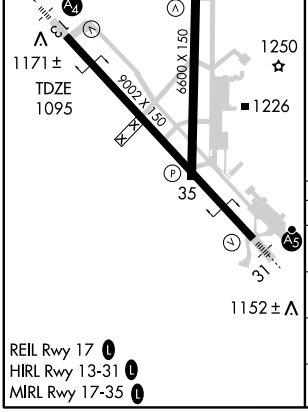
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV NA when using Le Mars altimeter setting. When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LPV visibility to RVR 5000 all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV Cat C/D visibility ¼ mile and Cat E ½ mile. Increase circling Cat C/D visibility ¼ mile. Inoperative table does not apply to LNAV/VNAV and LNAV Cat C/E.

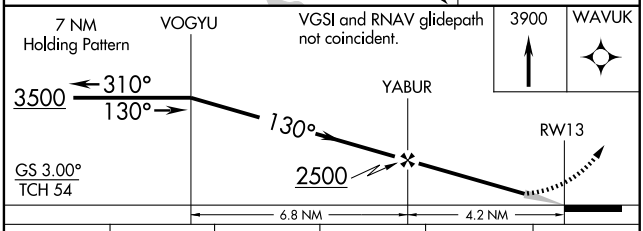
MALS

MISSED APPROACH: Climb to 3900 direct WAVUK and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	1295/40 200 (200-¾)				
LNAV/VNAV DA	1582-1¾ 487 (500-1¾)				
LNAV MDA	1620/40 525 (600-¾)		1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6600
175°	TDZE	1098
	Apt Elev	1098

RNAV (GPS) RWY 17

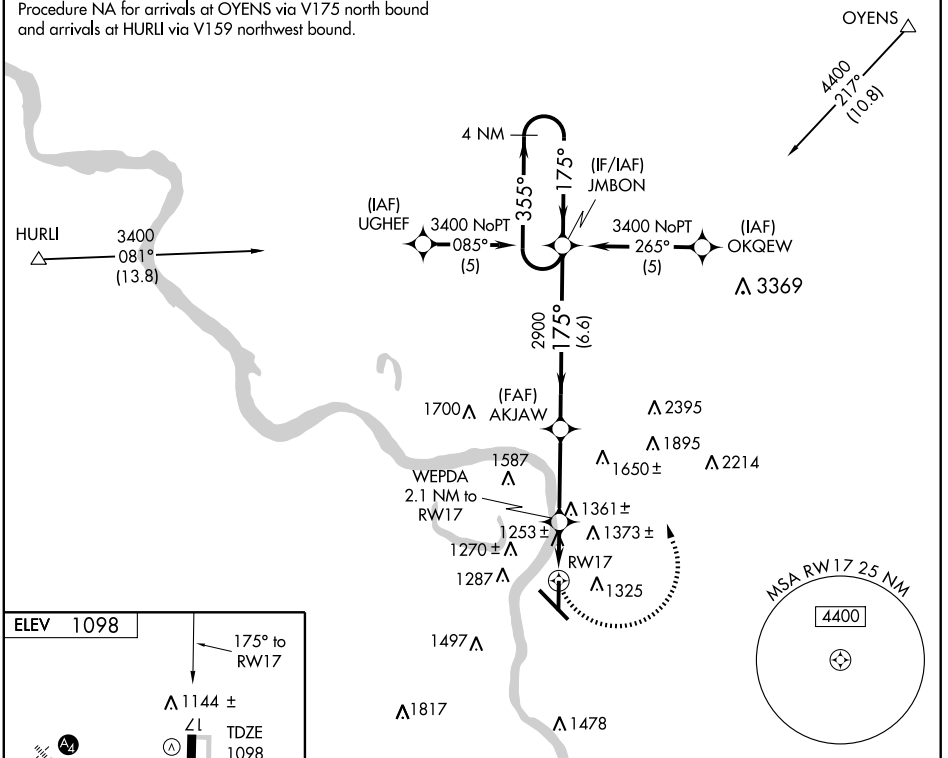
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

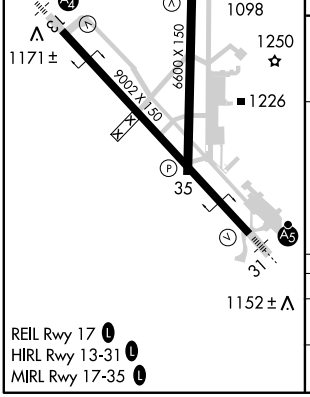
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

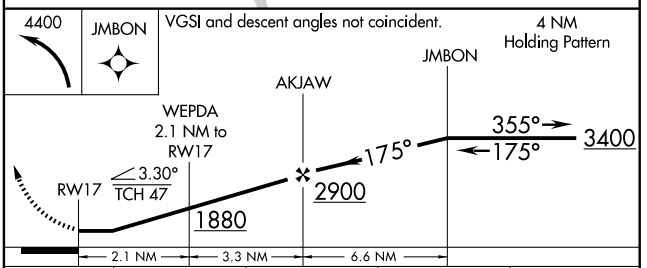
MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 90211 W31A	APP CRS 310°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098

RNAV (GPS) RWY 31

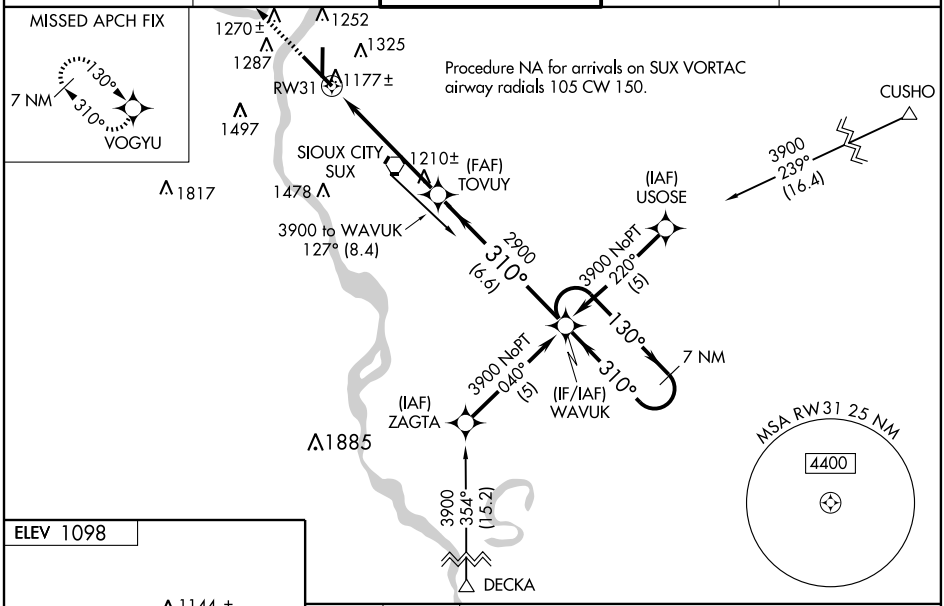
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

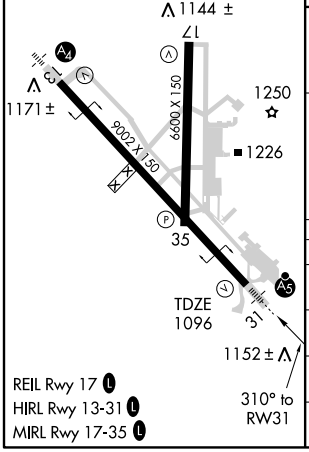
Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾ .
For inoperative MALSR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

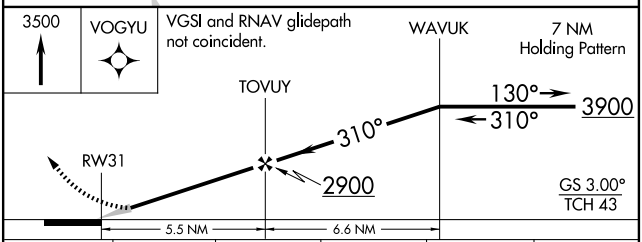
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct VOGYU and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER ★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
LPV DA	1296/24 200 (200-½)				
LNAV/VNAV DA	1507/50 411 (500-1)				
LNAV MDA	1560/24 464 (500-½)		1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SUX 116.5 Chan 112	APP CRS 131°	Rwy Idg 9002 TDZE 1095 Apt Elev 1098

VOR/DME or TACAN RWY 13

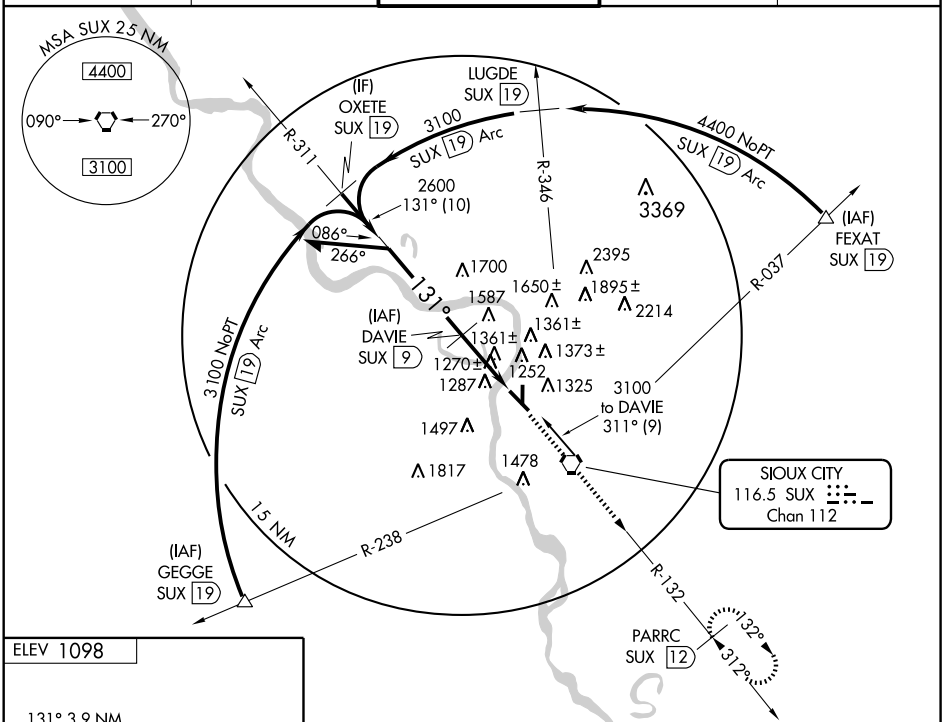
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

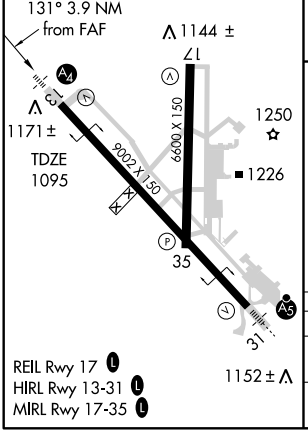
When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-13 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, Circling Cat C/D visibility ¼ mile. Inoperative table does not apply to Cat C. VDP NA when using Le Mars altimeter setting.

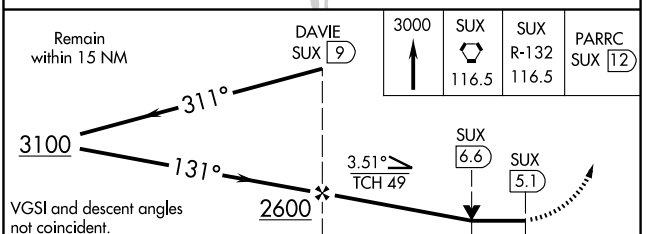
MALS

MISSED APPROACH: Climb to 3000 direct SUX VORTAC then via SUX R-132 to PARRC/12 DME and hold.

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-13	1620/40 525 (600-¾)		1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SUX 116.5 Chan 112	APP CRS 312°	Rwy Idg 9002 TDZE 1096 Apt Elev 1098

VOR or TACAN RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ¼ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

ATIS	SIOUX CITY APP CON	SIOUX CITY TOWER★	GND CON	UNICOM
119.45 270.8	124.6 307.0	118.7 (CTAF) L 254.3	121.9 348.6	122.95

NoPT for arrivals on SUX VORTAC airway radials 013 CW 238.

MSA SUX 25 NM
4400
090° 270°
3100

1700 2395 1650± 1895 2214 1587 1361± 1270± 1373± 1252 1325 1287 1497 1817 1478

(IAF) CEKEG SUX 10 R-037

IAF SIOUX CITY 116.5 SUX Chan 112

10 NM

SUX 10 Arc 3000 NoPT

132° 312°

(IAF) DECGA SUX 10 R-238

087° 267°

(IF) WAPEB SUX 10

2200 312° (10)

3000 NoPT SUX 10 Arc

PARRC SUX 12 132° 312° R-132

ELEV 1098

1144± 1171± 1250 1226 9002 X 150 6600 X 150 35 31 TDZE 1096

REIL Rwy 17 L
HIRL Rwy 13-31 L
MIRL Rwy 17-35 L

312° 3.6 NM from FAF 1152±

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

1600 2900 SUX 116.5

VORTAC Remain within 15 NM

132° 3000 312° 2200

SUX 3.6 SUX 2.3 2.76° TCH 50

VGSI and descent angles not coincident.

1.3 2.3 NM

CATEGORY	A	B	C	D	E
S-31	1560/24 464 (500-½)		1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)
CIRCLING	1640-1 542 (600-1)		1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SPENCER MUNI (SPW) 3 NW UTC−6(−5DT) N43°09.93′ W95°12.17′ OMAHA

1339 B S4 **FUEL** 100LL, JET A NOTAM FILE SPW H–5C, L–12I

RWY 12–30: H6000X100 (CONC) S–30, D–50 MIRL IAP

RWY 12: MALSR. VASI(V2L)—GA 3.0° TCH 47′.

RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 27′. Thld dsplcd 500′. Road.

RWY 18–36: H5100X75 (CONC) S–30, D–50 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0°. **RWY 36:** REIL. PAPI(P4L)—GA 3.0°. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1400–2300Z‡. For attendant after hrs call 712–262–1002. Ultralight activity on and invof arpt. Waterfowl invof arpt. Rwy 12 is calm wind rwy. ACTIVATE MIRL Rwy 12–30 and Rwy 18–36; MALSR Rwy 12; VASI Rwy 12 and Rwy 30; PAPI Rwy 18 and Rwy 36; REIL Rwy 30, Rwy 18 and Rwy 36—CTAF.

WEATHER DATA SOURCES: ASOS 126.625 (712) 262–8885.

COMMUNICATIONS: CTAF/UNICOM 123.0

MINNEAPOLIS CENTER APP/DEP CON 127.75

RCO 122.15 (FORT DODGE RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

(L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ at fld. 1330/5E.

LITTLE SIOUX NDB (MHW) 326 LTU N43°07.62′ W95°07.96′ 302° 3.9 NM to fld. Unmonitored.

SNORE NDB (LOM) 394 SP N43°13.96′ W95°19.66′ 121° 6.8 NM to fld.

ILS 110.9 I–SPW Rwy 12. LOM SNORE NDB. ILS unmonitored.

SPIRIT LAKE MUNI (ØF3) 3 SW UTC−6(−5DT) N43°23.25′ W95°08.35′ OMAHA

1434 NOTAM FILE FOD L–12I

RWY 16–34: H3015X50 (ASPH) LIRL

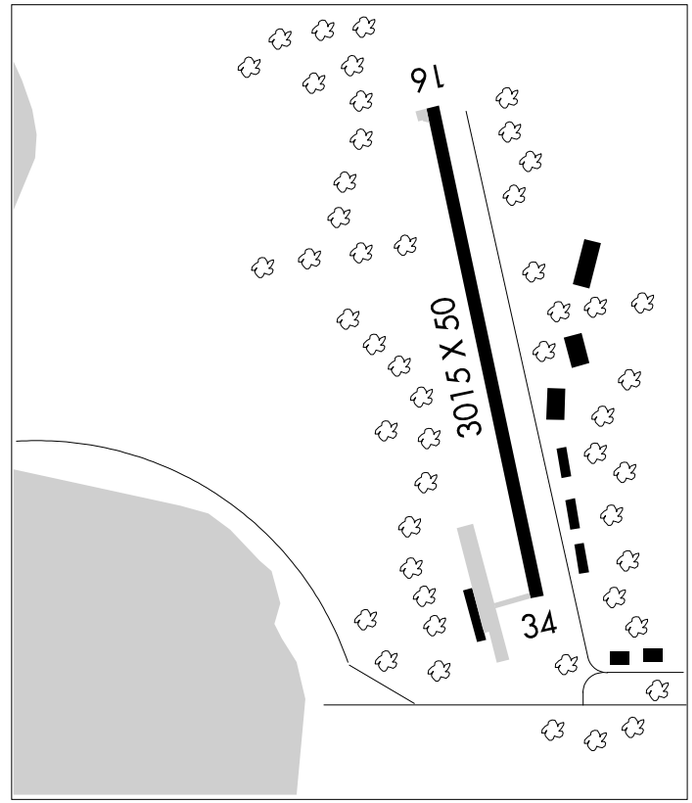
RWY 16: REIL. Trees. **RWY 34:** Tree

AIRPORT REMARKS: Attended May–Sep irregularly. Rwy 16 REIL pilot controlled lighting OTS indef; REIL on low ints continuously. ACTIVATE REIL Rwy 16—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73′ W95°12.06′ 006° 13.8 NM to fld. 1330/5E.



LOC I-SPW	APP CRS	Rwy Idg	6000
110.9	121°	TDZE	1339
		Apt Elev	1339

ILS or LOC RWY 12

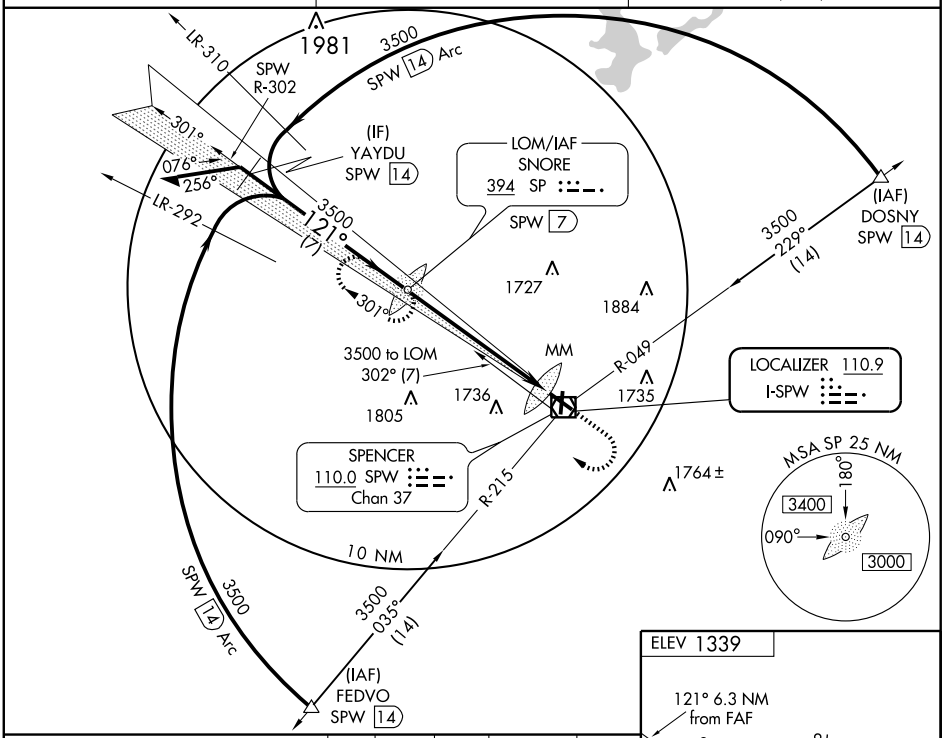
SPENCER MUNI (SPW)

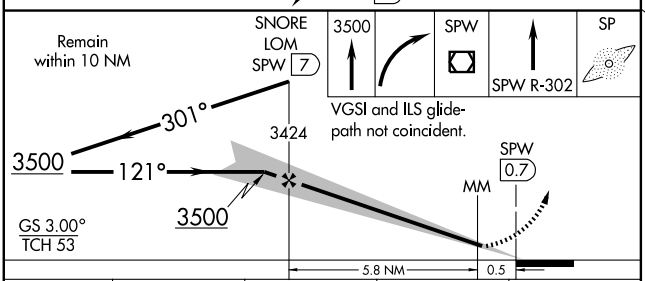
T ANA When local altimeter setting not received, use Estherville altimeter setting and increase DA and all MDA 60 feet, increase S-LOC 12 and Circling Cat D visibility ¼ mile. For inoperative MALSR, when using Estherville altimeter setting, increase S-ILS 12 all Cats visibility to 1 mile. ADF or DME required.

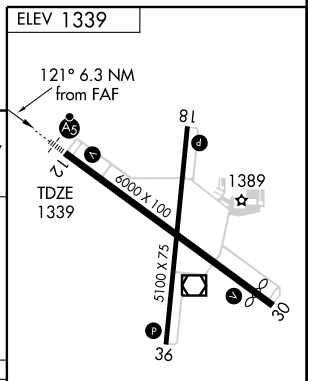
MALSR

MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW VOR/DME R-302 to SNORE LOM/ SPW VOR/DME 7 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1760-½ 421 (500-½)		1760-¾ 421 (500-¾)	
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

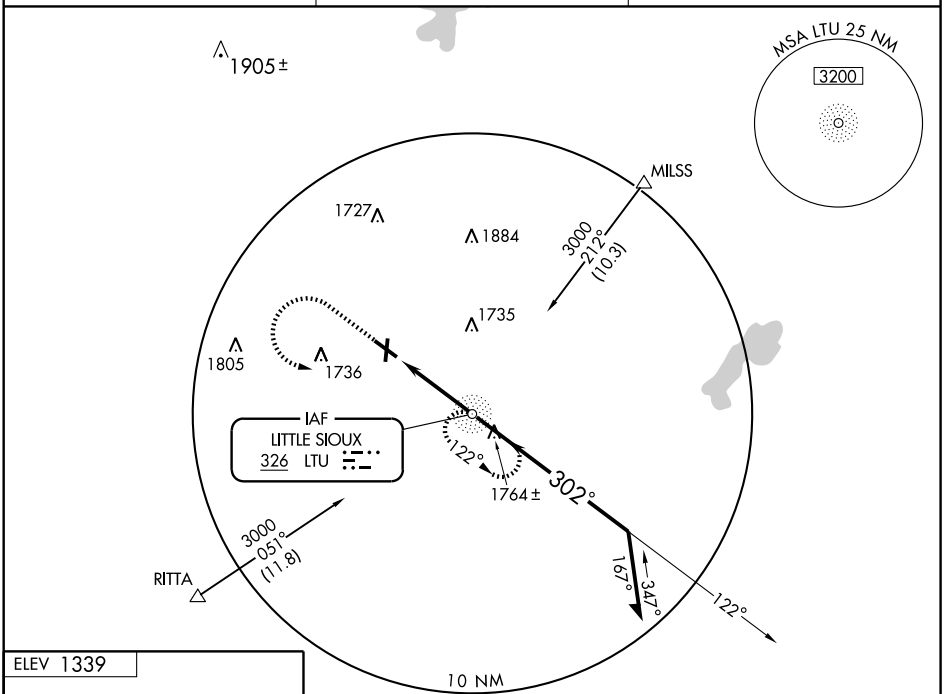
NDB LTU 326	APP CRS 302°	Rwy Idg 5500 TDZE 1337 Apt Elev 1339

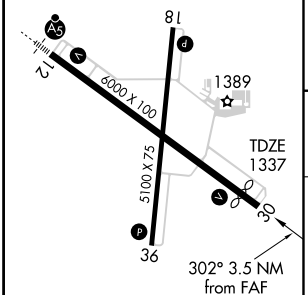
NDB RWY 30
SPENCER MUNI (SPW)

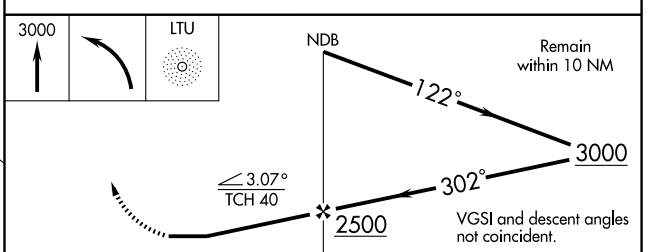
NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L







REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-30	1840-1 503 (600-1)		1840-1½ 503 (600-1½)	
CIRCLING	1840-1 501 (600-1)		1840-1½ 501 (600-1½)	2040-2¼ 701 (800-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6000
CH 56517	121°	TDZE	1339
W12A		Apt Elev	1339

RNAV (GPS) RWY 12

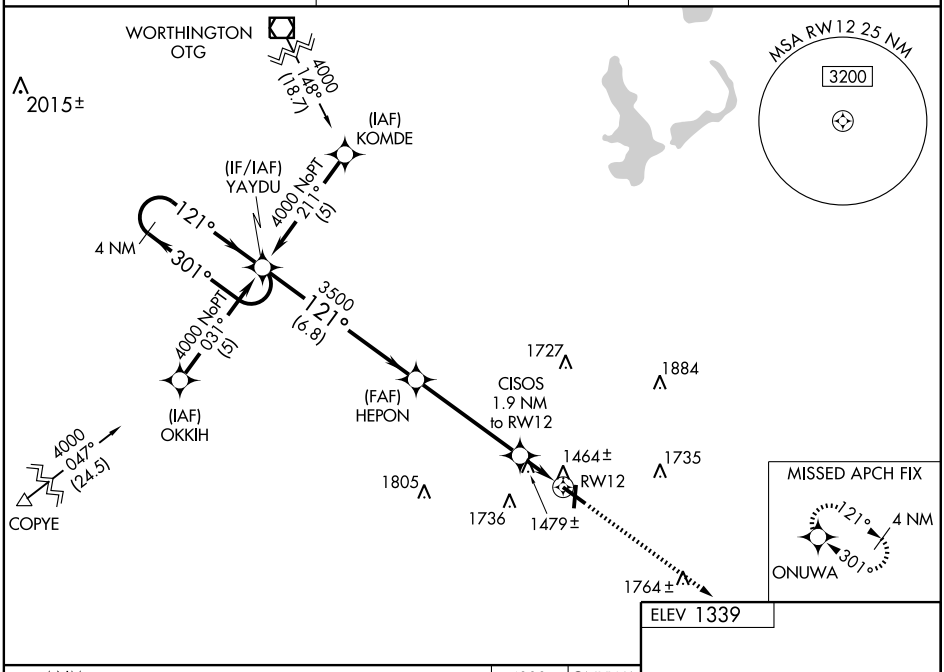
SPENCER MUNI (SPW)

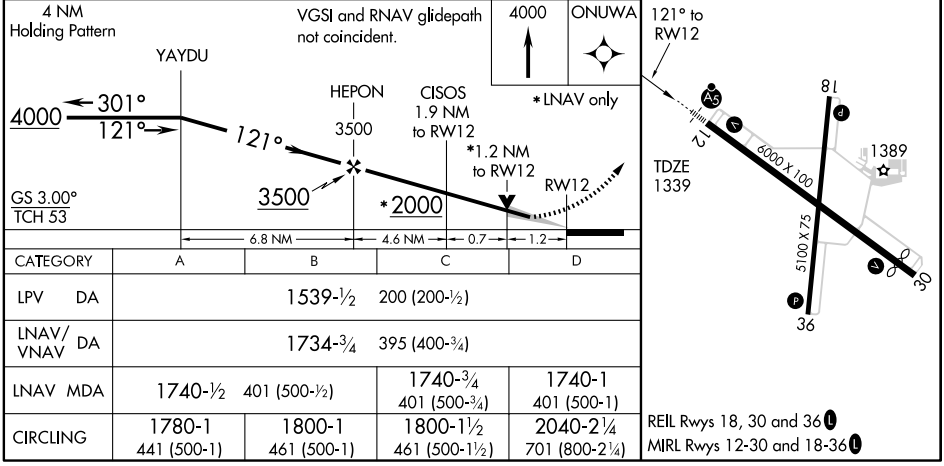
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. VDP and Baro-VNAV NA when using Estherville altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct ONUWA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1539-½ 200 (200-½)			
LNAV/VNAV DA	1734-¾ 395 (400-¾)			
LNAV MDA	1740-½ 401 (500-½)		1740-¾ 401 (500-¾)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L

MIRL Rwys 12-30 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5100
181°	TDZE	1337
	Apt Elev	1339

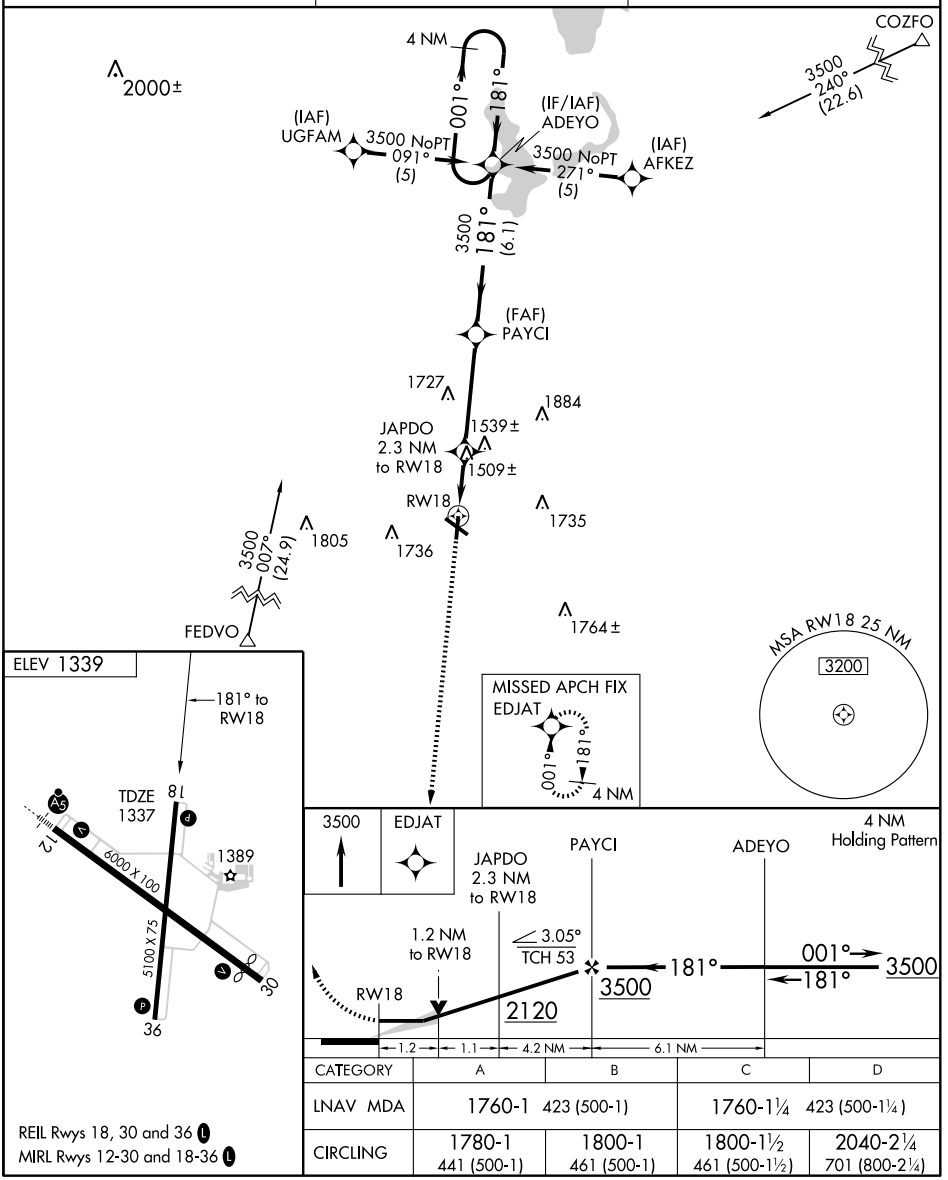
RNAV (GPS) RWY 18

SPENCER MUNI (SPW)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat D visibility ¼ mile. VDP NA when using Estherville altimeter setting.

MISSED APPROACH: Climb to 3500 direct EDJAT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 423 (500-1)		1760-1¼ 423 (500-1¼)	
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
301°	TDZE	1337
	Apt Elev	1339

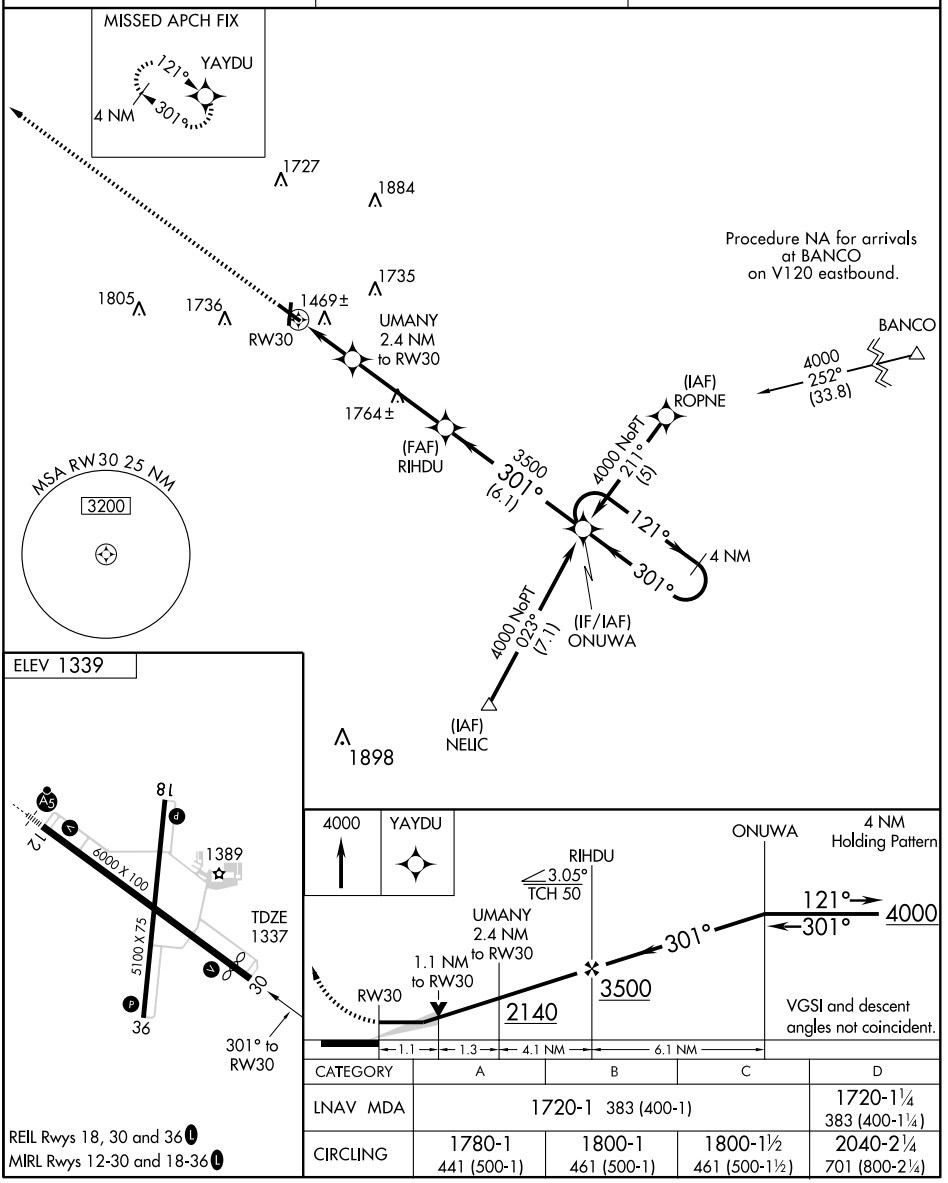
RNAV (GPS) RWY 30

SPENCER MUNI (SPW)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. VDP NA with Estherville altimeter setting.

MISSED APPROACH: Climb to 4000 direct YAYDU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 383 (400-1)			1720-1¼ 383 (400-1¼)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5100
001°	TDZE	1337
	Apt Elev	1339

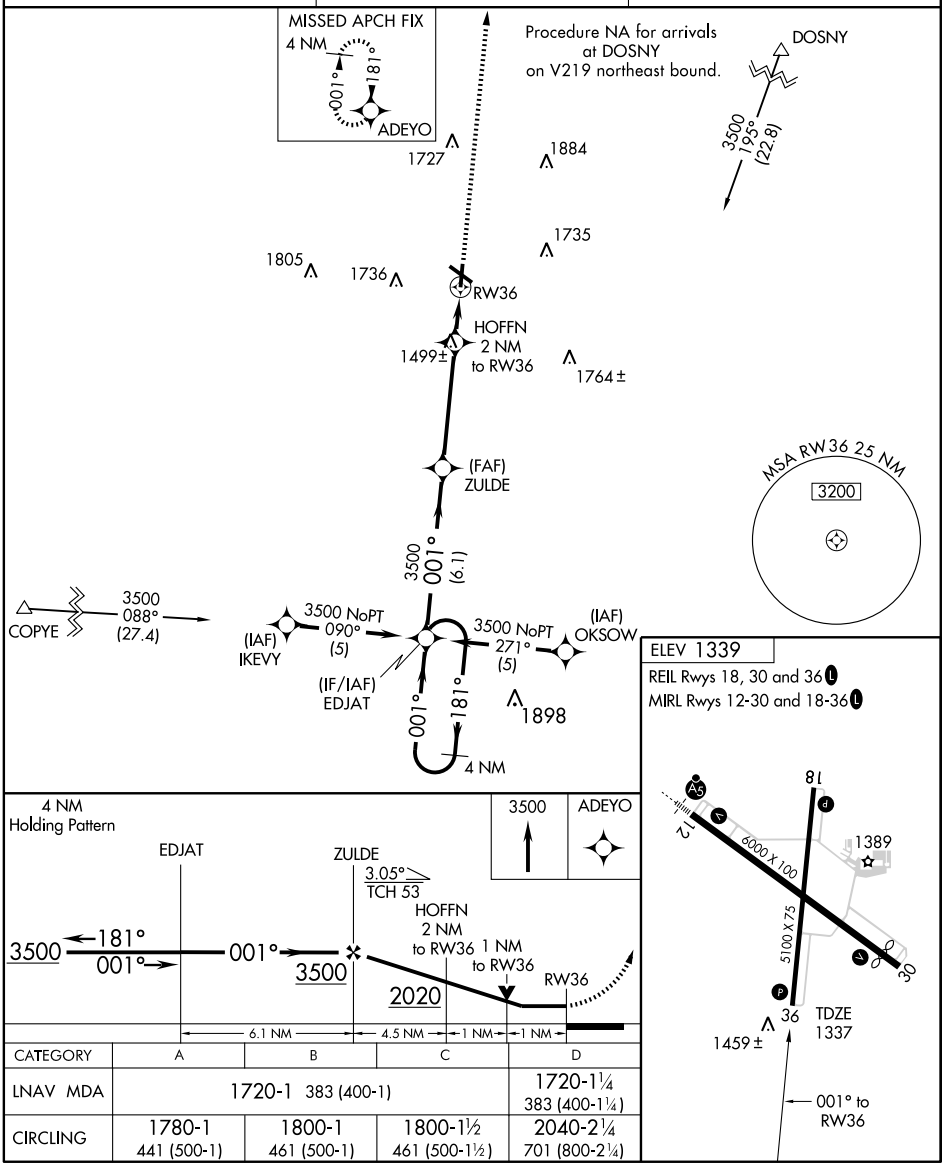
RNAV (GPS) RWY 36

SPENCER MUNI (SPW)

T A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile and Circling Cat D ¼ mile. VDP NA with Estherville altimeter setting.

MISSED APPROACH: Climb to 3500 direct ADEYO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1 383 (400-1)			1720-1¼ 383 (400-1¼)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SPW	APP CRS	Rwy Idg	6000
110.0	127°	TDZE	1339
Chan 37		Apt Elev	1339

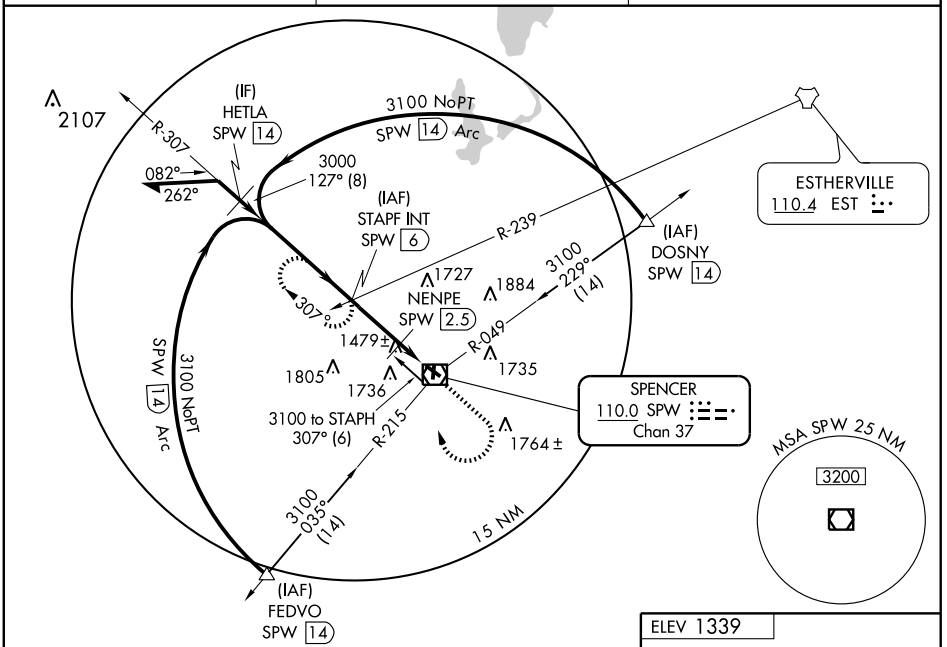
VOR RWY 12
SPENCER MUNI (SPW)

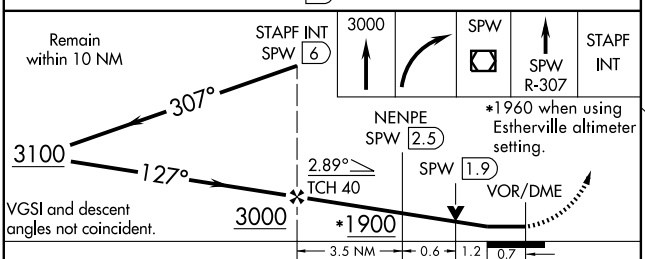
T A When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase S-12 and Circling Cat C and D visibility ¼ mile, NENPE FIX Minimums: Increase Circling Cat D visibility ¼ mile. NENPE FIX Minimums: For inoperative MALSR increase S-12 Cat D visibility to 1¼ mile. VDP NA when using Estherville altimeter setting.

MALSR

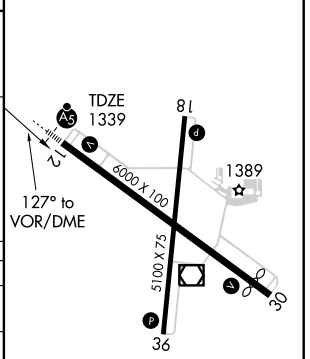
MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW VOR/DME R-307 to STAPF INT/SPW 6 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-12	1900-½	561 (600-½)	1900-1 561 (600-1)	1900-1¼ 561 (600-1¼)
CIRCLING	1900-1	561 (600-1)	1900-1½ 561 (600-1½)	2040-2¼ 701 (800-2¼)
NENPE FIX MINIMUMS				
S-12	1740-½	401 (500-½)	1740-¾ 401 (500-¾)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

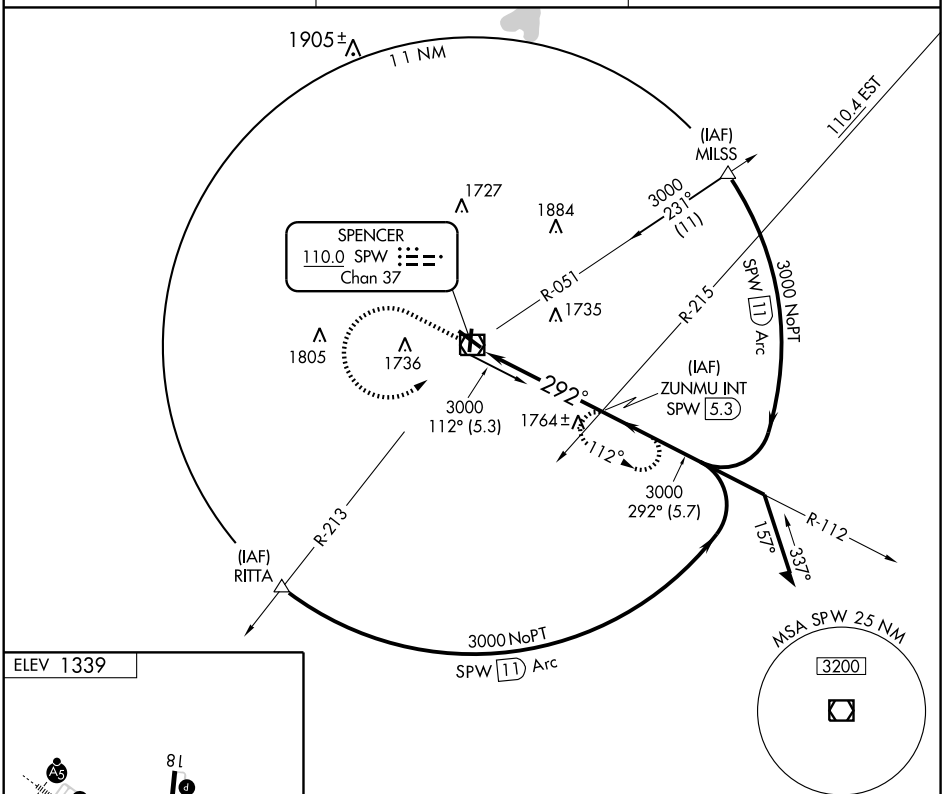
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

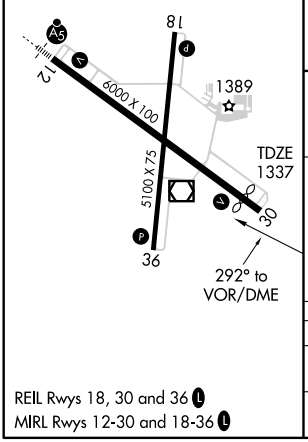
VOR/DME SPW 110.0 Chan 37	APP CRS 292°	Rwy Idg 5500 TDZE 1337 Apt Elev 1339

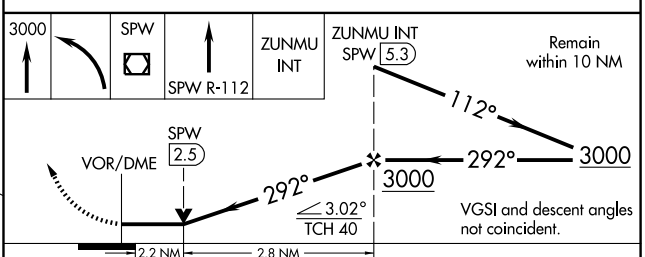
VOR RWY 30
SPENCER MUNI (SPW)

MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	127.75 257.7	123.0 (CTAF) L





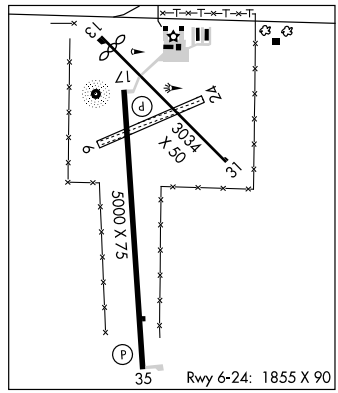


CATEGORY	A	B	C	D
S-30	2080-1 743 (800-1)	2080-1¼ 743 (800-1¼)	2080-2¼ 743 (800-2¼)	2080-2½ 743 (800-2½)
CIRCLING	2080-1 741 (800-1)	2080-1¼ 741 (800-1¼)	2080-2¼ 741 (800-2¼)	2080-2½ 741 (800-2½)

REIL Rwys 18, 30 and 36 L
MIRL Rwys 12-30 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

STORM LAKE MUNI (SLB) 3 SW UTC−6(−5DT) N42°35.84′ W95°14.44′ OMAHA
1488 B S4 **FUEL** 100, JET A NOTAM FILE SLB H–5C, L–12I
RWY 17–35: H5000X75 (CONC) S–30, D–38 MIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 13–31: H3034X50 (CONC) S–4 MIRL 0.4% up NW
RWY 13: Thld dsplcd 172′. Road.
RWY 06–24: 1855X90 (TURF)
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For attendant after hours call 712–732–6301. Rwy 06–24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06–24 marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (712) 732–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 134.0
GCO 121.725 (FORT DODGE FSS) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 262° 41.9 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 434 SLB N42°36.03′ W95°14.66′ at fld. NOTAM FILE SLB.



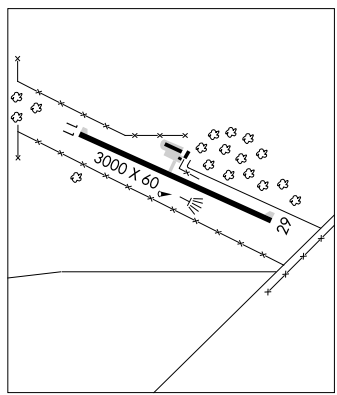
SULLY MUNI (8C2) 0 S UTC−6(−5DT) N41°34.45′ W92°50.80′ CHICAGO
922 NOTAM FILE FOD
RWY 08–26: 2130X120 (TURF)
RWY 08: Thld dsplcd 195′. Tree. **RWY 26:** Thld dsplcd 915′. Tree.
AIRPORT REMARKS: Unattended. CLOSED winters due to snow. Rwy 08–26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

SURFF N43°03.15′ W93°19.66′ NOTAM FILE MCW. OMAHA
NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

THE EASTERN IOWA (See CEDAR RAPIDS)

TIPTON

MATHEWS MEM (8C4) 2 SW UTC−6(−5DT) N41°45.80′ W91°09.18′ CHICAGO
840 **FUEL** 100LL NOTAM FILE FOD L–28G
RWY 11–29: H3000X60 (CONC) MIRL IAP
RWY 11: Trees. **RWY 29:** Road.
AIRPORT REMARKS: Attended on call. Rwy 29 is calm wind rwy.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 050° 25.4 NM to fld. 770/5E.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 099° 29.3 NM to fld. 876/5E. NOTAM FILE CID.



NDB SLB	APP CRS	Rwy Idg	5000
434	177°	TDZE	1484
		Apt Elev	1488

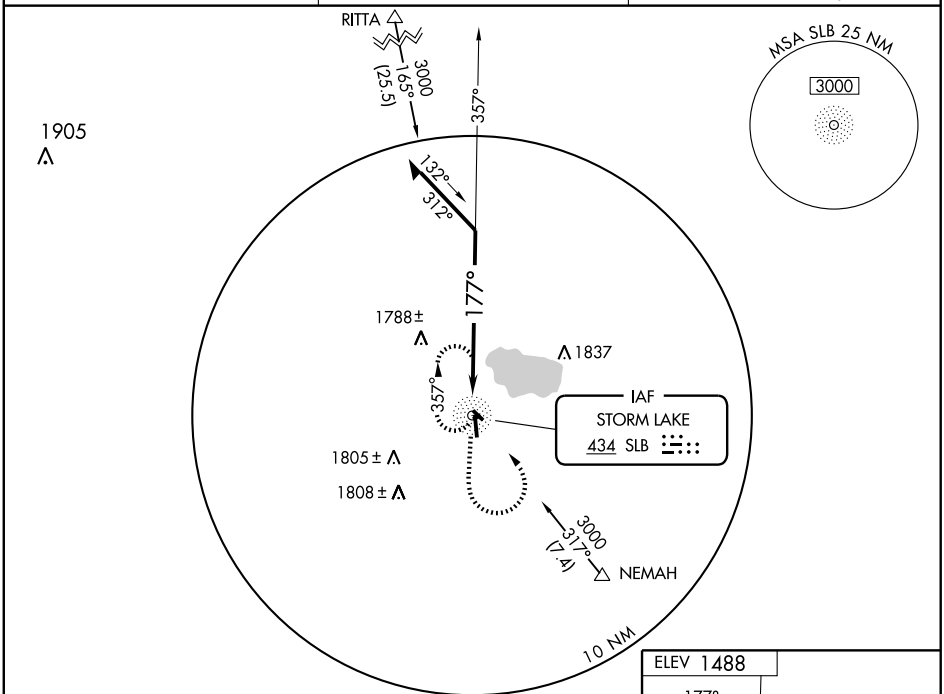
NDB RWY 17

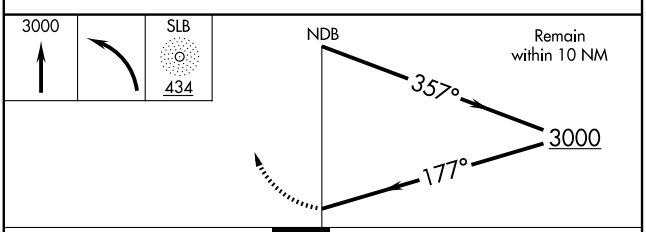
STORM LAKE MUNI (SLB)

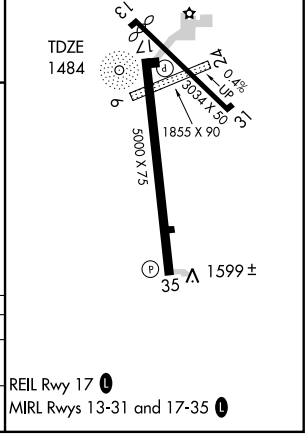
⚠ If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

REIL Rwy 17 L
MIRL Rwys 13-31 and 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

NDB SLB 434	APP CRS 342°	Rwy Idg 5000 TDZE 1483 Apt Elev 1488

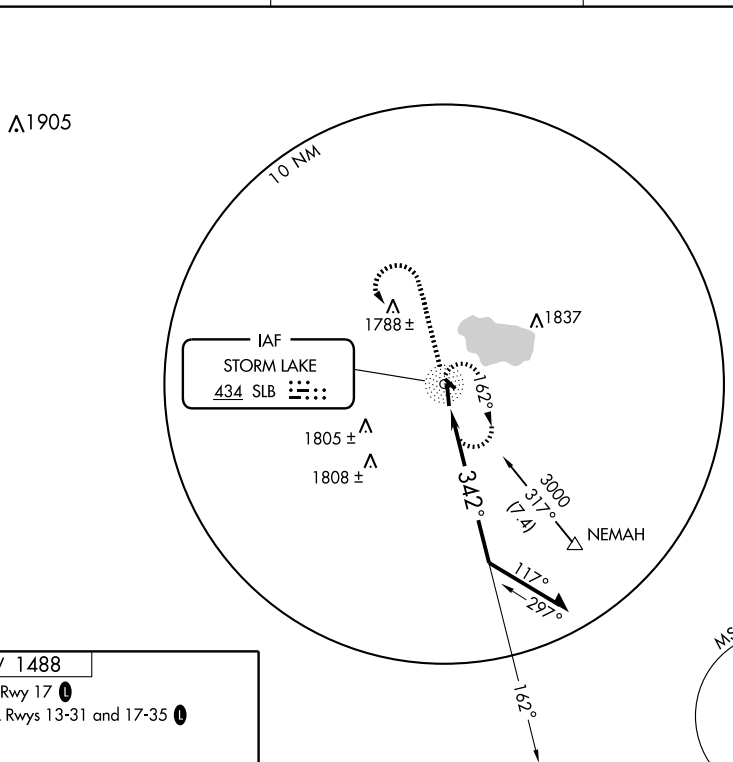
NDB RWY 35

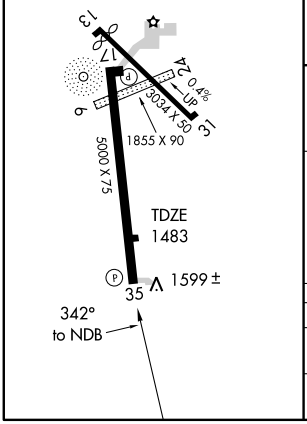
STORM LAKE MUNI (SLB)

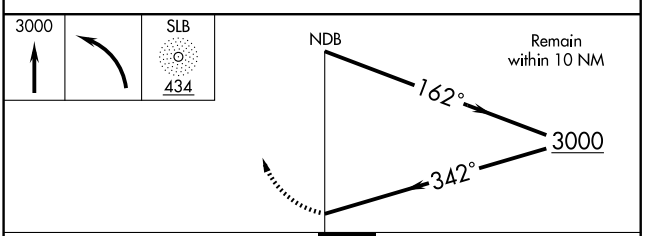
When local altimeter setting not received, use Spencer altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-35	2020-1	536 (600-1)	NA	NA
CIRCLING	2020-1	532 (600-1)	NA	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

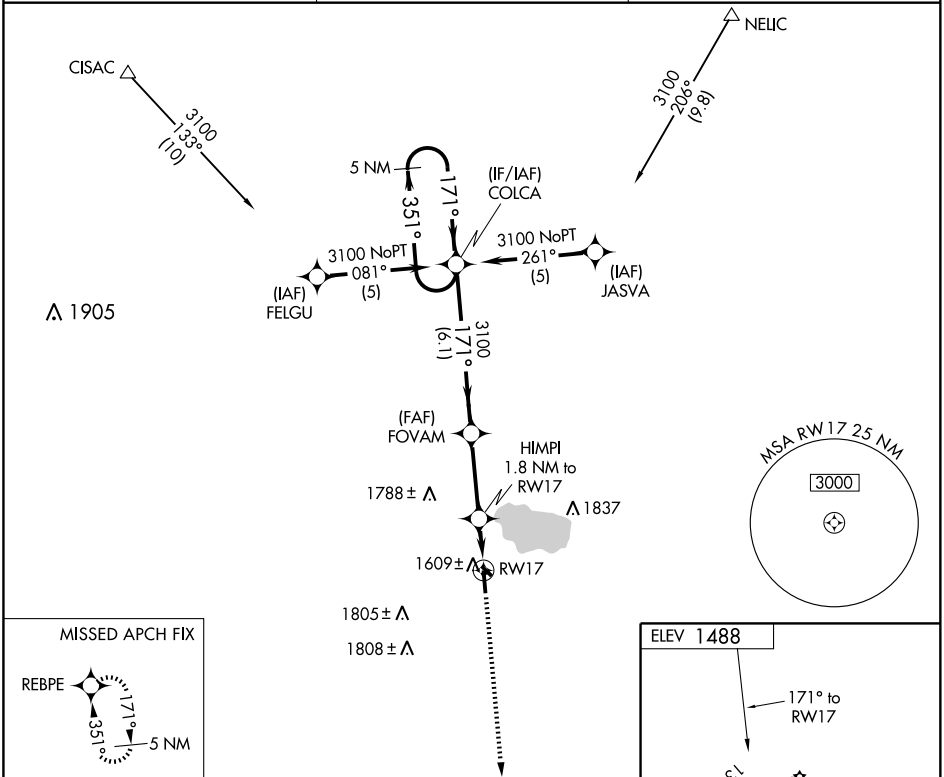
STORM LAKE MUNI (SLB)

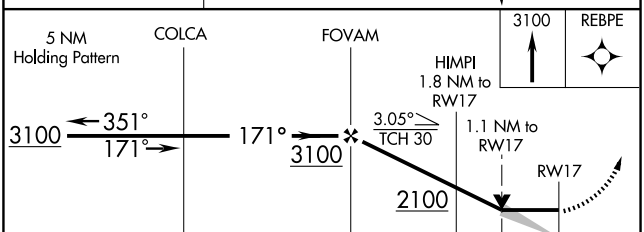
APP CRS	Rwy Idg	5000
171°	TDZE	1484
	Apt Elev	1488

DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting.

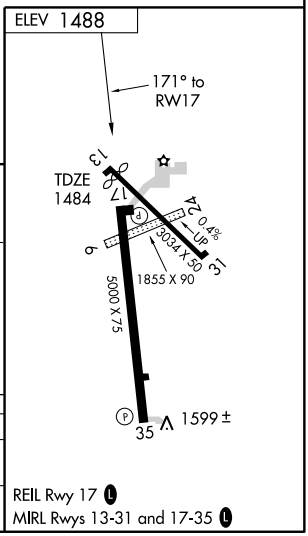
MISSED APPROACH: Climb to 3100 direct REBPE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	



REIL Rwy 17 L
MIRL Rwys 13-31 and 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 86600	351°	TDZE	1484
W35A		Apt Elev	1488

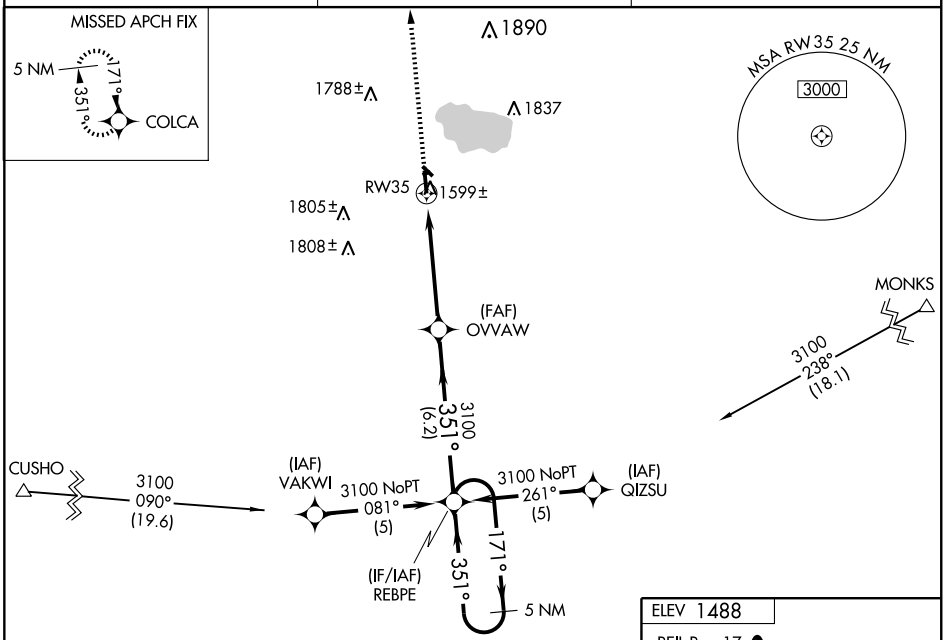
RNAV (GPS) RWY 35

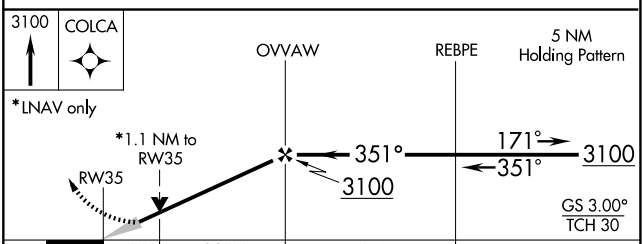
STORM LAKE MUNI (SLB)

⚠ DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/ MDAs 100 feet.
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

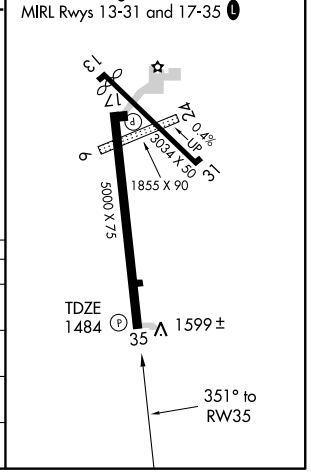
MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.525	134.0 288.3	122.7 (CTAF) L



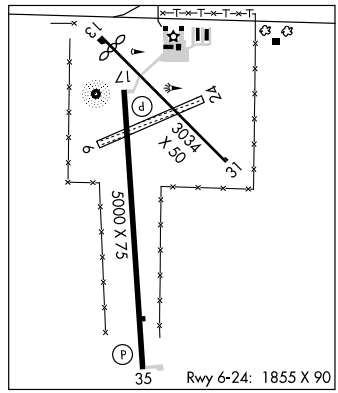


CATEGORY	A	B	C	D
LPV DA	1734-1 250 (300-1)		NA	
LNAV/VNAV DA	1869-1½ 385 (400-1½)		NA	
LNAV MDA	1860-1 376 (400-1)		NA	
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

STORM LAKE MUNI (SLB) 3 SW UTC−6(−5DT) N42°35.84′ W95°14.44′ OMAHA
1488 B S4 **FUEL** 100, JET A NOTAM FILE SLB H–5C, L–12I
RWY 17–35: H5000X75 (CONC) S–30, D–38 MIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 13–31: H3034X50 (CONC) S–4 MIRL 0.4% up NW
RWY 13: Thld dsplcd 172′. Road.
RWY 06–24: 1855X90 (TURF)
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For attendant after hours call 712–732–6301. Rwy 06–24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06–24 marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (712) 732–2301.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 134.0
GCO 121.725 (FORT DODGE FSS) OTS indef.
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 262° 41.9 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 434 SLB N42°36.03′ W95°14.66′ at fld. NOTAM FILE SLB.



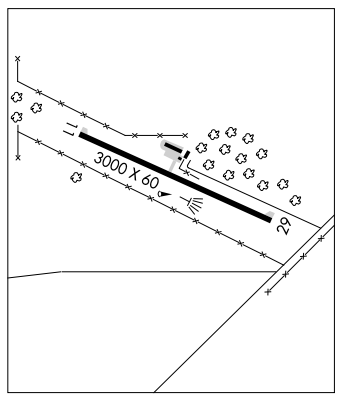
SULLY MUNI (8C2) 0 S UTC−6(−5DT) N41°34.45′ W92°50.80′ CHICAGO
922 NOTAM FILE FOD
RWY 08–26: 2130X120 (TURF)
RWY 08: Thld dsplcd 195′. Tree. **RWY 26:** Thld dsplcd 915′. Tree.
AIRPORT REMARKS: Unattended. CLOSED winters due to snow. Rwy 08–26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.
COMMUNICATIONS: CTAF 122.9

SURFF N43°03.15′ W93°19.66′ NOTAM FILE MCW. OMAHA
NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

THE EASTERN IOWA (See CEDAR RAPIDS)

TIPTON

MATHEWS MEM (8C4) 2 SW UTC−6(−5DT) N41°45.80′ W91°09.18′ CHICAGO
840 **FUEL** 100LL NOTAM FILE FOD L–28G
RWY 11–29: H3000X60 (CONC) MIRL IAP
RWY 11: Trees. **RWY 29:** Road.
AIRPORT REMARKS: Attended on call. Rwy 29 is calm wind rwy.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 050° 25.4 NM to fld. 770/5E.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 099° 29.3 NM to fld. 876/5E. NOTAM FILE CID.



RNAV (GPS) RWY 11

TIPTON/MATHEWS MEMORIAL (8C4)

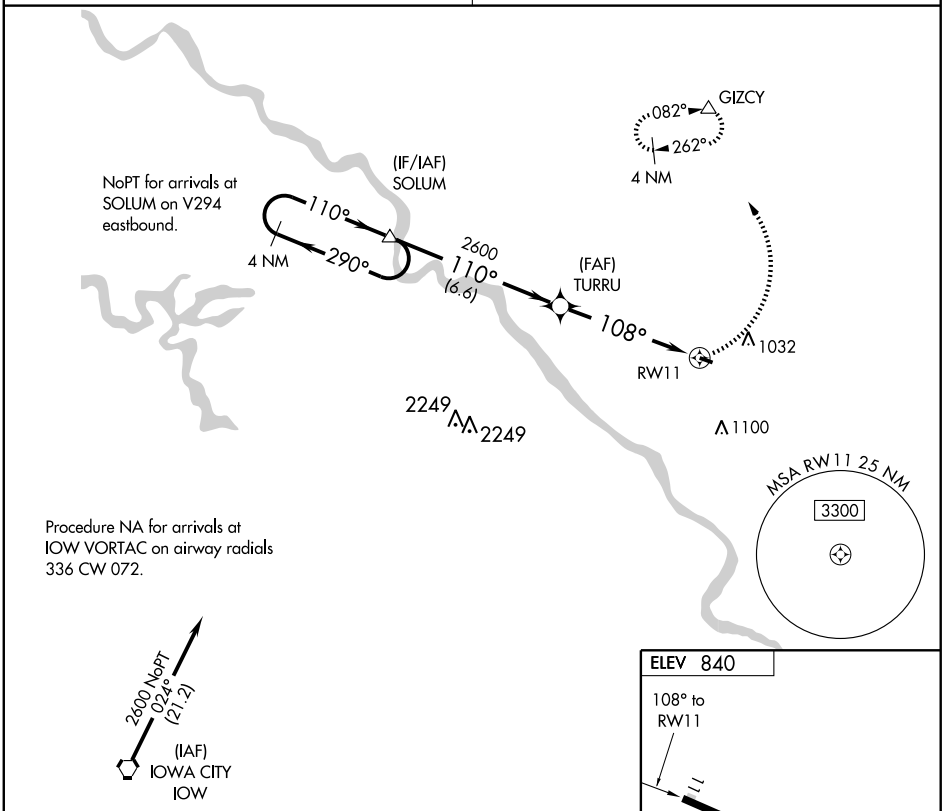
APP CRS	Rwy Idg	3000
108°	TDZE	840
	Apt Elev	840

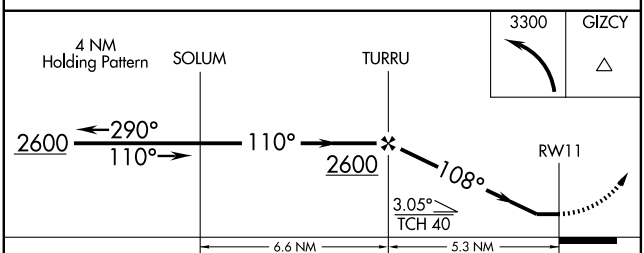
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.

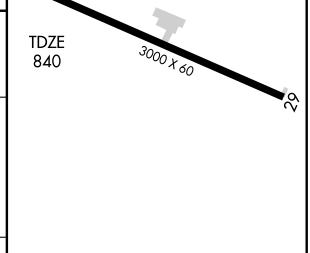
MISSED APPROACH: Climbing left turn to 3300 direct GIZCY and hold.

CEDAR RAPIDS APP CON ★ 119.7 266.8

CTAF 122.9







CATEGORY	A	B	C	D
LNAV MDA	1360-1	520 (600-1)	NA	
CIRCLING	1460-1	620 (700-1)	NA	

MIRL Rwy 11-29

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CID	APP CRS	Rwy Idg	3000
114.1	099°	TDZE	840
Chan 88		Apt Elev	840

VOR RWY 11

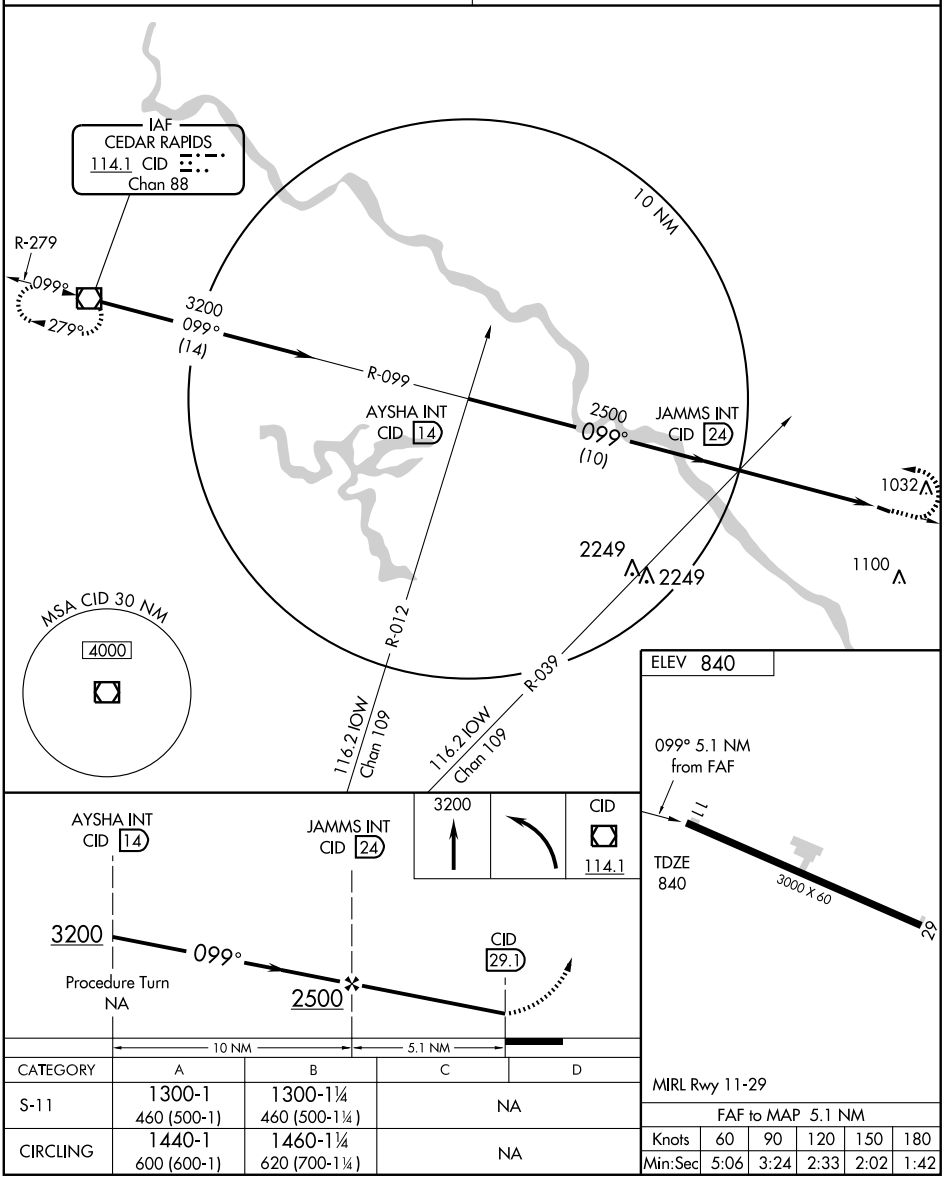
TIPTON/MATHEWS MEMORIAL (8C4)

Use Cedar Rapids altimeter setting.

NA

MISSED APPROACH: Climb to 3200, then left turn direct CID VOR/DME and hold.

CEDAR RAPIDS APP CON ★	CTAF
119.7 266.8	122.9



CATEGORY	A	B	C	D
S-11	1300-1 460 (500-1)	1300-1¼ 460 (500-1¼)	NA	
CIRCLING	1440-1 600 (600-1)	1460-1¼ 620 (700-1¼)	NA	

MIRL Rwy 11-29

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

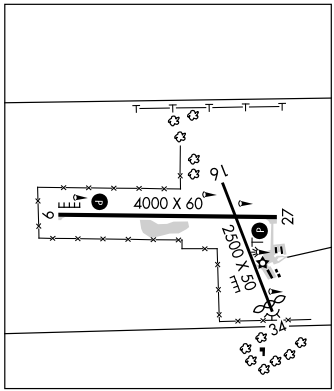
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

TOLEDO MUNI (8C5) 2 E UTC−6(−5DT) N41°59.29′ W92°32.88′ CHICAGO
960 B TPA—1760(800) NOTAM FILE FOD
RWY 17–35: 1850X100 (TURF)
RWY 17: Pole. Tree. **RWY 35:** Thld dsplcd 395′. Pole.
AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR. Rwy 35 marked with yellow cones, dsplcd thresholds marked with 3 yellow cones each side. 175′ X 25′ asph strip at the apch end of Rwy 17 used as twy.
COMMUNICATIONS: CTAF 122.9

TRAER MUNI (8C6) 1 NE UTC−6(−5DT) N42°11.95′ W92°27.48′ CHICAGO
892 NOTAM FILE FOD
RWY 17–35: 2555X100 (TURF) LIRL
RWY 17: Trees. **RWY 35:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. MOGAS and 100LL fuel avbl for emerg only, call 319–478–2154/2580. Snow removal delayed at times; confirm rwy condition prior to use call 319–478–2580 or 319–478–2154. Turf rwy soft during spring thaw. Rwy 17–35 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

UNION CO N40°57.45′ W94°20.84′ NOTAM FILE CSQ. OMAHA
NDB(MHW) 379 UNE 345° 3.9 NM to Creston Muni. L–10J, 12I

VINTON VETERANS MEM AIRPARK (VTI) 3 N UTC−6(−5DT) N42°13.12′ W92°01.56′ CHICAGO
842 B S2 **FUEL** 100LL NOTAM FILE VTI L–28F
RWY 09–27: H4000X60 (CONC) MIRL 0.4% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 4.0°. Trees.
RWY 27: REIL. PAPI(P2L)—GA 3.0°. Pole.
RWY 16–34: H2500X50 (ASPH) S–12.5
RWY 34: Thld dsplcd 190′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Self–Serve fuel avbl 24 hrs. Parachute Jumping. Rwy 16–34 CLOSED ngts and used as taxiway from Rwy 09–27 to ramp, taxiway edge lgts 30′ from pavement edges. MIRL Rwy 09–27 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.075 (319) 472–3122.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CEDAR RAPIDS APP/DEP CON** 134.05 (1100–0530Z‡)
CHICAGO CENTER APP/DEP CON 132.8 (0530–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE CID.
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25′ W91°47.14′ 327° 22.6 NM to fld. 876/5E.



WAPSIE N42°27.13′ W91°57.06′ NOTAM FILE IIB. CHICAGO
NDB (MHW) 206 IIB at Independence Muni. L–28F

APP CRS	Rwy Idg	4000
091°	TDZE	836
	Apt Elev	842

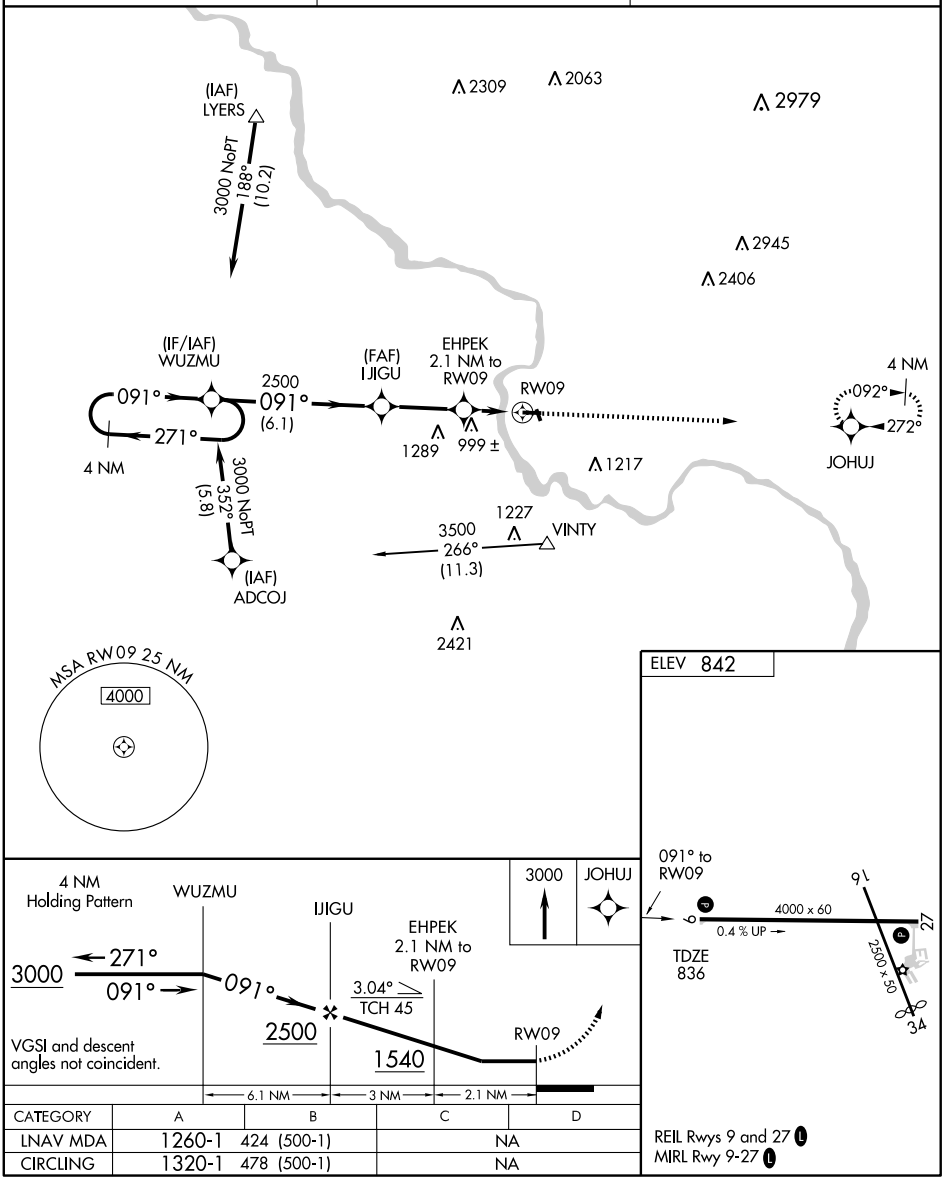
RNAV (GPS) RWY 9

VINTON VETERANS MEMORIAL AIRPARK (VTI)

When VGSI inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct JOHUJ and hold.

AWOS-3	CEDAR RAPIDS APP CON ★	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1	424 (500-1)	NA	
CIRCLING	1320-1	478 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 62917	272°	TDZE	839
W27A		Apt Elev	842

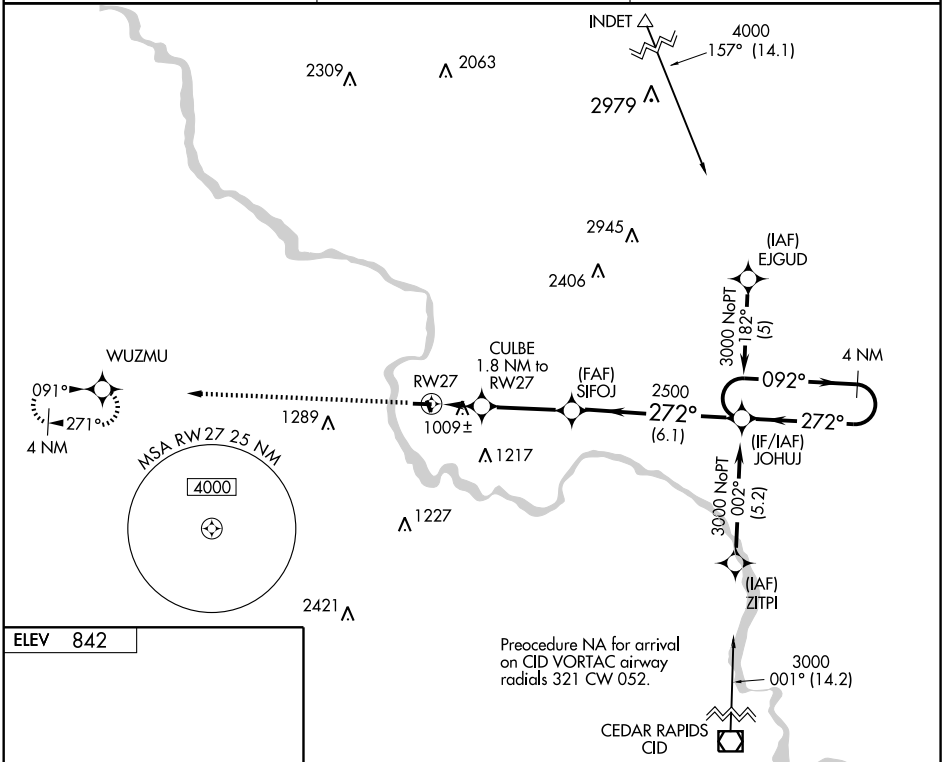
RNAV (GPS) RWY 27

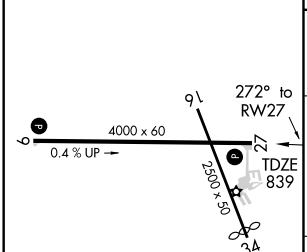
VINTON VETERANS MEMORIAL AIRPARK (VTI)

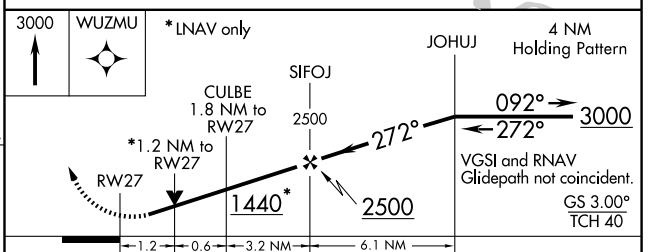
When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH: Climb to 3000 direct WUZMU and hold.

AWOS-3	CEDAR RAPIDS APP CON *	UNICOM
120.075	134.05 266.8	122.8 (CTAF) L





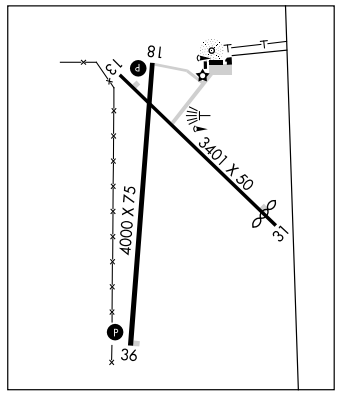


CATEGORY	A	B	C	D
LPV DA	1089-1 250 (300-1)		NA	
LNAV/VNAV DA	1323-1¾ 484 (500-1¾)		NA	
LNAV MDA	1260-1 421 (500-1)		NA	
CIRCLING	1320-1 478 (500-1)		NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

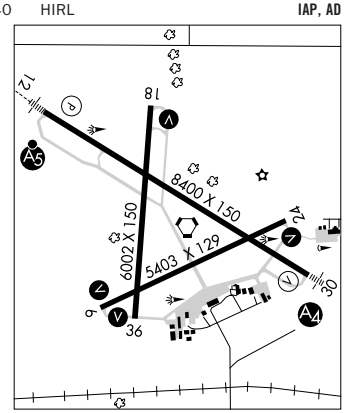
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WASHINGTON MUNI (AWG) 2 SE UTC−6(−5DT) N41°16.50′ W91°40.51′ **CHICAGO**
754 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE AWG **L–27B**
RWY 18–36: H4000X75 (CONC–WC) MIRL **IAP**
RWY 18: REIL. PAPI(P2R)—GA 3.0°TCH 20′. Twr.
RWY 36: REIL. PAPI(P2L)—GA 3.0°TCH 24′.
RWY 13–31: H3401X50 (CONC) S–28 MIRL (NSTD)
RWY 13: Twr. **RWY 31:** Thld dsplcd 335′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13–31 NSTD MIRL, edge lgts 20′ from pavement edge. ACTIVATE MIRL Rwy 13–31 (med inst only) MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (319) 653–4149.
COMMUNICATIONS: CTAF/UNICOM 122.7
CHICAGO CENTER APP/DEP CON 135.6
GCO 121.725 (FORT DODGE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 186° 14.9 NM to fld. 770/5E.
NDB (MHW) 219 AWG N41°16.79′ W91°40.37′ at fld. NOTAM FILE AWG. Unmonitored. NDB unusable byd 12 NM.



WATERLOO RGNL (ALO) 4 NW UTC−6(−5DT) N42°33.43′ W92°24.02′ **CHICAGO**
873 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO **H–5D, L–28F**
RWY 12–30: H8400X150 (ASPH–GRVD) S–55, D–75, 2S–95, 2D–140 HIRL **IAP, AD**
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57′. Tree.
RWY 30: MALS. VASI(V4L)—GA 3.0° TCH 52′.
RWY 18–36: H6002X150 (ASPH–GRVD) S–50, D–75, 2S–95, 2D–180 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42′. Tree.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Tree.
RWY 06–24: H5403X129 (ASPH–GRVD) S–29.5, D–37 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47′. Tree.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12–30	3900
RWY 12	06–24	6100
RWY 18	06–24	4850
RWY 24	18–36	3950
RWY 30	18–36	4800
RWY 36	12–30	3650



AIRPORT REMARKS: Attended 1100–0400Z‡. Fuel available on request 0400 1100Z‡. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 0500–1200Z‡ except 72 hours PPR arpt manager. Call arpt manager 319–291–4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and invof arpt. Fuel available on request 0400–1100Z‡, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06–24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12–30; and MIRL Rwy 18–36; MALSR Rwy 12; MALS Rwy 30, VASI Rwys 06, 24, 18 and 36—CTAF.
WEATHER DATA SOURCES: ASOS (319) 233–8984. **HIWAS** 112.2 ALO.
COMMUNICATIONS: CTAF 125.075 **ATIS** 120.65 **UNICOM** 122.95
RCO 122.05 (FORT DODGE RADIO)
Ⓡ **APP/DEP CON** 118.9 126.75 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
TOWER 125.075 (1200–0200Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
(H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ at fld. 865/6E. **HIWAS.**
VOR portion unusable 351°–010°. VOR portion unusable byd 35 NM blo 2,500′.
PRICE NDB (LOM) 382 AL N42°37.33′ W92°30.57′ 126° 6.2 NM to fld. SHUTDOWN.
ILS/DME 111.7 I–ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd. Backcourse unusable beyond 15 NM blo 2500′.

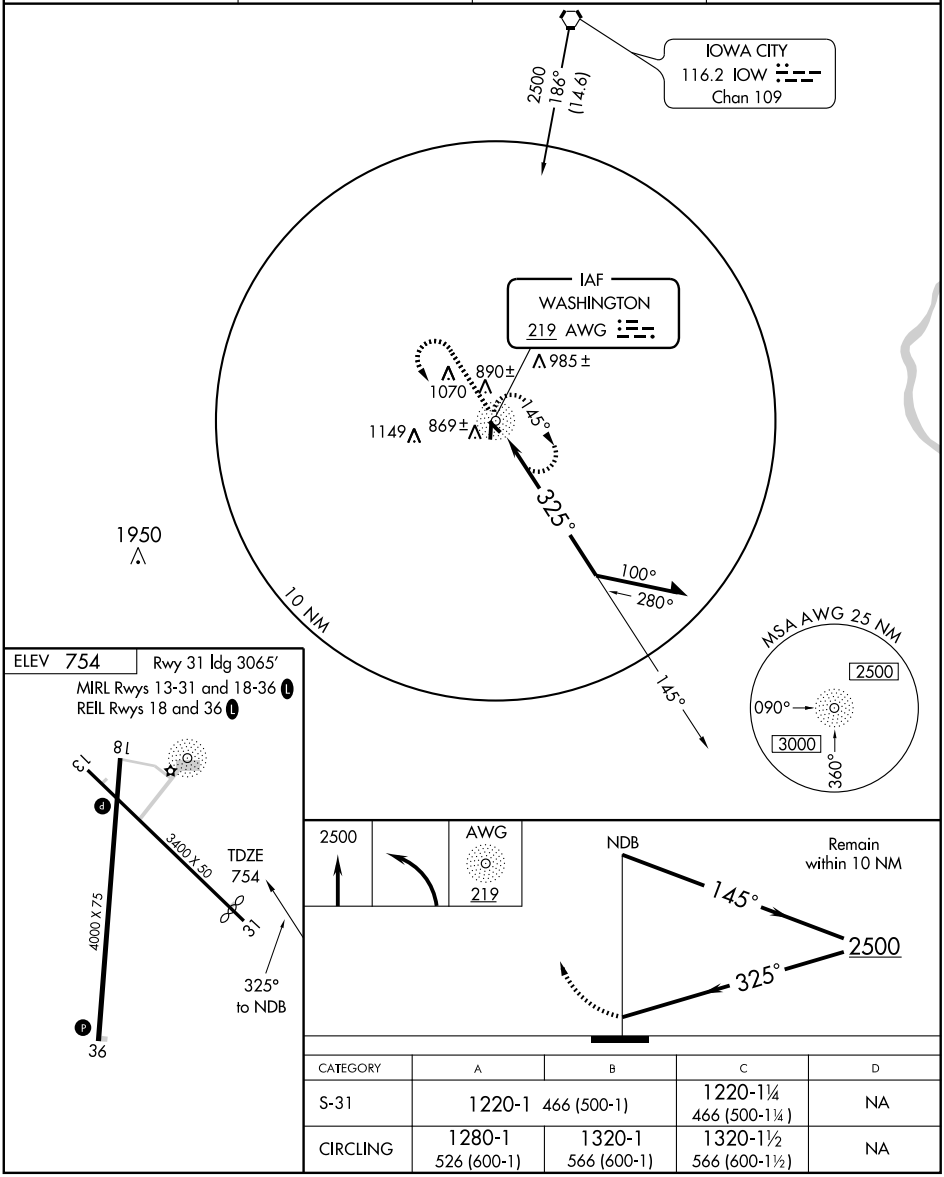
NDB AWG	APP CRS	Rwy Idg	3065
219	325°	TDZE	754
		Apt Elev	754

NDB RWY 31
WASHINGTON MUNI (AWG)

NA

MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-31	1220-1	466 (500-1)	1220-1¼ 466 (500-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4000
CH 45816	181°	TDZE 752
W18A		Apt Elev 754

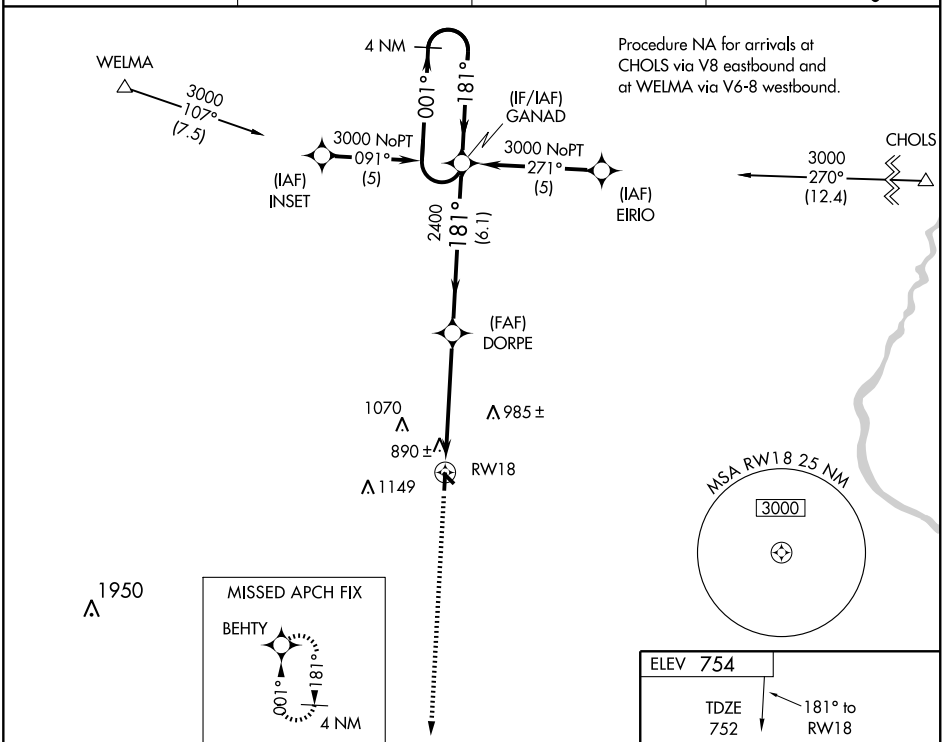
RNAV (GPS) RWY 18

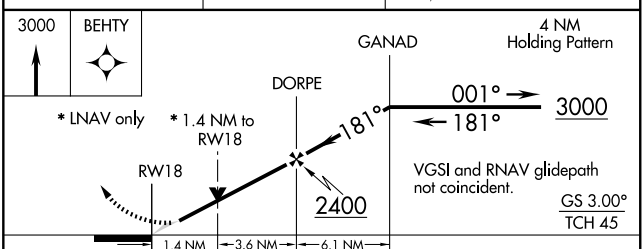
WASHINGTON MUNI (AWG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

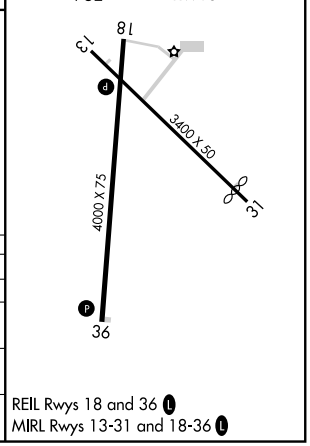
MISSED APPROACH: Climb to 3000 direct BEHTY and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	952-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1233-1¾ 481 (500-1¾)			NA
LNAV MDA	1200-1 448 (500-1)		1200-1¼ 448 (500-1¼)	NA
CIRCLING	1240-1 486 (500-1)		1240-1½ 486 (500-1½)	NA



REIL Rwys 18 and 36 L
MIRL Rwys 13-31 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 90416	001°	TDZE	752
W36A		Apt Elev	754

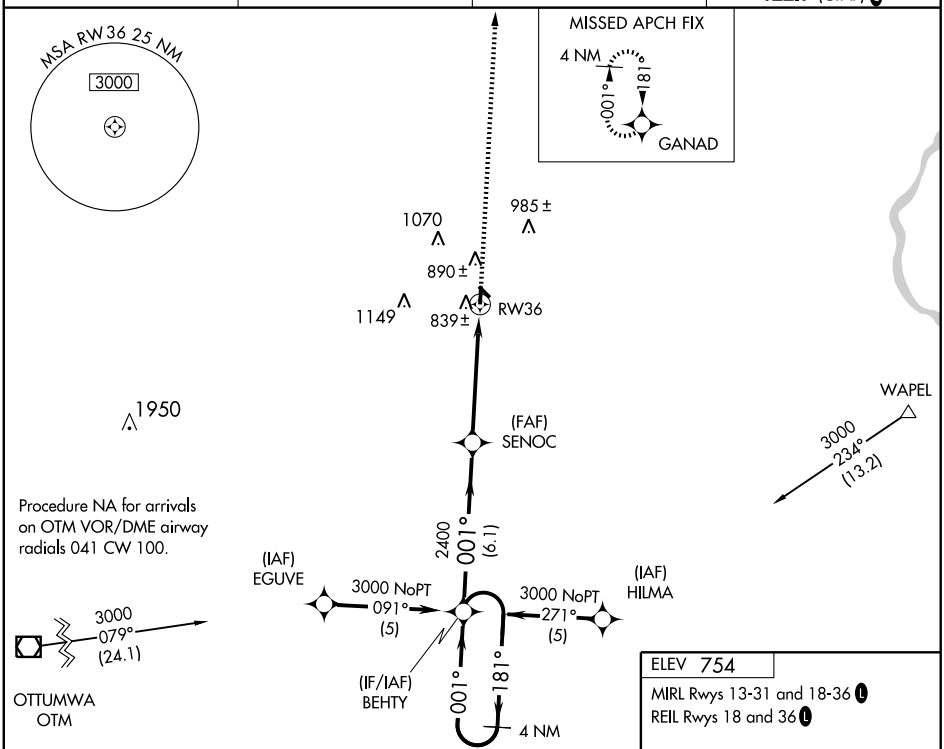
RNAV (GPS) RWY 36

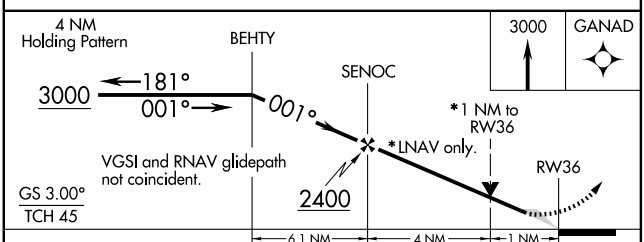
WASHINGTON MUNI (AWG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C/ and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GANAD and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L



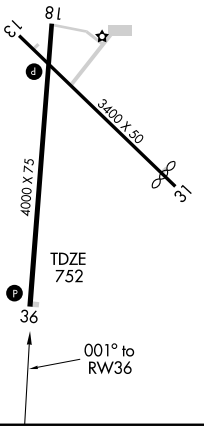


CATEGORY	A	B	C	D
LPV DA	952-¾ 200 (200-¾)			NA
LNAV/VNAV DA	1109-1¼ 357 (400-1¼)			NA
LNAV MDA	1100-1 348 (400-1)			NA
CIRCLING	1240-1 486 (500-1)		1240-1½ 486 (500-1½)	NA

ELEV 754

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 18 and 36 L



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

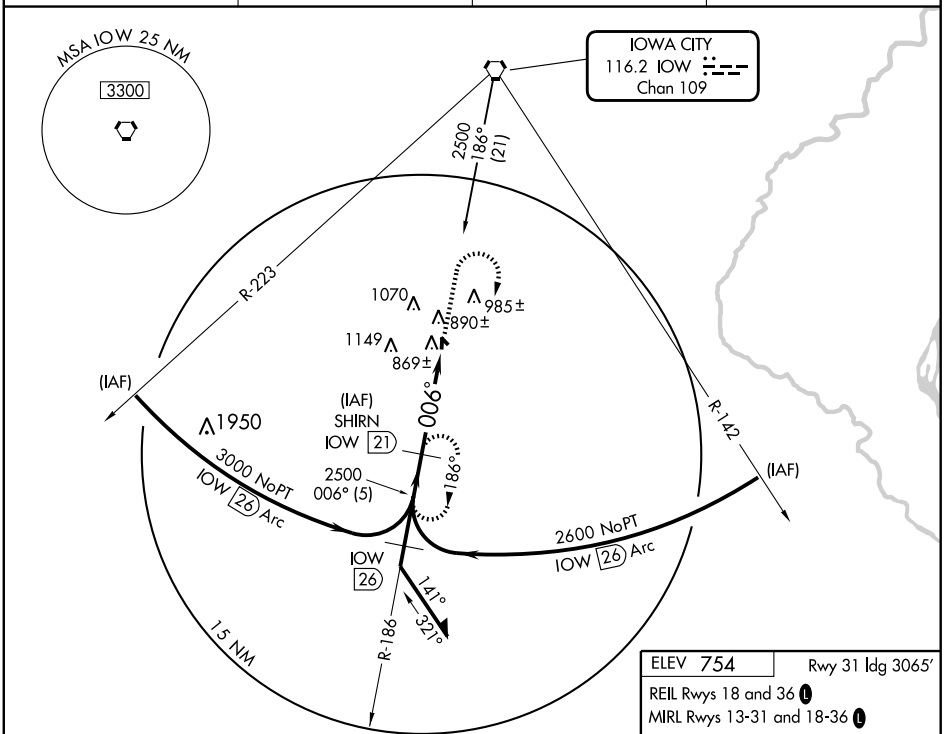
VORTAC IOW 116.2 Chan 109	APP CRS 006°	Rwy Idg 4000 TDZE 752 Apt Elev 754

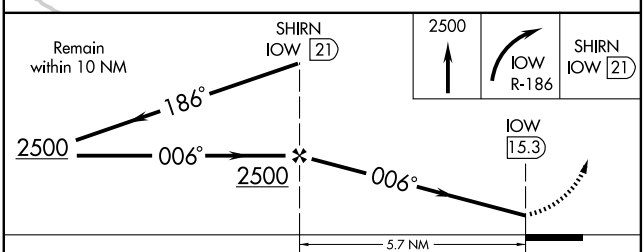
VOR/DME RWY 36
WASHINGTON MUNI (AWG)

T
A NA

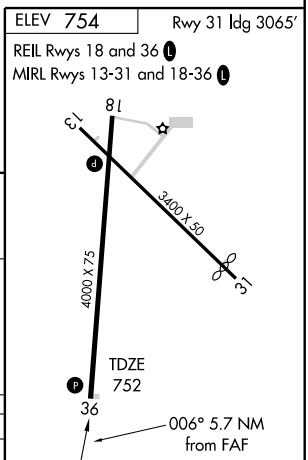
MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3	CHICAGO CENTER	GCO	UNICOM
127.825	135.6 370.95	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)		1120-1¼ 368 (400-1¼)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

WATERLOO RGNL (ALO)
WATERLOO, IOWA

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS
120.65
WATERLOO TOWER*
125.075 257.8
GND CON
121.9 269.1

FIELD ELEV 873

VAR 0.4° E
JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

42°34'N

12
127.4°
ELEV 870
18
187.4°
C1
B
B1
C
B
LAHSO
LAHSO
923
B
C
HS 1
8400 X 150
6002 X 150
ELEV 866
24
247.4°
LAHSO
ANG HANGAR
HS 3
B
5403 X 129
LAHSO
HS 4
A
ANG RAMP
LAHSO
TWR 977
A
B
A
307.4°
ELEV 867
30
E
ELEV 868
067.4°
9
LAHSO GENERAL AVIATION
007.4°
TERMINAL
FBO
FBO
FIRE STATION
42°33'N
A
A
36
ELEV 867
HS 2

NOTE: RADAR REFLECTORS ON RWYS 6, 12, 30.

RWY 06-24
S-29.5, D-37
RWY 12-30
S-55, D-75, 2S-95, 2D-140
RWY 18-36
S-50, D-75, 2S-95

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

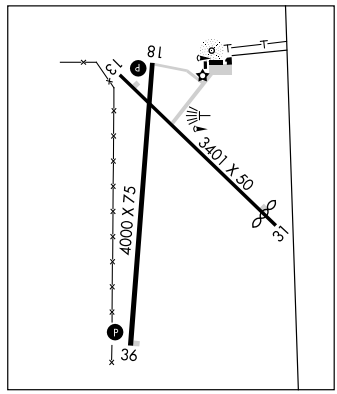
92° 24'W
92° 23'W

AIRPORT DIAGRAM

WATERLOO, IOWA
WATERLOO RGNL (ALO)

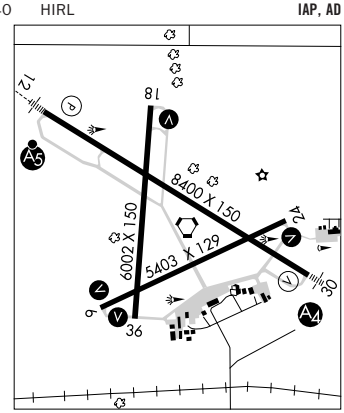
10266

WASHINGTON MUNI (AWG) 2 SE UTC−6(−5DT) N41°16.50′ W91°40.51′ **CHICAGO**
754 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE AWG **L–27B**
RWY 18–36: H4000X75 (CONC–WC) MIRL **IAP**
RWY 18: REIL. PAPI(P2R)—GA 3.0°TCH 20′. Twr.
RWY 36: REIL. PAPI(P2L)—GA 3.0°TCH 24′.
RWY 13–31: H3401X50 (CONC) S–28 MIRL (NSTD)
RWY 13: Twr. **RWY 31:** Thld dsplcd 335′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13–31 NSTD MIRL, edge lgts 20′ from pavement edge. ACTIVATE MIRL Rwy 13–31 (med inst only) MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (319) 653–4149.
COMMUNICATIONS: CTAF/UNICOM 122.7
CHICAGO CENTER APP/DEP CON 135.6
GCO 121.725 (FORT DODGE RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IOW.
IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14′ W91°36.80′ 186° 14.9 NM to fld. 770/5E.
NDB (MHW) 219 AWG N41°16.79′ W91°40.37′ at fld. NOTAM FILE AWG. Unmonitored. NDB unusable byd 12 NM.



WATERLOO RGNL (ALO) 4 NW UTC−6(−5DT) N42°33.43′ W92°24.02′ **CHICAGO**
873 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO **H–5D, L–28F**
RWY 12–30: H8400X150 (ASPH–GRVD) S–55, D–75, 2S–95, 2D–140 HIRL **IAP, AD**
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57′. Tree.
RWY 30: MALS. VASI(V4L)—GA 3.0° TCH 52′.
RWY 18–36: H6002X150 (ASPH–GRVD) S–50, D–75, 2S–95, 2D–180 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42′. Tree.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Tree.
RWY 06–24: H5403X129 (ASPH–GRVD) S–29.5, D–37 MIRL
RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47′. Tree.
RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12–30	3900
RWY 12	06–24	6100
RWY 18	06–24	4850
RWY 24	18–36	3950
RWY 30	18–36	4800
RWY 36	12–30	3650



AIRPORT REMARKS: Attended 1100–0400Z‡. Fuel available on request 0400 1100Z‡. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats 0500–1200Z‡ except 72 hours PPR arpt manager. Call arpt manager 319–291–4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and invof arpt. Fuel available on request 0400–1100Z‡, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06–24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12–30; and MIRL Rwy 18–36; MALSR Rwy 12; MALS Rwy 30, VASI Rwys 06, 24, 18 and 36—CTAF.
WEATHER DATA SOURCES: ASOS (319) 233–8984. **HIWAS** 112.2 ALO.
COMMUNICATIONS: CTAF 125.075 **ATIS** 120.65 **UNICOM** 122.95
RCO 122.05 (FORT DODGE RADIO)
Ⓡ **APP/DEP CON** 118.9 126.75 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
TOWER 125.075 (1200–0200Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0200Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
(H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ at fld. 865/6E. **HIWAS.**
VOR portion unusable 351°–010°. VOR portion unusable byd 35 NM blo 2,500′.
PRICE NDB (LOM) 382 AL N42°37.33′ W92°30.57′ 126° 6.2 NM to fld. SHUTDOWN.
ILS/DME 111.7 I–ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd. Backcourse unusable beyond 15 NM blo 2500′.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 12

WATERLOO RGNL (ALO)

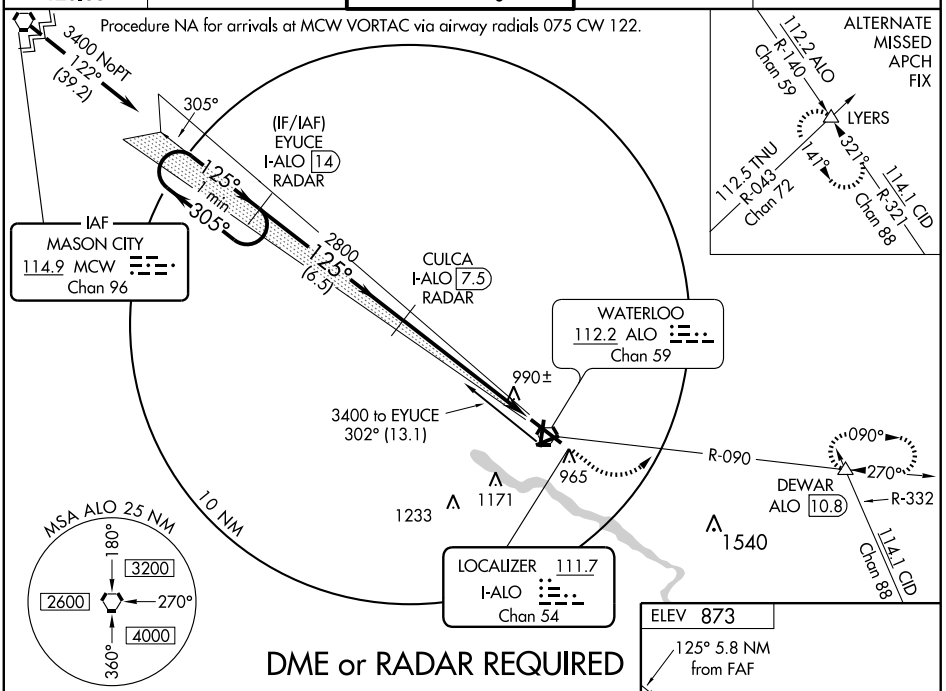
LOC/DME I-ALO	APP CRS	Rwy ldg	8400
111.7	125°	TDZE	873
Chan 54		Apt Elev	873

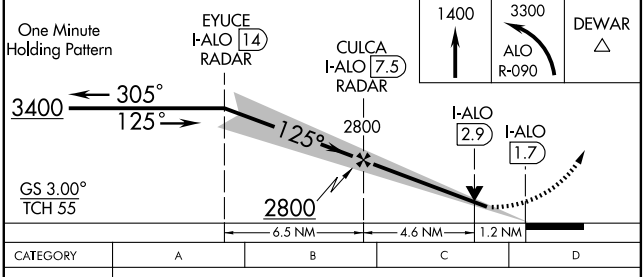
For inoperative MALSR when using Oelwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required ** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility ¼ mile. VDP NA when using Oelwin Muni altimeter setting.

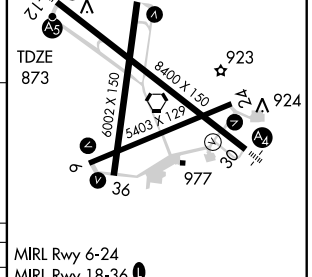
MALSR

MISSED APPROACH: Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-ILS 12		**1073/24 200 (200-½)		
S-LOC 12	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

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LOC/DME I-ALO	APP CRS	Rwy Idg	8400
111.7	305°	TDZE	867
Chan 54		Apt Elev	873

LOC BC RWY 30
WATERLOO RGNL (ALO)

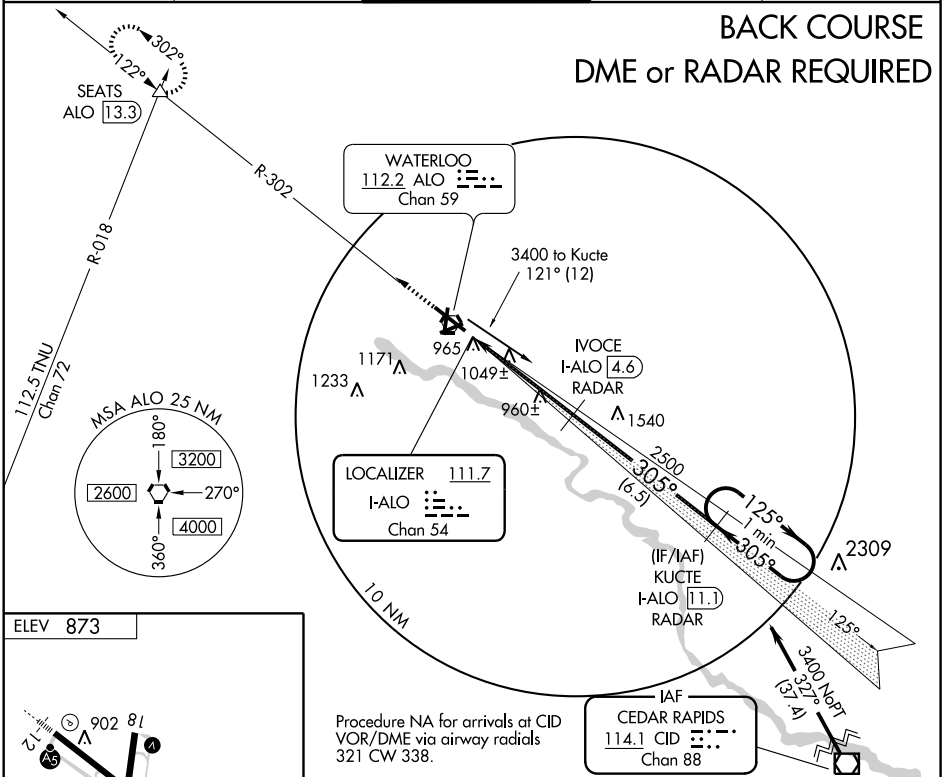
Inoperative table does not apply to S-30 Cat C. DME or RADAR required.
When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ¼ mile.
When control tower closed, radar not available.

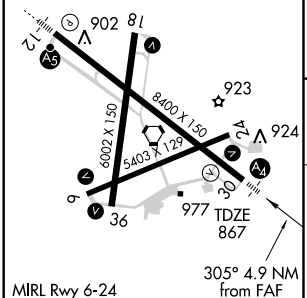
MALS

MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95

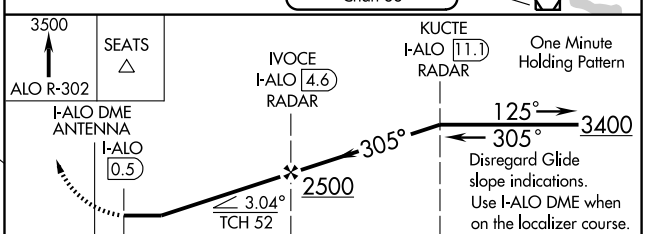
BACK COURSE
DME or RADAR REQUIRED





MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-30	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

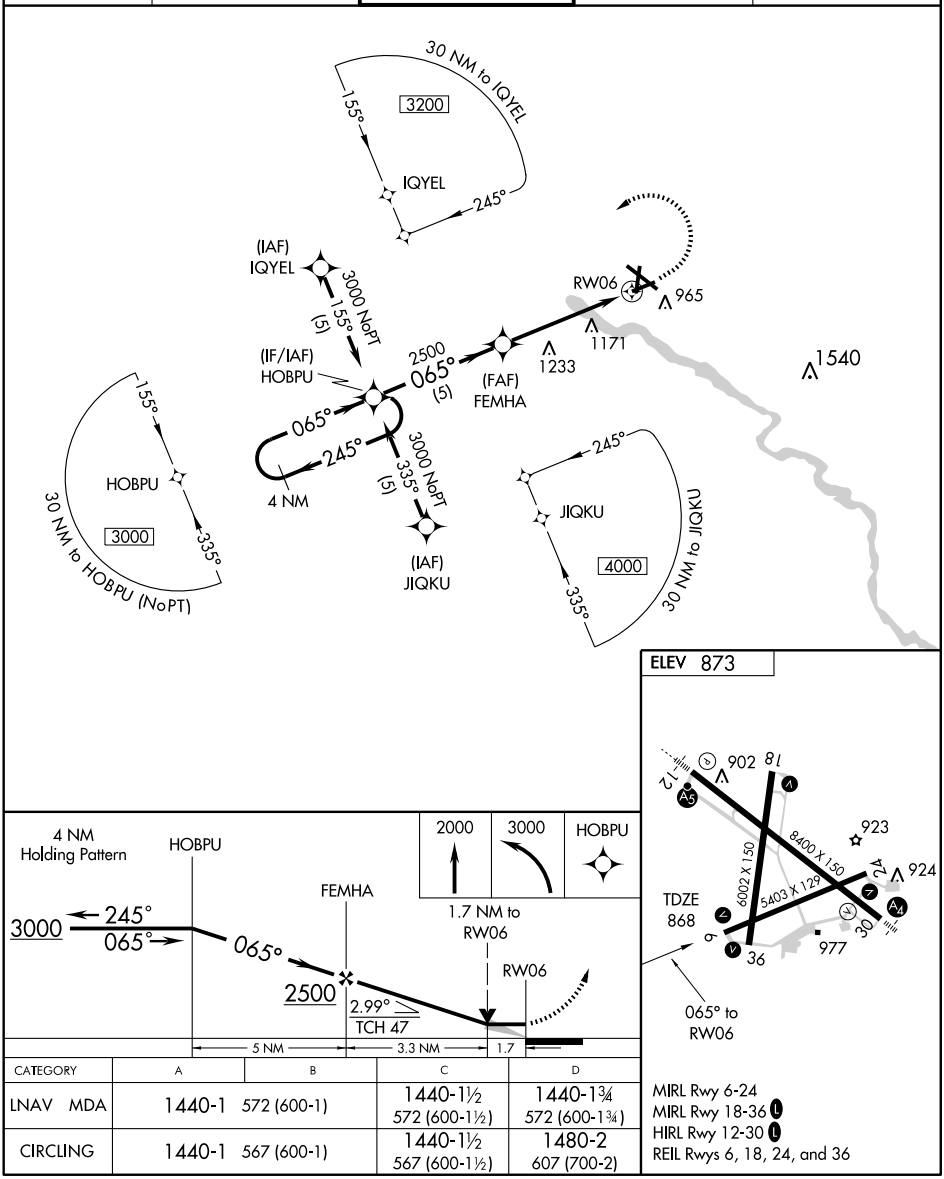
WATERLOO RGNL (ALO)

APP CRS	Rwy Idg	5403
065°	TDZE	868
	Apt Elev	873

When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1440-1 572 (600-1)		1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8400
CH 72801	125°	TDZE	873
W12A		Apt Elev	873

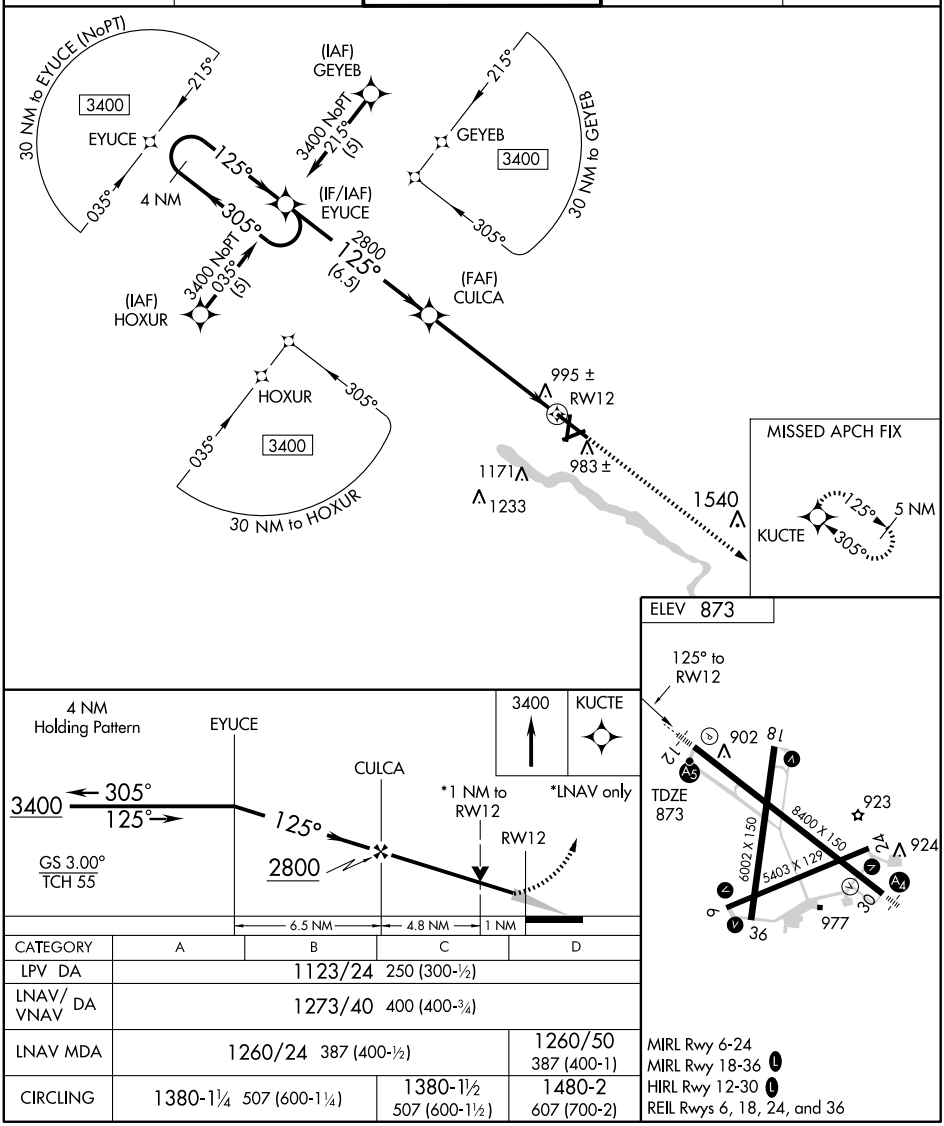
RNAV (GPS) RWY 12
WATERLOO RGNL (ALO)

For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4F°) or above 47C (117F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'.
Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR

MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS	WATERLOO APP CON★	WATERLOO TOWER★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



CATEGORY	A	B	C	D
LPV DA	1123/24 250 (300-½)			
LNAV/ VNAV DA	1273/40 400 (400-¾)			
LNAV MDA	1260/24 387 (400-½)			1260/50 387 (400-1)
CIRCLING	1380-1¼ 507 (600-1¼)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

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RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

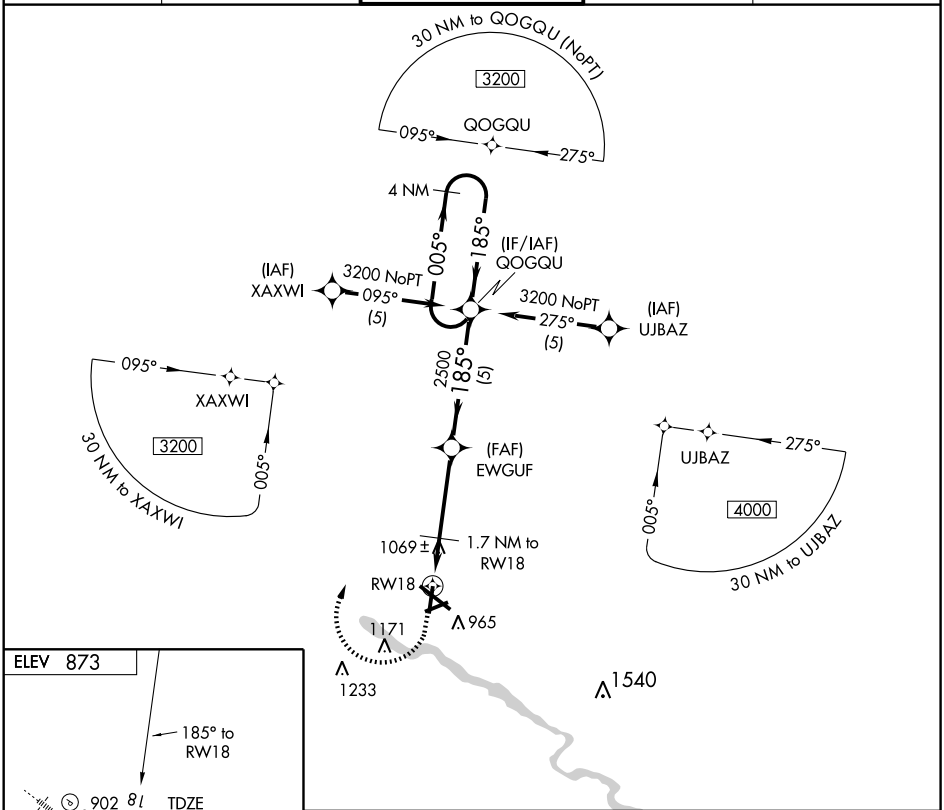
APP CRS	Rwy Idg	6002
185°	TDZE	870
	Apt Elev	873

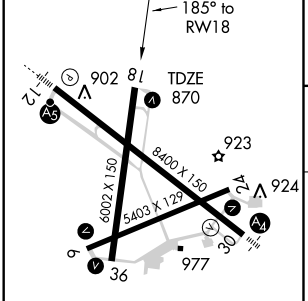
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

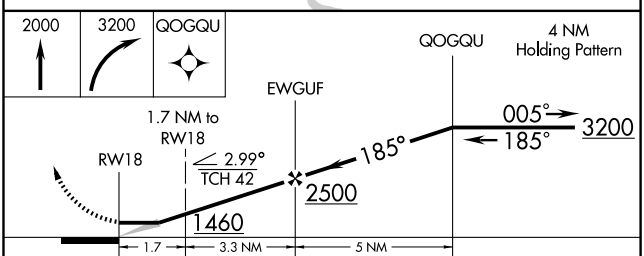
MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36



CATEGORY	A	B	C	D
LNAV MDA	1320-1 450 (500-1)		1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

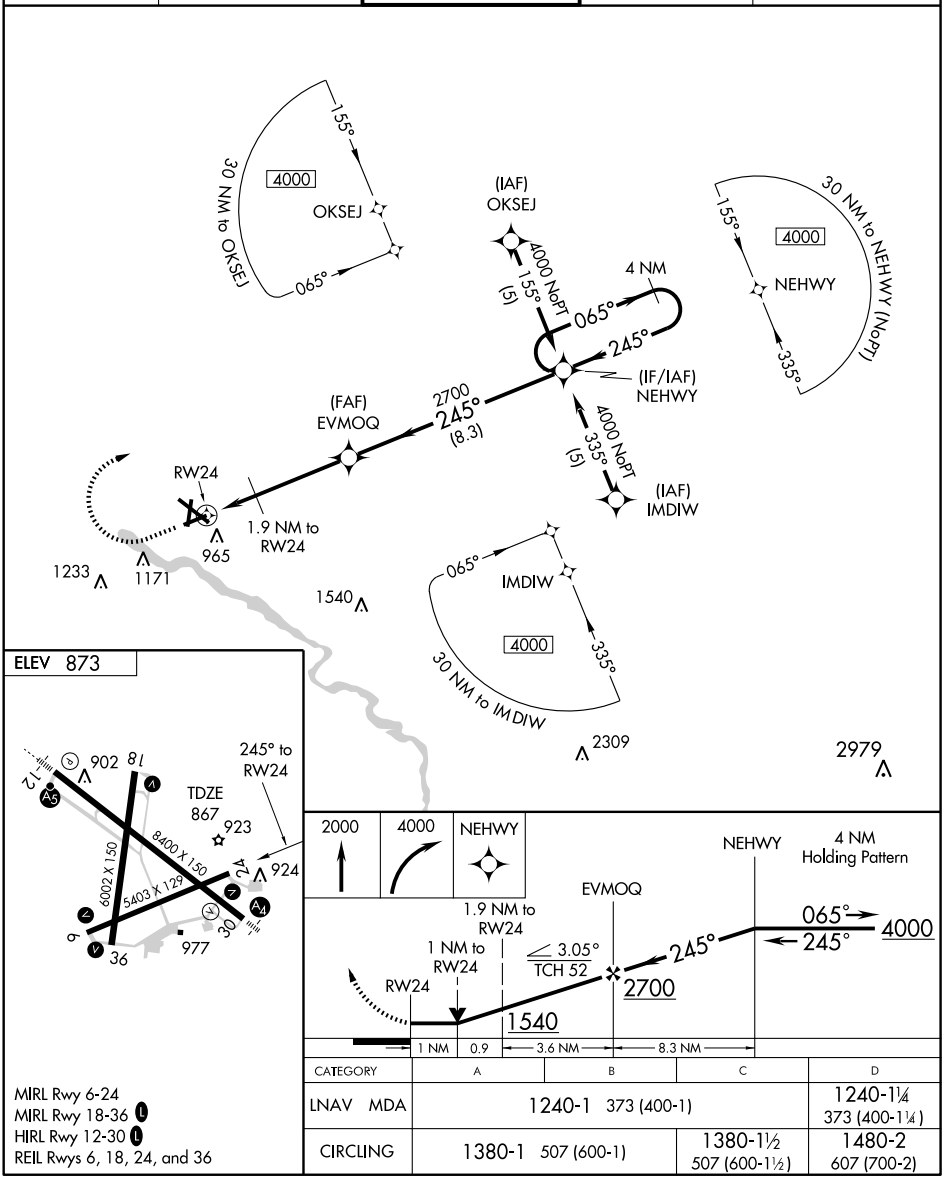
WATERLOO RGNL (ALO)

APP CRS	Rwy Idg	5403
245°	TDZE	867
	Apt Elev	873

▼ NA When control tower closed, straight-in minimums not authorized at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8400
CH 78201	305°	TDZE	867
W30A		Apt Elev	873

RNAV (GPS) RWY 30

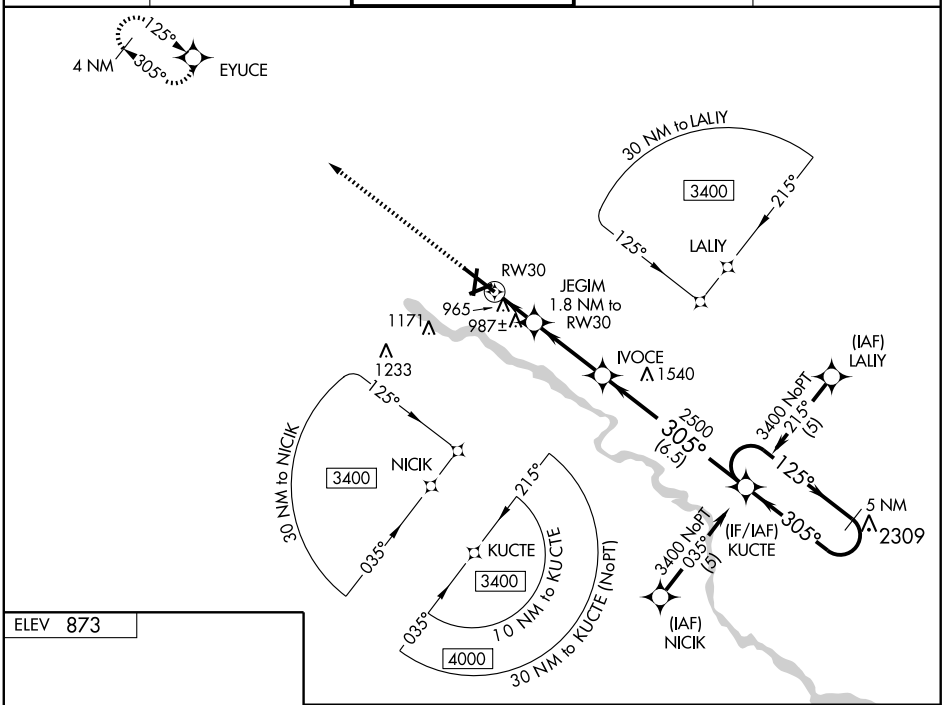
WATERLOO RGNL (ALO)

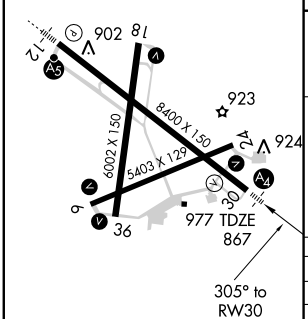
Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence atimeter setting.

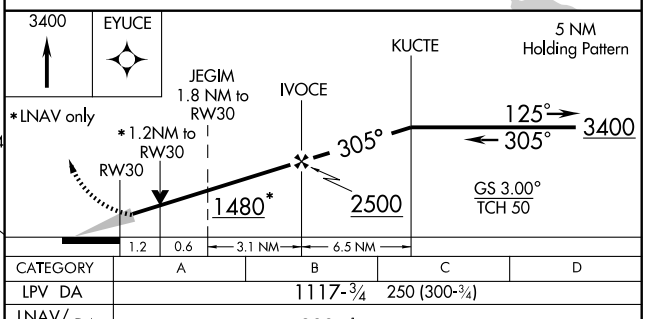
MALSR

MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
LPV DA	1117-¾ 250 (300-¾)			
LNAV/VNAV DA	1299-1½ 432 (500-1½)			
LNAV MDA	1300- ¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)	1300-1½ 433 (500-1½)
CIRCLING	1380-1½ 507 (600-1½)			1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

WATERLOO RGNL (ALO)

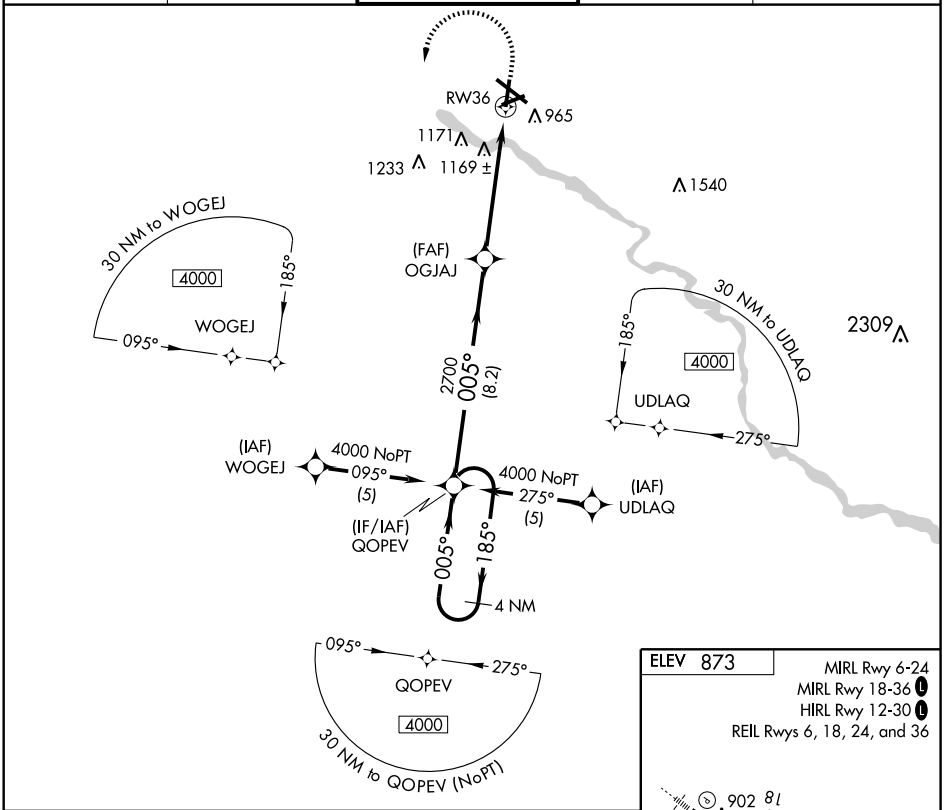
APP CRS	Rwy Idg	6002
005°	TDZE	869
	Apt Elev	873

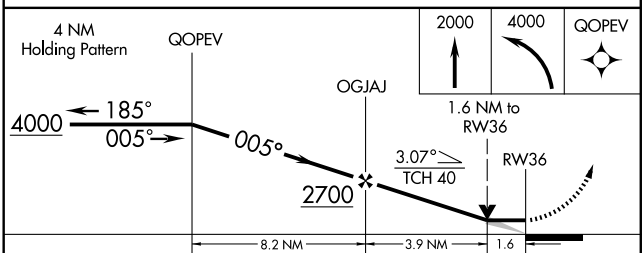
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

NA

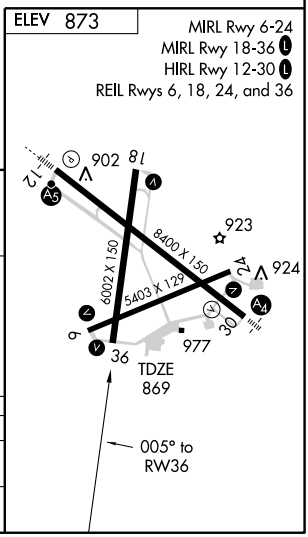
MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct QOPEV WP and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
LNAV MDA	1420-1	551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)
CIRCLING	1420-1	547 (600-1)	1420-1½ 547 (600-1½)	1480-2 607 (700-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ALO 112.2 Chan 59	APP CRS 294°	Rwy Idg 8400 TDZE 867 Apt Elev 873

VOR/DME RWY 30

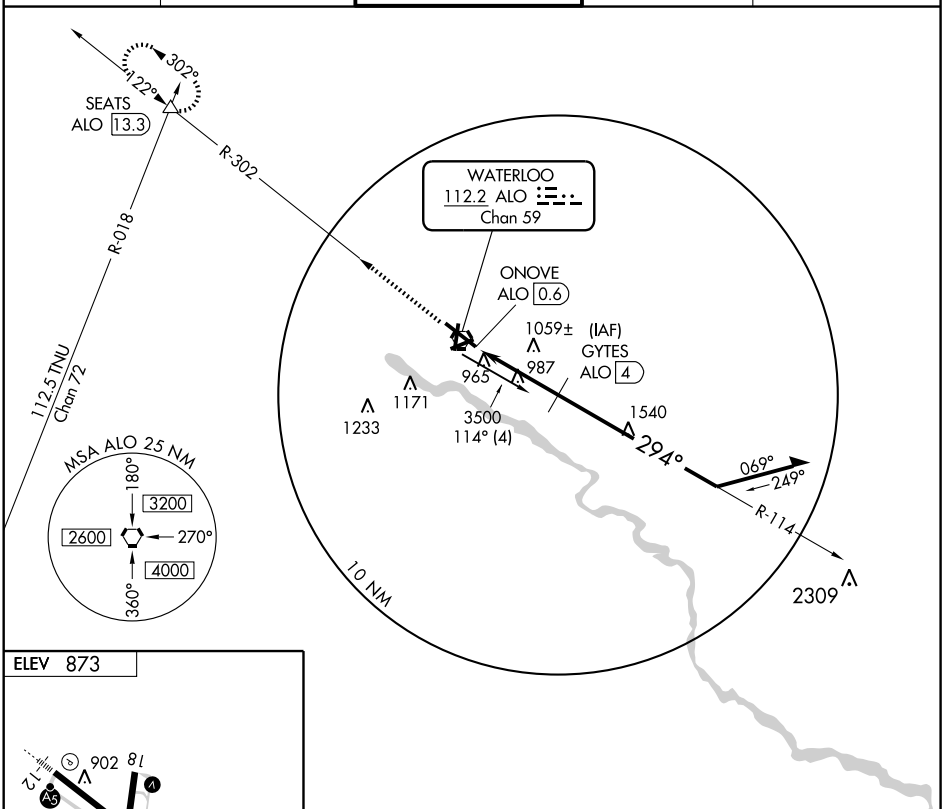
WATERLOO RGNL (ALO)

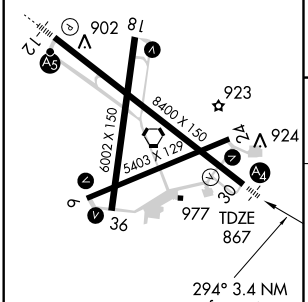
Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

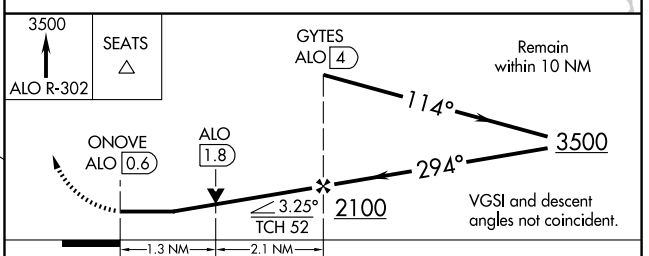
MALSR

MISSED APPROACH: Climb to 3500 via ALO R-302 to SEATS Int/13.3 DME and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-30	1320-¾ 453 (500-¾)		1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

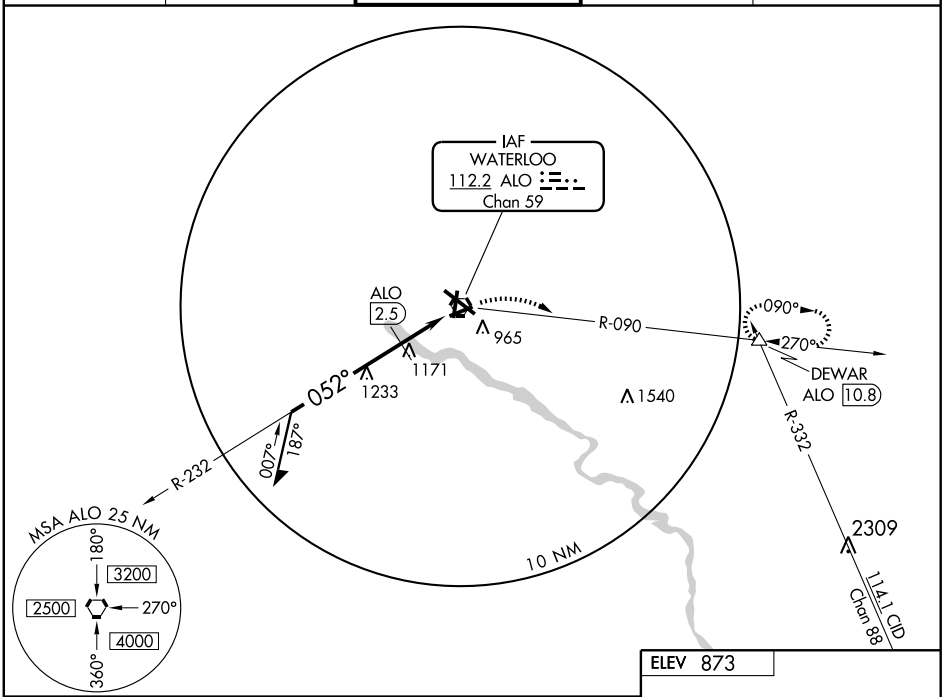
VORTAC ALO	APP CRS	Rwy Idg	5403
112.2	052°	TDZE	868
Chan 59		Apt Elev	873

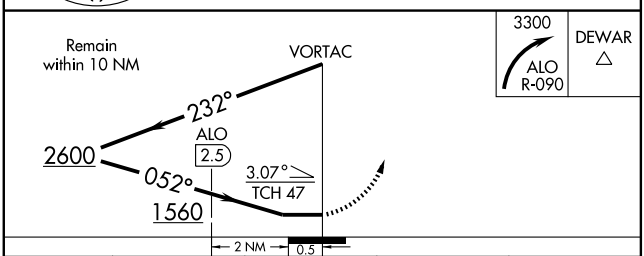
VOR RWY 6
WATERLOO RGNL (ALO)

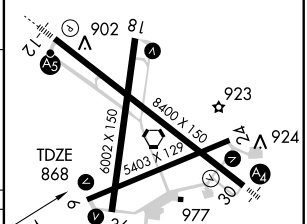
NA — When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-6	1560-1	692 (700-1)	1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1	687 (700-1)	1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1	572 (600-1)	1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ALO 112.2 Chan 59	APP CRS 127°	Rwy Idg 8400 TDZE 873 Apt Elev 873

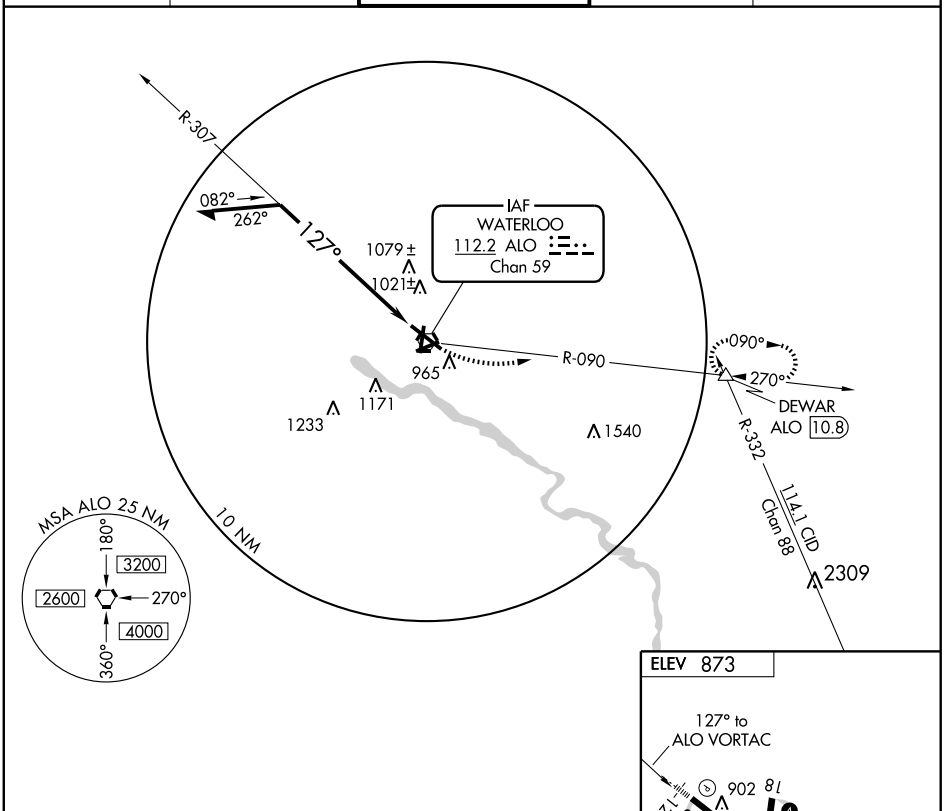
VOR RWY 12
WATERLOO RGNL (ALO)

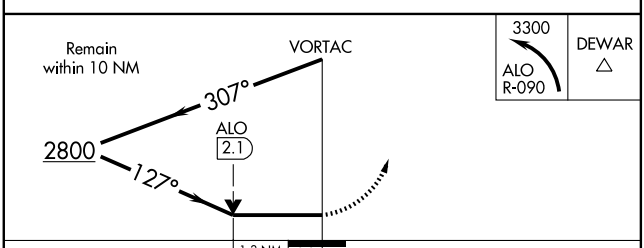
If local altimeter setting not received, use Independence altimeter setting and increase all MDAs 80 feet.

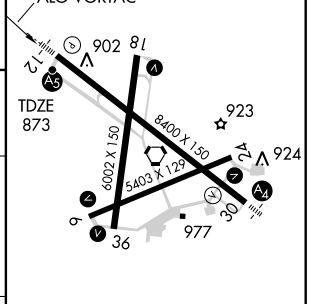
MALSR

MISSED APPROACH: Climbing left turn to 3300 via ALO R-090 to DEWAR Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

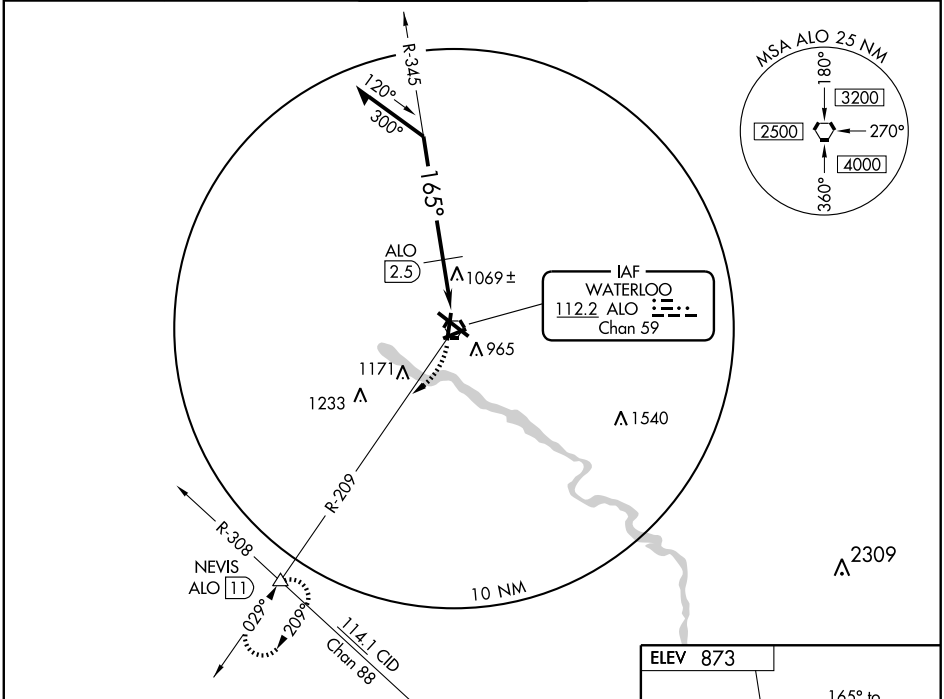
VORTAC ALO	APP CRS	Rwy Idg	6002
112.2	165°	TDZE	870
Chan 59		Apt Elev	873

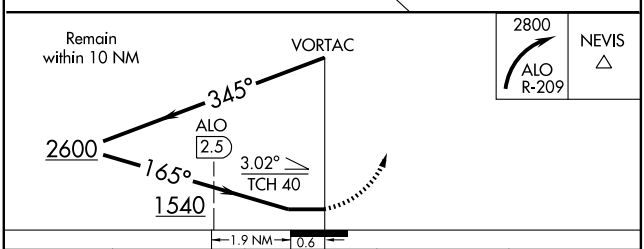
VOR RWY 18
WATERLOO RGNL (ALO)

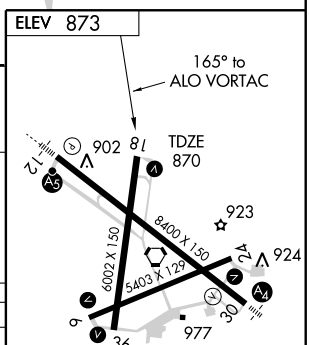
NA

MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-18	1540-1	670 (700-1)	1540-1¾ 670 (700-1¾)	1540-2 670 (700-2)
CIRCLING	1540-1	667 (700-1)	1540-1¾ 667 (700-1¾)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1	450 (500-1)	1320-1¼ 450 (500-1¼)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

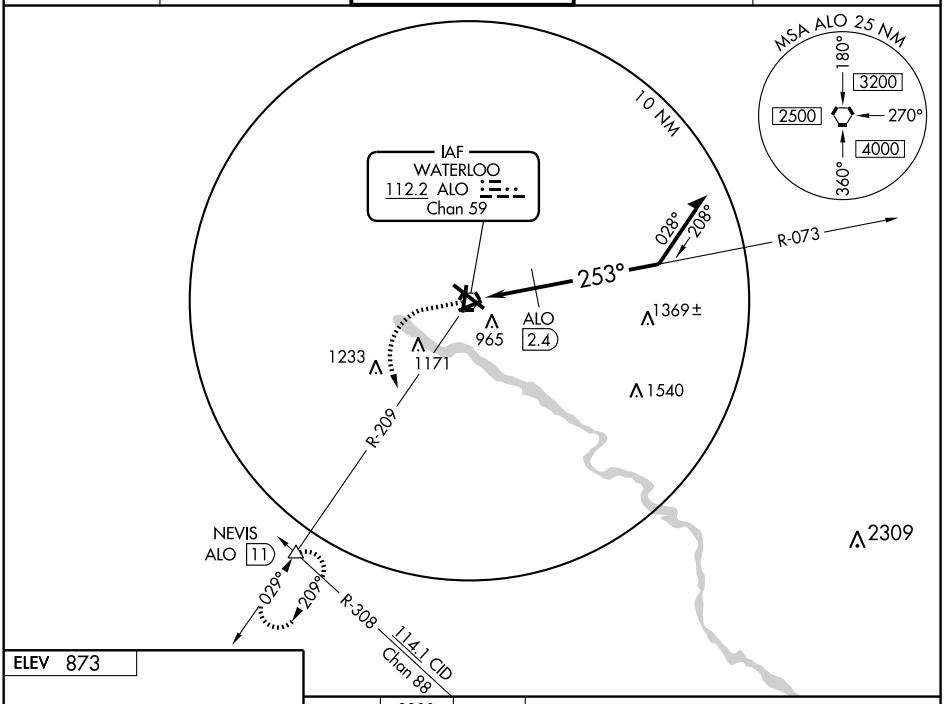
VORTAC ALO 112.2 Chan 59	APP CRS 253°	Rwy Idg 5403 TDZE 867 Apt Elev 873

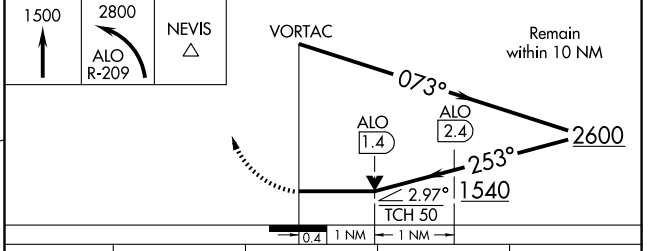
VOR RWY 24
WATERLOO RGNL (ALO)

NA When control tower closed, straight-in minimums not authorized at night.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95





CATEGORY	A	B	C	D
S-24	1540-1 673 (700-1)		1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1 667 (700-1)		1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)
DME MINIMUMS				
S-24	1240-1 373 (400-1)			1240-1¼ 373 (400-1¼)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

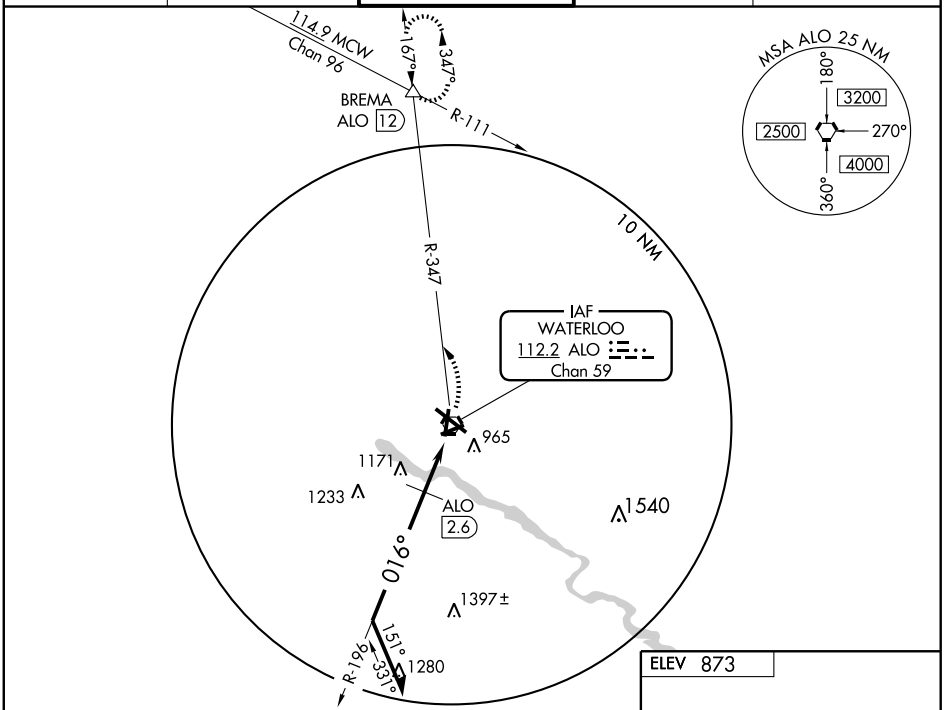
VORTAC ALO 112.2 Chan 59	APP CRS 016°	Rwy Idg 6002 TDZE 869 Apt Elev 873

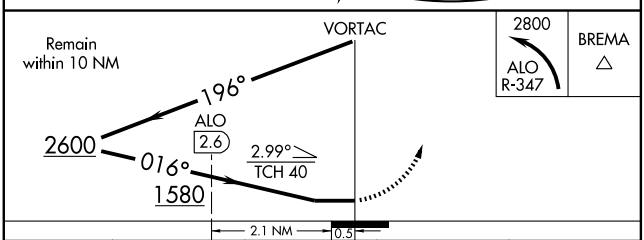
VOR RWY 36
WATERLOO RGNL (ALO)

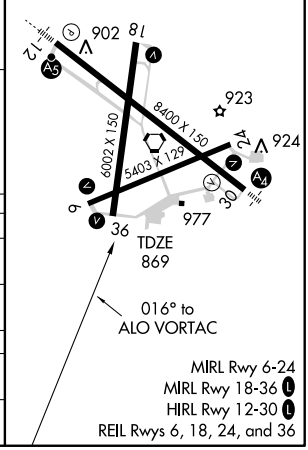
NA

MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

ATIS	WATERLOO APP CON ★	WATERLOO TOWER ★	GND CON	UNICOM
120.65	118.9 251.15	125.075 (CTAF) L 257.8	121.9 269.1	122.95







CATEGORY	A	B	C	D
S-36	1580-1	711 (800-1)	1580-2 711 (800-2)	1580-2¼ 711 (800-2¼)
CIRCLING	1580-1	707 (800-1)	1580-2 707 (800-2)	1580-2¼ 707 (800-2¼)
DME MINIMUMS				
S-36	1440-1	571 (600-1)	1440-1½ 571 (600-1½)	1440-1¾ 571 (600-1¾)
CIRCLING	1440-1	567 (600-1)	1440-1½ 567 (600-1½)	1480-2 607 (700-2)

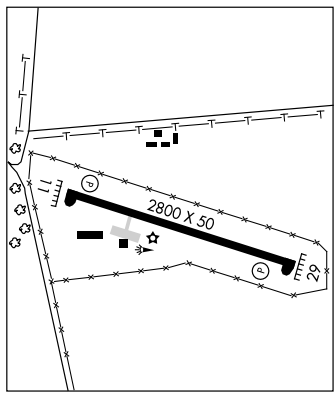
MIRL Rwy 6-24
MIRL Rwy 18-36 L
HIRL Rwy 12-30 L
REIL Rwys 6, 18, 24, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

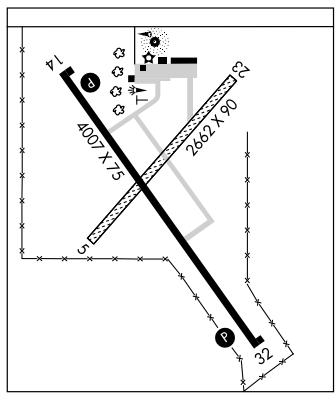
WAUKON N43°16.81′ W91°32.24′ NOTAM FILE FOD. CHICAGO
(L) VORTAC 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E. L–28G
RCO 122.1R 116.6T (FORT DODGE RADIO)

WAUKON MUNI (YØ1) 1 NE UTC−6(−5DT) N43°16.83′ W91°28.17′ CHICAGO
1281 **FUEL** 100LL NOTAM FILE FOD
RWY 07–25: H2413X60 (ASPH) LIRL 0.9% up W
RWY 07: Sign.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WAVERLY MUNI (C25) 2 NW UTC−6(−5DT) N42°44.52′ W92°30.48′ CHICAGO
992 B S3 **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 11–29: H2800X50 (ASPH) S–12.5, D–16 LIRL 0.3% up NW IAP
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1400–2300Z‡. Ground drops off approximately 50–75 ft at end of Rwy 11 safety area. Rwy 11 P–lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ 331° 12.1 NM to fld. 865/6E.
HIWAS.



WEBSTER CITY MUNI (EBS) 3 SW UTC−6(−5DT) N42°26.19′ W93°52.14′ OMAHA
1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS L–12J
RWY 14–32: H4007X75 (CONC) S–15 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Fence.
RWY 05–23: 2662X90 (TURF)
RWY 05: Fence.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 05–23 CLOSED Nov–Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (515) 832–2794.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 112° 21.6 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 323 EBS N42°26.48′ W93°52.16′ at fld. NOTAM FILE EBS.



WEST UNION N42°56.63′ W91°46.94′ NOTAM FILE FOD. CHICAGO
NDB (MHW) 278 XWY 350° 2.5 NM to George L. Scott Muni. L–28F

VORTAC ALO 112.2 Chan 59	APP CRS 331°	Rwy Idg N/A TDZE N/A Apt Elev 992

VOR or GPS-A
WAVERLY MUNI (C25)

RADAR not available when Waterloo Tower is closed. Use Waterloo altimeter setting.

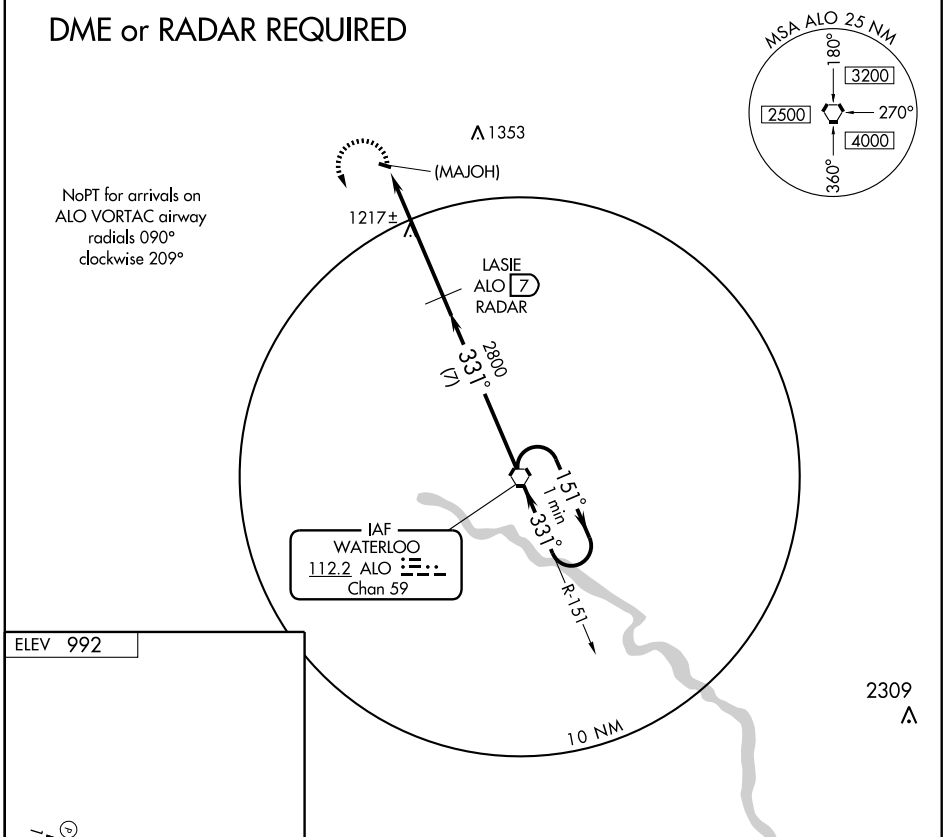
NA

MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

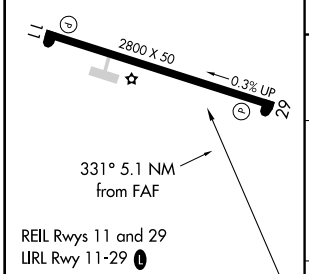
WATERLOO APP CON ★ 118.9 251.15

UNICOM 122.8 (CTAF) L

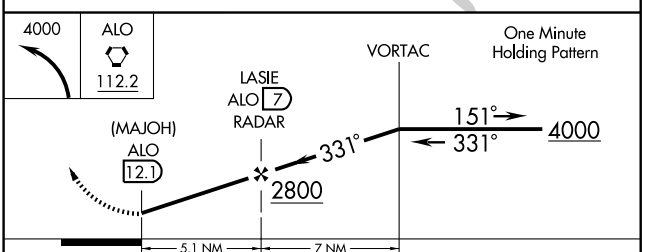
DME or RADAR REQUIRED



ELEV 992



REIL Rwys 11 and 29
LIRL Rwy 11-29 L



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

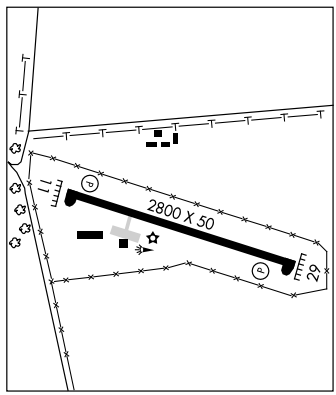
CATEGORY	A	B	C	D
CIRCLING	1540-1	550 (600-1)	1540-1½	550 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

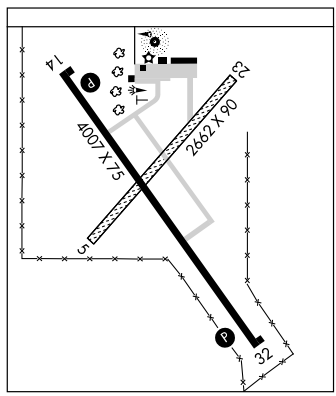
WAUKON N43°16.81′ W91°32.24′ NOTAM FILE FOD. CHICAGO
(L) VORTAC 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E. L–28G
RCO 122.1R 116.6T (FORT DODGE RADIO)

WAUKON MUNI (YØ1) 1 NE UTC−6(−5DT) N43°16.83′ W91°28.17′ CHICAGO
1281 **FUEL** 100LL NOTAM FILE FOD
RWY 07–25: H2413X60 (ASPH) LIRL 0.9% up W
RWY 07: Sign.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WAVERLY MUNI (C25) 2 NW UTC−6(−5DT) N42°44.52′ W92°30.48′ CHICAGO
992 B S3 **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 11–29: H2800X50 (ASPH) S–12.5, D–16 LIRL 0.3% up NW IAP
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Trees.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended 1400–2300Z‡. Ground drops off approximately 50–75 ft at end of Rwy 11 safety area. Rwy 11 P–lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200–0200Z‡)
CHICAGO CENTER APP/DEP CON 118.9 (0200–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE ALO.
WATERLOO (H) VORTACW 112.2 ALO Chan 59 N42°33.39′ W92°23.94′ 331° 12.1 NM to fld. 865/6E.
HIWAS.



WEBSTER CITY MUNI (EBS) 3 SW UTC−6(−5DT) N42°26.19′ W93°52.14′ OMAHA
1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS L–12J
RWY 14–32: H4007X75 (CONC) S–15 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Road.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Fence.
RWY 05–23: 2662X90 (TURF)
RWY 05: Fence.
AIRPORT REMARKS: Attended 1300Z‡–dusk. Rwy 05–23 CLOSED Nov–Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.825 (515) 832–2794.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67′ W94°17.69′ 112° 21.6 NM to fld. 1164/7E. **HIWAS.**
NDB (MHW) 323 EBS N42°26.48′ W93°52.16′ at fld. NOTAM FILE EBS.



WEST UNION N42°56.63′ W91°46.94′ NOTAM FILE FOD. CHICAGO
NDB (MHW) 278 XWY 350° 2.5 NM to George L. Scott Muni. L–28F

NDB EBS 323	APP CRS 330°	Rwy Idg 4007 TDZE 1121 Apt Elev 1121

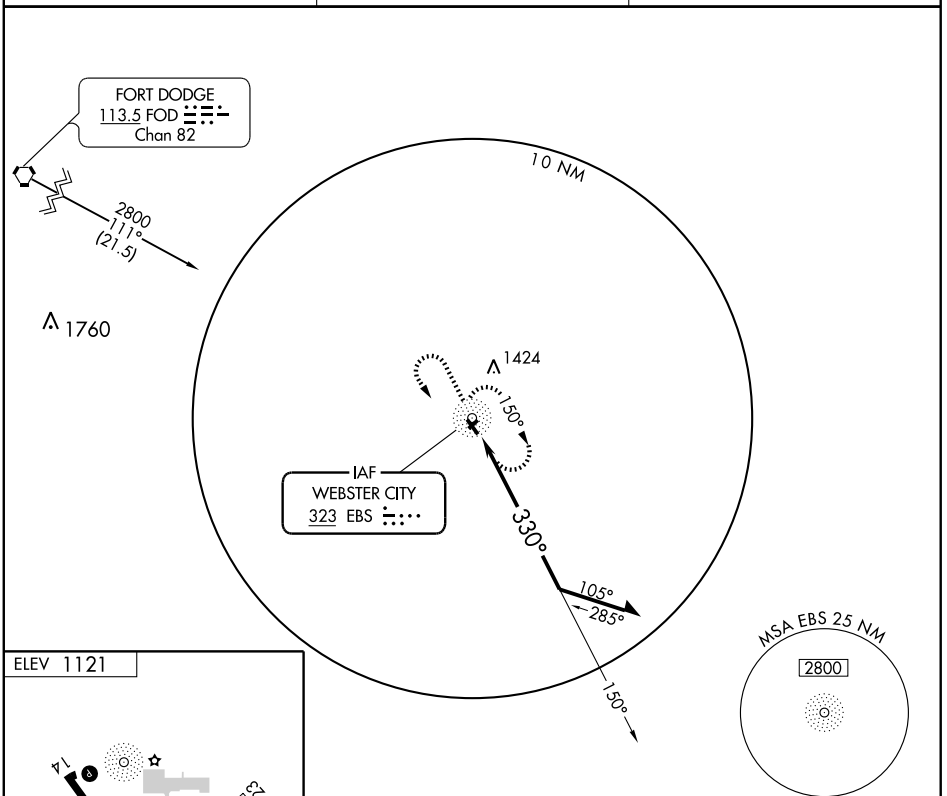
NDB RWY 32

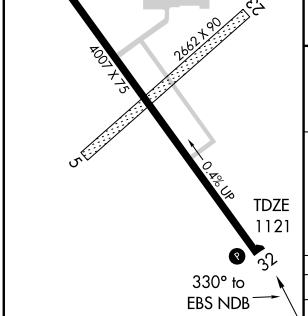
WEBSTER CITY MUNI (EBS)

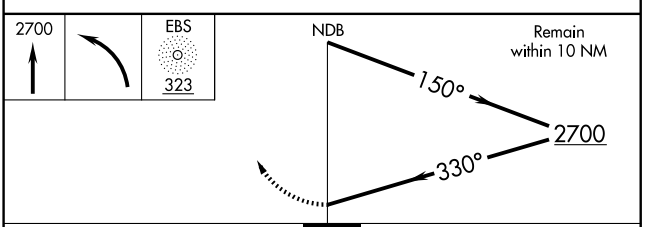
NA

MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA
CIRCLING	1720-1	599 (600-1)	1720-1½ 599 (600-1½)	NA

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4007
CH 90516	321°	TDZE	1122
W32A		Apt Elev	1122

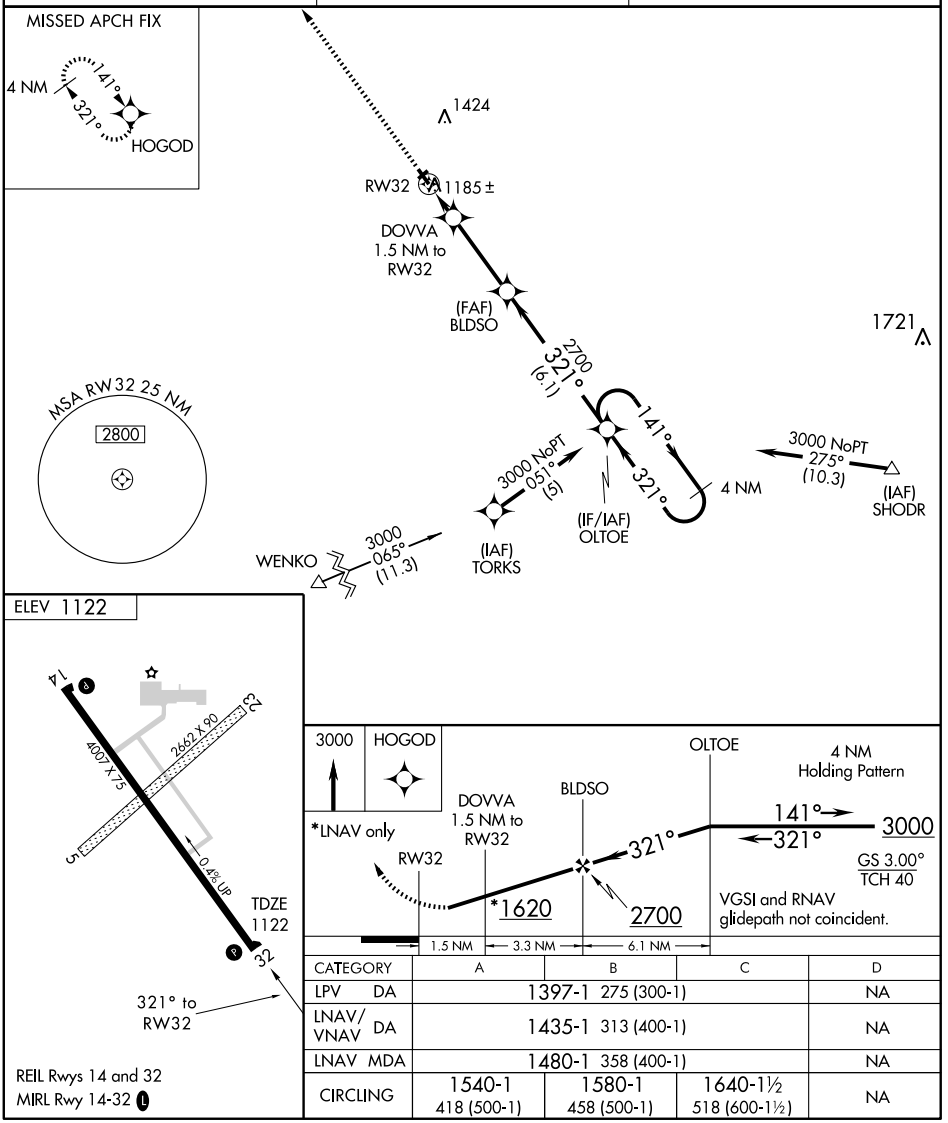
RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

Baro-VNAV NA when using Clarion altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Clarion altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1397-1 275 (300-1)			NA
LNAV/VNAV DA	1435-1 313 (400-1)			NA
LNAV MDA	1480-1 358 (400-1)			NA
CIRCLING	1540-1 418 (500-1)	1580-1 458 (500-1)	1640-1½ 518 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

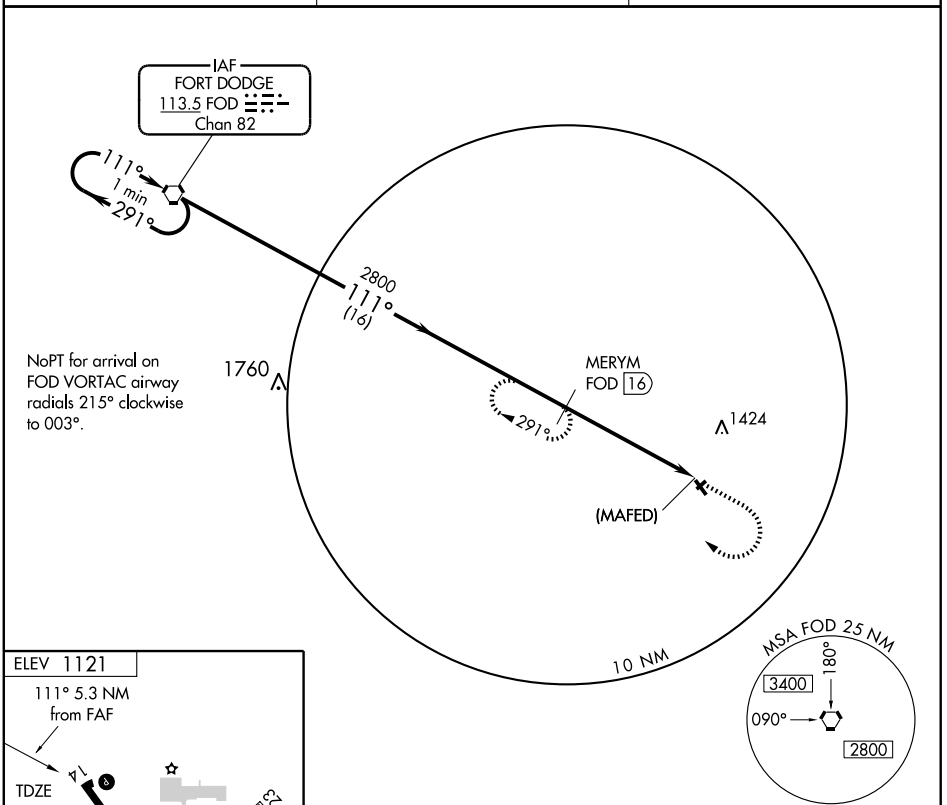
VORTAC FOD 113.5 Chan 82	APP CRS 111°	Rwy Idg 4007 TDZE 1116 Apt Elev 1121

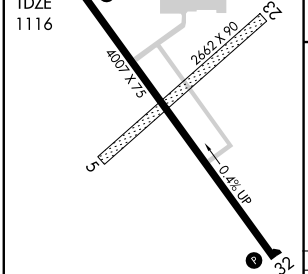
VOR/DME or GPS RWY 14

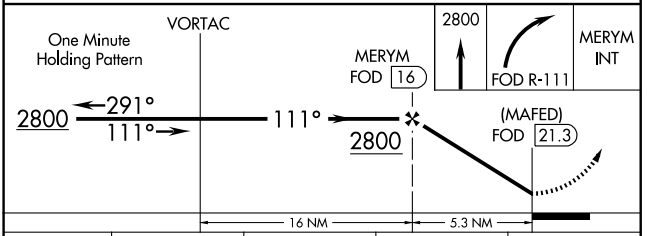
WEBSTER CITY MUNI (EBS)

MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
127.825	134.0 288.3	122.8 (CTAF) L







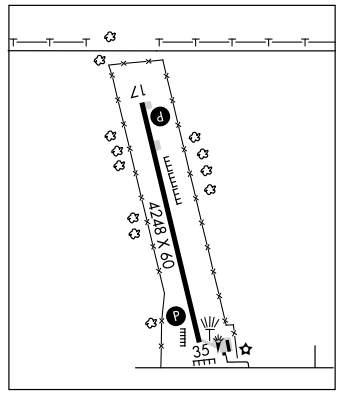
CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

REIL Rwys 14 and 32
MIRL Rwy 14-32 L

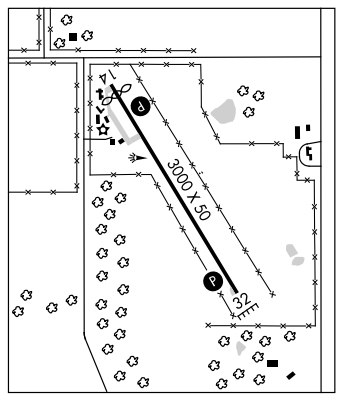
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WEST UNION

GEORGE L SCOTT MUNI (3Y2) 1 NE UTC−6(−5DT) N42°59.11′ W91°47.44′ CHICAGO
1232 B **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 17–35: H4248X60 (CONC) S–21, D–21 MIRL 0.9% up N IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 45′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 43′.
AIRPORT REMARKS: Unattended. For fuel call 563–422–5842 or 563–422–3966, no credit cards. Drop-off within rwy safety area E of Rwy 17–35 at approximately 1500′ from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 207° 20.9 NM to fld. 1288/5E.
WEST UNION NDB (MHW) 278 XWY N42°56.63′ W91°46.94′ 350° 2.5 NM to fld.



WINTERSET–MADISON CO (3Y3) 2 N UTC−6(−5DT) N41°21.77′ W94°01.26′ OMAHA
1110 B S4 **FUEL** 100LL, JET A TPA—1910(800) NOTAM FILE FOD L–12J, 27A
RWY 14–32: H3000X50 (ASPH) MIRL 0.6% up NW IAP
RWY 14: PAPI(P4L). Thld dsplcd 175′.
RWY 32: PAPI(P2L) Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. Ultralight and sky diving activity on and invof arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 248° 17.4 NM to fld. 940/7E. **HIWAS.**



WOODBINE MUNI (3Y4) 1 E UTC−6(−5DT) N41°44.17′ W95°41.02′ OMAHA
1068 NOTAM FILE FOD
RWY 17–35: 2045X95 (TURF) LIRL
RWY 17: Thld dsplcd 455′. Trees. **RWY 35:** Thld dsplcd 545′. Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 edges marked with yellow cones; dsplcd thlds marked with 3 yellow each side.
COMMUNICATIONS: CTAF 122.9

ZANGGER VINTAGE AIRPARK (See LARCHWOOD)

ZILOM N42°19.38′ W90°35.94′ NOTAM FILE DBQ. CHICAGO
NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

APP CRS	Rwy Idg	4248
171°	TDZE	1232
	Apt Elev	1232

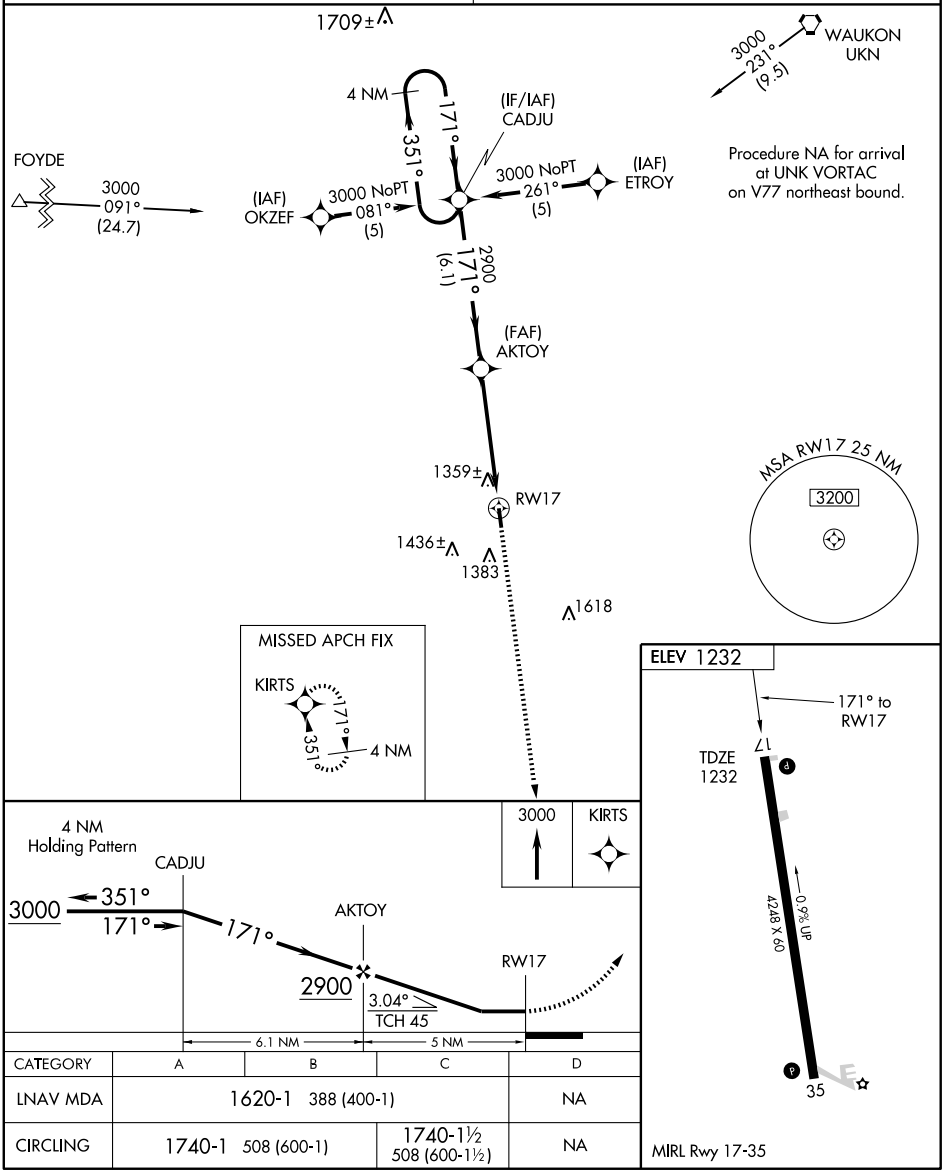
RNAV (GPS) RWY 17

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct KIRTS and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1620-1 388 (400-1)			NA
CIRCLING	1740-1 508 (600-1)		1740-1½ 508 (600-1½)	NA

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NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4248
351°	TDZE	1231
	Apt Elev	1232

RNAV (GPS) RWY 35

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

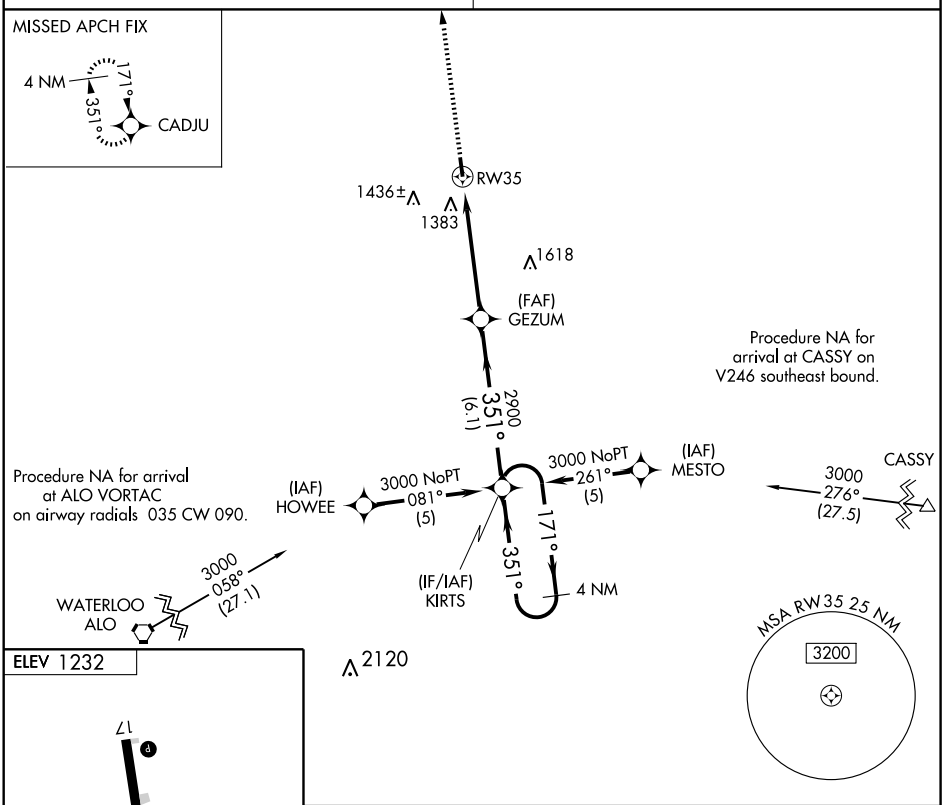
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet, increase LNAV and Circling Cat C visibility ¼ mile.

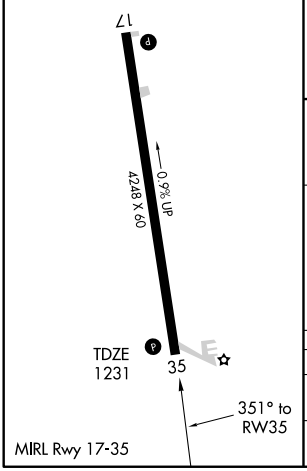
MISSED APPROACH: Climb to 3000 direct CADJU and hold.

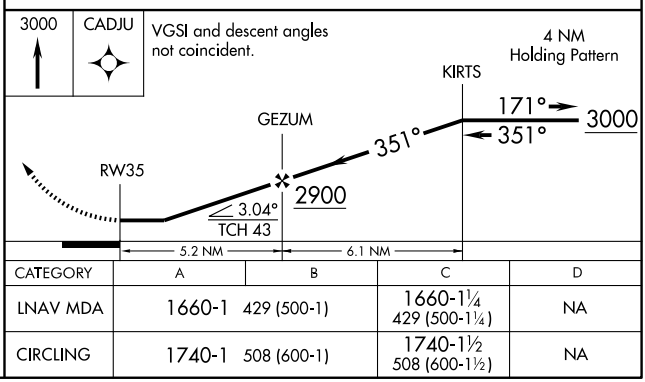
MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010

MISSED APCH FIX







CATEGORY	A	B	C	D
LNAV MDA	1660-1	429 (500-1)	1660-1¼ 429 (500-1¼)	NA
CIRCLING	1740-1	508 (600-1)	1740-1½ 508 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UKN	APP CRS	Rwy Idg	N/A
116.6	207°	TDZE	N/A
Chan 113		Apt Elev	1232

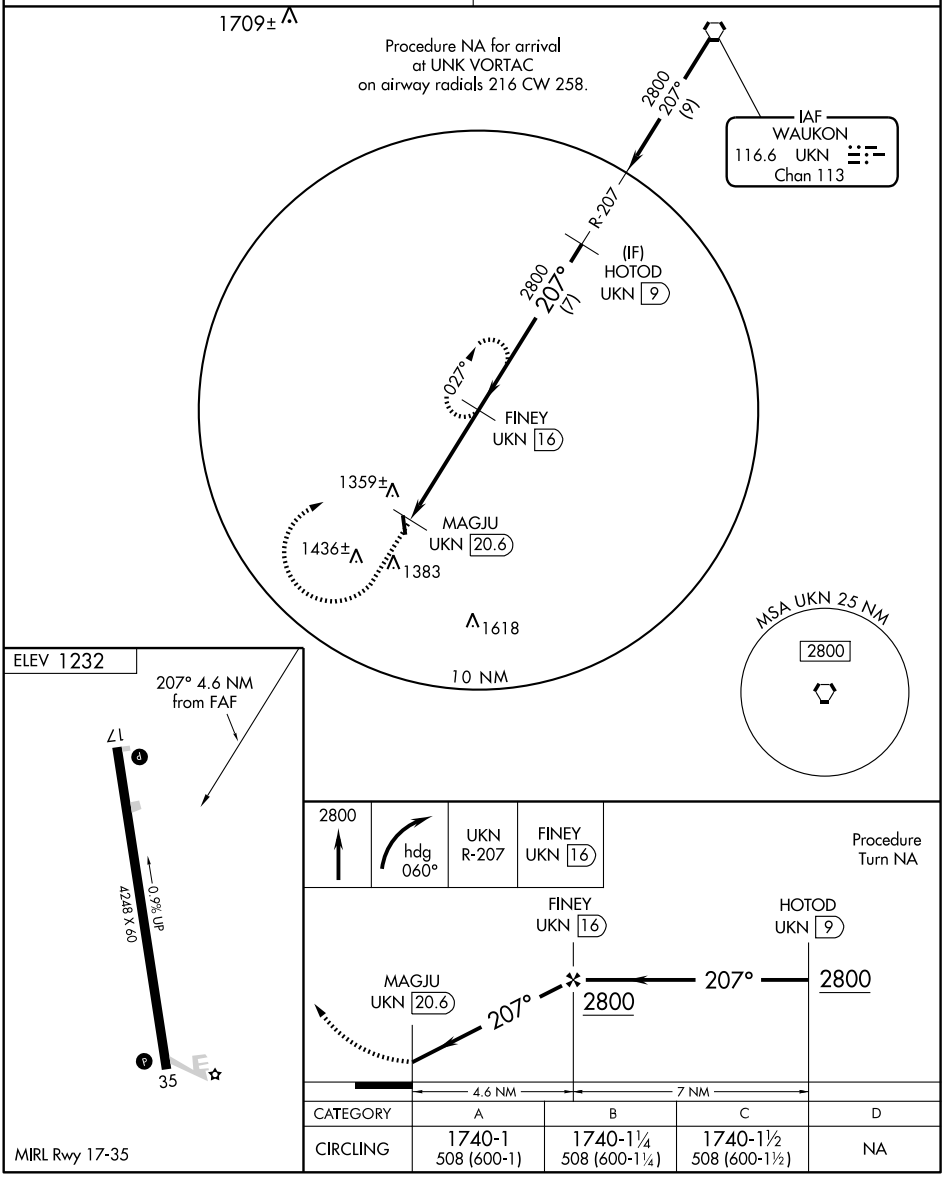
VOR/DME-A

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

T NA Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then right turn via heading 060° and UKN R-207 to FINEY/UKN 16 DME and hold.

MINNEAPOLIS CENTER	UNICOM
118.85	122.8 (CTAF) L



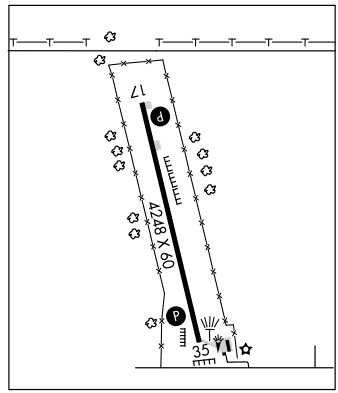
MIRL Rwy 17-35

CATEGORY	A	B	C	D
CIRCLING	1740-1 508 (600-1)	1740-1¼ 508 (600-1¼)	1740-1½ 508 (600-1½)	NA

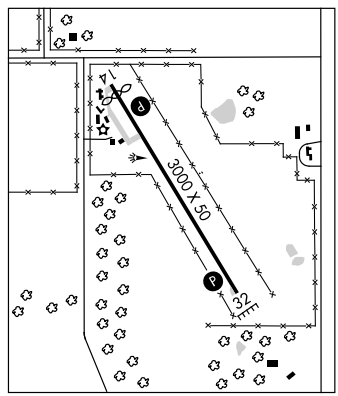
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WEST UNION

GEORGE L SCOTT MUNI (3Y2) 1 NE UTC−6(−5DT) N42°59.11′ W91°47.44′ CHICAGO
1232 B **FUEL** 100LL NOTAM FILE FOD L–28F
RWY 17–35: H4248X60 (CONC) S–21, D–21 MIRL 0.9% up N IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 45′. Tree.
RWY 35: PAPI(P2L)—GA 3.0° TCH 43′.
AIRPORT REMARKS: Unattended. For fuel call 563–422–5842 or 563–422–3966, no credit cards. Drop-off within rwy safety area E of Rwy 17–35 at approximately 1500′ from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.85
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 207° 20.9 NM to fld. 1288/5E.
WEST UNION NDB (MHW) 278 XWY N42°56.63′ W91°46.94′ 350° 2.5 NM to fld.



WINTERSET–MADISON CO (3Y3) 2 N UTC−6(−5DT) N41°21.77′ W94°01.26′ OMAHA
1110 B S4 **FUEL** 100LL, JET A TPA—1910(800) NOTAM FILE FOD L–12J, 27A
RWY 14–32: H3000X50 (ASPH) MIRL 0.6% up NW IAP
RWY 14: PAPI(P4L). Thld dsplcd 175′.
RWY 32: PAPI(P2L) Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. Ultralight and sky diving activity on and invof arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
DES MOINES APP/DEP CON 135.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.
DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22′ W93°38.92′ 248° 17.4 NM to fld. 940/7E. **HIWAS.**



WOODBINE MUNI (3Y4) 1 E UTC−6(−5DT) N41°44.17′ W95°41.02′ OMAHA
1068 NOTAM FILE FOD
RWY 17–35: 2045X95 (TURF) LIRL
RWY 17: Thld dsplcd 455′. Trees. **RWY 35:** Thld dsplcd 545′. Tree.
AIRPORT REMARKS: Unattended. Rwy 17–35 edges marked with yellow cones; dsplcd thlds marked with 3 yellow each side.
COMMUNICATIONS: CTAF 122.9

ZANGGER VINTAGE AIRPARK (See LARCHWOOD)

ZILOM N42°19.38′ W90°35.94′ NOTAM FILE DBQ. CHICAGO
NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

VORTAC DSM	APP CRS	Rwy Idg	N/A
117.5	069°	TDZE	N/A
Chan 122		Apt Elev	1110

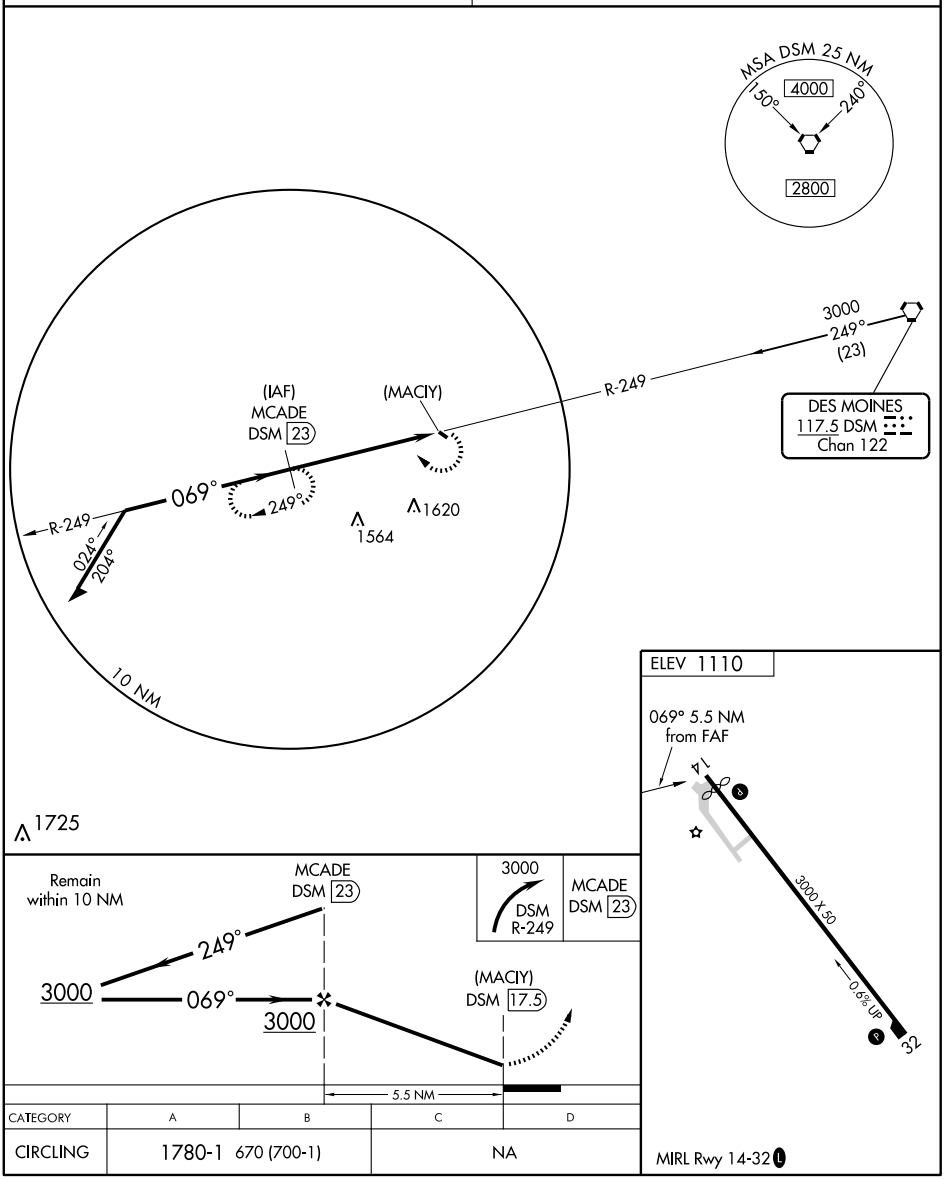
VOR/DME or GPS-A
WINTERSET-MADISON COUNTY (3Y3)

T
A NA

Use Des Moines altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON	UNICOM
135.2 360.7	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1780-1 670 (700-1)		NA	

MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AINSWORTH, NE	
AINSWORTH MUNI	**RNAV (GPS) Rwy 13[1]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 31[1]
	RNAV (GPS) Rwy 35[1]
	VOR Rwy 35[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
ALBION, NE	
ALBION MUNI	**NDB Rwy 33**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
NA when local weather not available.	
ALLIANCE, NE	
ALLIANCE MUNI	**RNAV (GPS) Rwy 8**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 26
	RNAV (GPS) Rwy 30
	VOR Rwy 30
NA when local weather not available.	
AURORA, NE	
AURORA MUNI-	
AL POTTER FIELD	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BEATRICE, NE	
BEATRICE MUNI	**RNAV (GPS) Rwy 17[12]**
	RNAV (GPS) Rwy 35[12]
	VOR Rwy 13[12]
	VOR Rwy 17[3]
	VOR Rwy 35[12]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.	

NAME	ALTERNATE MINIMUMS
BLAIR, NE	
BLAIR MUNI	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BROKEN BOW, NE	
BROKEN BOW MUNI	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
	VOR Rwy 14
	VOR/DME Rwy 32
NA when local weather not available.	
CHADRON, NE	
CHADRON MUNI	**ILS Rwy 2[12]**
	NDB Rwy 20[1]
	VOR/DME Rwy 2[34]
	VOR/DME Rwy 20[35]
[1]NA when Chadron weather not available,except for operators with approved weather reporting service.	
[2]ILS, 700-2.	
[3]NA except for operators with approved weather reporting service.	
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.	
[5]Categories A,B, 1300-2; Categories C, D, 1300-3.	
CHANUTE, KS	
CHANUTE	
MARTIN JOHNSON	**RNAV (GPS) Rwy 36**
	VOR-A
NA when local weather not available.	
COFFEYVILLE, KS	
COFFEYVILLE MUNI	**NDB Rwy 35[1]**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
[1]Category D, 800-2¼.	

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NAME ALTERNATE MINIMUMS

COLUMBUS, NE

COLUMBUS MUNI ..... **LOC/DME Rwy 14[1]**
VOR Rwy 14[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL ..... **ILS or LOC Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

ELKHART, KS

ELKHART-
MORTON COUNTY ..... **NDB Rwy 35[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 35[2]

NA when local weather not available.
[1]Category A, B, 900-2; Category C, 900-2½.
[2]Category C, 800-2¼.

FALLS CITY, NE

BRENNER FIELD ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

FREMONT, NE

FREMONT MUNI ..... **RNAV (GPS) Rwy 14**

NA when local weather not available.

GARDEN CITY, KS

GARDEN CITY RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Ryw 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35

NA when local weather not available.

GRAND ISLAND, NE

CENTRAL NEBRASKA
RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 31[2]

[1]DME required.
[2]NA when local weather not available.

GREAT BEND, KS

GREAT BEND MUNI ..... **NDB Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HASTINGS, NE

HASTINGS MUNI ..... **RNAV (GPS) Rwy 14**

NA when local weather not available.

HAYS, KS

HAYS RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 16[1]
RNAV (GPS) Rwy 22[1]
RNAV (GPS) Rwy 34[1]
VOR Rwy 16[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

HILL CITY, KS

HILL CITY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE

BREWSTER FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A[1]

A when local weather not available.
[1]Category C, 800-2¼;Category D, 800-2½.

HUTCHINSON, KS

HUTCHINSON MUNI ..... **ILS or LOC Rwy 13[1]**
LOC BC Rwy 31[1]
NDB Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

IMPERIAL, NE

IMPERIAL MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

KEARNEY, NE

KEARNEY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LAWRENCE, KS

LAWRENCE MUNI ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.
[1]ILS, Category C, 700-2.

LEXINGTON, NE

JIM KELLY FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LIBERAL, KS
LIBERAL-MID AMERICA RGNL ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4[1]
VOR Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

LINCOLN, NE
LINCOLN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS
MANHATTAN RGNL . **ILS or LOC/DME Rwy 3[12]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 21[3]
VOR Rwy 3[4]
VOR/DME-F[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

MC COOK, NE
MC COOK BEN NELSON RGNL ..... **ILS or LOC/DME Rwy 12**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30
NA when local weather not available.

MC PHERSON, KS
MC PHERSON ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NEBRASKA CITY, NE
NEBRASKA CITY MUNI .. **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NEWTON, KS
NEWTON-CITY-COUNTY .. **ILS or LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORFOLK, NE
KARL STEFAN MEMORIAL ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

NORTH PLATTE, NE
NORTH PLATTE RGNL AIRPORT
LEE BIRD FIELD ..... **ILS or LOC Rwy 30[1]**
VOR Rwy 35[2]
[1]Categories B, C, D, 700-2.
[2]Category C, 800-2¼; Category D, 800-2½.

OGALLALA, NE
SEARLE FEILD ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

OLATHE, KS
NEW CENTURY AIR CENTER ..... **ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR-A[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OMAHA, NE
EPPLEY AIRFIELD ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC/DME Rwy 14R[1]
ILS or LOC/DME Rwy 18[1]
ILS or LOC Rwy 32L[3]
ILS or LOC 32R[2]
ILS Rwy 36[1]
RNAV (GPS) Rwy 14L[4]
RNAV (GPS) Rwy 14R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 32L[5]
RNAV (GPS) Rwy 32R[6]
RNAV (GPS) Rwy 36[4]
6097VOR Rwy 32L[4]
[1]ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D,800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.
[6]Categories A,B,C,D, 800-2½.

MILLARD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available. **NC-2**

NAME ALTERNATE MINIMUMS

O'NEILL, NE

THE O'NEILL MUNI-
JOHN L BAKER FIELD .... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

ORD, NE

EVELYN SHARP FIELD ..... **NDB Rwy 13**[1]
RNAV (GPS) Rwy 13
RNAV (GPS) Y Rwy 31
RNAV (GPS) Z Rwy 31
NA when local weather not available.
[1]Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

PLATTSMOUTH, NE

PLATTSMOUTH MUNI ..... **NDB Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

SALINA, KS

SALINA MUNI ..... **ILS or LOC Rwy 35**[1]
NDB Rwy 35[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR Rwy 17[34]
[1]LOC, NA when control tower closed.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
WILLIAM B. HEILIG FIELD ..... **ILS Rwy 30**[1]
ILS or LOC/DME Rwy 12[23]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 12[34]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 30[3]
VOR/DME Rwy 5[3]
VOR or TACAN Rwy 23[3]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D,800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

SIDNEY, NE

SIDNEY MUNI/
LLOYD W CARR FIELD .. **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
VOR/DME or TACAN Rwy 13
VOR/DME or TACAN Rwy 31
NA when local weather not available.
[1]Category D, 800-2¼.

SYRACUSE, KS

SYRACUSE-HAMILTON
COUNTY MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

TEKAMAH, NE

TEKAMAH MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

TOPEKA, KS

FORBES FIELD ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

PHILIP BILLARD MUNI ..... **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

VALENTINE, NE

MILLER FIELD ..... **NDB Rwy 32,**900-2.

WICHITA, KS

COLONEL
JAMES JABARA ..... **ILS or LOC/DME Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
RNAV (GPS)-E[2]
VOR-A[2]

NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

WICHITA
MID-CONTINENT ..... **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[1]
ILS Rwy 19R[1]
ILS or LOC Rwy 19L[2]
VOR Rwy 14[3]

[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

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MARSHALL AAF (KFRI), KS (Fort Riley) (10294 USA) ELEV 1065

RADAR - (E) 121.25 254.35

	RWY	GS/TCH/RPI	CAT	DH MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	4	3.0°/55/1049	ABCD	**1265**-¾	200	(200-¾)
PAR W/O GS[1]	4		AB	**1700**-¾	635	(700-¾)
			CD	**1700**-1¾	635	(700-1¾)
CIR	All Rwy[2]		AB	**1700**-1	635	(700-1)
			C	**1700**-1¾	635	(700-1¾)
			D	**1760**-2¼	695	(700-2¼)

Lost Communications (All Rwys): As directed on initial contact.
[1]Opr 1300Z++ Mon - 0530Z++ Sat exc hol. [2]Circling not authorized NW of RWY 4-22.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)
NOTE: **Rwy 31,** fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 15,** trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33,** trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA.

NAME	TAKE-OFF MINIMUMS

ATWOOD, KS

ATWOOD-RAWLINS COUNTY CITY - CO (ADT)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35, 3, 21,** NA-Environmental. **Rwy 16,** 300-1½ or std. w/ min. climb of 285' per NM to 3300.
NOTE: **Rwy 16,** tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL. **Rwy 34,** multiple poles beginning 402' from DER, 437' left of centerline, up to 31' AGL/3030' MSL. Vehicle on road 585' from DER, right to left of centerline, up to 15' AGL/3025' MSL.

AUGUSTA, KS

AUGUSTA MUNI (3AU)
ORIG 10154 (FAA)
NOTE: **Rwy 18,** vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/ 1419' MSL. **Rwy 36,** vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)

NOTE: **Rwy 16,** trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34,** fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE

ROCK COUNTY (RBE)
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.

NOTE: **Rwy 13,** fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31,** rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE

BEATRICE MUNI (BIE)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26,** NA.

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb to 2400 before turning east on course.

BENTON, KS

LLOYD STEARMAN FIELD (1K1)
ORIG 10210 (FAA)

NOTE: **Rwy 35,** vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL. Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

BLAIR, NE

BLAIR MUNI (BTA)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13,** rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31,** trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE

BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CHANUTE, KS

CHANUTE MARTIN JOHNSON (CNU)
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18,** trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36,** vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

CLAY CENTER, KS

CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)
AMDT 1 10210 (FAA)

NOTE: **Rwy 17,** trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 35,** trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

COLBY, KS

SHALZ FIELD (CBK)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30,** N/A-Environmental.

NOTE: **Rwy 17,** terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35,** terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE
COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb o f 331' per NM to 1800.
NOTE: **Rwy 2,** tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14,** multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20,** tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32,** multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA.

COZAD, NE
COZAD MUNI (CZD)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA - Environmental.
NOTE: **Rwy 13,** grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/ 2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/ 2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/ 2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/ 2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/ 2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/ 2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL .Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/ 2513' MSL. **Rwy 31,** multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE
CRETE MUNI (CEK)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA - Environmental.
NOTE: **Rwy 17,** numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35,** numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE
DAVID CITY MUNI (93Y)
AMDT 1 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-turf runway.
NOTE: **Rwy 32,** trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/ 1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS
ELKHART-MORTON COUNTY (EHA)
AMDT 1 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 221° to 4100 before turning right.
NOTE: **Rwy 4,** tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17,** multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22,** vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35,** Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerilne, 100' AGL/3709' MSL.

EMPORIA, KS
EMPORIA MUNI (EMP)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.
NOTE: **Rwy 19,** tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS
EUREKA MUNI (13K)
ORIG 84327 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-VFR/Turf Rwy.

NOTE: **Rwy 17,** multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35,** multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14,** pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32,** tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)
ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15,** road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33,** multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS

FORT SCOTT MUNI (FSK)
ORIG 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36,** multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE

FREMONT MUNI (FET)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 19,** Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1,** vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14,** tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19,** vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32,** multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)
ORIG 07186 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.

GARDNER, KS

GARDNER MUNI (K34)
ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.

NOTE: **Rwy 26,** multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS
RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** NA.
DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.
NOTE: **Rwy 12,** road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17,** rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23,** road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30,** rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE
GORDON MUNI (GRN)
AMDT 2 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE
QUINN FIELD (GTE)
AMDT 1 81106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE
CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE
GRANT MUNI (GGF)
ORIG 08213 (FAA)
NOTE: **Rwy 15,** post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33,** terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35,** tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14,** vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
AMDT 2 92180 (FAA)
DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE
HEBRON MUNI (HJH)
ORIG 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,12,21,30,** 300-1.
DEPARTURE PROCEDURE: **All Rwys:** climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS
HILL CITY MUNI (HLC)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35,** climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17,** tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35,** tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 3800 before turning right. **Rwy 36,** climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQG)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.

NOTE: **Rwy 2,** multiple poles,hangars,and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20,** vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** 300-1 or std. with a min. climb of 370' per NM to 1700.

DEPARTURE PROCEDURE: **All Rwys,** eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4,** trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17,** trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35,** obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1,** trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19,** vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental. **Rwy 18**, 500-2¾ or std. with a min. climb of 420' per NM to 1700. **Rwy 36,** 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 189° to 2200 before turning right. **Rwy 36,** climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18,** numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36,** tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13,** trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10,** fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28,** terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

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LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33,** 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course.**Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1,** bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70'AGL/1129' MSL. **Rwy 15,** tree 543' from departure end of runway,561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19,** tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71'AGL/910' MSL. **Rwy 33,** tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 136° to 3500' before turning right. **Rwy 19,** for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14,** multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32,** fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4,** obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35,** multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG-A 10182 (FAA)

NOTE: **Rwy 14,** windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 17, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL. **Rwy 18,** rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35,** warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2½ or std. w/ min. climb of 360' per NM to 1600. **Rwy 13,** 300-1½ or std. w/ min. climb of 219' per NM to 1300. **Rwy 31,** 400-2¼ or std. w/ min. climb of 277' per NM to 1500.

DEPARTURE PROCEDURE: **All runways,** westbound departures heading 210° through 360° NA. **Rwy 3,** climb heading 034° to 1700 before turning right. **Rwy 31,** departure NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport.

NOTE:**Rwy 3,** numerous trees beginning 20' from DER, right and left of centerline, up to 100' AGL/1395' MSL. **Rwy 13,** numerous trees beginning 1304' from DER, right and left of centerline, up to 100' AGL/1229' MSL. Light pole, flood light, building, and elevator beginning 33' from DER, 439' left of centerline, up to 50' AGL/1086' MSL. Railroad 905' from DER, 614' right of centerline, 23' AGL/1068' MSL. **Rwy 21,** numerous trees beginning 2350' from DER, right and left of centerline, up to 100' AGL/1169' MSL. Pole 4928' from DER, 1006' right of centerline, 41' AGL/1189' MSL. Pole 3593' from DER, 462' right of centerline, 41' AGL/1189' MSL. Pole 3993' from DER, 461' right of centerline, 41' AGL/1158' MSL. **Rwy 31,** numerous trees beginning 164' from DER, right and left of centerline, up to 100' AGL/1358' MSL. Utility pole 1290' from DER, 435' right of centerline, 25' AGL/1124' MSL.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*

* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351(FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.

NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16,** trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL. Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL. Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL. Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL. **Rwy 34,** trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1,** multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13,** tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

Rwy 19, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31,** multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1,** terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14,** terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19,** terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32,** terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.

NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF),

OMAHA, NE . . . . . ORIG, 10126

TAKE-OFF OBSTACLES: **Rwy 12,** Fence Post, 3' AGL/974' MSL, 153' from DER, on centerline. Antenna, 7' AGL/968' MSL, 276' from DER, on centerline. Vehicle, 15' AGL/983' MSL, 170' from DER, 158' left of centerline. Road, 15' AGL/985' MSL, 191' from DER, 1' left of centerline. Railroad, up to 23' AGL/995' MSL, beginning 386' from DER, 55' left of centerline. Multiple trees, up to 110' AGL/1,076' MSL, beginning 3,185' from DER, 68' left of centerline. Terrain, 974' MSL, 0' from DER, 353' right of centerline. Multiple trees, up to 110' AGL/1,088' MSL, beginning 1,150' from DER, 5' right of centerline. **Rwy 30,** Antenna, 7' AGL/1,053' MSL, 201' from DER, on centerline. Multiple trees, up to 110' AGL/ 1,090' MSL, beginning 296' from DER, 6' left of centerline. Multiple trees, up to 110' AGL/1,098' MSL, beginning 1,267' from DER, 552 right ofcenterline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18,** multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36,** antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4,** fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18,** tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36,** ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R,** Climb heading 139° to 2600 before proceeding on course. **Rwy 18,** Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R,** Climb heading 319° to 2600 before proceeding westbound. **Rwy 36,** Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L,** Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R,** Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18,** Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L,** Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R,** Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36,** Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

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OMAHA, NE (CON'T)

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 123° to 3200 before proceeding on course. **Rwy 30,** climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30,** multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13,** pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31,** trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy12,** climb via heading 125° to 4000 before turning right.

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,13,23,31,** NA.

PARSONS, KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17,** trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35,** trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA (Turf runway)

NOTE: **Rwy 31,** trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10,** 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16,** 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE

MODISETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14,** trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32,** terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.

NOTE: **Rwy 17,** post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35,** multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

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SALINA, KS
SALINA MUNI (SLN)
ORIG 08325 (FAA)
NOTE: **Rwy 4,** light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12,** rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17,** road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18,** rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22,** trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30,** trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36,** trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE
WESTERN NEBRASKA RGNL
WILLIAM B. HEILIG FIELD (BFF)
AMDT 4 93175 (FAA)
DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE
SEWARD MUNI (SWT)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2800 before turning on course. **Rwy 16,** climb runway heading to 3500 before turning right. **Rwy 34,** climb runway heading to 3000 before turning left.

SIDNEY, NE
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K)
ORIG 91318 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

SYRACUSE, KS
SYRACUSE-HAMILTON COUNTY MUNI (3K3)
ORIG 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 31,** climb heading 293° to 4000 before turning right.
NOTE: **Rwy 13,** vehicle on road beginning 5' from DER, left and right of centerline, up to 15' AGL/3324' MSL. Trees beginning 104' from DER, 288' left of centerline, up to 40' AGL/3349' MSL. Trees beginning 196' from DER, 130' right of centerline, up to 40' AGL/3349' MSL. **Rwy 18,** grain bin 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. **Rwy 31,** vehicle on road beginning 26' from DER, 328' left of centerline, up to 15' AGL/3324' MSL. **Rwy 36,** powerlines beginning 1596' from DER, left and right of centerline, up to 52' AGL/3367' MSL.

TEKAMAH, NE
TEKAMAH MUNI (TQE)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.
NOTE: **Rwy 14,** north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32,** trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE
THOMAS COUNTY (TIF)
AMDT 1 08269 (FAA)
NOTE: **Rwy 11,** trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29,** trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS
FORBES FIELD (FOE)
ORIG 09183 (FAA)
NOTE: **Rwy 3,** trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.
Rwy 31, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

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TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1¼ or std. w/ min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 224° to 1900 before turning right. **Rwy31,** climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4,** antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13,** tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18,** trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31,** trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36,** trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)
AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17,** 300-1¾ or std. w/ min. climb of 281' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.

NOTE: **Rwy 17,** tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.

VALENTINE, NE

MILLER FIELD (VTN)
AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 4000 before proceeding on course. **Rwy 32,** climb heading 317° to 4000 before proceeding on course.

NOTE: **Rwy 14,** multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE

WAHOO MUNI (AHQ)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 2,** terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20,** fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE

WAYNE MUNI (LCG)
AMDT 3 04330 (FAA)

NOTE: **Rwy 35,** pole 388' from departure end of runway, 540' left of centerline, 19' AGL/ 1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS

WELLINGTON MUNI (EGT)
ORIG 07298 (FAA)

NOTE: **Rwy 17,** terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)
ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 36,** 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)
AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)
ORIG 08101 (FAA)

NOTE: **Rwy 1L,** tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

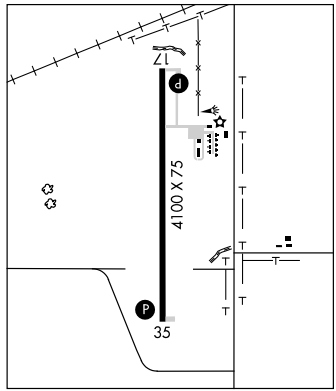
YORK, NE

YORK MUNI (JYR)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 35,** Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

ABILENE MUNI (K78) 1 SW UTC−6(−5DT) N38°54.24′ W97°14.15′ WICHITA
1152 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10I
RWY 17–35: H4100X75 (ASPH) S–13, D–16 MIRL IAP
RWY 17: REIL. PAPI(P2L). Trees. **RWY 35:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For fuel when arpt is unattended call 785–479–2171. Fuel avbl 24 hrs by credit card. For MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35, ops dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 087° 18.1 NM to fld. 1315/7E. **HIWAS.**



ALFRED SCHROEDER FLD (See HILLSBORO)

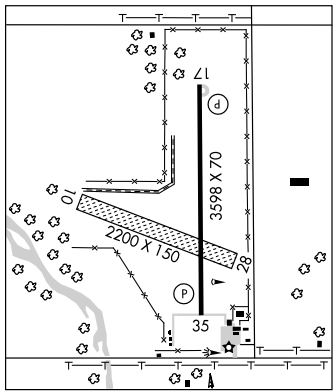
ALLEN CO (See IOLA)

AMELIA EARHART (See ATCHISON)

ANTHONY N37°09.53′ W098°10.24′ NOTAM FILE ICT. WICHITA
(L)VORTAC 112.9 ANY Chan 76 083° 4.4 NM to Anthony Muni 1390/7E. H-6H, L-15D
RCO 122.1R 112.9(T) (WICHITA RADIO)

ANTHONY

ANTHONY MUNI (ANY) 3 NW UTC−6(−5DT) N37°09.51′ W98°04.78′ WICHITA
1340 B **FUEL** 100LL NOTAM FILE ICT L–15D
RWY 17–35: H3598X70 (ASPH) MIRL IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 44′. P-line.
RWY 35: PAPI(P2L)—GA 3.0° TCH 42′. Antenna.
RWY 10–28: 2200X150 (TURF) 0.3% up SE
RWY 10: Trees. **RWY 28:** Road.
AIRPORT REMARKS: Unattended. For fuel call 911. Rwy 10–28 soft after rain. Rwy 10–28 mowed 300′ wide. Rwy 17 PAPI OTS indef. NOTE: See Special Notices—Model Rocket Activity.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
(L) VORTAC 112.9 ANY Chan 76 N37°09.53′ W98°10.24′ 083° 4.4 NM to fld. 1390/7E.



APP CRS		
173°	Rwy Idg	4100
	TDZE	1152
	Apt Elev	1152

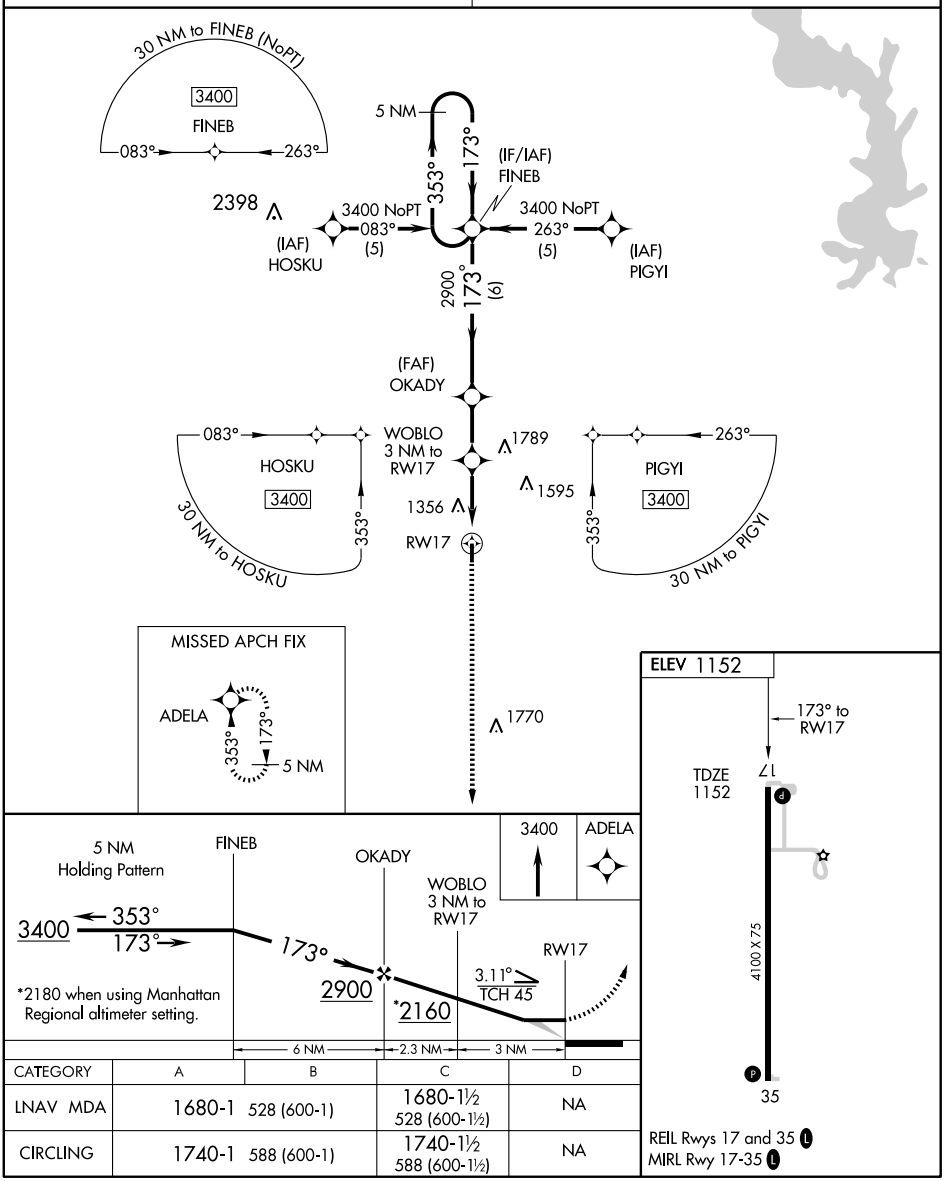
RNAV (GPS) RWY 17

ABILENE MUNI (K78)

⚠ NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct ADELA and hold.

KANSAS CITY CENTER	UNICOM
134.9 363.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	NA
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

ABILENE MUNI (K78)

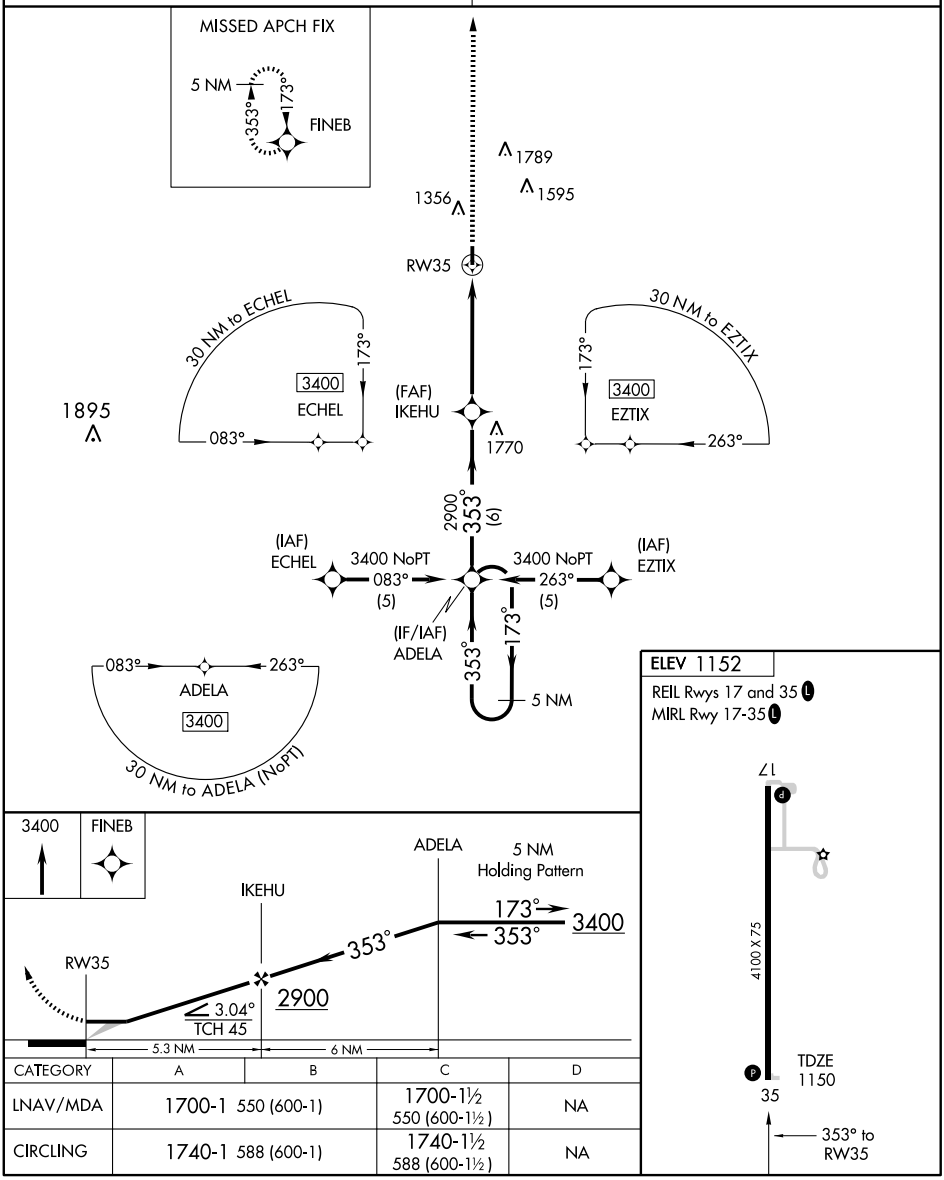
APP CRS	Rwy Idg	4100
353°	TDZE	1150
	Apt Elev	1152

⚠ NA DME/DME RNP-0.3 NA. Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct FINEB and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/MDA	1700-1 550 (600-1)		1700-1½ 550 (600-1½)	NA
CIRCLING	1740-1 588 (600-1)		1740-1½ 588 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SLN 117.1 Chan 118	APP CRS 087°	Rwy Idg N/A TDZE N/A Apt Elev 1152

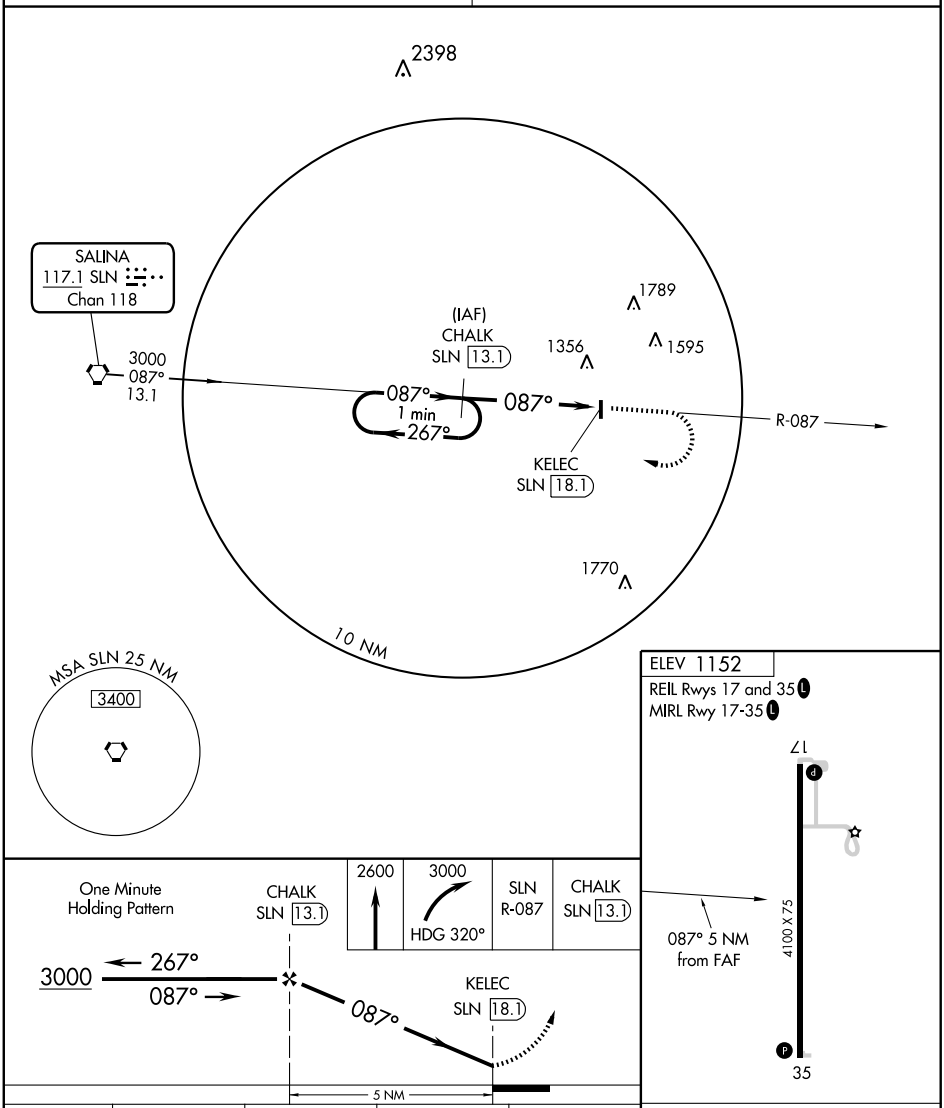
VOR/DME-A
ABILENE MUNI (K78)

⚠ NA Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 via heading 320° and SLN R-087 to CHALK 13.1 DME and hold.

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) L

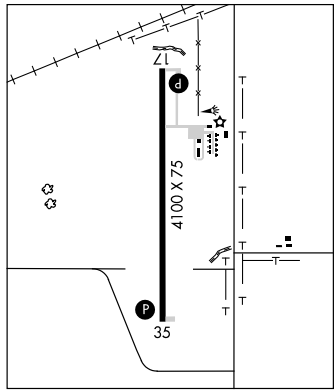


CATEGORY	A	B	C	D
CIRCLING	1740-1 588 (600-1)		1740-1½ 588 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ABILENE MUNI (K78) 1 SW UTC−6(−5DT) N38°54.24′ W97°14.15′ WICHITA
1152 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10I
RWY 17–35: H4100X75 (ASPH) S–13, D–16 MIRL IAP
RWY 17: REIL. PAPI(P2L). Trees. **RWY 35:** REIL. PAPI(P2L). Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For fuel when arpt is unattended call 785–479–2171. Fuel avbl 24 hrs by credit card. For MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 17 and Rwy 35, ops dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 087° 18.1 NM to fld. 1315/7E. **HIWAS.**



ALFRED SCHROEDER FLD (See HILLSBORO)

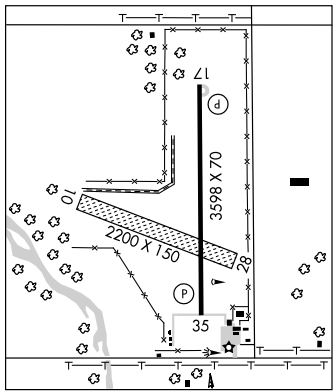
ALLEN CO (See IOLA)

AMELIA EARHART (See ATCHISON)

ANTHONY N37°09.53′ W098°10.24′ NOTAM FILE ICT. WICHITA
(L)VORTAC 112.9 ANY Chan 76 083° 4.4 NM to Anthony Muni 1390/7E. H-6H, L-15D
RCO 122.1R 112.9(T) (WICHITA RADIO)

ANTHONY

ANTHONY MUNI (ANY) 3 NW UTC−6(−5DT) N37°09.51′ W98°04.78′ WICHITA
1340 B **FUEL** 100LL NOTAM FILE ICT L–15D
RWY 17–35: H3598X70 (ASPH) MIRL IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 44′. P-line.
RWY 35: PAPI(P2L)—GA 3.0° TCH 42′. Antenna.
RWY 10–28: 2200X150 (TURF) 0.3% up SE
RWY 10: Trees. **RWY 28:** Road.
AIRPORT REMARKS: Unattended. For fuel call 911. Rwy 10–28 soft after rain. Rwy 10–28 mowed 300′ wide. Rwy 17 PAPI OTS indef. NOTE: See Special Notices—Model Rocket Activity.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 118.35
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
(L) VORTAC 112.9 ANY Chan 76 N37°09.53′ W98°10.24′ 083° 4.4 NM to fld. 1390/7E.



VORTAC ANY 112.9 Chan 76	APP CRS 083°	Rwy Idg N/A TDZE N/A Apt Elev 1340

VOR or GPS-A

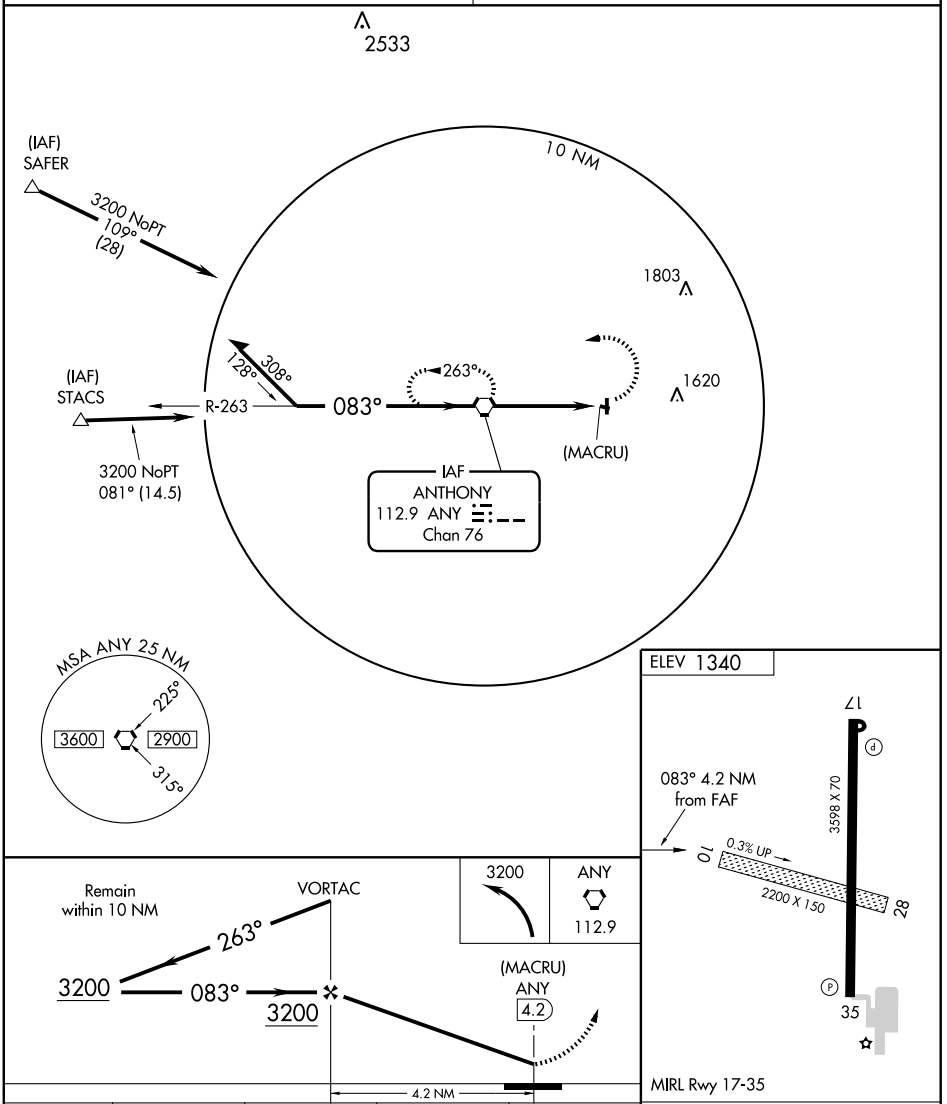
ANTHONY MUNI (ANY)

NA Use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 direct ANY VORTAC and hold.

KANSAS CITY CENTER
118.35 344.8

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1940-1 600 (600-1)		1940-1½ 600 (600-1½)	NA

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WILCOX FLD (7K6) 5 SE UTC−6(−5DT) N37°05.00′ W97°57.85′ **WICHITA**

1263 S1 NOTAM FILE ICT

RWY 18–36: 2100X80 (TURF)

RWY 18: Tree. **RWY 36:** Trees.

BALLOON 1: 1400X1600 (TURF)

AIRPORT REMARKS: Unattended. Propane and helium gas avbl, call arpt manager 620–842–3367. Major airframe repairs avbl. Farm animals occasionally graze on Rwy 18–36 and on B1. Rwy 18–36 rough surface. Rwy B1 trees E and S, p-line W. Rwy B1 rough cultivated fld. 6 balloons based on arpt. Balloon mooring avbl.

COMMUNICATIONS: CTAF 122.9

ARGONIA MUNI (2K8) 1 NE UTC−6(−5DT) N37°16.52′ W97°45.53′ **WICHITA**

1275 NOTAM FILE ICT

RWY 17–35: 3200X60 (TURF)

RWY 35: Building.

AIRPORT REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

ASHLAND

HAROLD KRIER FLD (K58) 1 S UTC−6(−5DT) N37°10.00′ W99°46.51′ **WICHITA**

1951 B **FUEL** 100LL NOTAM FILE ICT

RWY 14–32: 3135X300 (TURF) LIRL (NSTD)

RWY 14: Fence. Rgt tfc. **RWY 32:** Road.

RWY 02–20: 3125X300 (TURF)

RWY 02: Fence. **RWY 20:** Road.

AIRPORT REMARKS: Unattended. PPR for fuel call 620–635–2200. Rwy 02–20 marked with orange and white panels and orange skirts. Rwy 14–32 marked with lgts and panels. Rwy 02–20 lgts OTS indef. Rwy 14–32 NSTD LIRL lgts located on outer edge of rwy. NOTE: See Special Notices Section—Aerobatic Practic Areas.

COMMUNICATIONS: CTAF 122.9

ATCHISON

AMELIA EARHART (K59) 2 W UTC−6(−5DT) N39°34.23′ W95°10.82′ **KANSAS CITY**

1073 B S4 **FUEL** 100LL OX 3 NOTAM FILE ICT **L–10J**

RWY 16–34: H3000X48 (ASPH) S–17 LIRL (NSTD) 1.1% up S **IAP**

RWY 16: Tree. **RWY 34:** Thld dsplcd 202′. Tree.

AIRPORT REMARKS: Attended May–Sep 1400Z‡–dusk, Oct–Apr 1400–2300Z‡. Parachute Jumping. Glider ops from grass west side of rwy. NSTD LIRL rwy end lights at departure end Rwy 16 are split lense. Some edge lgts OTS indef. Trees both sides Rwy 16 near thld, first 500 ft. ACTIVATE LIRL Rwy 16–34—CTAF.

WEATHER DATA SOURCES: AWOS–3 123.675 (913) 367–1449.

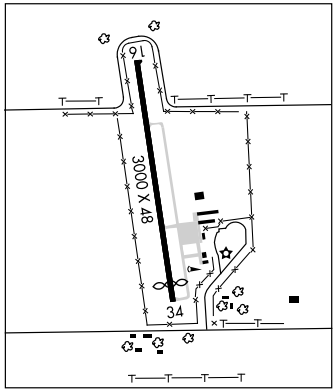
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ST JOSEPH APP/DEP CON** 120.35 (Mon–Sat 1400–0000Z‡), Sun 1800–0000Z‡) **CLNC DEL** 118.1

Ⓡ **KANSAS CITY APP/DEP CON** 124.7 (Mon–Sat 0000–1400Z‡), Sun 0000–1800Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 199° 26.2 NM to fld. 1160/8E.



ATKINSON MUNI (See PITTSBURG)

VORTAC STJ 115.5 Chan 102	APP CRS 165°	Rwy Idg 3000 TDZE 1073 Apt Elev 1073

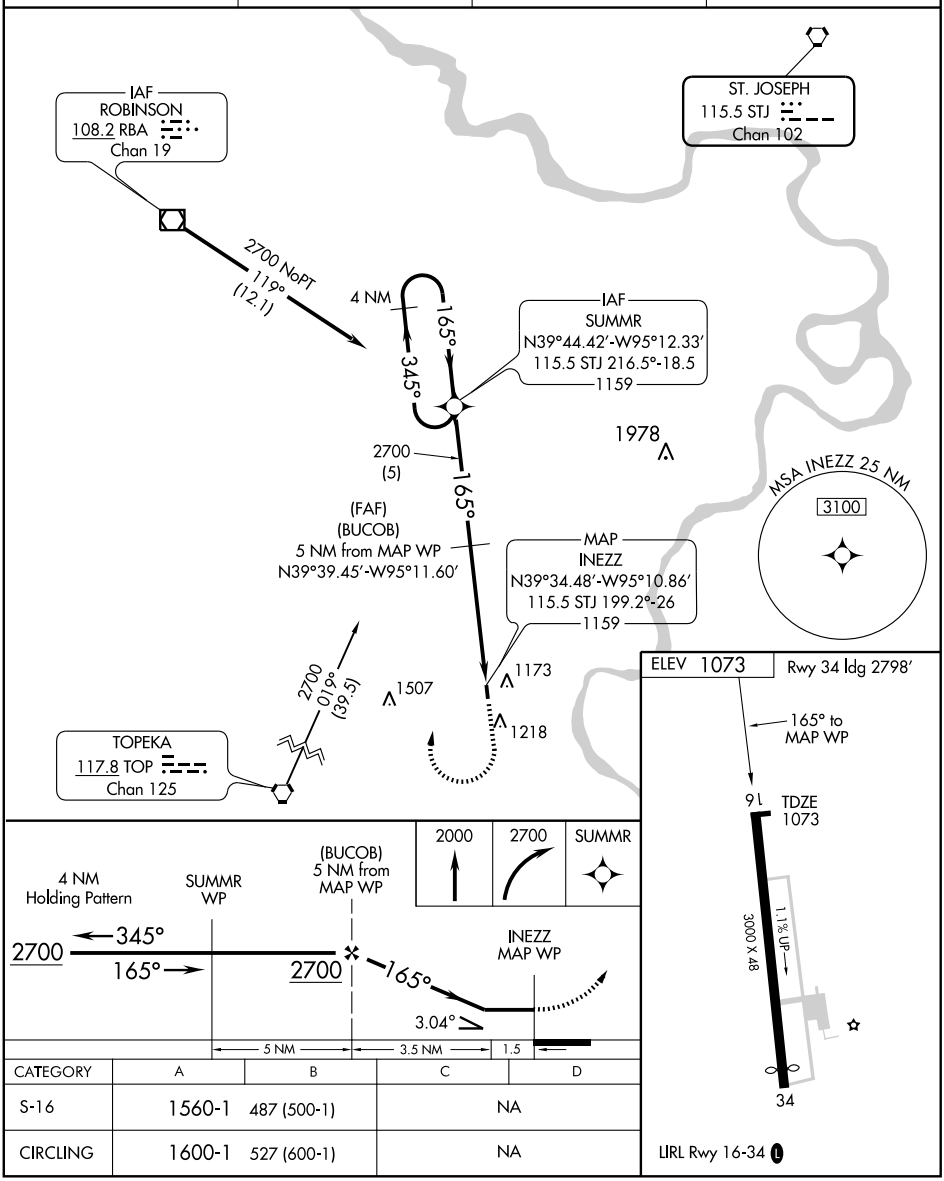
VOR/DME RNAV or GPS RWY 16

ATCHISON/AMELIA EARHART (K59)

NA Use Kansas City Intl airport altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct SUMMR WP and hold.

AWOS-3	ST. JOSEPH APP CON ★	CLNC DEL	UNICOM
123.675	120.35 360.8	118.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-16	1560-1	487 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

LIRL Rwy 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RBA	APP CRS	Rwy Idg	3000
108.2	142°	TDZE	1073
Chan 19		Apt Elev	1073

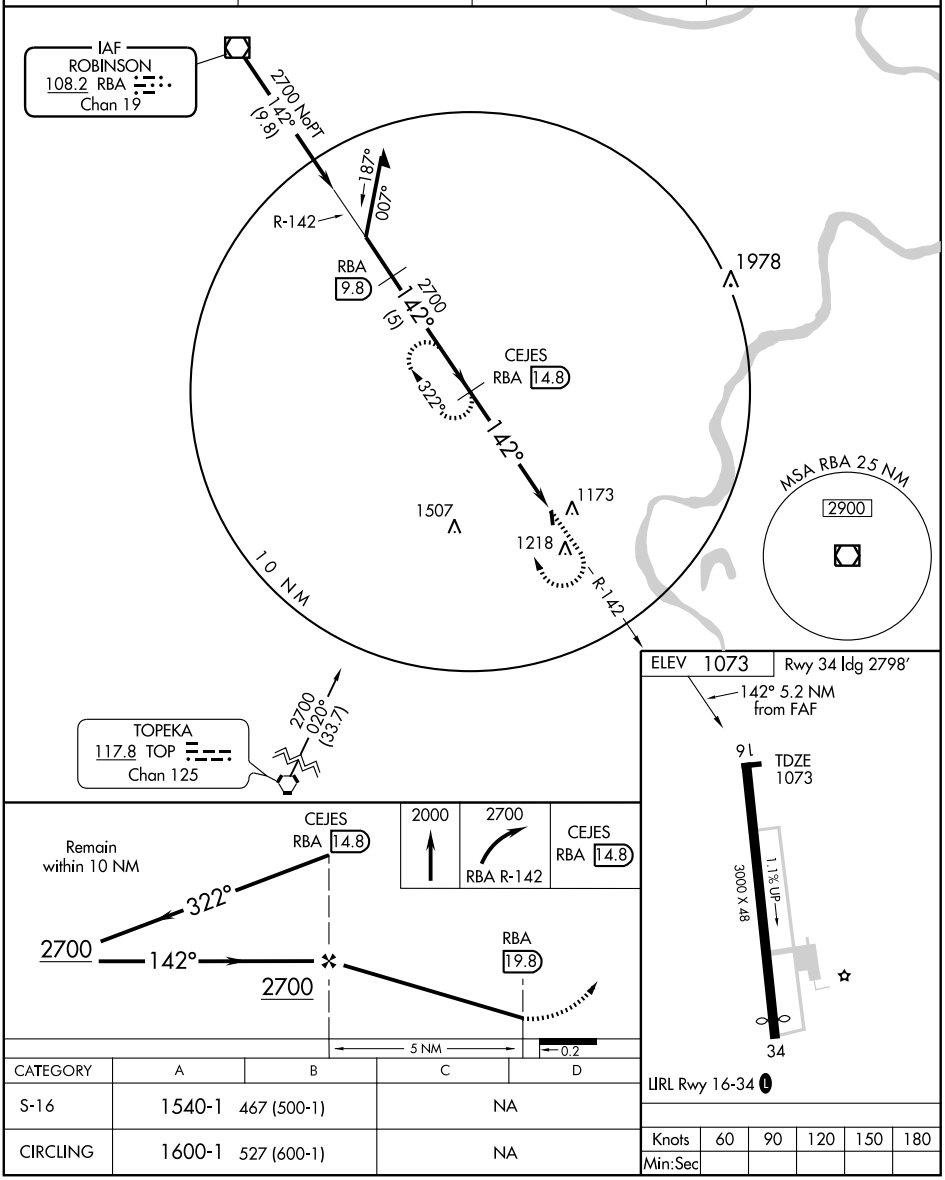
VOR/DME RWY 16

ATCHISON/AMELIA EARHART (K59)

NA Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via RBA R-142 to CEJES/RBA 14.8 DME and hold.

AWOS-3	ST. JOSEPH APP CON ★	CLNC DEL	UNICOM
123.675	120.35 360.8	118.1	122.8 (CTAF) L

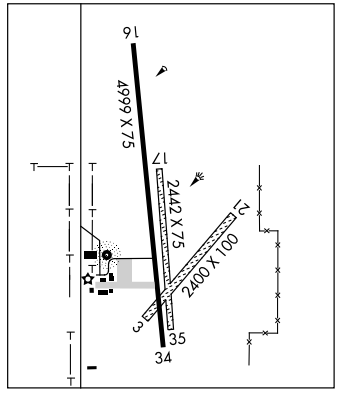


CATEGORY	A	B	C	D
S-16	1540-1	467 (500-1)	NA	
CIRCLING	1600-1	527 (600-1)	NA	

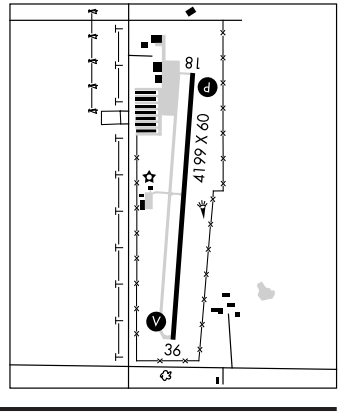
Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ATWOOD–RAWLINS CO CITY–CO (ADT) 2 N UTC–6(–5DT) N39°50.40′ W101°02.55′ **WICHITA**
2991 B **FUEL** 100LL NOTAM FILE ICT **H–5B, L–10G**
RWY 16–34: H4999X75 (ASPH) S–12.5, D–12.5 MIRL 1.3% up NW **IAP**
RWY 34: Tree.
RWY 17–35: 2442X75 (TURF)
RWY 03–21: 2400X100 (TURF)
RWY 03: P-line.
AIRPORT REMARKS: Unattended. 24 hr self svc fuel. Rwy 03–21 acute difference in sfc elevation at intersection with Rwy 16–34. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (785) 626–3572.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 177° 37.2 NM to fld. 3010/11E.
NDB (MHW) 365 ADT N39°50.32′ W101°02.70′ at fld. NOTAM FILE ICT.



AUGUSTA MUNI (3AU) 5 W UTC–6(–5DT) N37°40.30′ W97°04.67′ **WICHITA**
1328 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE ICT **L–10I, 15D**
RWY 18–36: H4199X60 (ASPH) S–12 MIRL 0.5% up N **IAP**
RWY 18: REIL. PAPI(P4L). Bldg.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 43′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0400Z‡. For svc after hrs call 316–733–1326. PAEW mowing summer months. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, VASI Rwy 36, PAPI Rwy 18—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WICHITA APP/DEP CON** 134.8
WICHITA CLNC DEL 125.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 093° 24.5 NM to fld. 1471/7E. **HIWAS.**



BABSY N38°15.10′ W98°51.35′ NOTAM FILE GBD. **WICHITA**
NDB (LOM) 419 GB 350° 5.5 NM to Great Bend Muni.

BALDWIN CITY

VINLAND VALLEY AERODROME (K64) 3 N UTC–6(–5DT) N38°50.25′ W95°10.93′ **KANSAS CITY**
890 **FUEL** 100LL NOTAM FILE ICT
RWY 16–34: 3030X80 (TURF–GRVL) LIRL (NSTD)
RWY 16: Tree. **RWY 34:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Rwy 16–34 NSTD LIRL, first 1,028′ S end not lgtd. +61 trees 630′ from AER 34, 250′ left. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9

BEAR CREEK N37°38.14′ W101°44.08′. NOTAM FILE ICT. **WICHITA**
NDB (MHW) 341 JHN 168° 3.2 NM to Stanton Co Muni. **L–10G, 15B**

BEECH FACTORY (See WICHITA)

NDB ADT	APP CRS	Rwy Idg	4999
365	170°	TDZE	2991
		Apt Elev	2991

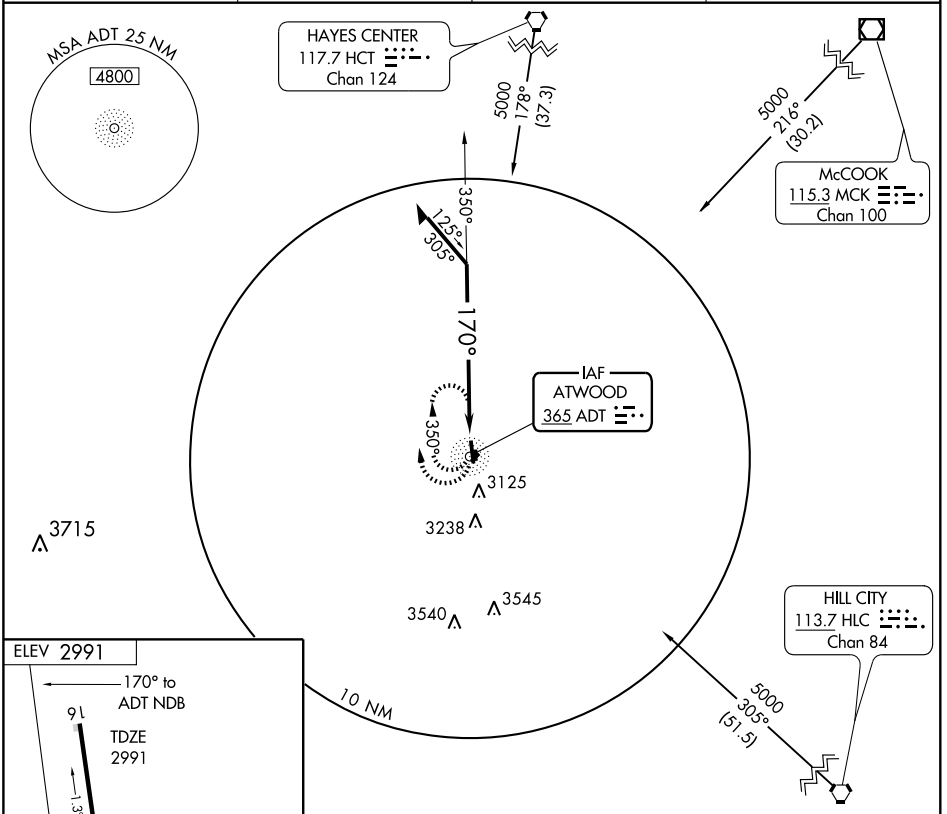
NDB RWY 16

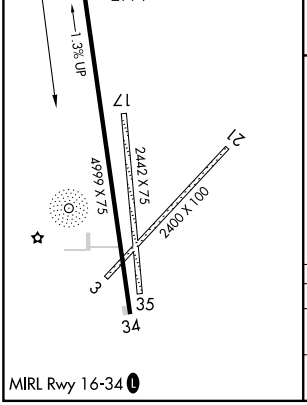
ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

T NA — Visibility reduction by helicopters NA. Use Mc Cook altimeter setting, when not received; use Goodland altimeter setting and increase all MDA 80 feet, increase S-16 and Circling Cats A/C/D visibility ¼ mile. Circling NA to Rwys 17 and 35, and Rwys 3 and 21.

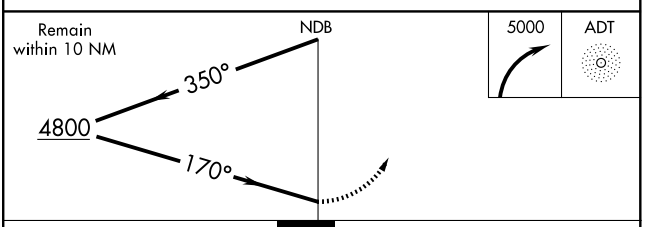
MISSED APPROACH: Climbing right turn to 5000 in ADT NDB holding pattern.

MC COOK ASOS	AWOS-3	DENVER CENTER	UNICOM
119.025	118.675	132.5 379.15	122.7 (CTAF)





MIRL Rwy 16-34



CATEGORY	A	B	C	D
S-16	3820-1 829 (900-1)	3820-1¼ 829 (900-1¼)	3820-2½ 829 (900-2½)	3820-2¾ 829 (900-2¾)
CIRCLING	3820-1 829 (900-1)	3820-1¼ 829 (900-1¼)	3820-2½ 829 (900-2½)	3820-2¾ 829 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 78118 W16A	APP CRS 164°	Rwy Idg 4999 TDZE 2991 Apt Elev 2991

RNAV (GPS) RWY 16

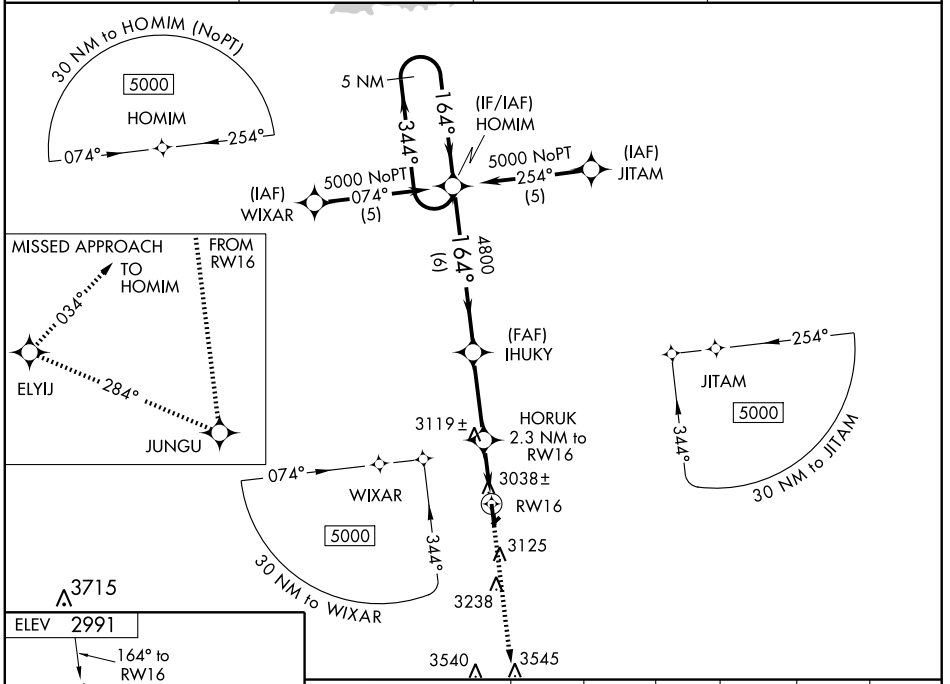
ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

V NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA. Use Mc Cook altimeter setting, when not received; use Goodland altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat D and Circling Cats C and D visibility ¼ mile. Circling NA to Rwys 17 and 35, and Rwys 3 and 21.

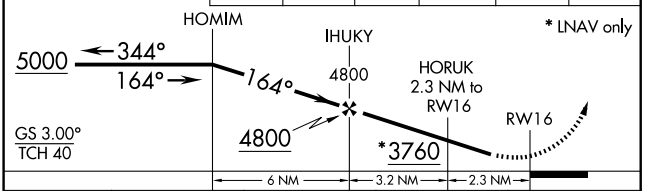
MISSED APPROACH: Climb to 5000 direct JUNGU and right turn on track 284° to ELYIJ and right turn on track 034° to HOMIM and hold.

MC COOK ASOS	AWOS-3	DENVER CENTER	UNICOM
119.025	118.675	132.5 379.15	122.7 (CTAF) L



5 NM Holding Pattern

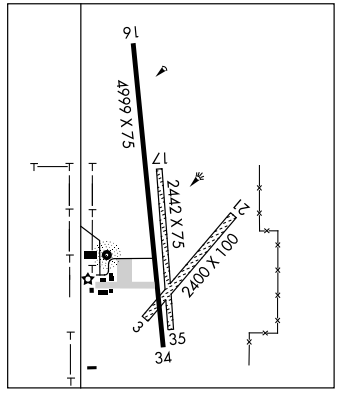
5000	JUNGU	tr 284°	ELYIJ	tr 034°	HOMIM



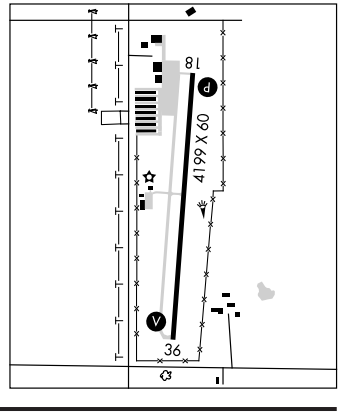
CATEGORY	A	B	C	D
LPV DA	3368-1¼	377 (400-1¼)		
LNAV/VNAV DA	3435-1½	444 (500-1½)		
LNAV MDA	3500-1	509 (600-1)	3500-1½	509 (600-1½)
CIRCLING	3620-1	629 (700-1)	3620-1¾ 629 (700-1¾)	3720-2¼ 729 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ATWOOD–RAWLINS CO CITY–CO (ADT) 2 N UTC–6(–5DT) N39°50.40′ W101°02.55′ **WICHITA**
2991 B **FUEL** 100LL NOTAM FILE ICT **H–5B, L–10G**
RWY 16–34: H4999X75 (ASPH) S–12.5, D–12.5 MIRL 1.3% up NW **IAP**
RWY 34: Tree.
RWY 17–35: 2442X75 (TURF)
RWY 03–21: 2400X100 (TURF)
RWY 03: P-line.
AIRPORT REMARKS: Unattended. 24 hr self svc fuel. Rwy 03–21 acute difference in sfc elevation at intersection with Rwy 16–34. ACTIVATE MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (785) 626–3572.
COMMUNICATIONS: CTAF/UNICOM 122.7
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 177° 37.2 NM to fld. 3010/11E.
NDB (MHW) 365 ADT N39°50.32′ W101°02.70′ at fld. NOTAM FILE ICT.



AUGUSTA MUNI (3AU) 5 W UTC–6(–5DT) N37°40.30′ W97°04.67′ **WICHITA**
1328 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE ICT **L–10I, 15D**
RWY 18–36: H4199X60 (ASPH) S–12 MIRL 0.5% up N **IAP**
RWY 18: REIL. PAPI(P4L). Bldg.
RWY 36: REIL. VASI(V2L)—GA 3.0° TCH 43′. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0400Z‡. For svc after hrs call 316–733–1326. PAEW mowing summer months. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, VASI Rwy 36, PAPI Rwy 18—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WICHITA APP/DEP CON** 134.8
WICHITA CLNC DEL 125.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 093° 24.5 NM to fld. 1471/7E. **HIWAS.**



BABSY N38°15.10′ W98°51.35′ NOTAM FILE GBD. **WICHITA**
NDB (LOM) 419 GB 350° 5.5 NM to Great Bend Muni.

BALDWIN CITY

VINLAND VALLEY AERODROME (K64) 3 N UTC–6(–5DT) N38°50.25′ W95°10.93′ **KANSAS CITY**
890 **FUEL** 100LL NOTAM FILE ICT
RWY 16–34: 3030X80 (TURF–GRVL) LIRL (NSTD)
RWY 16: Tree. **RWY 34:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Rwy 16–34 NSTD LIRL, first 1,028′ S end not lgtd. +61 trees 630′ from AER 34, 250′ left. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9

BEAR CREEK N37°38.14′ W101°44.08′. NOTAM FILE ICT. **WICHITA**
NDB (MHW) 341 JHN 168° 3.2 NM to Stanton Co Muni. **L–10G, 15B**

BEECH FACTORY (See WICHITA)

APP CRS	Rwy Idg	4199
346°	TDZE	1319
	Apt Elev	1328

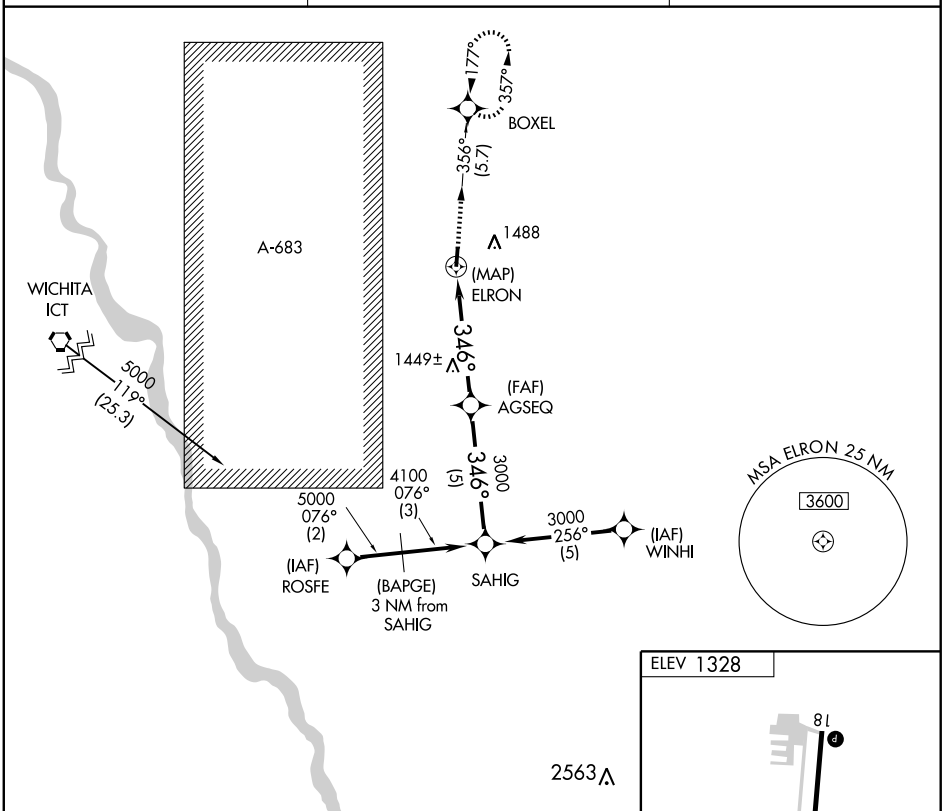
GPS RWY 36
AUGUSTA MUNI (3AU)

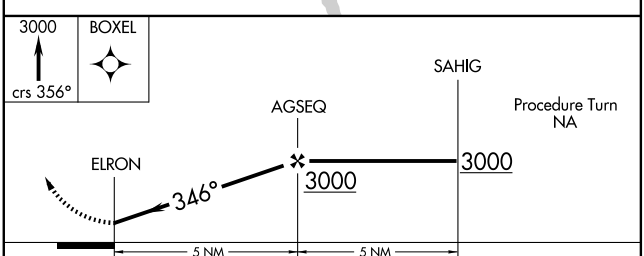
NA

Use Wichita altimeter setting.

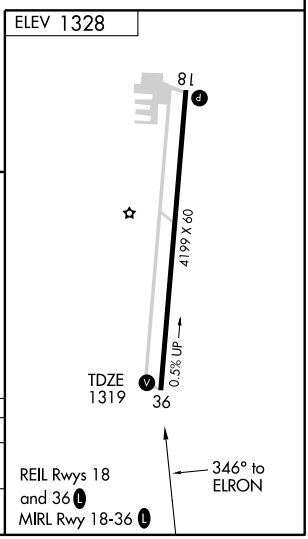
MISSED APPROACH: Climb to 3000 via 356° course to BOXEL WP and hold.

WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1740-1	421 (500-1)	1740-1¼ 421 (500-1¼)	NA
CIRCLING	1880-1	552 (600-1)	1880-1½ 552 (600-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 1328

VOR or GPS-A
AUGUSTA MUNI (3AU)

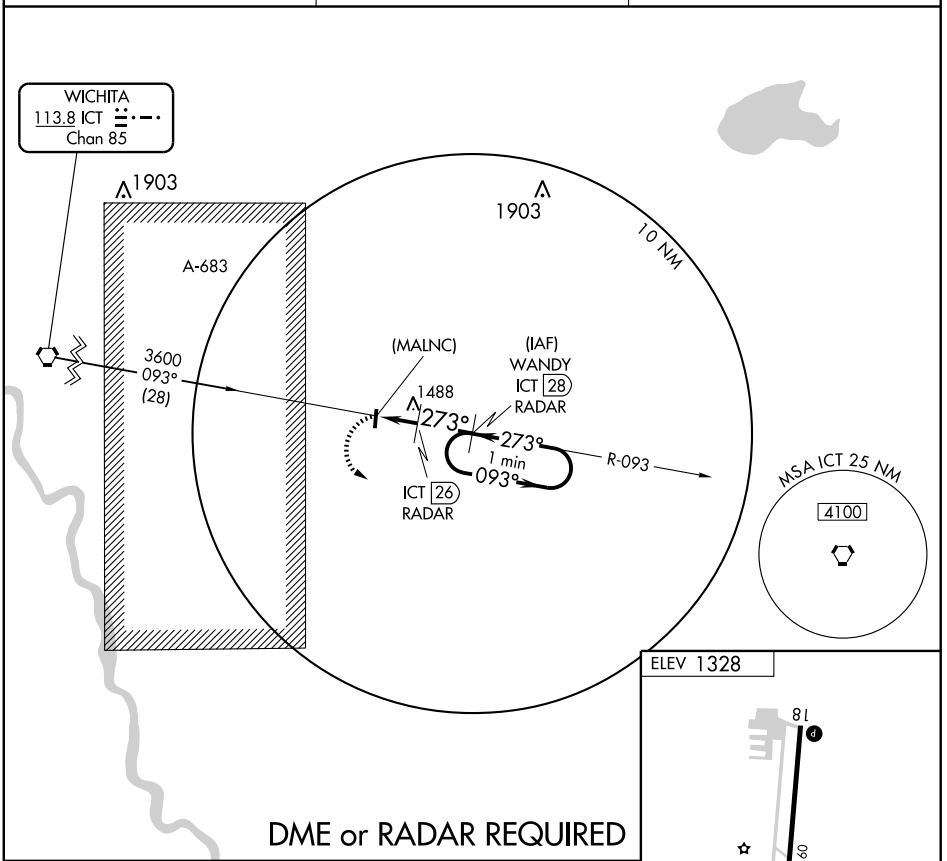
NA

Use Wichita altimeter setting.

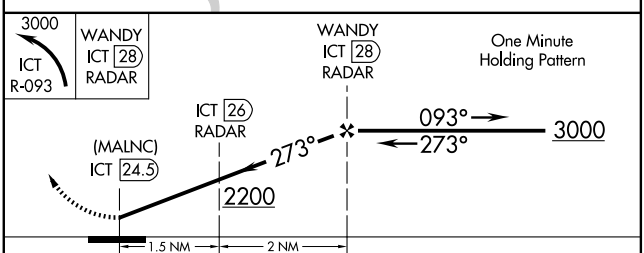
MISSED APPROACH: Climbing left turn to 3000 via ICT R-093 to WANDY 28 DME/RADAR and hold.

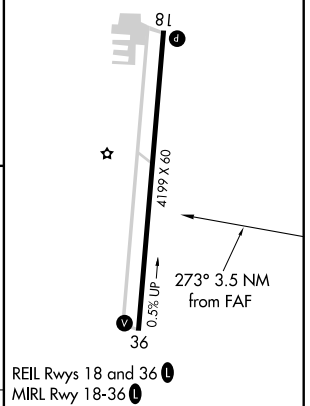
WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010



DME or RADAR REQUIRED

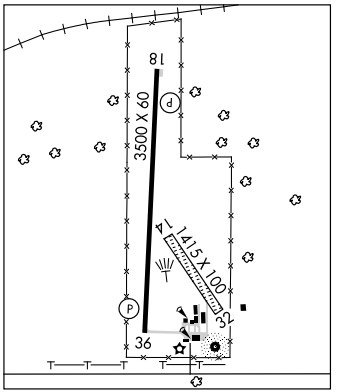




CATEGORY	A	B	C	D
CIRCLING	1880-1 552 (600-1)	1880-1¼ 552 (600-1¼)	1880-1½ 552 (600-1½)	NA

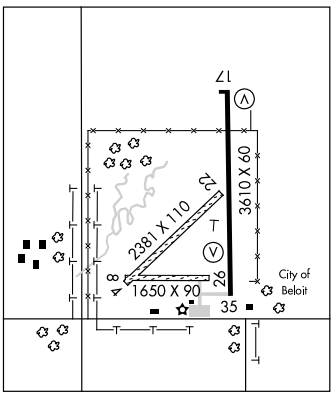
FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

BELLEVILLE MUNI (RPB) 1 W UTC−6(−5DT) N39°49.07′ W97°39.58′ WICHITA
1537 B **FUEL** 100LL NOTAM FILE ICT L–10I
RWY 18–36: H3500X60 (ASPH) S–12.5, D–18 MIRL 0.4 % up S IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 41′. Railroad.
RWY 36: PAPI(P2L)—GA 3.0° TCH 41′. Tree.
RWY 14–32: 1415X100 (TURF)
RWY 14: Tree. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. For fuel or transportation (avbl 24 hours) ctc police dispatcher on 785–527–5657. Occasional ultralight activity on and in vicinity of arpt. Rwy 14–32 rough in spots and some small rodent holes. Rwy 14 approach delineated by yellow painted cones. Rwy 32 approach delineated by orange painted markers.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANKATO RCO 122.1R 109.8T (WICHITA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 078° 27.8 NM to fld. 1880/10E.
REPUBLICAN NDB (MHW) 414 RPB N39°48.79′ W97°39.50′ at fld.



BELOIT

MORITZ MEM (K61) 1 NW UTC−6(−5DT) N39°28.27′ W98°07.73′ WICHITA
1416 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10H
RWY 17–35: H3610X60 (CONC) S–30, D–30 MIRL IAP
RWY 17: VASI(V2L)—GA 3.25° TCH 26′. Antenna.
RWY 35: VASI(V2L)—GA 3.25° TCH 31′. Trees.
RWY 04–22: 2381X110 (TURF)
RWY 04: Tree. **RWY 22:** Trees.
RWY 08–26: 1650X90 (TURF) 0.4% up E
RWY 26: Tower
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For fuel after hrs call 785–738–7437. Credit card fueling is avbl 24 hrs. Jet A avbl 24 hrs with credit card. Rwy 04–22 and Rwy 08–26 marked with red and white painted 'L' markers at each end with additional reflector raised panels. Radio controlled aircraft operations on and invof arpt weekends and holidays. Rwy 17 and Rwy 35 VASI OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.225 (785) 534–1141.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 153° 21.0 NM to fld. 1880/10E.



NDB RPB	APP CRS		
414	169°	Rwy Idg	3500
		TDZE	1537
		Apt Elev	1537

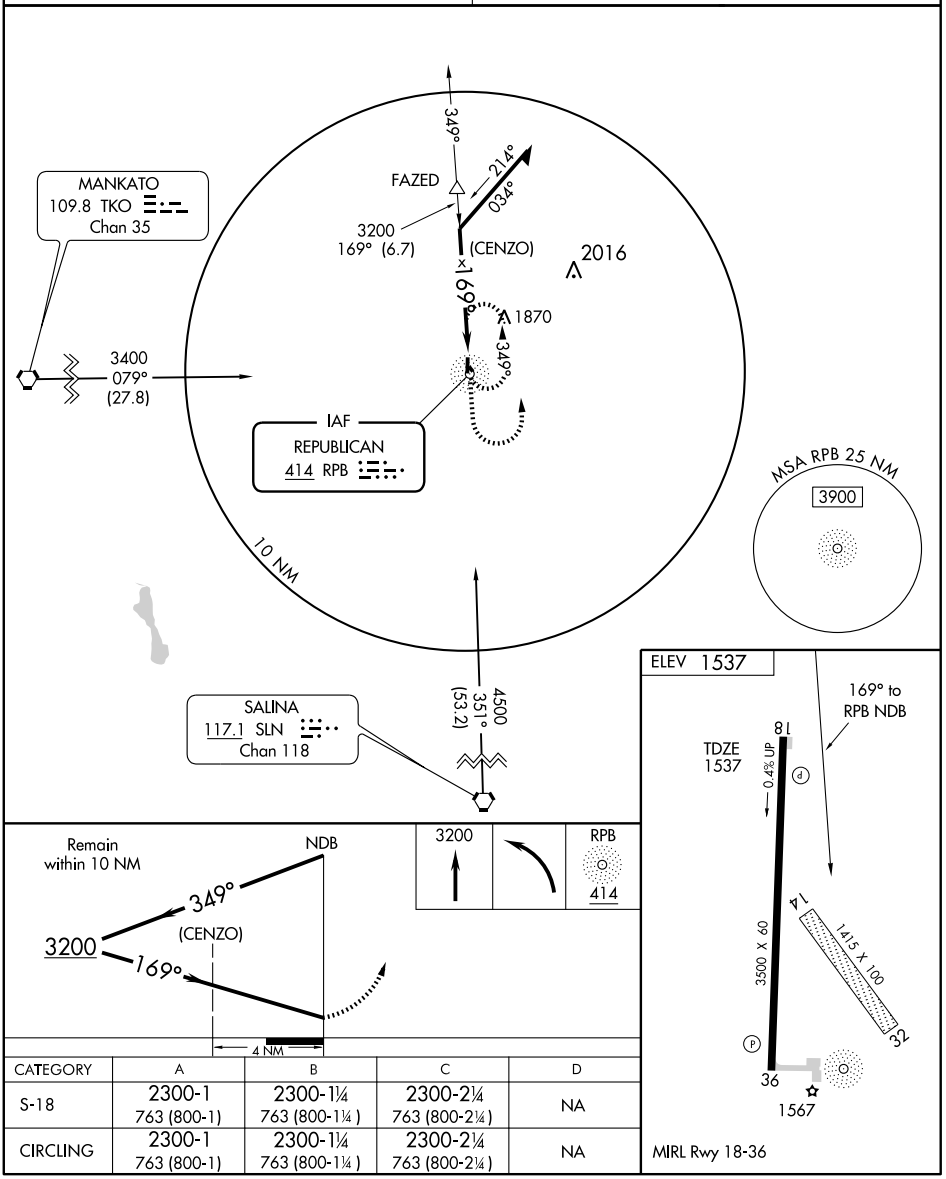
NDB or GPS RWY 18

BELLEVILLE MUNI (RPB)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.

WICHITA RADIO	UNICOM
122.1R	122.8 (CTAF)



CATEGORY	A	B	C	D
S-18	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA
CIRCLING	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB RPB 414	APP CRS 008°	Rwy Idg 3500 TDZE 1537 Apt Elev 1537

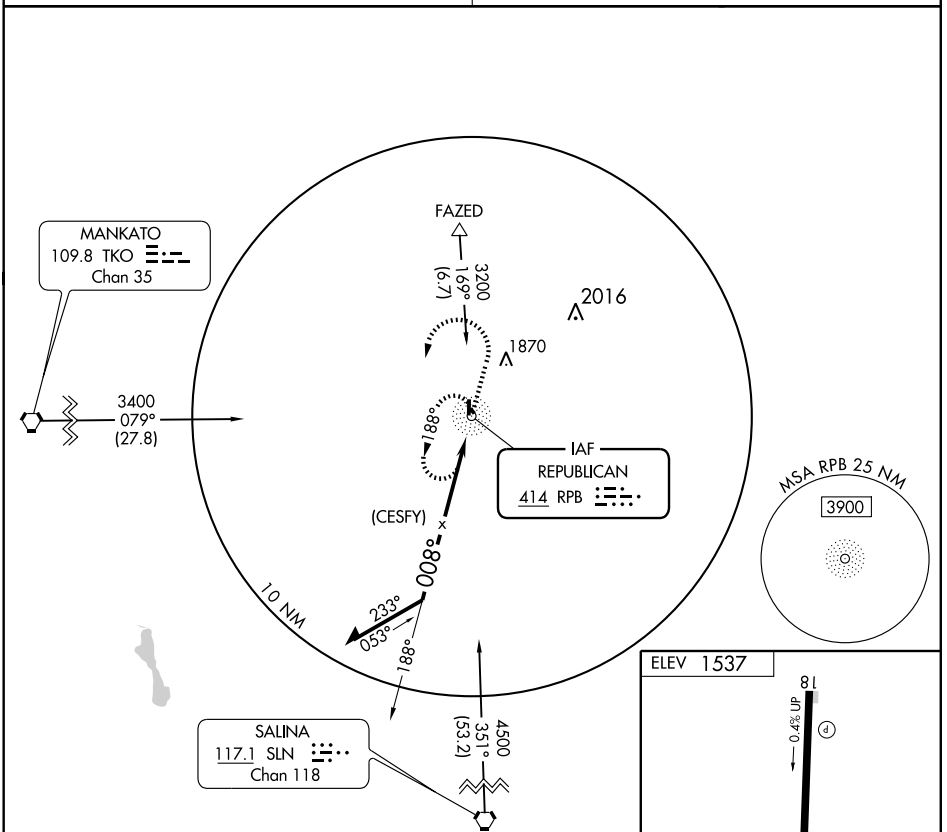
NDB or GPS RWY 36

BELLEVILLE MUNI (RPB)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.

WICHITA RADIO	UNICOM
122.1R	122.8 (CTAF)



CATEGORY	A	B	C	D
S-36	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA
CIRCLING	2280-1 743 (800-1)	2280-1¼ 743 (800-1¼)	2280-2¼ 743 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TKO 109.8 Chan 35	APP CRS 078°	Rwy Idg N/A TDZE N/A Apt Elev 1537

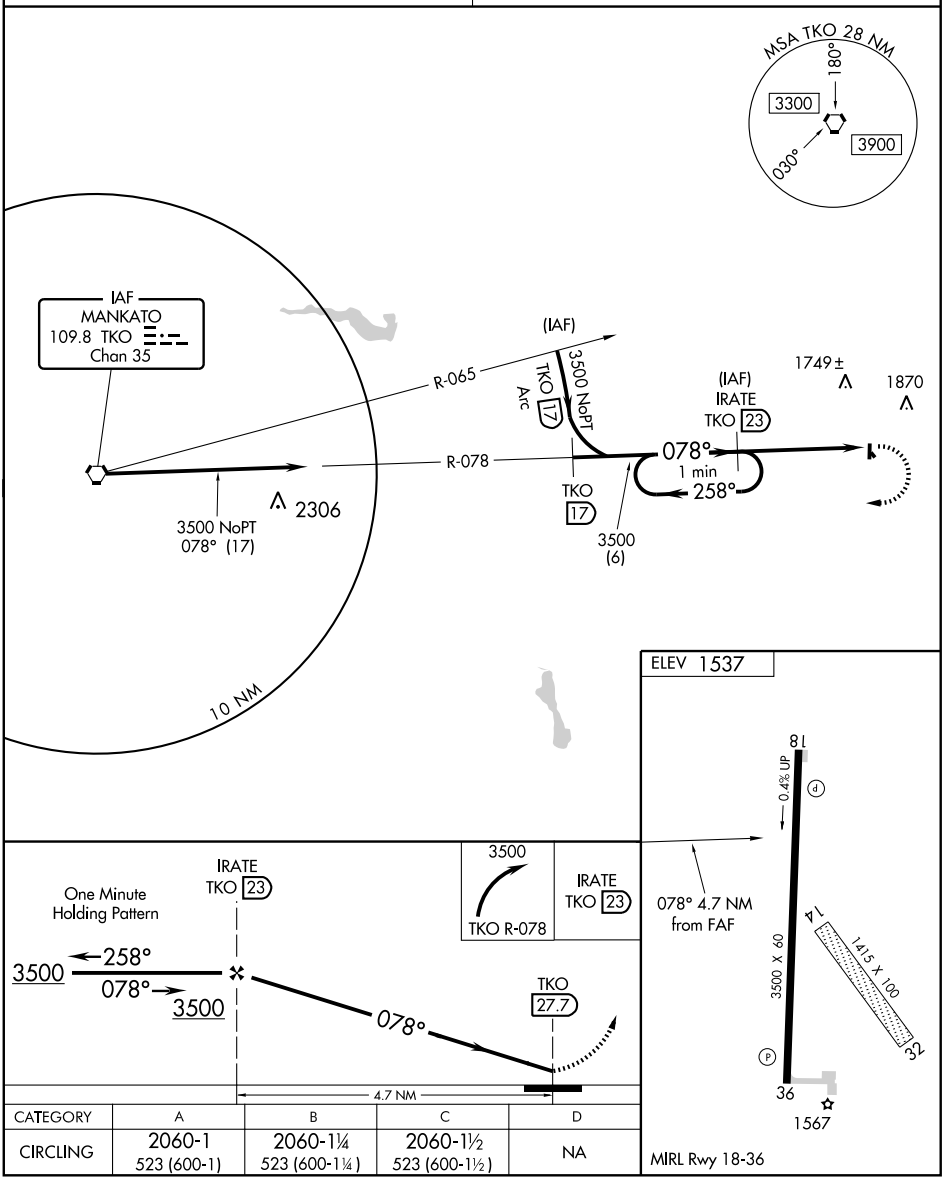
VOR/DME-A

BELLEVILLE MUNI (RPB)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 via TKO R-078 to IRATE and hold.

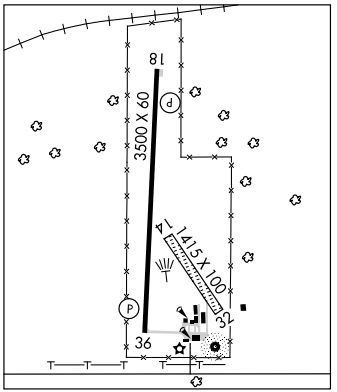
WICHITA RADIO	UNICOM
122.1R	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2060-1 523 (600-1)	2060-1¼ 523 (600-1¼)	2060-1½ 523 (600-1½)	NA

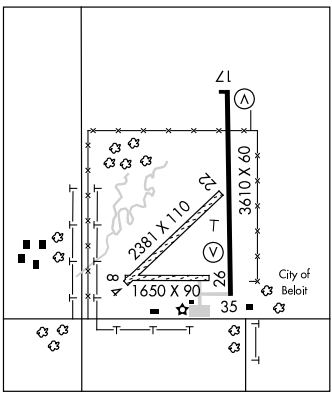
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BELLEVILLE MUNI (RPB) 1 W UTC−6(−5DT) N39°49.07′ W97°39.58′ WICHITA
1537 B **FUEL** 100LL NOTAM FILE ICT L–10I
RWY 18–36: H3500X60 (ASPH) S–12.5, D–18 MIRL 0.4 % up S IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 41′. Railroad.
RWY 36: PAPI(P2L)—GA 3.0° TCH 41′. Tree.
RWY 14–32: 1415X100 (TURF)
RWY 14: Tree. **RWY 32:** Trees.
AIRPORT REMARKS: Unattended. For fuel or transportation (avbl 24 hours) ctc police dispatcher on 785–527–5657. Occasional ultralight activity on and in vicinity of arpt. Rwy 14–32 rough in spots and some small rodent holes. Rwy 14 approach delineated by yellow painted cones. Rwy 32 approach delineated by orange painted markers.
COMMUNICATIONS: CTAF/UNICOM 122.8
MANKATO RCO 122.1R 109.8T (WICHITA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 078° 27.8 NM to fld. 1880/10E.
REPUBLICAN NDB (MHW) 414 RPB N39°48.79′ W97°39.50′ at fld.



BELOIT

MORITZ MEM (K61) 1 NW UTC−6(−5DT) N39°28.27′ W98°07.73′ WICHITA
1416 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10H
RWY 17–35: H3610X60 (CONC) S–30, D–30 MIRL IAP
RWY 17: VASI(V2L)—GA 3.25° TCH 26′. Antenna.
RWY 35: VASI(V2L)—GA 3.25° TCH 31′. Trees.
RWY 04–22: 2381X110 (TURF)
RWY 04: Tree. **RWY 22:** Trees.
RWY 08–26: 1650X90 (TURF) 0.4% up E
RWY 26: Tower
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For fuel after hrs call 785–738–7437. Credit card fueling is avbl 24 hrs. Jet A avbl 24 hrs with credit card. Rwy 04–22 and Rwy 08–26 marked with red and white painted 'L' markers at each end with additional reflector raised panels. Radio controlled aircraft operations on and invof arpt weekends and holidays. Rwy 17 and Rwy 35 VASI OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.225 (785) 534–1141.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 153° 21.0 NM to fld. 1880/10E.



APP CRS	Rwy Idg	3610
174°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 17

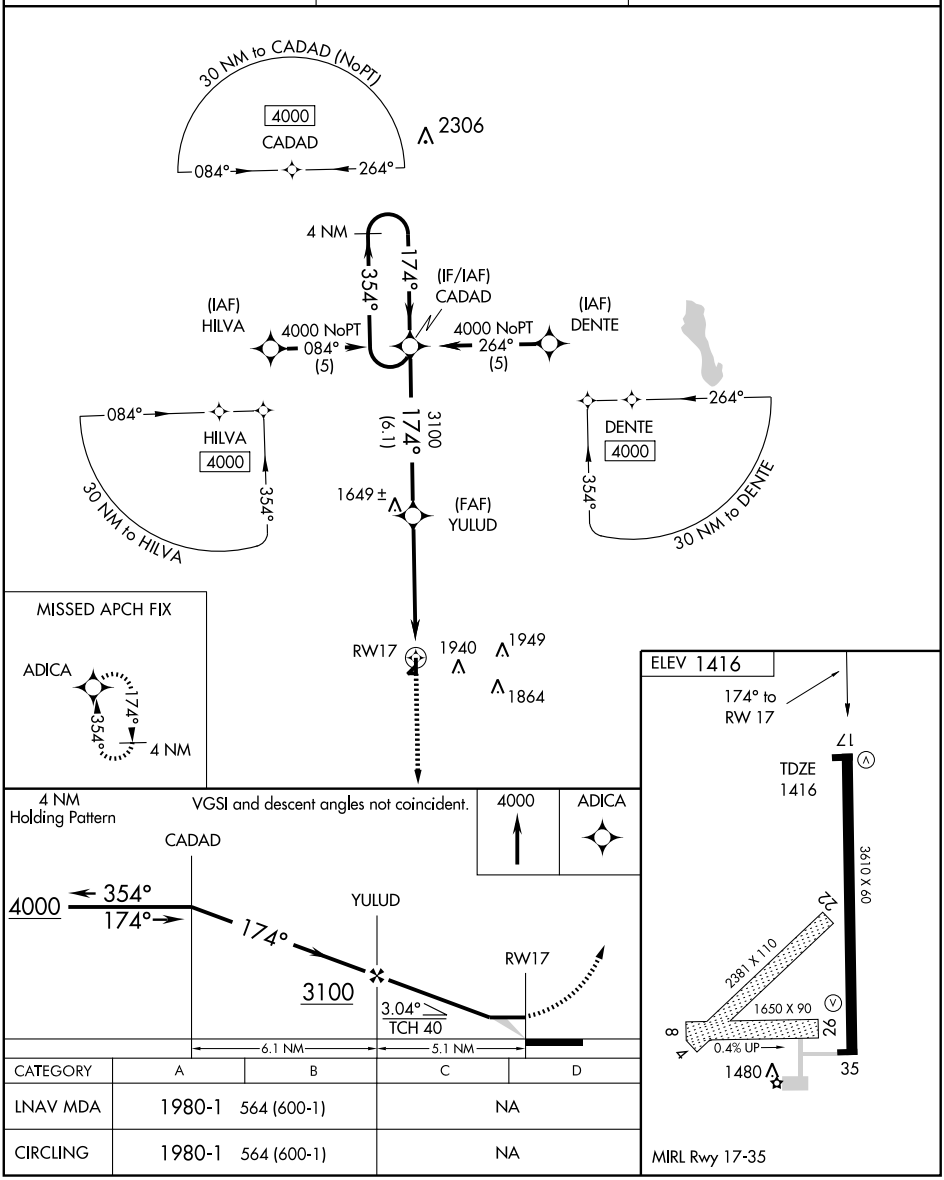
BELOIT/MORITZ MEMORIAL (K61)

NA

Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA. Use Blosser Muni altimeter setting. When not received, use Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 4000 direct ADICA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1980-1	564 (600-1)	NA	
CIRCLING	1980-1	564 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3610
354°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 35

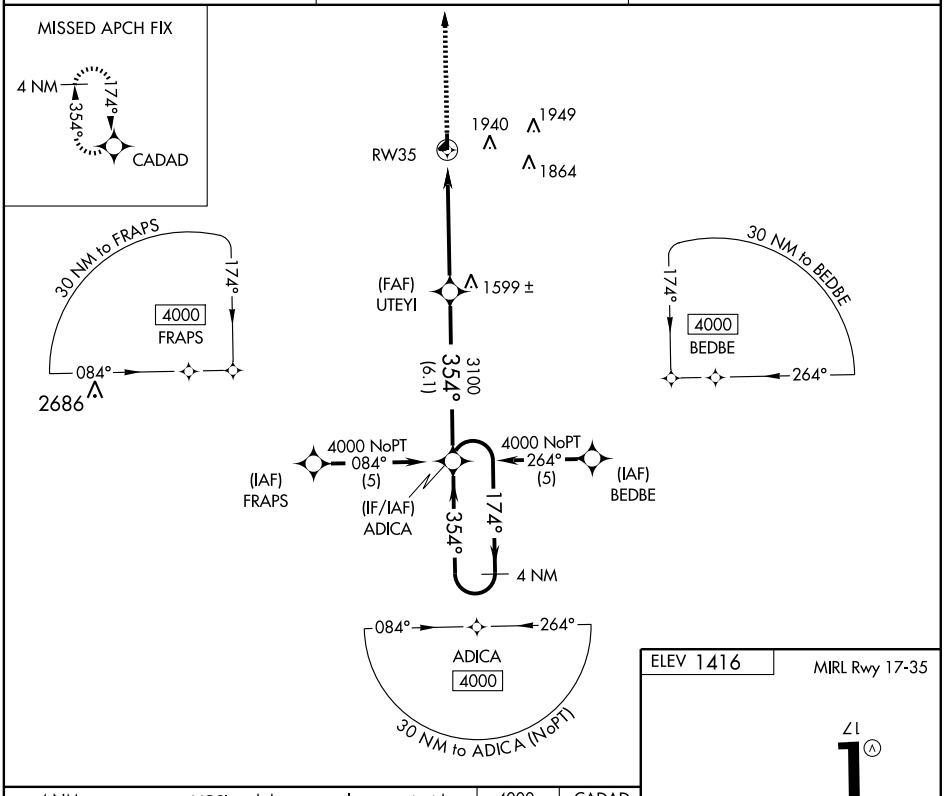
BELOIT/MORITZ MEMORIAL (K61)

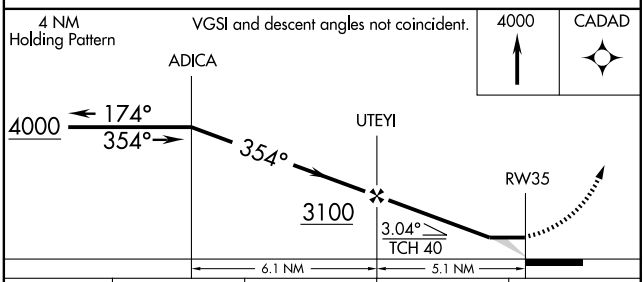
NA

Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA. Use Blosser Muni altimeter setting; when not received, use Salina Muni altimeter setting and increase all MDA 80 feet.

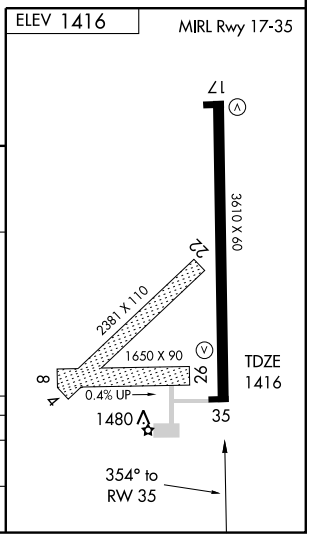
MISSED APPROACH: Climb to 4000 direct CADAD and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1920-1	504 (600-1)	NA	
CIRCLING	1940-1	524 (600-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TKO	APP CRS	Rwy Idg	3610
109.8	153°	TDZE	1416
Chan 35		Apt Elev	1416

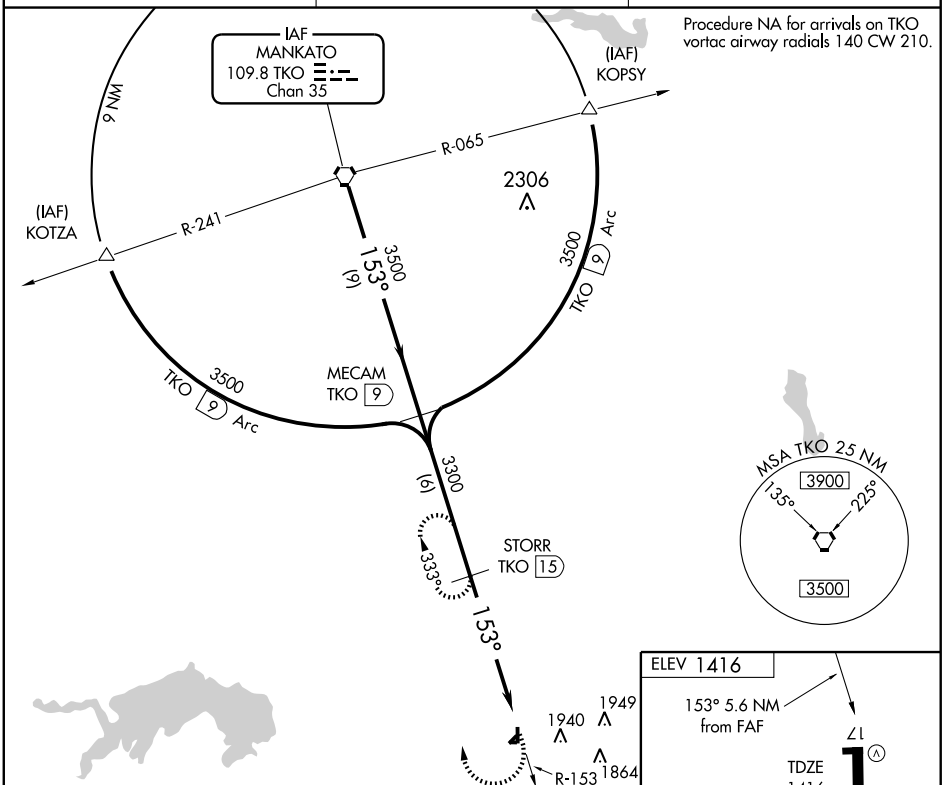
VOR/DME RWY 17

BELOIT/MORITZ MEMORIAL (K61)

NA Use Blosser Muni altimeter setting, when not received use Salina Muni altimeter setting and increase all MDA 80 feet, increase S-17 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3300 via heading 020° and TKO R-153 to STORR 15 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.225	134.9 363.2	122.8 (CTAF)

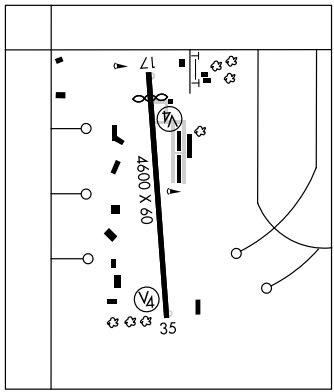


CATEGORY	A	B	C	D
S-17	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2180-2¼ 764 (800-2¼)	NA
CIRCLING	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2340-2¾ 924 (1000-2¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BENTON

LLOYD STEARMAN FLD (1K1) 1 SW UTC−6(−5DT) N37°46.51′ W97°06.80′ **WICHITA**
1364 S4 **FUEL** 100LL, JET A NOTAM FILE ICT **L–10I, 15D**
RWY 17–35: H4600X60 (ASPH) MIRL 0.7% up NW **IAP**
RWY 17: TRCV(TRIL)—GA 4.0° TCH 35′. Thld dsplcd 250′. Rgt tfc.
RWY 35: TRCV(TRIL)—GA 4.0° TCH 31′.
AIRPORT REMARKS: Attended Mon–Sat 1500–2300Z‡. Fuel 24 hr credit card. Warbird, antique and helicopter ops on and invof arpt. Numerous activity third Sat of every month due to fly–ins. Uncontrolled vehicle traffic invof hangers on twys. Ultralight acft PPR. For assistance after hrs call 316–648–0132 or numbers posted at FBO. PAEW Rwy 17–35. Turf operations west of runway.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **WICHITA APP/DEP CON** 134.8 **CLNC DEL** 125.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 078° 22.5 NM to fld. 1471/7E.
HIWAS.
COMM/NAV/WEATHER REMARKS: For clearance delivery ctc **WICHITA APP/CON** on frequency 125.0 or call 316–946–0064.



BILOY N39°07.22′ W95°41.23′ NOTAM FILE TOP. **KANSAS CITY**
NDB (MHW/LOM) 521 TO 131° 4.3 NM to Philip Billard Muni. Unmonitored. **L–10I**

BIRD CITY

BRESSLER FLD (5KØ) 1 SW UTC−6(−5DT) N39°44.55′ W101°33.34′ **WICHITA**
3489 B NOTAM FILE ICT
RWY 08–26: 3460X70 (TURF)
RWY 08: Road. Rgt tfc **RWY 26:** Road.
RWY 17–35: 2270X75 (TURF)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Attended Apr–Sep dalgt hours, Oct–Mar unattended. During Oct–Mar call 785–734–2631 for arpt conditions. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9

BLOSSER MUNI (See CONCORDIA)

BOYD N38°17.98′ W95°43.30′ NOTAM FILE ICT. **KANSAS CITY**
NDB (MHW) 245 UKL at Coffey Co. Unmonitored 0000–1400Z‡. NDB unusable byd 13 NM. **L–10I, 15E**

BRESSLER FLD (See BIRD CITY)

BUCKLIN (8KØ) 1 SW UTC−6(−5DT) N37°32.75′ W99°38.51′ **WICHITA**
2418 NOTAM FILE ICT
RWY 18–36: 2560X150 (TURF)
RWY 18: Pole. **RWY 36:** Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4350
172°	TDZE	1364
	Apt Elev	1364

RNAV (GPS) RWY 17

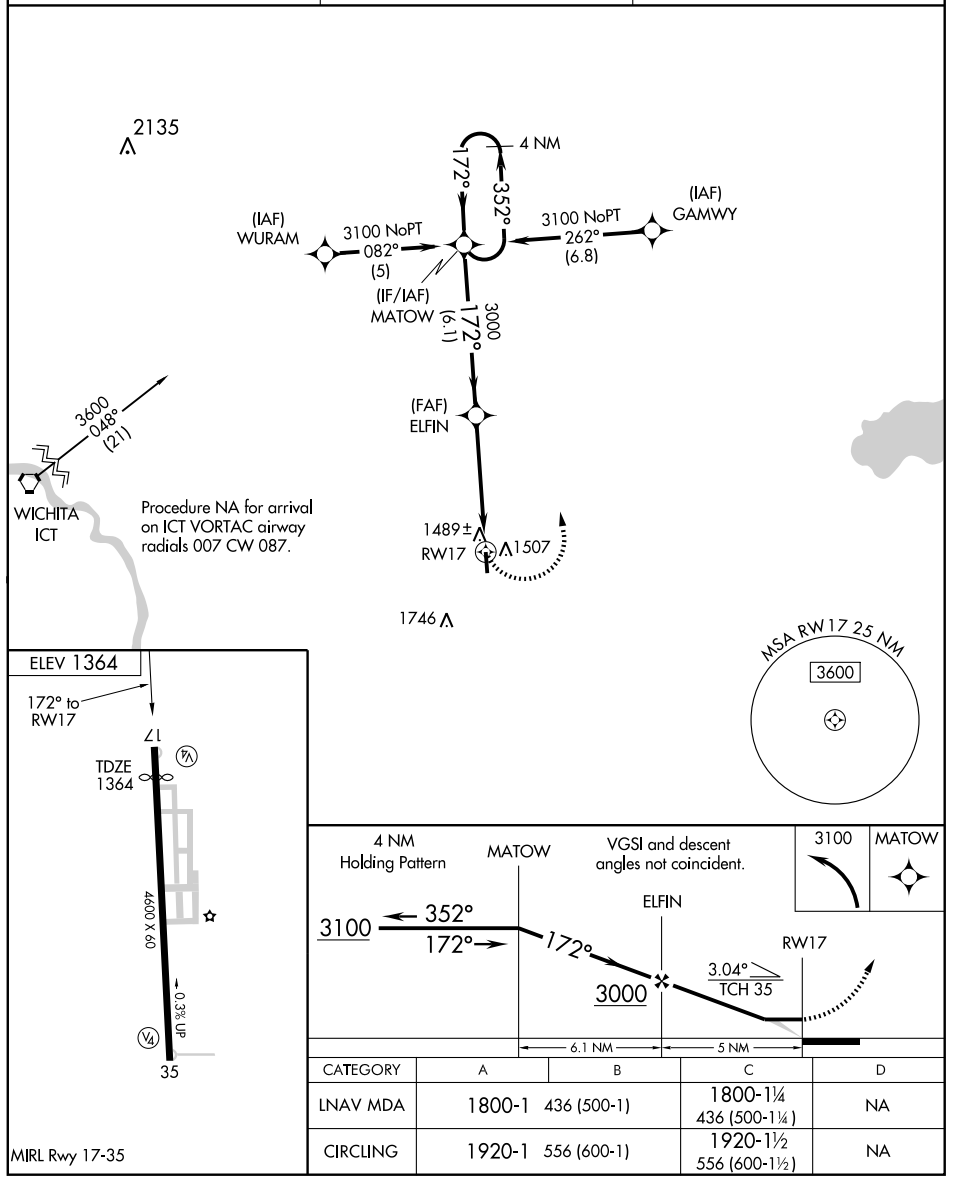
BENTON/LLOYD STEARMAN FIELD (1K1)

DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3100 direct MATOW and hold.

WICHITA APP CON	CLNC DEL	UNICOM
134.8 269.1	125.0	123.075 (CTAF)

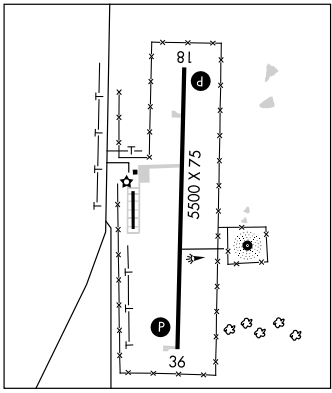


CATEGORY	A	B	C	D
LNAV MDA	1800-1	436 (500-1)	1800-1¼ 436 (500-1¼)	NA
CIRCLING	1920-1	556 (600-1)	1920-1½ 556 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BURLINGTON

COFFEY CO (UKL) 7 N UTC−6(−5DT) N38°18.15′ W95°43.50′ — KANSAS CITY
1174 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT — H–5C, L–10I, 15E
RWY 18–36: H5500X75 (CONC) S–30 MIRL — IAP
RWY 18: PAPI (P4L). Tree. **RWY 36:** PAPI(P4L).
AIRPORT REMARKS: Attended Apr–Oct 1400–0200Z‡, Nov–Mar 1400–0000Z‡. Arpt unattended Christmas day. Wildlife on and invof arpt. Ultralight activity on and in vicinity of arpt. MIRL Rwy 18–36 opr dusk–0400Z‡. After 0400Z‡ ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (620) 364–2435.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 080° 19.5 NM to fld. 1220/8E. **HIWAS.**
BOYD NDB (MHW) 245 UKL N38°17.99′ W95°43.29′ at fld. NOTAM FILE ICT. Unmonitored 0000–1400Z‡. NDB unusable byd 13 NM.



CALDWELL MUNI (Ø1K) 1 E UTC−6(−5DT) N37°02.20′ W97°35.13′ — WICHITA
1157 NOTAM FILE ICT
RWY 17–35: 2460X110 (TURF) LIRL
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17 has a 3′ ditch off end of rwy. Landing fee to commercial users only.
COMMUNICATIONS: CTAF 122.9

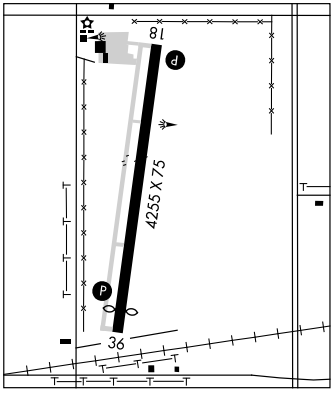
CAPTAIN JACK THOMAS/EL DORADO (See EL DORADO)

CAVALRY N39°01.56′ W96°47.67′. NOTAM FILE FRI. — KANSAS CITY
NDB (MHW) 314 CVY 035° 2.1 NM to Marshall AAF. NDB unmonitored Sat–Mon 0530–1400Z‡ and holidays. — L–10I

CEDAR AIR PARK (See OLATHE)

CESSNA AIRCRAFT FLD (See WICHITA)

CHANUTE MARTIN JOHNSON (CNU) 2 SW UTC−6(−5DT) N37°40.13′ W95°29.10′ — KANSAS CITY
1002 B S2 **FUEL** 100LL, JET A TPA—1802(800) NOTAM FILE CNU — L–10J, 15E
RWY 18–36: H4255X75 (ASPH) S–12 MIRL 0.5% up S — IAP
RWY 18: PAPI(P2L). Tree.
RWY 36: PAPI(P2L). Thld dsplcd 270′. Railroad.
AIRPORT REMARKS: Attended Nov–Mar 1400Z‡–dusk, Apr–Oct 1400–0000Z‡. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn opr dusk–0500Z‡. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 127.075 (620) 431–6781.
COMMUNICATIONS: CTAF/UNICOM 122.7.
RCO 122.35 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 132.9
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
(L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 059° 5.8 NM to fld. 1080/5E.



CHARLES E. GRUTZMACHER MUNI (See ONAGA)

APP CRS	Rwy Idg	5500
175°	TDZE	1173
	Apt Elev	1173

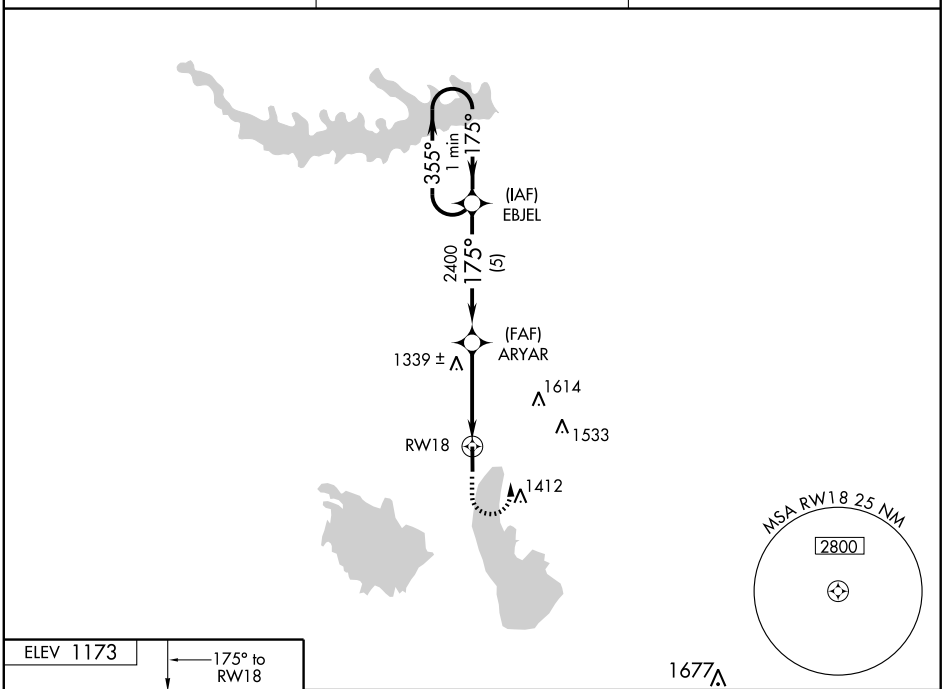
GPS RWY 18

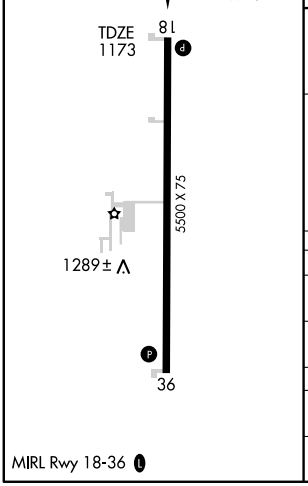
BURLINGTON/COFFEY COUNTY (UKL)

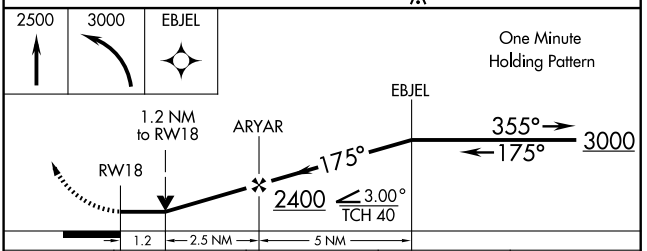
⚠ NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EBJEL WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-18	1600-1 427 (500-1)		1600-1¼ 427 (500-1¼)	NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-18	1660-1 487 (500-1)		1660-1¼ 487 (500-1¼)	NA
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
355°	TDZE	1172
	Apt Elev	1173

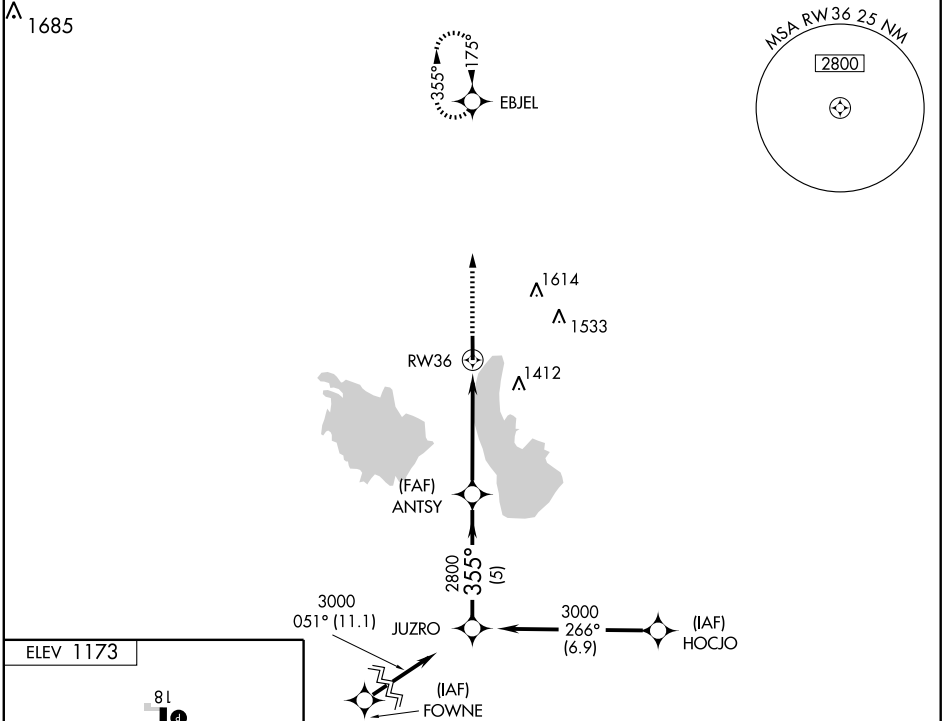
GPS RWY 36

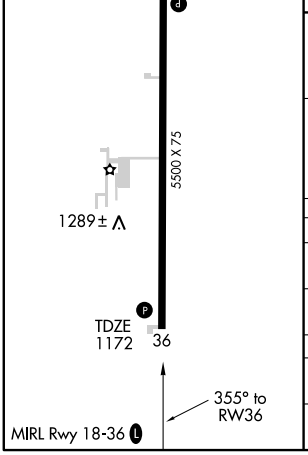
BURLINGTON/COFFEY COUNTY (UKL)

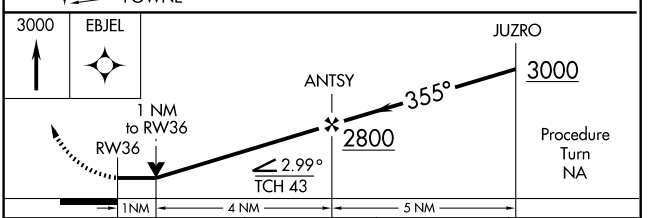
NA Obtain local altimeter setting on CTAF; when not received, use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBJEL WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	1540-1 368 (400-1)			NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1600-1 428 (500-1)		1600-1¼ 428 (500-1¼)	NA
CIRCLING	1680-1 507 (600-1)		1680-1½ 507 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB UKL 245	APP CRS 007°	Rwy Idg 5500 TDZE 1172 Apt Elev 1173

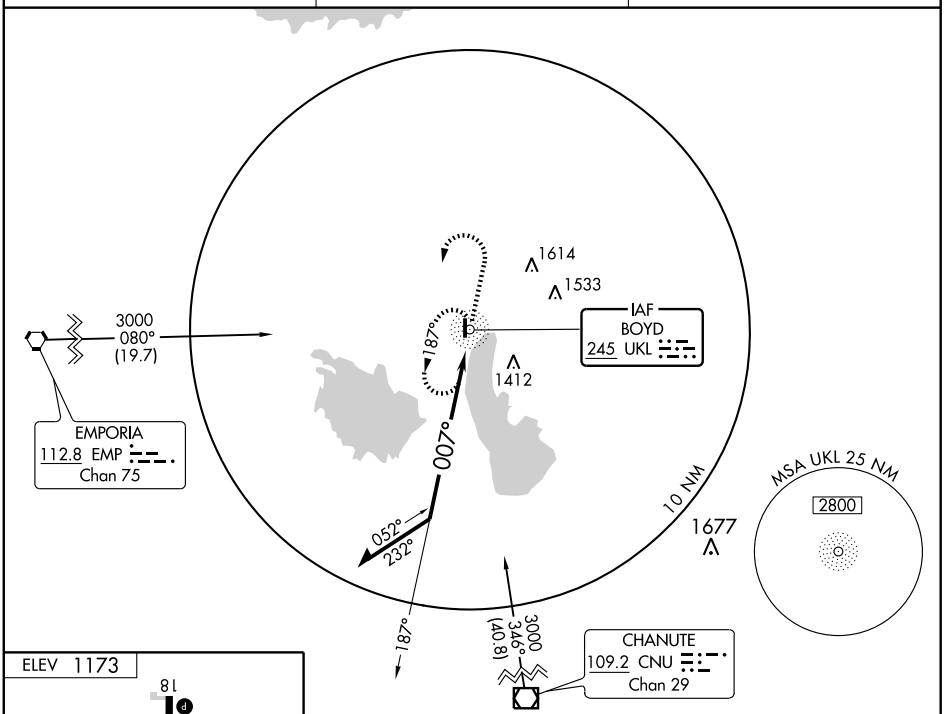
NDB RWY 36

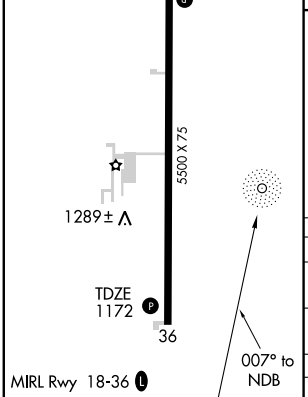
BURLINGTON/COFFEY COUNTY (UKL)

NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting.

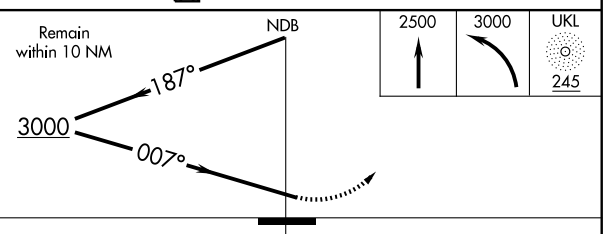
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct UKL NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
121.125	127.725 270.25	123.0 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					

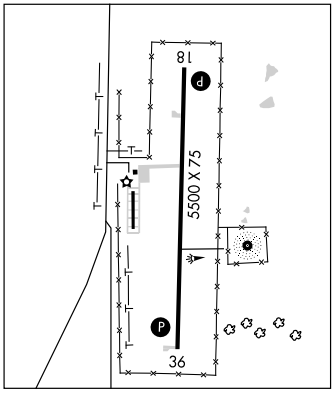


CATEGORY	A	B	C	D
S-36	1840-1 668 (700-1)		1840-1¾ 668 (700-1¾)	NA
CIRCLING	1840-1 667 (700-1)		1840-1¾ 667 (700-1¾)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1900-1 728 (800-1)		1900-2 728 (800-2)	NA
CIRCLING	1900-1 727 (800-1)		1900-2 727 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BURLINGTON

COFFEY CO (UKL) 7 N UTC−6(−5DT) N38°18.15′ W95°43.50′ — KANSAS CITY
1174 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT — H–5C, L–10I, 15E
RWY 18–36: H5500X75 (CONC) S–30 MIRL — IAP
RWY 18: PAPI (P4L). Tree. **RWY 36:** PAPI(P4L).
AIRPORT REMARKS: Attended Apr–Oct 1400–0200Z‡, Nov–Mar 1400–0000Z‡. Arpt unattended Christmas day. Wildlife on and invof arpt. Ultralight activity on and in vicinity of arpt. MIRL Rwy 18–36 opr dusk–0400Z‡. After 0400Z‡ ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (620) 364–2435.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 080° 19.5 NM to fld. 1220/8E. **HIWAS.**
BOYD NDB (MHW) 245 UKL N38°17.99′ W95°43.29′ at fld. NOTAM FILE ICT. Unmonitored 0000–1400Z‡. NDB unusable byd 13 NM.



CALDWELL MUNI (Ø1K) 1 E UTC−6(−5DT) N37°02.20′ W97°35.13′ — WICHITA
1157 NOTAM FILE ICT
RWY 17–35: 2460X110 (TURF) LIRL
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17 has a 3′ ditch off end of rwy. Landing fee to commercial users only.
COMMUNICATIONS: CTAF 122.9

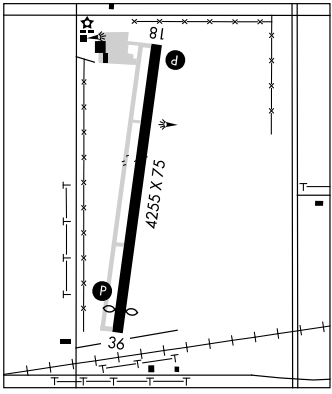
CAPTAIN JACK THOMAS/EL DORADO (See EL DORADO)

CAVALRY N39°01.56′ W96°47.67′. NOTAM FILE FRI. — KANSAS CITY
NDB (MHW) 314 CVY 035° 2.1 NM to Marshall AAF. NDB unmonitored Sat–Mon 0530–1400Z‡ and holidays. — L–10I

CEDAR AIR PARK (See OLATHE)

CESSNA AIRCRAFT FLD (See WICHITA)

CHANUTE MARTIN JOHNSON (CNU) 2 SW UTC−6(−5DT) N37°40.13′ W95°29.10′ — KANSAS CITY
1002 B S2 **FUEL** 100LL, JET A TPA—1802(800) NOTAM FILE CNU — L–10J, 15E
RWY 18–36: H4255X75 (ASPH) S–12 MIRL 0.5% up S — IAP
RWY 18: PAPI(P2L). Tree.
RWY 36: PAPI(P2L). Thld dsplcd 270′. Railroad.
AIRPORT REMARKS: Attended Nov–Mar 1400Z‡–dusk, Apr–Oct 1400–0000Z‡. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Rotating bcn opr dusk–0500Z‡. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 127.075 (620) 431–6781.
COMMUNICATIONS: CTAF/UNICOM 122.7.
RCO 122.35 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 132.9
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
(L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 059° 5.8 NM to fld. 1080/5E.



CHARLES E. GRUTZMACHER MUNI (See ONAGA)

RNAV (GPS) RWY 36

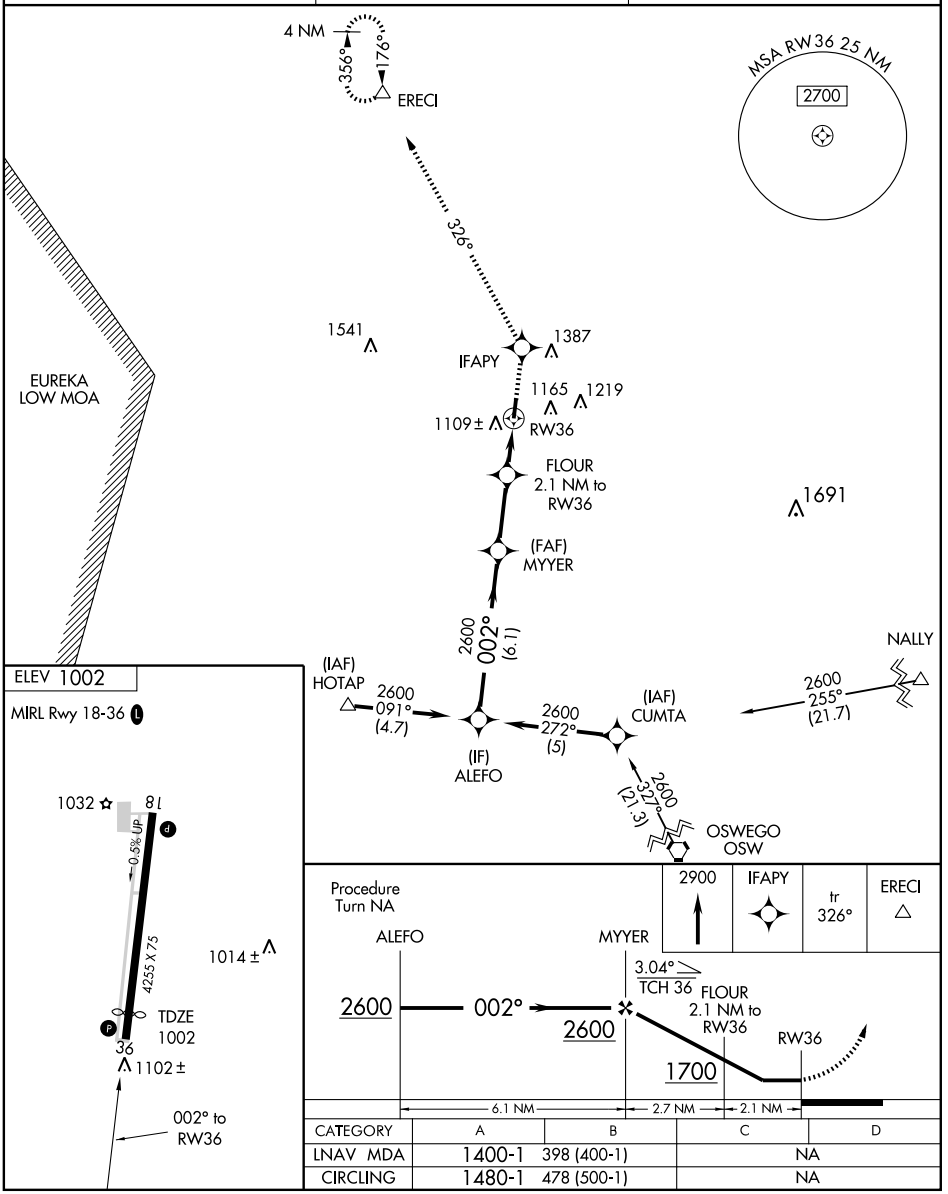
CHANUTE MARTIN JOHNSON (CNU)

APP CRS	Rwy Idg	3985
002°	TDZE	1002
	Apt Elev	1002

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct IFAPY and on track 326° to ERECI and hold.

ASOS	KANSAS CITY CENTER	UNICOM
127.075	132.9 279.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1	398 (400-1)	NA	
CIRCLING	1480-1	478 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CNU	APP CRS	Rwy Idg	N/A
109.2	059°	TDZE	N/A
Chan 29		Apt Elev	1002

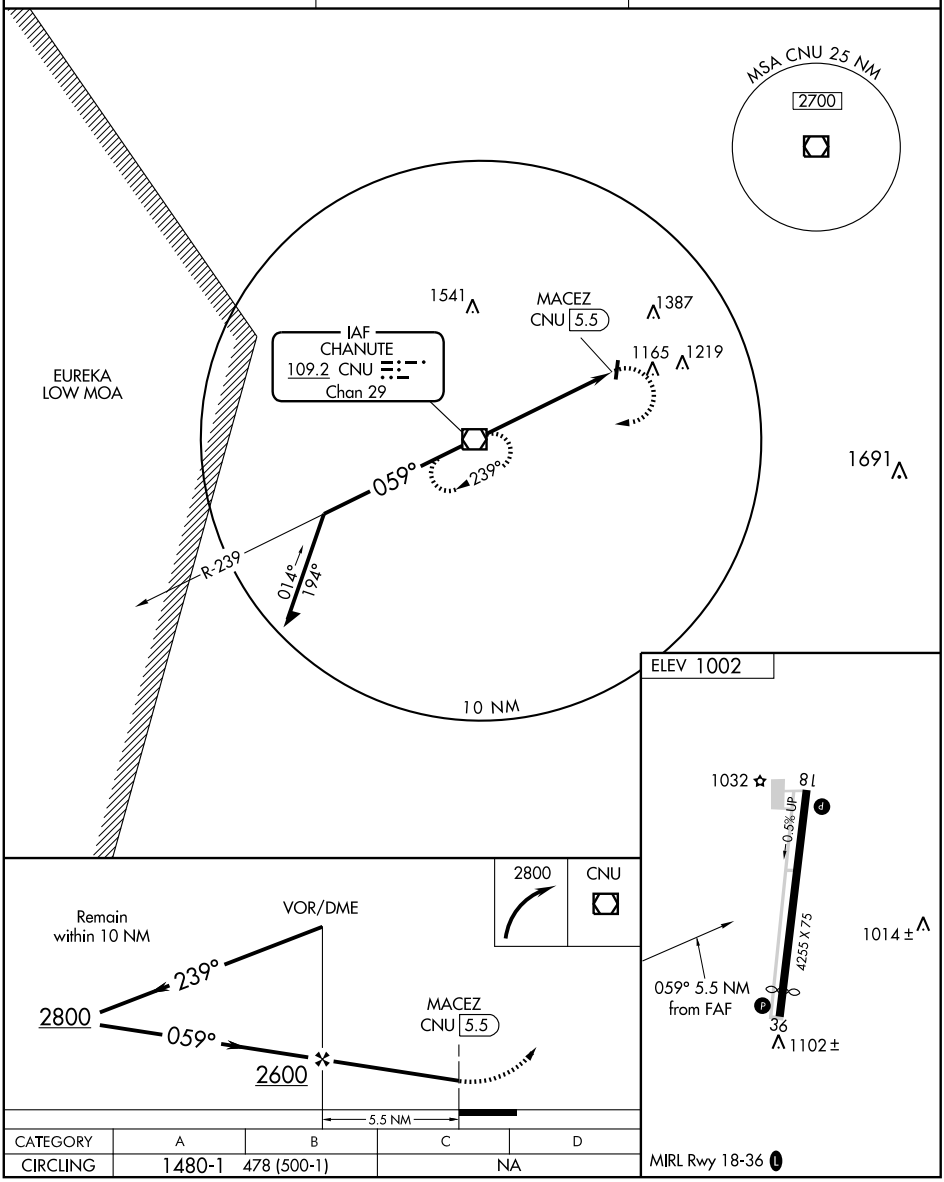
VOR-A

CHANUTE MARTIN JOHNSON (CNU)

When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 2800 direct CNU VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
127.075	132.9 279.5	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1480-1	478 (500-1)	NA	

MIRL Rwy 18-36 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

CHEYENNE CO MUNI (See ST FRANCIS)

CIMARRON MUNI (8K8) 2 N UTC−6(−5DT) N37°49.83′ W100°21.03′ **WICHITA**

2752 B NOTAM FILE ICT

RWY 01–19: H2800X32 (ASPH) LIRL

RWY 01: Thld dsplcd 170′. Road. **RWY 19:** Thld dsplcd 280′.

RWY 11–29: 2450X50 (TURF)

RWY 11: P-line.

AIRPORT REMARKS: Unattended. Rwy 11–29 turf is rough and uneven with low spots. Rwy 01–19 NSTD markings; no numbers at thlds and rwy centerline stripe is nstd due to spacing; dsplcd thld marked with nstd longitudinal stripes. ACTIVATE LIRL Rwy 01–19—CTAF.

COMMUNICATIONS: CTAF 122.9

CLAY CENTER MUNI (CYW) 2 W UTC−6(−5DT) N39°23.23′ W97°09.43′ **WICHITA L–10I IAP**

1208 B S4 **FUEL** 100LL, MOGAS TPA—2008(800) NOTAM FILE ICT

RWY 17–35: H4199X75 (ASPH) S–12, D–15 MIRL

RWY 17: Irrigation equipment.

RWY 35: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after dusk call 785–632–3217. Rwy 17–35 MIRL preset low ints dusk–0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

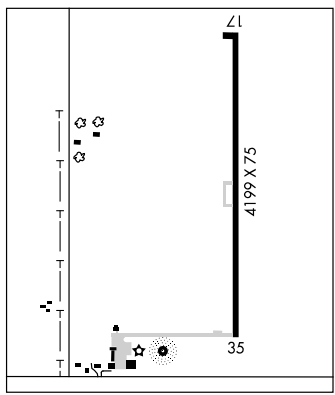
KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 031° 35.2 NM to fld. 1315/7E.

HIWAS.

NDB (MHW) 362 CYW N39°22.85′ W97°09.68′ at fld. NOTAM FILE ICT.



COFFEY CO (See BURLINGTON)

COFFEYVILLE MUNI (CFV) 4 NE UTC−6(−5DT) N37°05.64′ W95°34.31′ **KANSAS CITY H–6I, L–15E IAP**

754 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CFV

RWY 17–35: H5872X100 (ASPH) S–20, D–25 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40′. **RWY 35:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 04–22: H4000X75 (ASPH)

RWY 22: Tree.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2300Z‡. Deer on and invof arpt. Mowers on and invof rwys dusk to dawn. Rwy 17–35 overlayed minus 25′ each side. Rwy 04–22 slurry seal. Rwy 04–22 vegetation growing through pavement joints. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 121.275 (620) 251–1959.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45′ W95°12.22′ 250° 18.1 NM to fld. 930/8E.

HIWAS.

NDB (MHW) 212 CFV N37°05.60′ W95°34.28′ at fld. NOTAM FILE CFV.

APP CRS	Rwy Idg	4199
174°	TDZE	1208
	Apt Elev	1208

GPS RWY 17
CLAY CENTER MUNI (CYW)

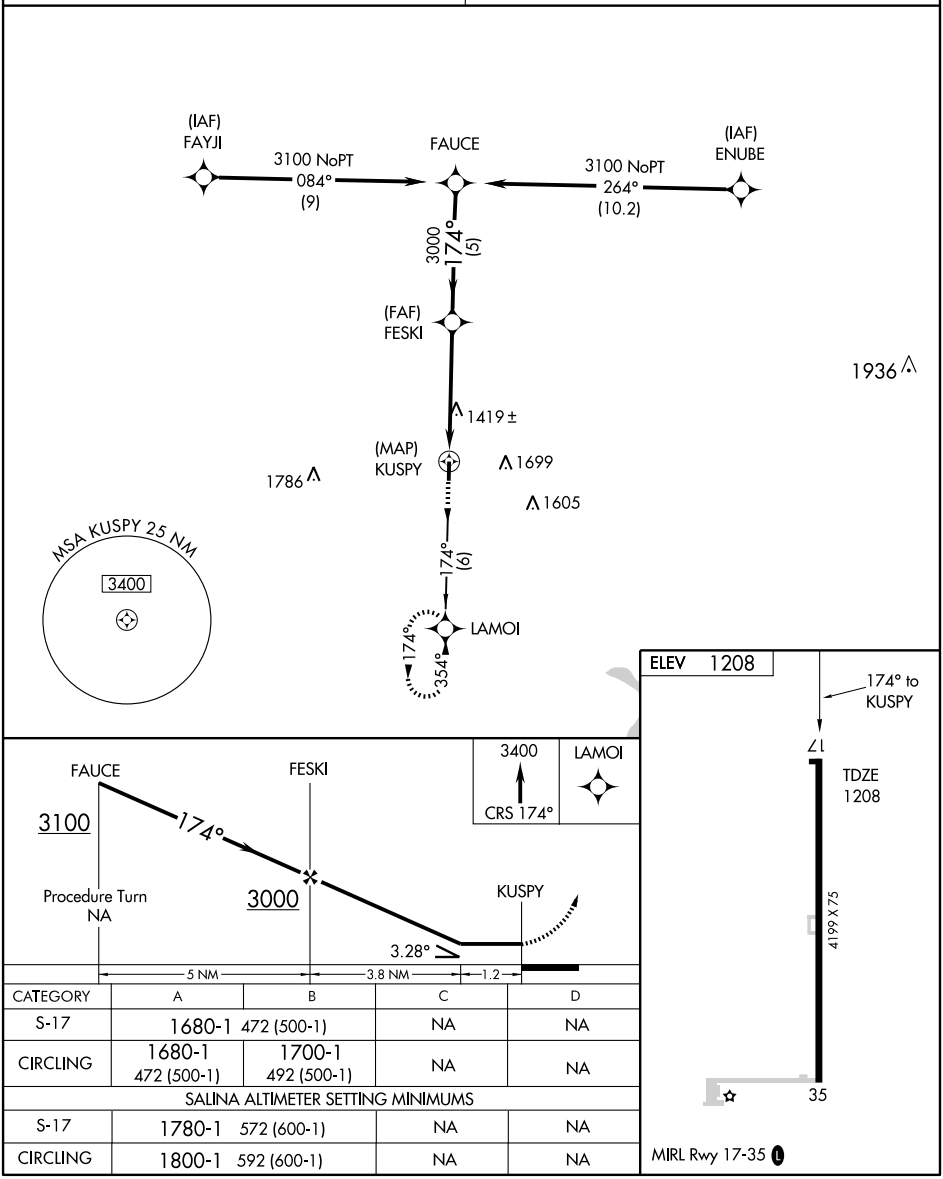
Use local altimeter setting on CTAF; when not received, use Salina altimeter setting.

NA

MISSED APPROACH: Climb to 3400 via 174° to LAMOI WP and hold.

KANSAS CITY CENTER
127.35 257.975

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1680-1 472 (500-1)		NA	NA
CIRCLING	1680-1 472 (500-1)	1700-1 492 (500-1)	NA	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-17	1780-1 572 (600-1)		NA	NA
CIRCLING	1800-1 592 (600-1)		NA	NA

MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB CYW 362	APP CRS 340°	Rwy Idg 4199 TDZE 1206 Apt Elev 1208

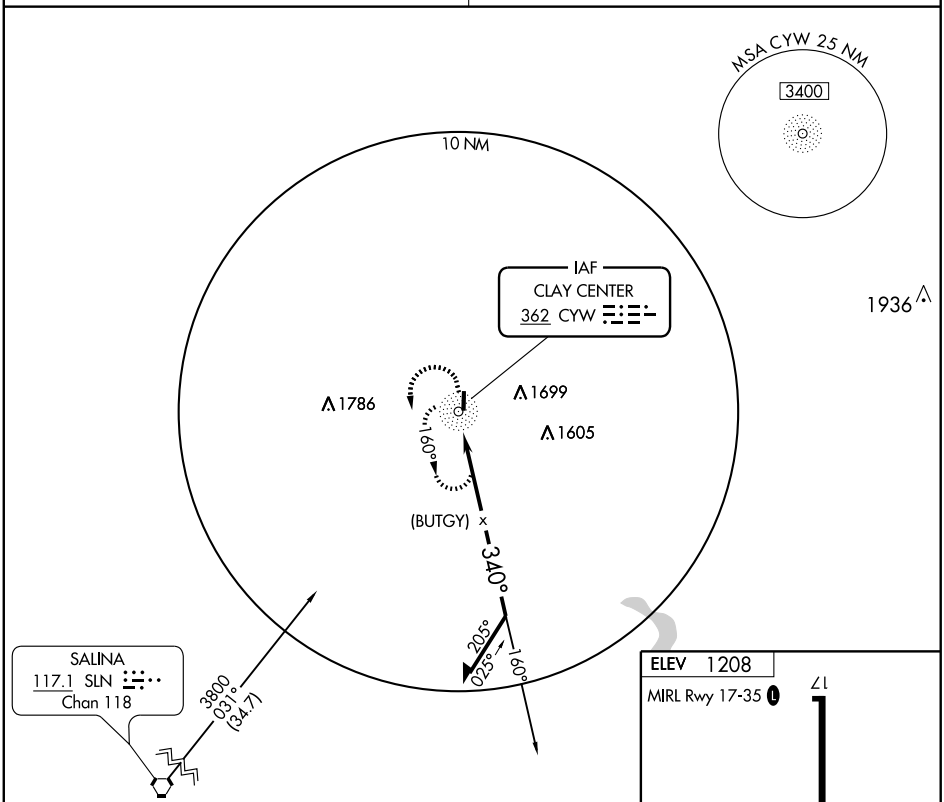
NDB or GPS RWY 35
CLAY CENTER MUNI (CYW)

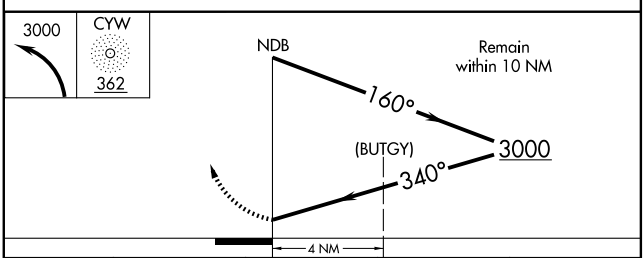
▼ ▲ NA Use Salina altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 3000 in CYW NDB holding pattern.

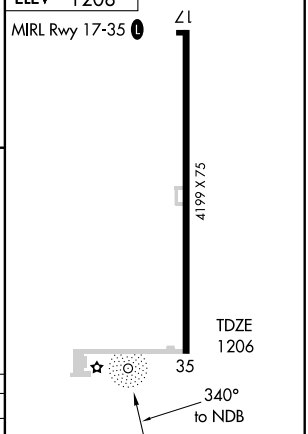
KANSAS CITY CENTER
127.35 257.975

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	1980-1 774 (800-1)	1980-1¼ 774 (800-1¼)	1980-2¼ 774 (800-2¼)	NA
CIRCLING	1980-1 773 (800-1)	1980-1¼ 773 (800-1¼)	1980-2¼ 773 (800-2¼)	NA



Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

CHEYENNE CO MUNI (See ST FRANCIS)

CIMARRON MUNI (8K8) 2 N UTC−6(−5DT) N37°49.83′ W100°21.03′ **WICHITA**

2752 B NOTAM FILE ICT

RWY 01–19: H2800X32 (ASPH) LIRL

RWY 01: Thld dsplcd 170′. Road. **RWY 19:** Thld dsplcd 280′.

RWY 11–29: 2450X50 (TURF)

RWY 11: P-line.

AIRPORT REMARKS: Unattended. Rwy 11–29 turf is rough and uneven with low spots. Rwy 01–19 NSTD markings; no numbers at thlds and rwy centerline stripe is nstd due to spacing; dsplcd thld marked with nstd longitudinal stripes. ACTIVATE LIRL Rwy 01–19—CTAF.

COMMUNICATIONS: CTAF 122.9

CLAY CENTER MUNI (CYW) 2 W UTC−6(−5DT) N39°23.23′ W97°09.43′ **WICHITA L–10I IAP**

1208 B S4 **FUEL** 100LL, MOGAS TPA—2008(800) NOTAM FILE ICT

RWY 17–35: H4199X75 (ASPH) S–12, D–15 MIRL

RWY 17: Irrigation equipment.

RWY 35: Road.

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after dusk call 785–632–3217. Rwy 17–35 MIRL preset low ints dusk–0400Z‡, to increase ints ACTIVATE—CTAF. After 0400Z‡ ACTIVATE—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

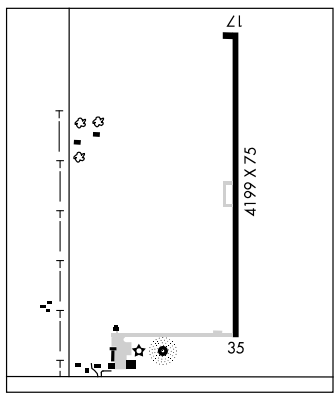
KANSAS CITY CENTER APP/DEP CON 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 031° 35.2 NM to fld. 1315/7E.

HIWAS.

NDB (MHW) 362 CYW N39°22.85′ W97°09.68′ at fld. NOTAM FILE ICT.



COFFEY CO (See BURLINGTON)

COFFEYVILLE MUNI (CFV) 4 NE UTC−6(−5DT) N37°05.64′ W95°34.31′ **KANSAS CITY H–6I, L–15E IAP**

754 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE CFV

RWY 17–35: H5872X100 (ASPH) S–20, D–25 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 40′. **RWY 35:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.

RWY 04–22: H4000X75 (ASPH)

RWY 22: Tree.

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2300Z‡. Deer on and invof arpt. Mowers on and invof rwys dusk to dawn. Rwy 17–35 overlayed minus 25′ each side. Rwy 04–22 slurry seal. Rwy 04–22 vegetation growing through pavement joints. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35 and REIL Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 121.275 (620) 251–1959.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 132.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45′ W95°12.22′ 250° 18.1 NM to fld. 930/8E.

HIWAS.

NDB (MHW) 212 CFV N37°05.60′ W95°34.28′ at fld. NOTAM FILE CFV.

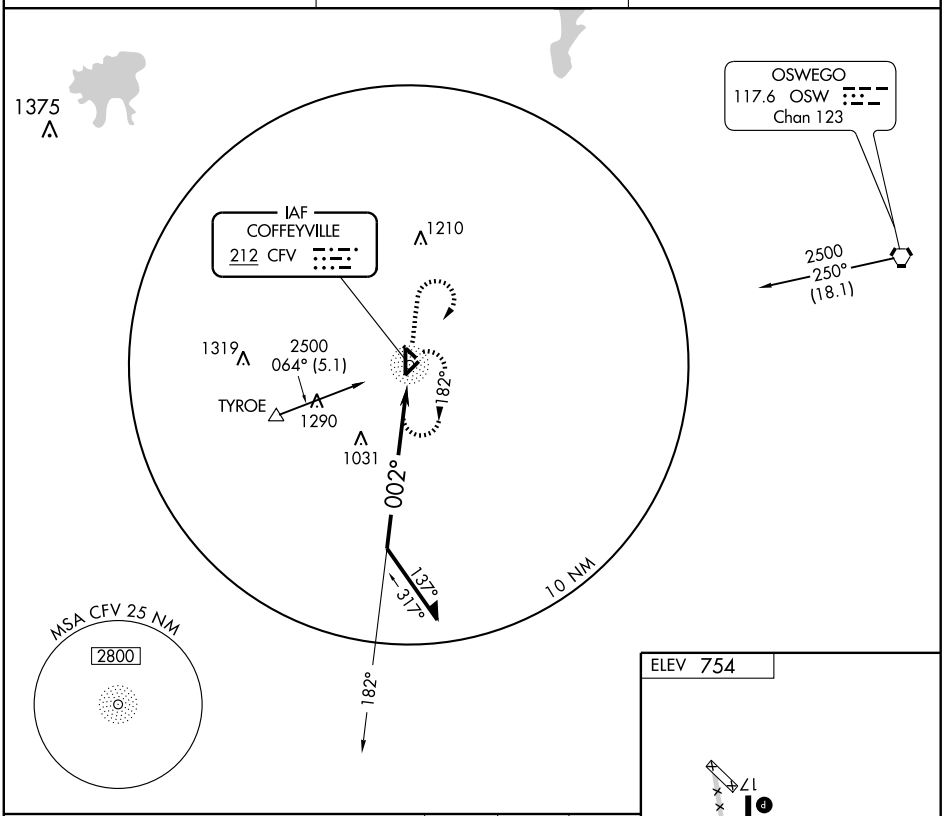
NDB CFV 212	APP CRS 002°	Rwy Idg 5872 TDZE 744 Apt Elev 754

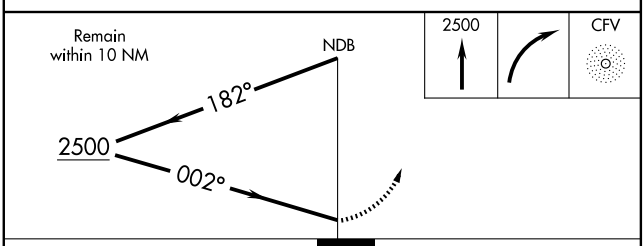
NDB RWY 35
COFFEYVILLE MUNI (CFV)

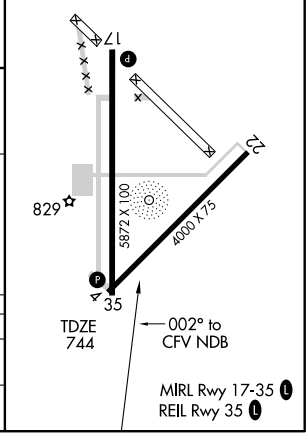
Visibility reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct CFV NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	1420-1	676 (700-1)	1420-2 676 (700-2)	1420-2¼ 676 (700-2¼)
CIRCLING	1420-1	666 (700-1)	1420-2 666 (700-2)	1420-2¼ 666 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

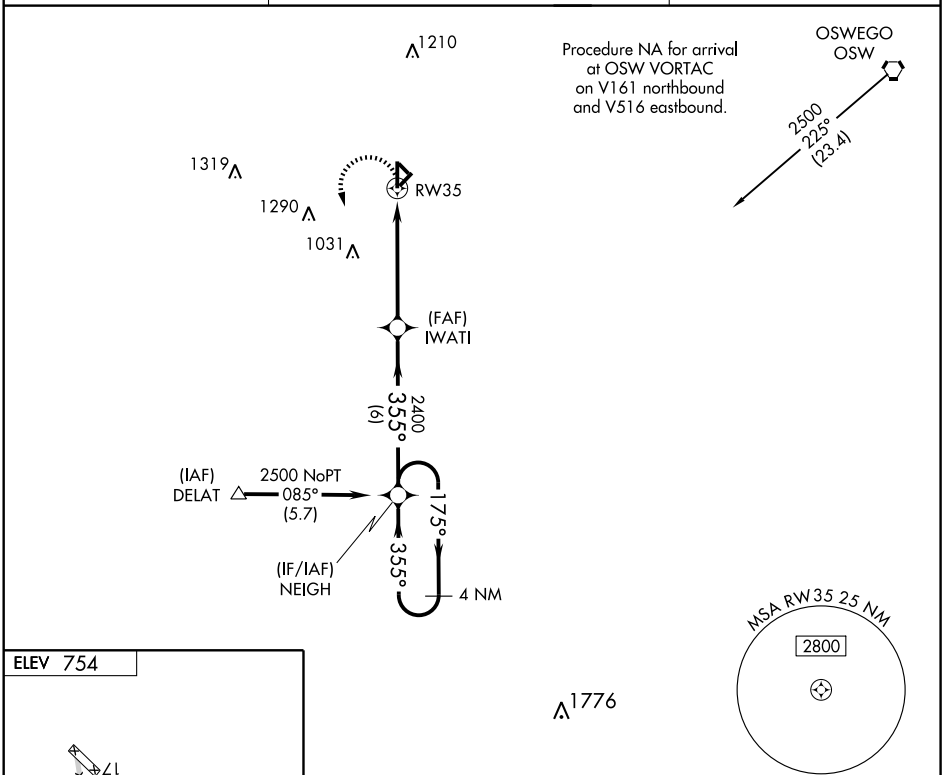
COFFEYVILLE MUNI (CFV)

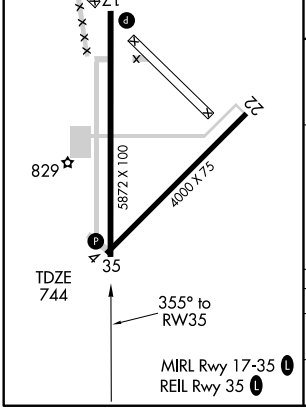
APP CRS		
355°	Rwy Idg	5872
	TDZE	744
	Apt Elev	754

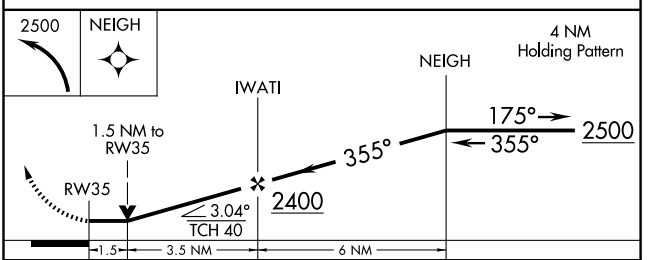
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet. VDP NA with Parsons altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct NEIGH and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	516 (600-1)	1260-1½ 516 (600-1½)	1260-1¾ 516 (600-1¾)
CIRCLING	1260-1	506 (600-1)	1260-1½ 506 (600-1½)	1320-2 566 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OSW	APP CRS	Rwy Idg	N/A
117.6	250°	TDZE	N/A
Chan 123		Apt Elev	754

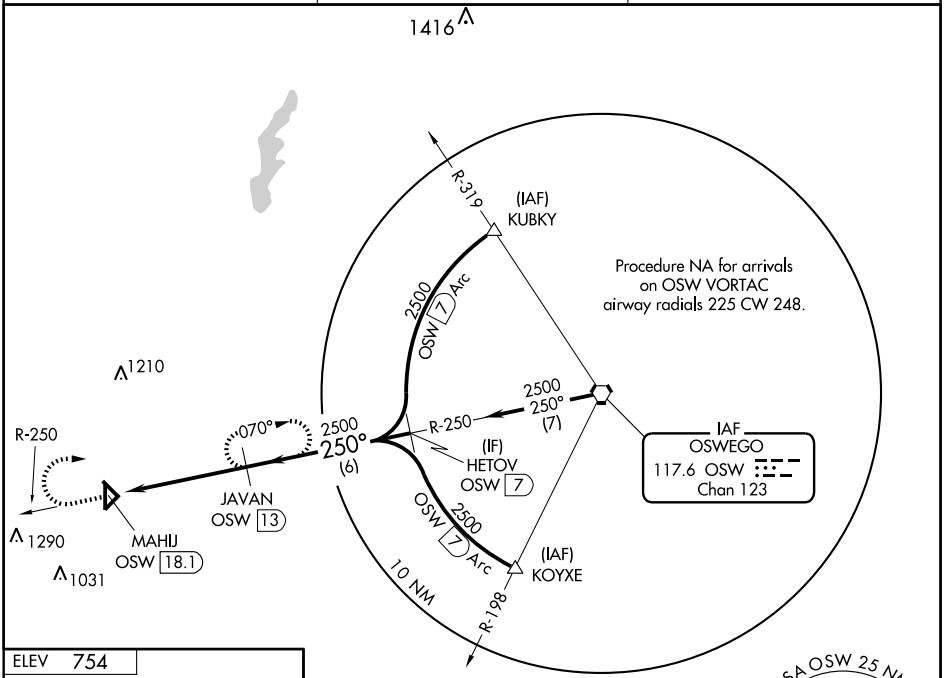
VOR/DME-A

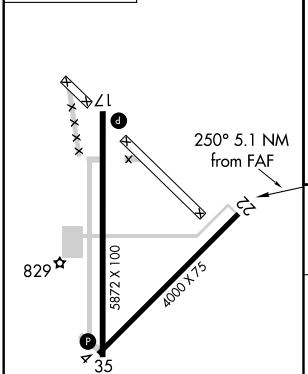
COFFEYVILLE MUNI (CFV)

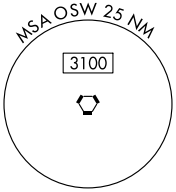
When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet.

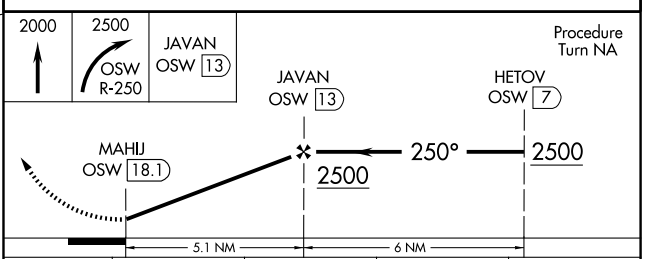
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via OSW VORTAC R-250 to JAVAN/OSW 13 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.275	132.9 279.5	123.0 (CTAF) L









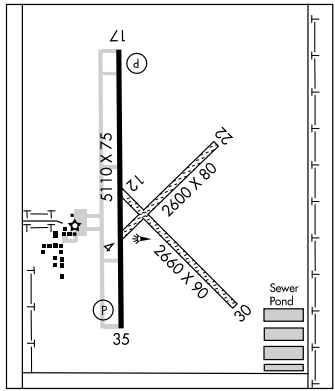
CATEGORY	A	B	C	D
CIRCLING	1260-1 506 (600-1)		1260-1½ 506 (600-1½)	1320-2 566 (600-2)

MIRL Rwy 17-35 L
REIL Rwy 35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

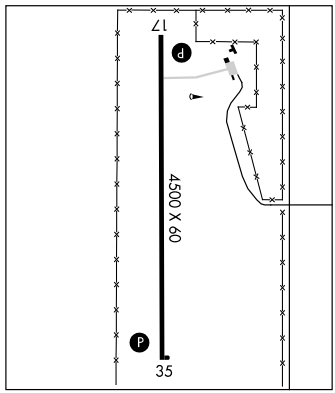
COLBY

SHALZ FLD (CBK) 2 N UTC−6(−5DT) N39°25.65′ W101°02.80′ **WICHITA**
3187 B **FUEL** 100LL, JET A1 NOTAM FILE ICT **H–5B, L–10G**
RWY 17–35: H5110X75 (CONC–AFSC) S–30, D–38 MIRL 0.6% up N **IAP**
RWY 17: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 48′.
RWY 12–30: 2660X90 (TURF) 0.6% up NW
RWY 30: Tree.
RWY 04–22: 2600X80 (TURF) 0.3% up NE
RWY 22: P-lines.
AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡; Sat 1400–1800Z‡. For svc call 785–460–4438/460–3298. Ultralight activity on and invof arpt. +40′ p–line 1700′ from AER 30. ACTIVATE MIRL Rwy 17–35 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (785) 460–4499.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.
GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27′ W101°41.54′ 073° 30.1 NM to fld. 3650/12E. **HIWAS.**
WHEATFIELD NDB (MHW) 408 JDM N39°30.59′ W101°02.86′ 171° 4.9 NM to fld. NOTAM FILE ICT.



COLDWATER

COMANCHE CO (3K8) 3 S UTC−6(−5DT) N37°13.68′ W99°19.86′ **WICHITA**
2085 B **FUEL** 100LL NOTAM FILE ICT **L–15C**
RWY 17–35: H4500X60 (CONC) MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For fuel call 620–582–5061 or 620–582–2933. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 131° 49.3 NM to fld. 2565/8E. **HIWAS.**



COLONEL JAMES JABARA (See WICHITA)

COMANCHE CO (See COLDWATER)

CONCORDIA N39°33.20′ W97°39.07′ NOTAM FILE CNK. **WICHITA**
NDB (MHW) 335 CNK at Blosser Muni. **L–10I**

NDB JDM	APP CRS	Rwy Idg	5110
408	172°	TDZE	3186
		Apt Elev	3186

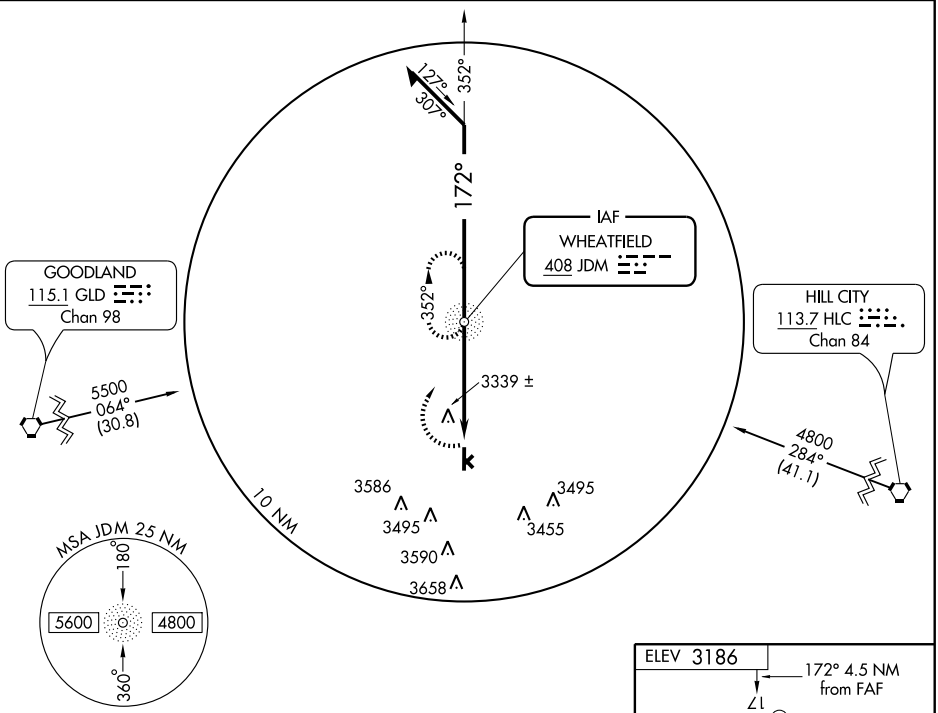
NDB RWY 17

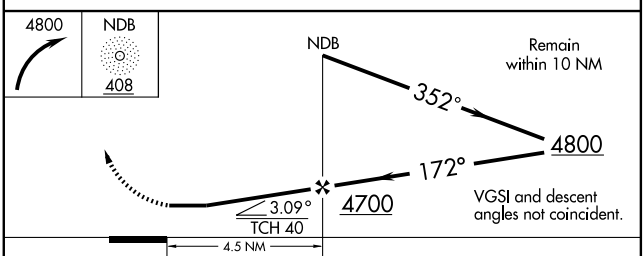
COLBY/ SHALZ FIELD (CBK)

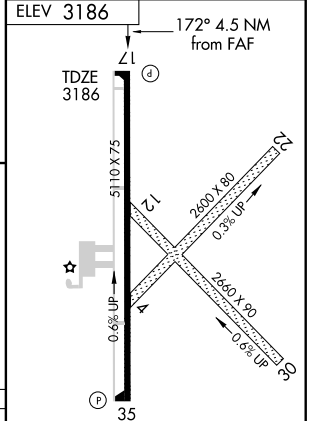
NA

MISSED APPROACH: Climbing right turn to 4800 direct JDM NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	3640-1	454 (500-1)	3640-1¼ 454 (500-1¼)	NA
CIRCLING	3640-1	454 (500-1)	3640-1½ 454 (500-1½)	NA

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5110
172°	TDZE	3187
	Apt Elev	3187

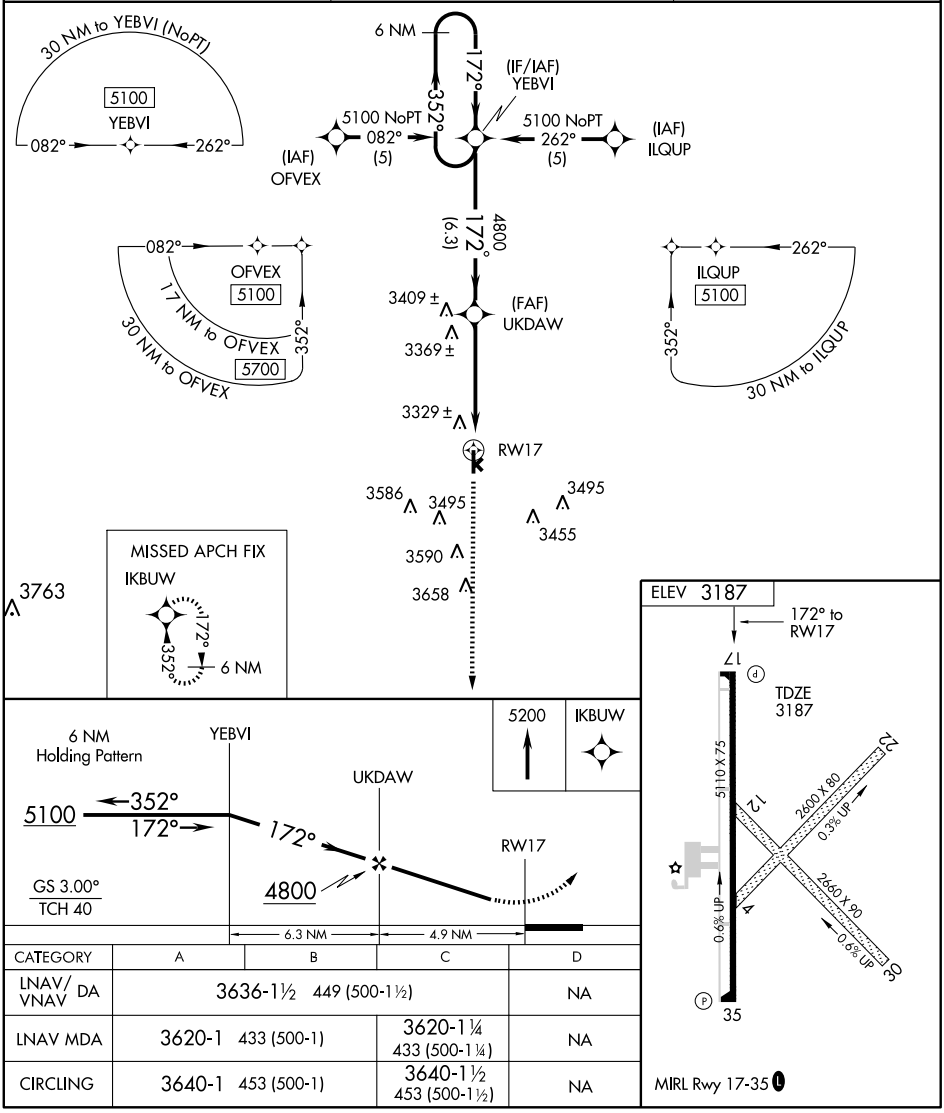
RNAV (GPS) RWY 17

COLBY/ SHALZ FIELD (CBK)

Baro-VNAV NA when using Goodland altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Goodland altimeter setting and increase DA 136 feet, increase all MDA 140 feet and increase LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5200 direct IKBUW and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV/ VNAV DA	3636-1½ 449 (500-1½)			NA
LNAV MDA	3620-1 433 (500-1)		3620-1¼ 433 (500-1¼)	NA
CIRCLING	3640-1 453 (500-1)		3640-1½ 453 (500-1½)	NA

MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81909 W35A	APP CRS 352°	Rwy Idg 5110 TDZE 3175 Apt Elev 3187

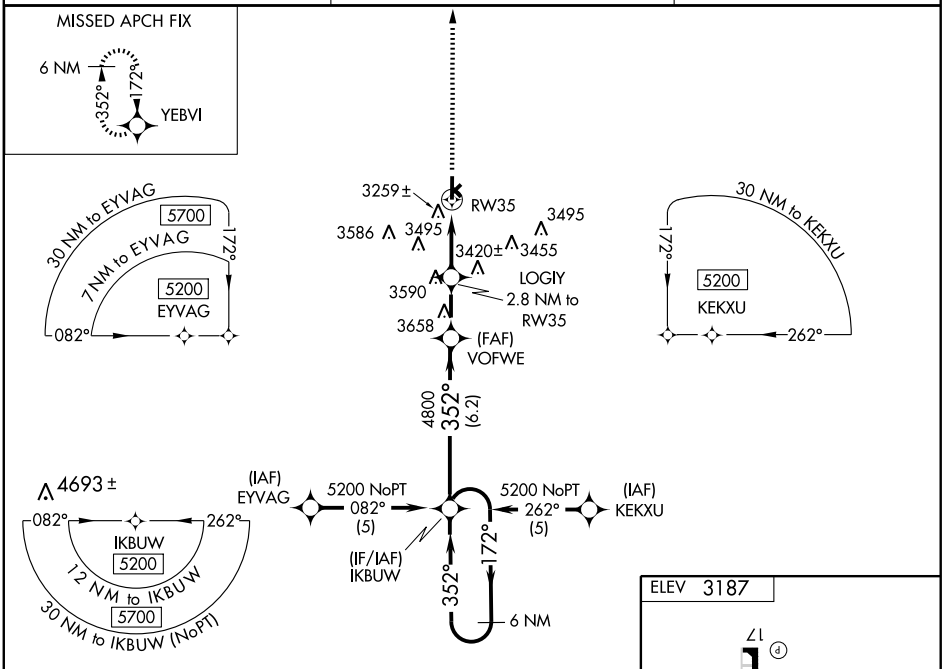
RNAV (GPS) RWY 35

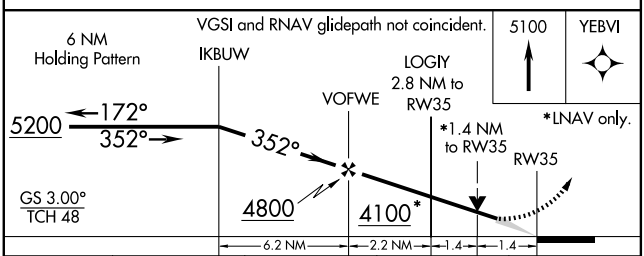
COLBY/ SHALZ FIELD (CBK)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Goodland altimeter setting. When local altimeter setting not received, use Goodland altimeter setting and increase all DA 136 feet, and all MDA 140 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C visibility ½ mile.

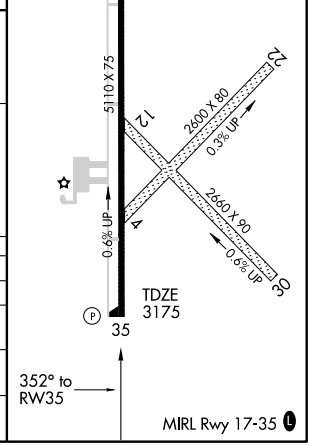
MISSED APPROACH: Climb to 5100 direct YEBVI and hold.

AWOS-3	DENVER CENTER	UNICOM
118.175	132.5 379.15	122.8 (CTAF) L





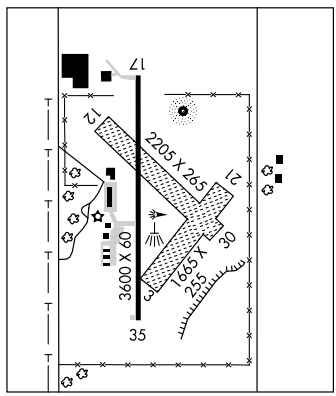
CATEGORY	A	B	C	D
LPV DA	3425-1 250 (300-1)			NA
LNAV/VNAV DA	3554-1½ 379 (400-1½)			NA
LNAV MDA	3640-1 465 (500-1)		3640-1¼ 465 (500-1¼)	NA
CIRCLING	3640-1 453 (500-1)		3640-1½ 453 (500-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

CONCORDIA

BLOSSER MUNI (CNK) 2 S UTC−6(−5DT) N39°32.96′ W97°39.14′ WICHITA
1486 B **FUEL** 100LL, JET A+ NOTAM FILE CNK L–10I
RWY 17–35: H3600X60 (ASPH) S–8, D–10 MIRL 0.4% up S IAP
RWY 35: Tree.
RWY 12–30: 2205X265 (TURF)
RWY 03–21: 1665X255 (TURF)
RWY 03: Tree. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. Fuel avbl 24 hrs by credit card. Radio controlled model airplane flying E of arpt to 400′ evenings, weekends, and holidays. Rwy 12–30 and Rwy 03–21 delineated with red and white striped markers. Rwy 17–35 S and D weight thld pounds obtained earlier from design criteria during new construction. MIRL Rwy 17–35 preset med ints dusk–0400Z‡; after 0400Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 123.825 (785) 243–3441.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 109° 32.1 NM to fld. 1880/10E.
CONCORDIA NDB (MHW) 335 CNK N39°33.20′ W97°39.07′ at fld. NOTAM FILE CNK.



COOK AIRFIELD (See ROSE HILL)

COTTONWOOD FALLS (9KØ) 1 S UTC−6(−5DT) N38°21.52′ W96°33.27′ KANSAS CITY
1273 NOTAM FILE ICT
RWY 17–35: 2300X155 (TURF) LIRL
RWY 17: Tower. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended. Rwy 17–35 soft and slick in spots when wet. Rwy 17–35 thld markings painted white with thld lgts.
COMMUNICATIONS: CTAF 122.9

COUNCIL GROVE MUNI (K63) 3 NW UTC−6(−5DT) N38°40.59′ W96°34.37′ KANSAS CITY
1409 NOTAM FILE ICT
RWY 04–22: 1845X120 (TURF)
RWY 04: Trees. **RWY 22:** P–line.
RWY 12–30: 1690X75 (TURF)
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Radio controlled model acft activity on arpt weekends, evenings and holidays. Rwy 04–22 and 12–30 NSTD delineations. Rwy 04–22 and Rwy 12–30 very soft and slick during periods of inclement weather. Rwy 04–22 and Rwy 12–30 thld marked with orange painted barrels.
COMMUNICATIONS: CTAF 122.9

DIGHTON (K65) 1 NW UTC−6(−5DT) N38°29.38′ W100°28.78′ WICHITA
2778 NOTAM FILE ICT
RWY 17–35: H2400X40 (ASPH) LIRL
RWY 17: P-line.
RWY 06–24: 2000X110 (TURF)
RWY 06: Road. **RWY 24:** Road.
RWY 13–31: 2000X110 (TURF)
RWY 13: P-line. **RWY 31:** Railroad.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

• • • •

APP CRS	Rwy Idg	3600
174°	TDZE	1482
	Apt Elev	1486

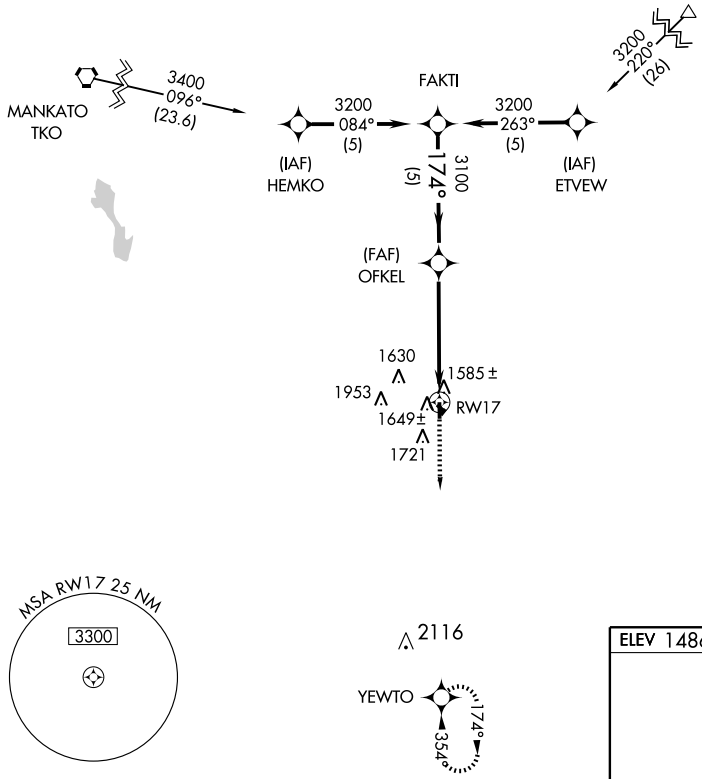
GPS RWY 17

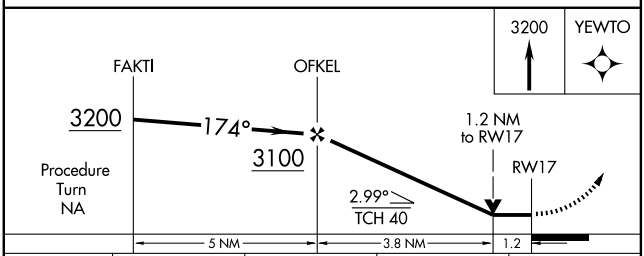
CONCORDIA/BLOSSER MUNI (CNK)

NA

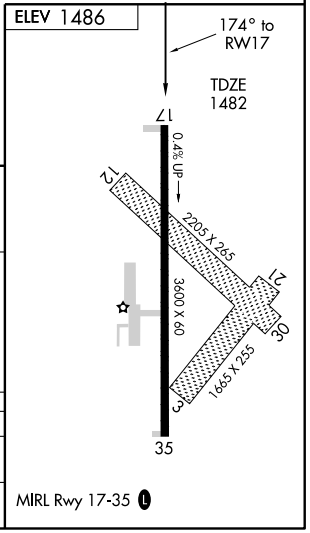
MISSED APPROACH: Climb to 3200 direct YEWTO WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1900-1	418 (500-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3600
354°	TDZE	1486
	Apt Elev	1486

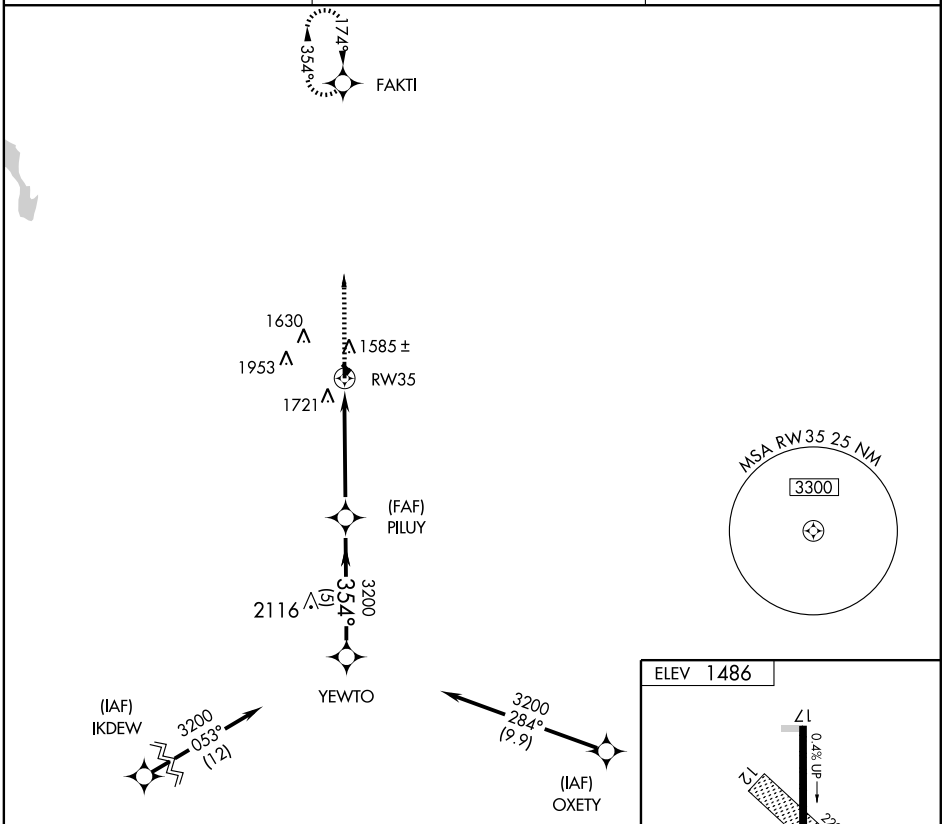
GPS RWY 35

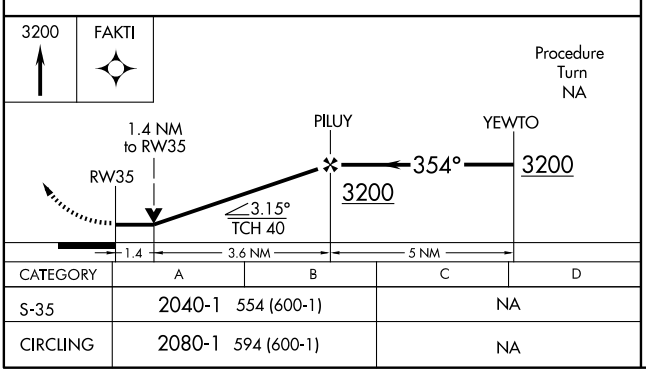
CONCORDIA/BLOSSER MUNI (CNK)

NA

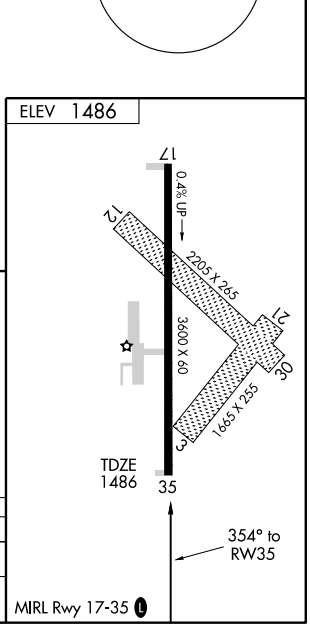
MISSED APPROACH: Climb to 3200 direct FAKTI WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	2040-1 554 (600-1)		NA	
CIRCLING	2080-1 594 (600-1)		NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

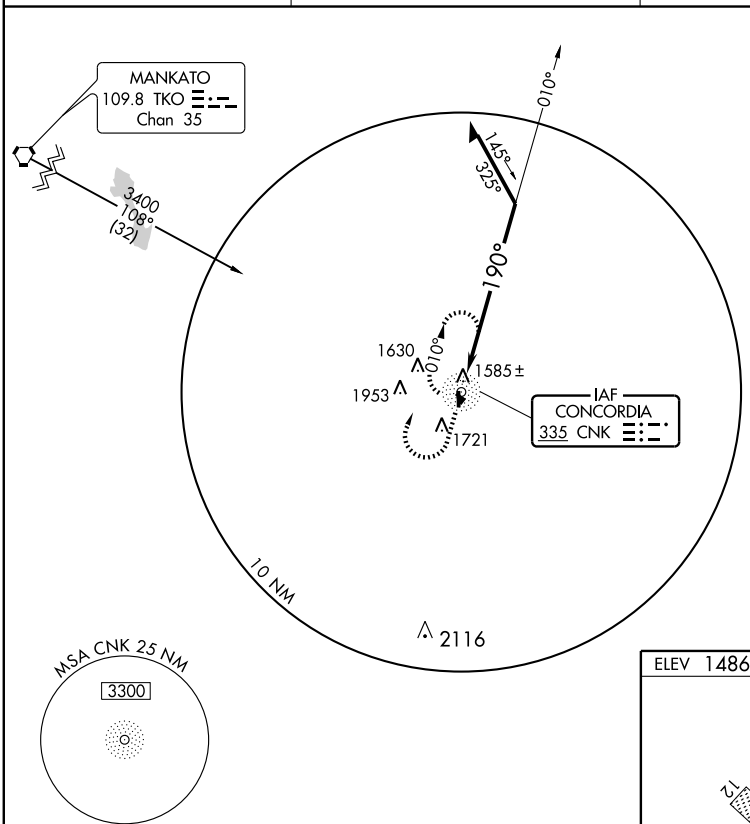
NDB CNK 335	APP CRS 190°	Rwy Idg N/A TDZE N/A Apt Elev 1486

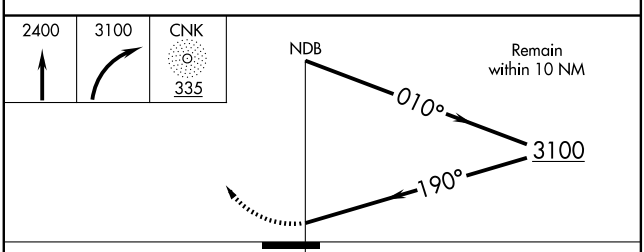
NDB-A

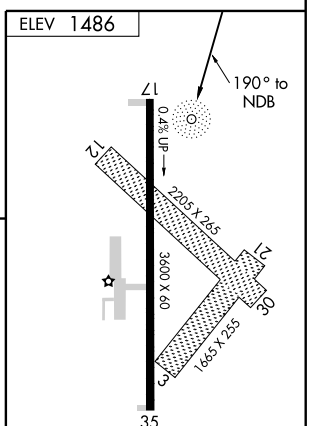
CONCORDIA/BLOSSER MUNI (CNK)

MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct CNK NDB and hold.

ASOS	KANSAS CITY CENTER	UNICOM
123.825	134.9 363.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2080-1	594 (600-1)	NA	

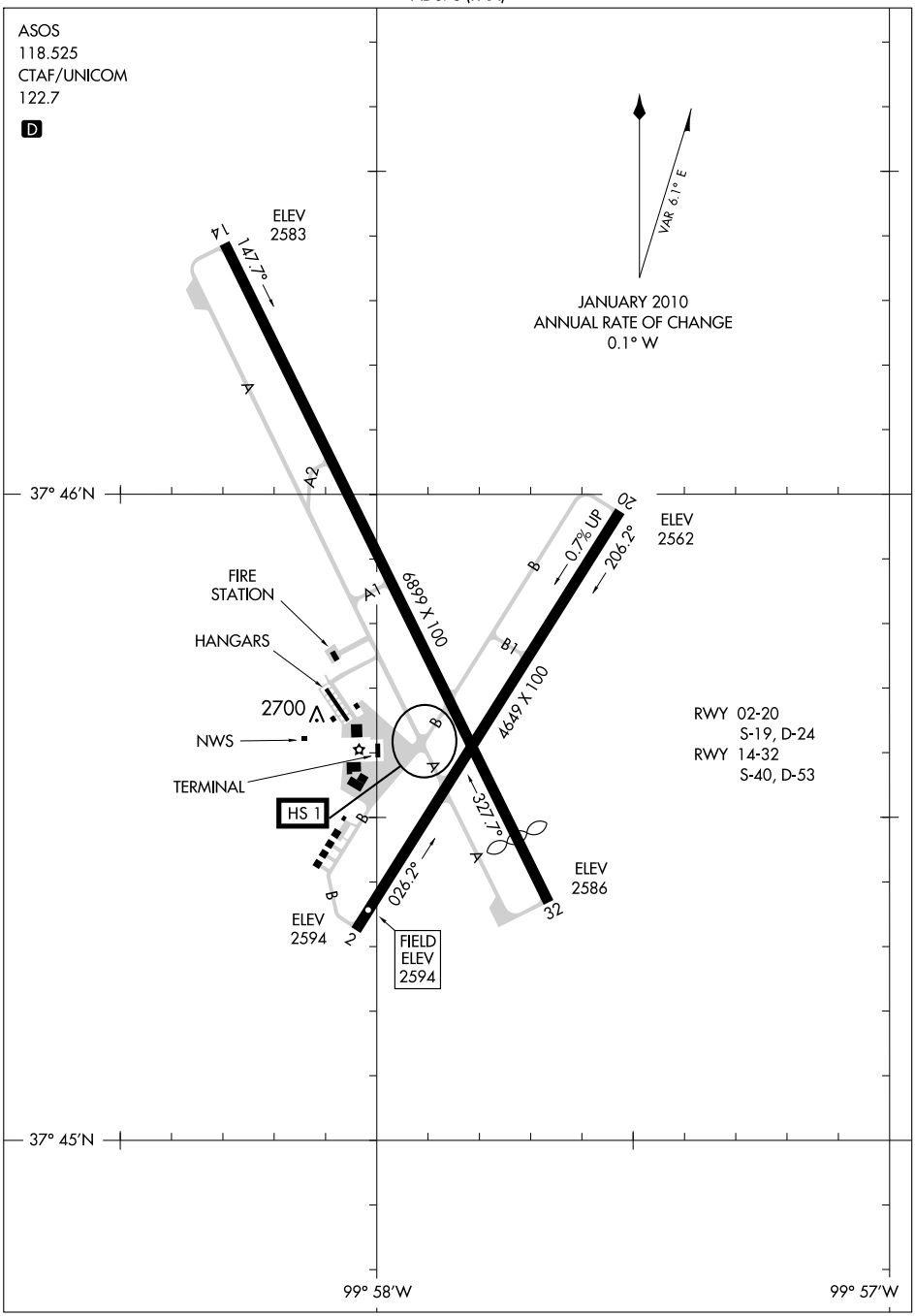
Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-676 (FAA)

DODGE CITY RGNL (DDC)
DODGE CITY, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

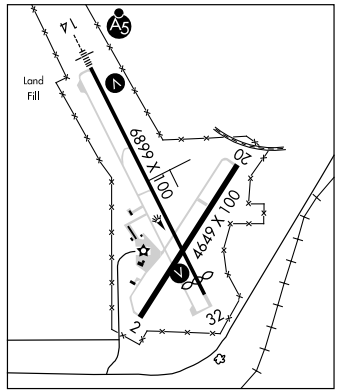
AIRPORT DIAGRAM

DODGE CITY, KANSAS
DODGE CITY RGNL (DDC)

10266

DODGE CITY

DODGE CITY RGNL (DDC) 3 E UTC−6(−5DT) N37°45.79′ W99°57.93′ **WICHITA**
2594 B S4 **FUEL** 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE DDC **H–5B, L–10H, 15C**
RWY 14–32: H6899X100 (ASPH) S–40, D–53 MIRL **IAP, AD**
RWY 14: MALSR. VASI(V4L)—GA 3.0° TCH 37′.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 570′.
RWY 02–20: H4649X100 (ASPH) S–19, D–24 MIRL 0.7% up SW
RWY 02: REIL. **RWY 20:** REIL.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–4649 TODA–4649 ASDA–4649 LDA–4649
RWY 14: TORA–6899 TODA–6899 ASDA–6329 LDA–6329
RWY 20: TORA–4649 TODA–4649 ASDA–4649 LDA–4649
RWY 32: TORA–6899 TODA–6899 ASDA–6899 LDA–6329
AIRPORT REMARKS: Attended 1200–0400Z‡. Due to rwy crowning, apch ends of Rwy 02 and Rwy 20 are not visible from the opposite end of the rwy. ACTIVATE MIRL Rwys 14–32 and 02–20, MALSR Rwy 14 VASI Rwys 14 and 32, and REIL Rwys 02, 20 and 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (620) 227–9721. **HIWAS** 108.2 DDC.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.35 (WICHITA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
(L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 152° 5.6 NM to fld. 2565/8E. **HIWAS.**
ILS 111.7 1–DDC Rwy 14. Class IE.

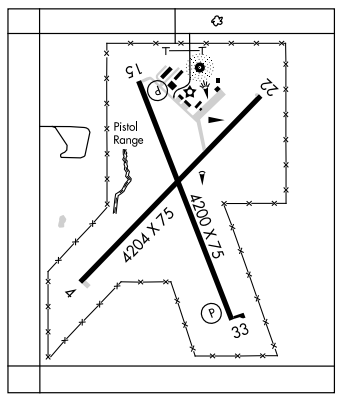


DUSTT N38°44.32′ W94°53.51′ NOTAM FILE IXD. **KANSAS CITY**
NDB (LOM) 368 IX 357° 5.5 NM to New Century Aircenter.

EL DORADO N37°46.77′ W96°48.99′ NOTAM FILE ICT. **KANSAS CITY**
NDB (MHW) 383 EQA at Captain Jack Thomas/El Dorado. SHUTDOWN. **L–10I, 15E**

EL DORADO

CAPTAIN JACK THOMAS/EL DORADO (EQA) 3 SE UTC−6(−5DT) N37°46.45′ W96°49.06′ **KANSAS CITY**
1380 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT **L–10I, 15E**
RWY 04–22: H4204X75 (ASPH) S–18, D–23 HIRL **IAP**
RWY 15–33: H4200X75 (CONC) S–12.5, D–12.5 HIRL
RWY 15: PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1700–0000Z‡. Avoid flt over prison north of arpt. ACTIVATE HIRL Rwy 15–33 and HIRL Rwy 04–22—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WICHITA APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 080° 36.5 NM to fld. 1471/7E. **HIWAS.**
EL DORADO NDB (MHW) 383 EQA N37°46.77′ W96°48.99′ at fld. SHUTDOWN.



PATTY FLD (9K6) 3 SE UTC−6(−5DT) N37°48.03′ W96°47.94′ **KANSAS CITY**
1385 S4 NOTAM FILE ICT
RWY 18–36: 1800X60 (TURF)
RWY 18: Fence. **RWY 36:** Fence.
AIRPORT REMARKS: Unattended. Rwy 18 has trees at thld 30′ right and left of centerline.
COMMUNICATIONS: CTAF 122.9

ELK CO (See MOLINE)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DDC	APP CRS	Rwy Idg	6329
111.7	146°	TDZE	2583
		Apt Elev	2594

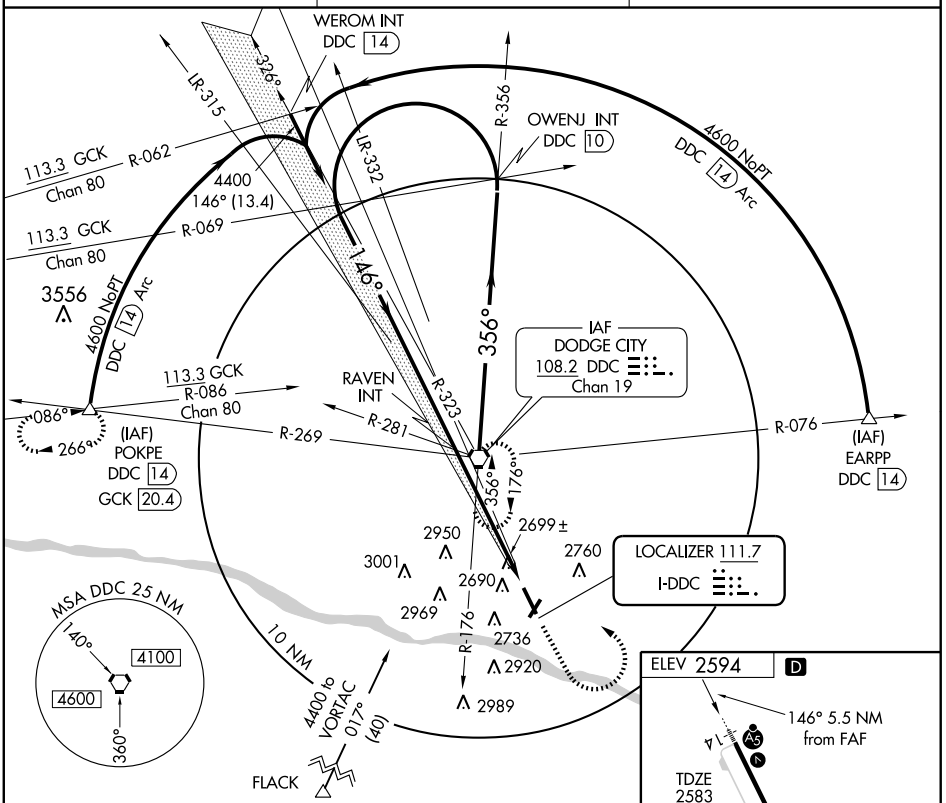
ILS or LOC RWY 14
DODGE CITY RGNL (DDC)

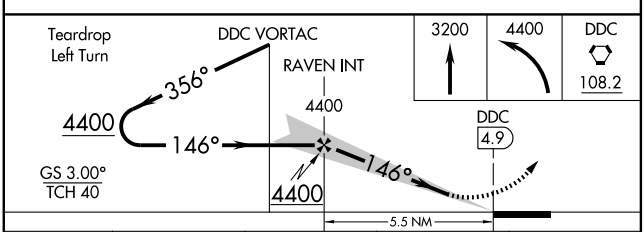
A If local altimeter setting not received, use Garden City altimeter setting and increase DA to 2911 feet, and increase all MDAs 140 feet.

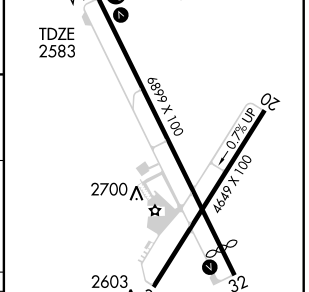
MALSR

MISSED APPROACH: Climb to 3200 then climbing left turn to 4400 direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 14	2783-½ 200 (200-½)			
S-LOC 14	2960-½ 377 (400-½)			2960-¾ 377 (400-¾)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6329
CH 65609	146°	TDZE	2583
W14A		Apt Elev	2594

RNAV (GPS) RWY 14

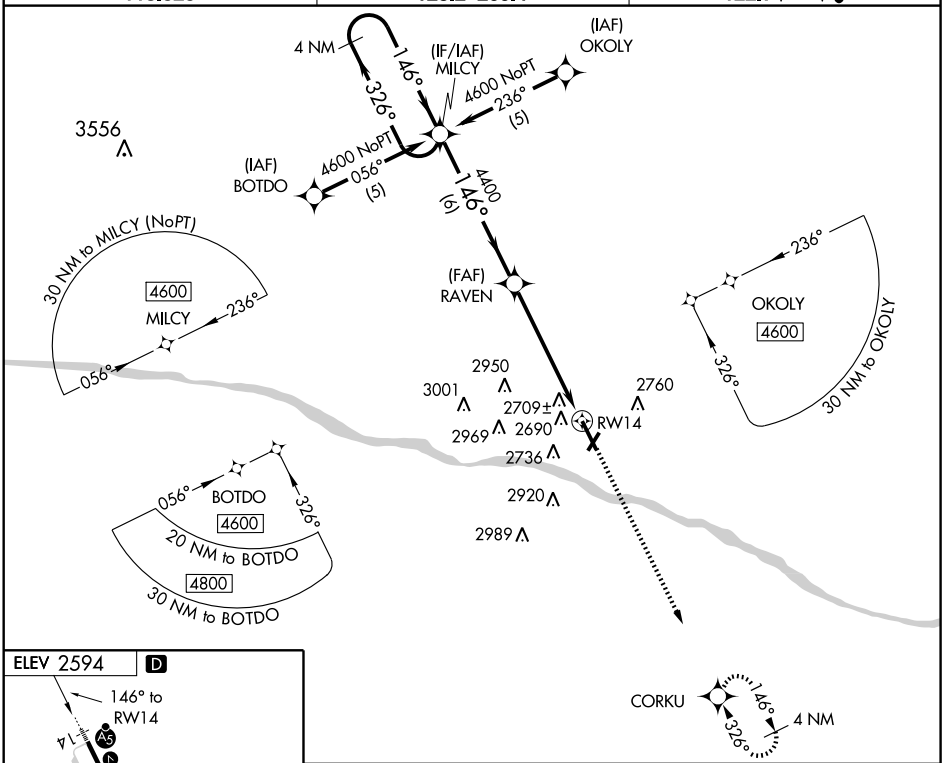
DODGE CITY RGNL (DDC)

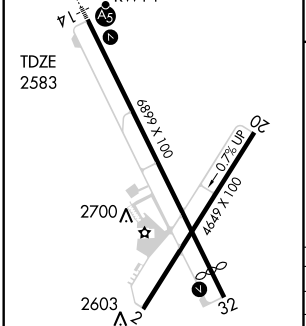
DME/DME RNP-0.3 NA. BARO-VNAV NA below -20°C (-4°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DA/MDAs 140 feet. VDP and BARO-VNAV NA with Garden City altimeter setting. For inoperative MALSR, increase LPV all CATs visibility to 1, and LNAV Cat D visibility to 1¼.

MALSR

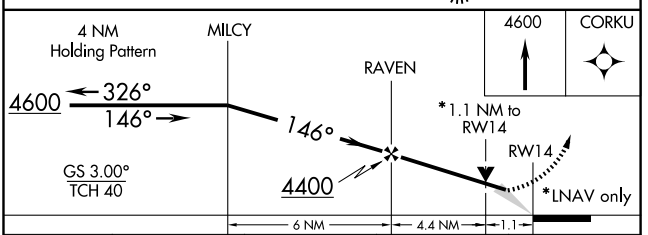
MISSED APPROACH: Climb to 4600 direct CORKU and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L





REIL Rwys 2, 20 and 32 L
MIRL Rwys 14-32 and 2-20 L



CATEGORY	A	B	C	D
LPV DA	2833-½ 250 (300-½)			
LNAV/VNAV DA	2988-1 405 (400-1)			
LNAV MDA	2960-½ 377 (400-½)			2960-1 377 (400-1)
CIRCLING	3040-1½ 446 (500-1½)	3060-1½ 466 (500-1½)		3160-2 566 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6329
326°	TDZE	2591
	Apt Elev	2594

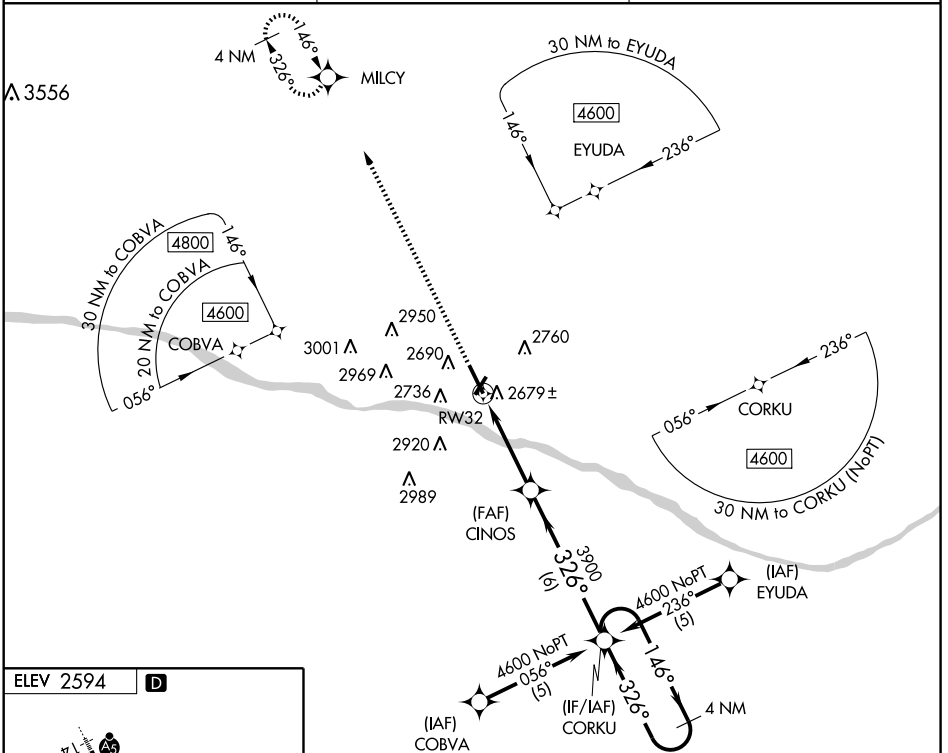
RNAV (GPS) RWY 32

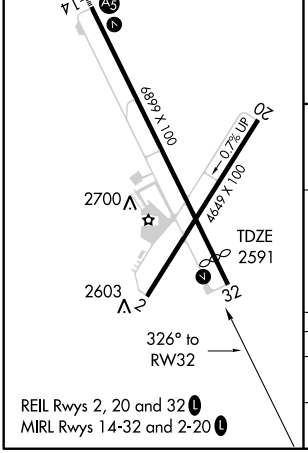
DODGE CITY RGNL (DDC)

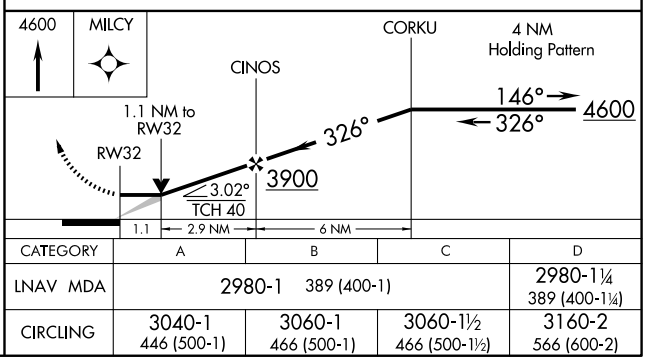
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4600 direct MILCY and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2980-1 389 (400-1)			2980-1¼ 389 (400-1¼)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC DDC	APP CRS	Rwy Idg	6329
108.2	332°	TDZE	2591
Chan 19		Apt Elev	2594

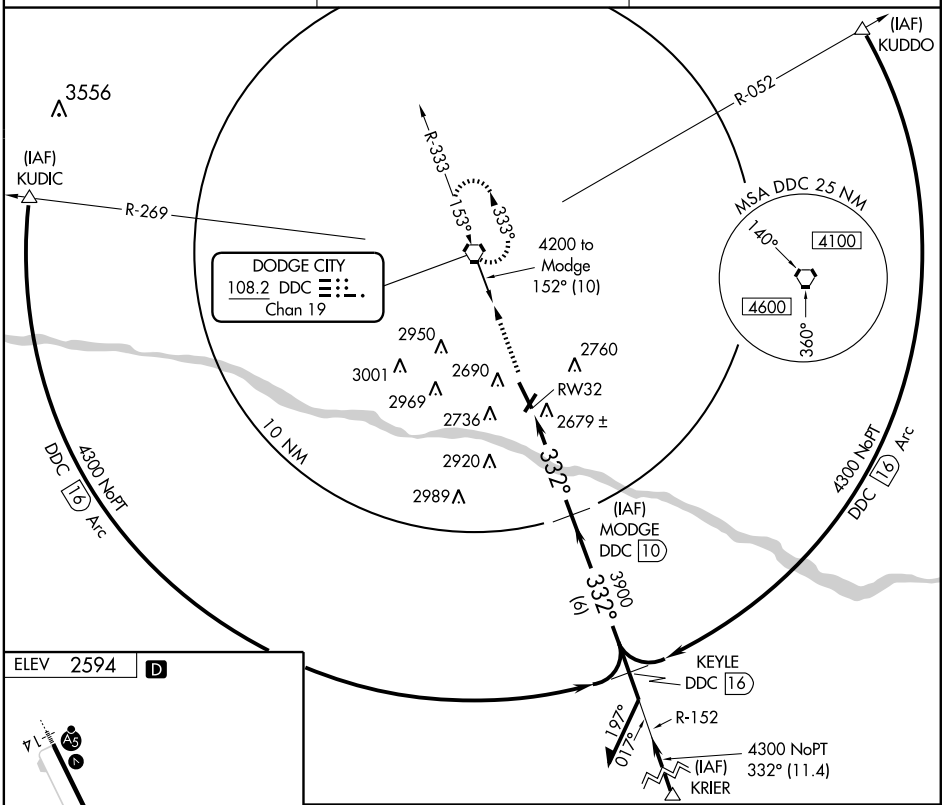
VOR/DME RWY 32

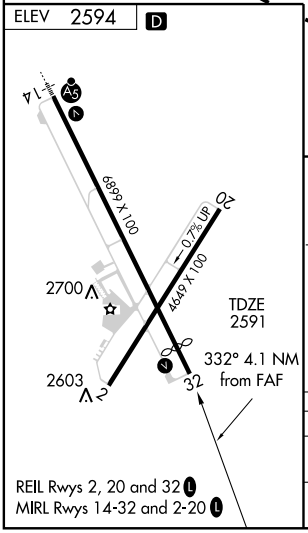
DODGE CITY RGNL (DDC)

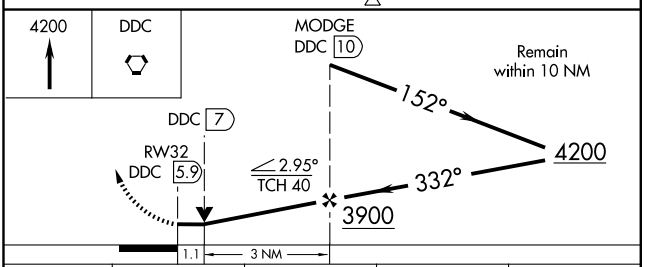
If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.

MISSED APPROACH: Climb to 4200 direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-32	2980-1 389 (400-1)			2980-1¼ 389 (400-1¼)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC DDC	APP CRS	Rwy Idg	6329
108.2	153°	TDZE	2583
Chan 19		Apt Elev	2594

VOR RWY 14

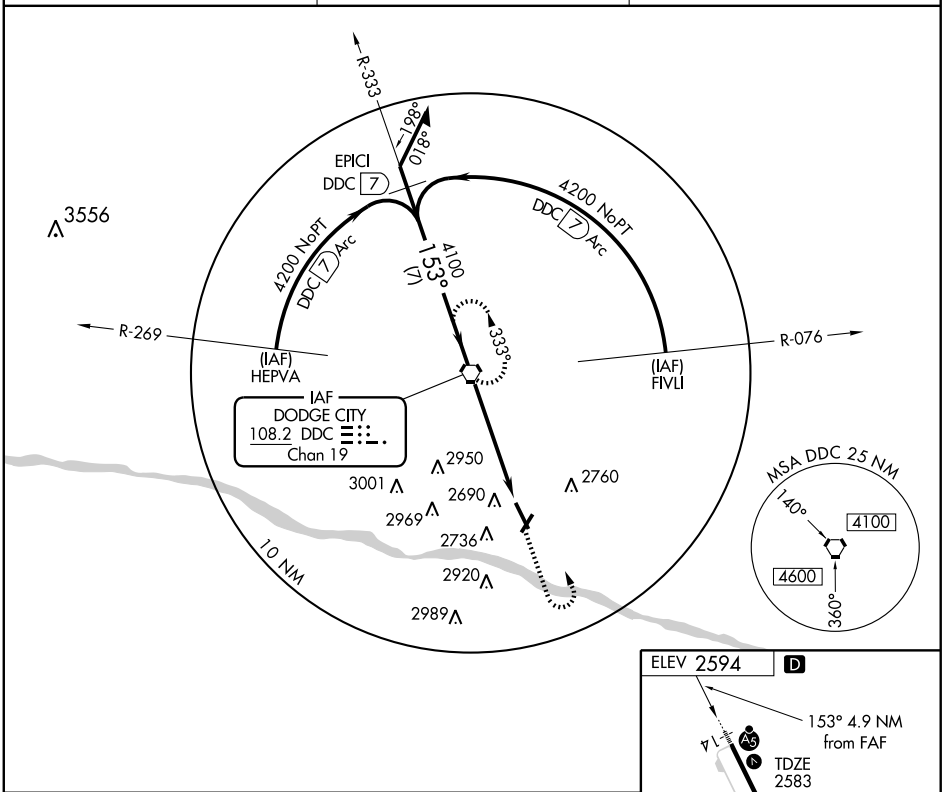
DODGE CITY RGNL (DDC)

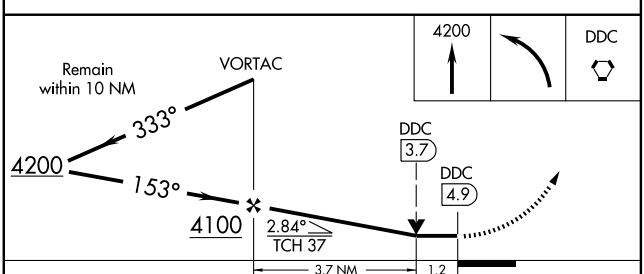
If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. For inoperative MALSR, increase S-14 Cat D visibility to 1¼ mile. VDP NA with Garden City altimeter setting.

MALSR

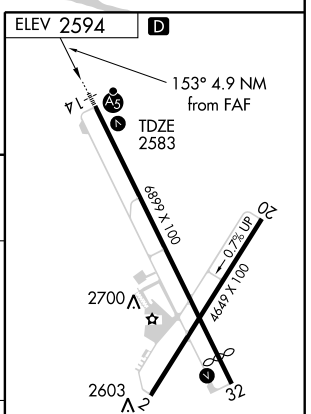
MISSED APPROACH: Climb to 4200 then left turn direct DDC VORTAC and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.525	125.2 269.4	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-14	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	3000-1 417 (500-1)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)



REIL Rwys 2, 20 and 32 L

MIRL Rwys 14-32 and 2-20 L

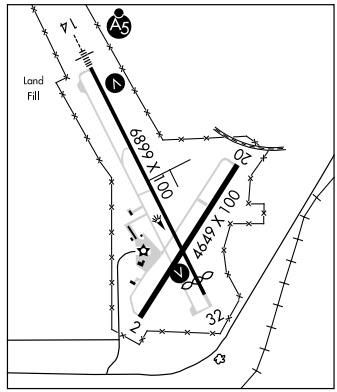
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2, 21 OCT 2010 to 18 NOV 2010

DODGE CITY

DODGE CITY RGNL (DDC) 3 E UTC−6(−5DT) N37°45.79′ W99°57.93′ **WICHITA**
2594 B S4 **FUEL** 100LL, JET A OX 2 Class III, ARFF Index A NOTAM FILE DDC **H–5B, L–10H, 15C**
RWY 14–32: H6899X100 (ASPH) S–40, D–53 MIRL **IAP, AD**
RWY 14: MALSR. VASI(V4L)—GA 3.0° TCH 37′.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 570′.
RWY 02–20: H4649X100 (ASPH) S–19, D–24 MIRL 0.7% up SW
RWY 02: REIL. **RWY 20:** REIL.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–4649 TODA–4649 ASDA–4649 LDA–4649
RWY 14: TORA–6899 TODA–6899 ASDA–6329 LDA–6329
RWY 20: TORA–4649 TODA–4649 ASDA–4649 LDA–4649
RWY 32: TORA–6899 TODA–6899 ASDA–6899 LDA–6329
AIRPORT REMARKS: Attended 1200–0400Z‡. Due to rwy crowning, apch ends of Rwy 02 and Rwy 20 are not visible from the opposite end of the rwy. ACTIVATE MIRL Rwys 14–32 and 02–20, MALSR Rwy 14 VASI Rwys 14 and 32, and REIL Rwys 02, 20 and 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (620) 227–9721. **HIWAS** 108.2 DDC.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.35 (WICHITA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
(L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 152° 5.6 NM to fld. 2565/8E. **HIWAS.**
ILS 111.7 1–DDC Rwy 14. Class IE.

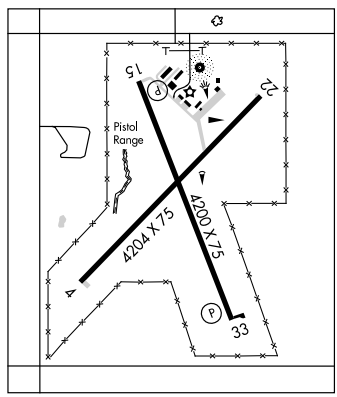


DUSTT N38°44.32′ W94°53.51′ NOTAM FILE IXD. **KANSAS CITY**
NDB (LOM) 368 IX 357° 5.5 NM to New Century Aircenter.

EL DORADO N37°46.77′ W96°48.99′ NOTAM FILE ICT. **KANSAS CITY**
NDB (MHW) 383 EQA at Captain Jack Thomas/El Dorado. SHUTDOWN. **L–10I, 15E**

EL DORADO

CAPTAIN JACK THOMAS/EL DORADO (EQA) 3 SE UTC−6(−5DT) N37°46.45′ W96°49.06′ **KANSAS CITY**
1380 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT **L–10I, 15E**
RWY 04–22: H4204X75 (ASPH) S–18, D–23 HIRL **IAP**
RWY 15–33: H4200X75 (CONC) S–12.5, D–12.5 HIRL
RWY 15: PAPI(P4L)—GA 3.0° TCH 25′. Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡, Sun 1700–0000Z‡. Avoid flt over prison north of arpt. ACTIVATE HIRL Rwy 15–33 and HIRL Rwy 04–22—122.9.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WICHITA APP/DEP CON** 134.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 080° 36.5 NM to fld. 1471/7E. **HIWAS.**
EL DORADO NDB (MHW) 383 EQA N37°46.77′ W96°48.99′ at fld. SHUTDOWN.



PATTY FLD (9K6) 3 SE UTC−6(−5DT) N37°48.03′ W96°47.94′ **KANSAS CITY**
1385 S4 NOTAM FILE ICT
RWY 18–36: 1800X60 (TURF)
RWY 18: Fence. **RWY 36:** Fence.
AIRPORT REMARKS: Unattended. Rwy 18 has trees at thld 30′ right and left of centerline.
COMMUNICATIONS: CTAF 122.9

ELK CO (See MOLINE)

APP CRS	Rwy Idg	4204
038°	TDZE	1376
	Apt Elev	1378

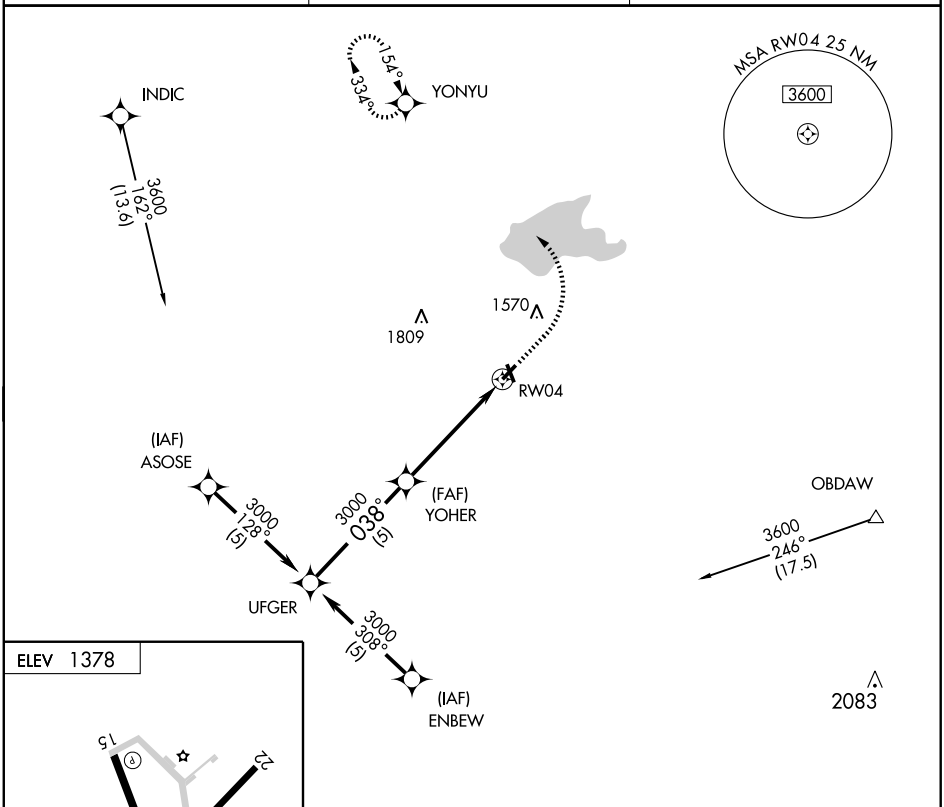
GPS RWY 4

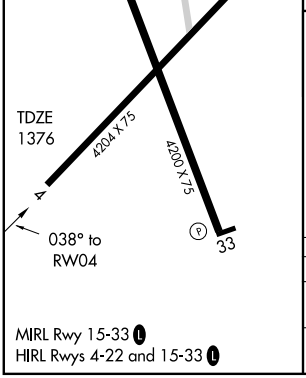
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

NA Use Wichita Mid-Continent altimeter setting.

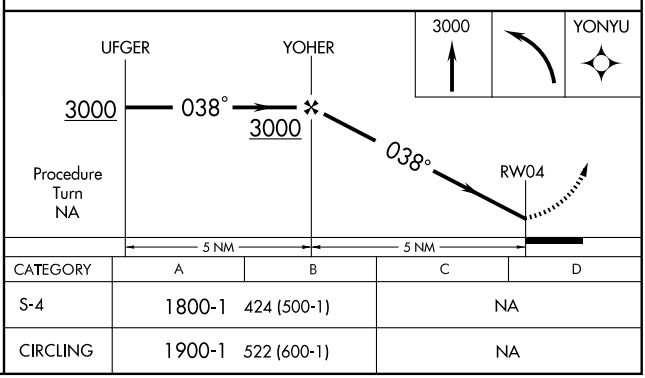
MISSED APPROACH: Climb to 3000 then left turn direct YONYU WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L





MIRL Rwy 15-33 L
HIRL Rwys 4-22 and 15-33 L



CATEGORY	A	B	C	D
S-4	1800-1	424 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

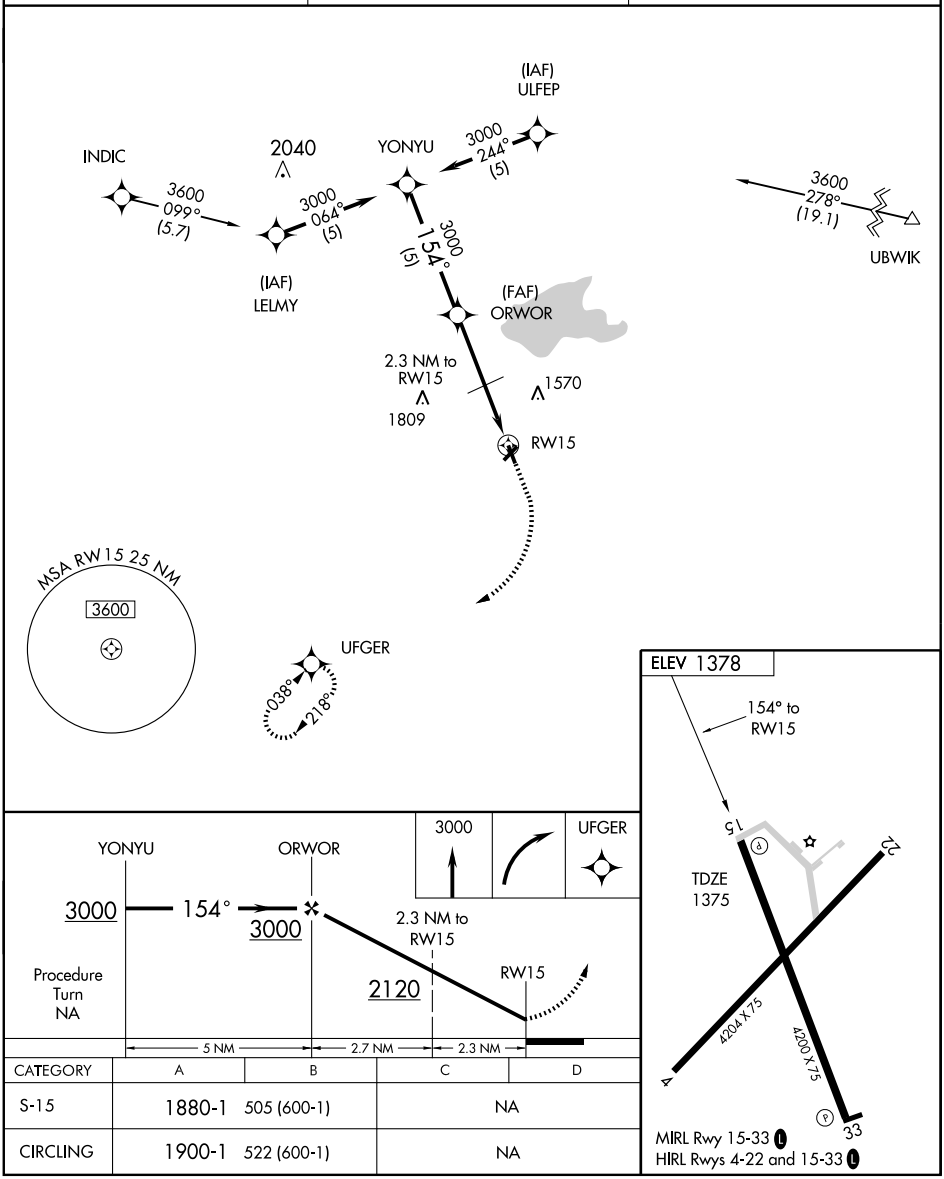
APP CRS	Rwy Idg	4200
154°	TDZE	1375
	Apt Elev	1378

GPS RWY 15

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

⚠ NA Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct UFGER WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 (L)



CATEGORY	A	B	C	D
S-15	1880-1 505 (600-1)		NA	
CIRCLING	1900-1 522 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

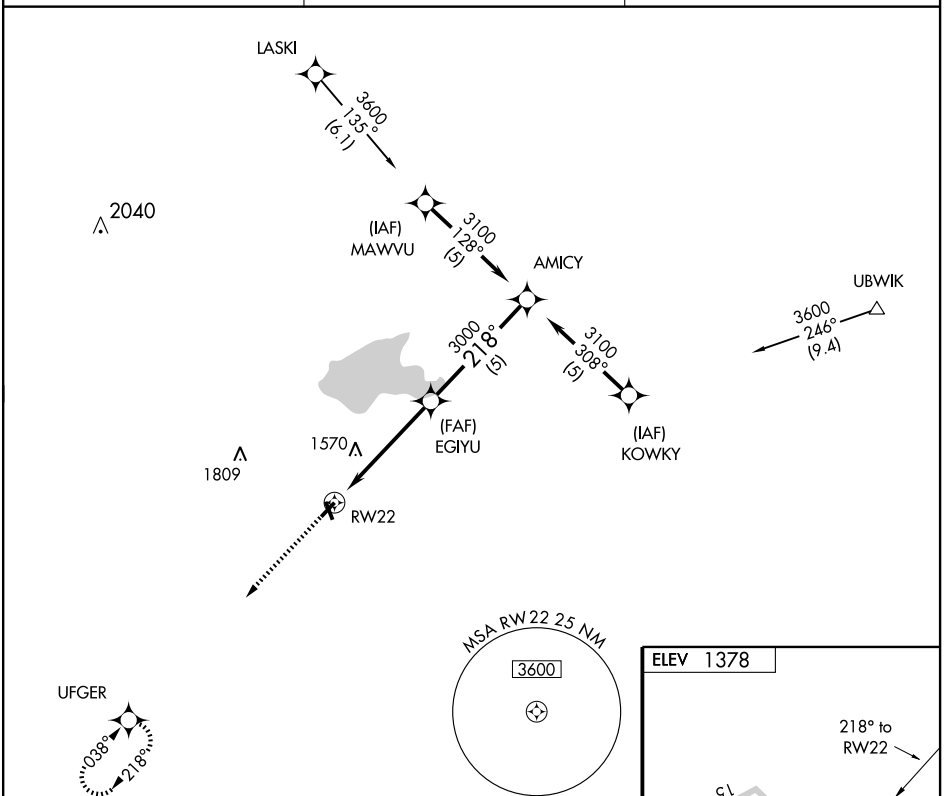
APP CRS	Rwy Idg	4204
218°	TDZE	1378
	Apt Elev	1378

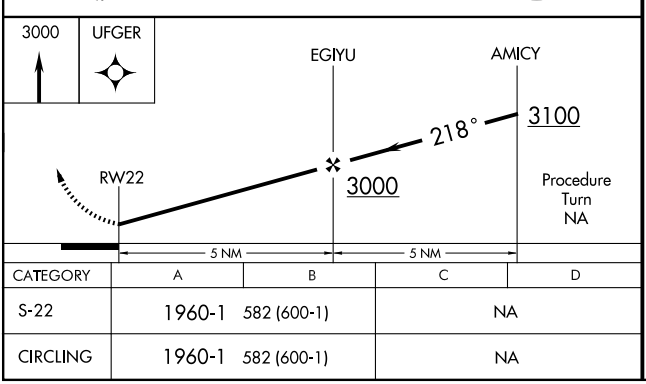
GPS RWY 22

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

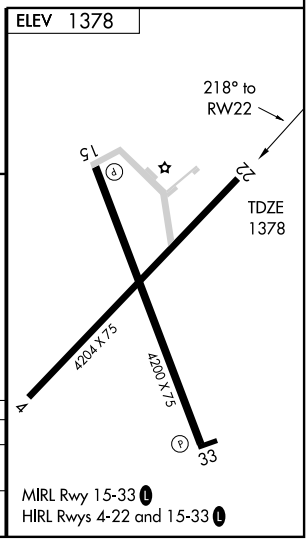
NA Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 direct UFGER WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 (L)





CATEGORY	A	B	C	D
S-22	1960-1	582 (600-1)	NA	
CIRCLING	1960-1	582 (600-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
334°	TDZE	1373
	Apt Elev	1378

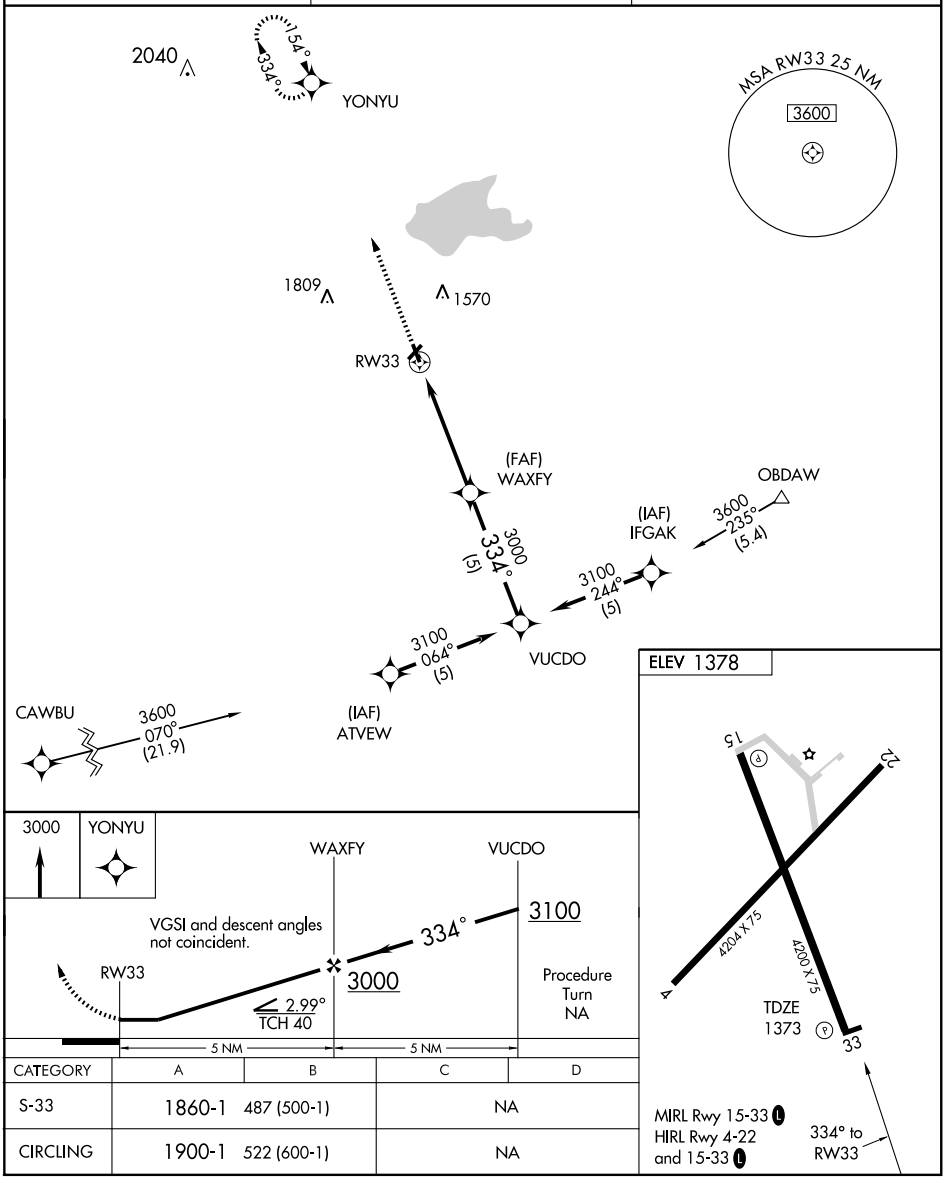
GPS RWY 33

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct YONYU WP and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L



CATEGORY	A	B	C	D
S-33	1860-1	487 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB EQA 383	APP CRS 028°	Rwy Idg 4204 TDZE 1376 Apt Elev 1378

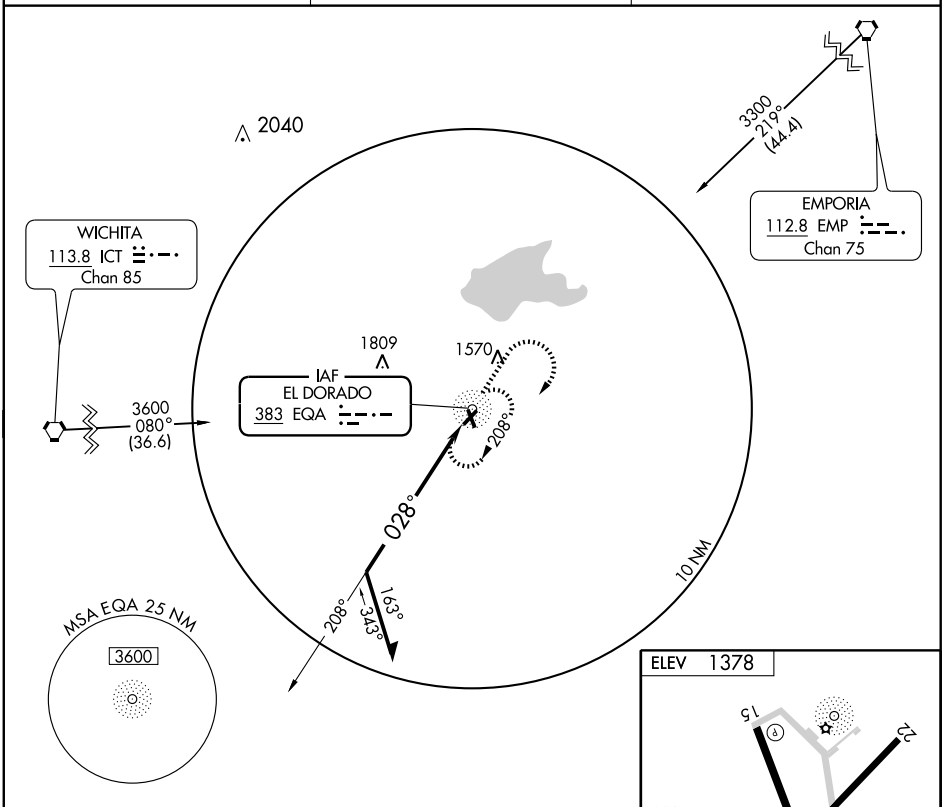
NDB RWY 4

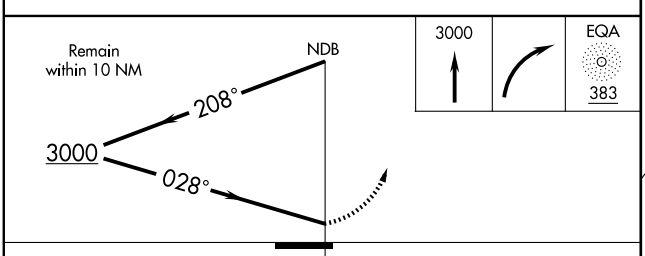
EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

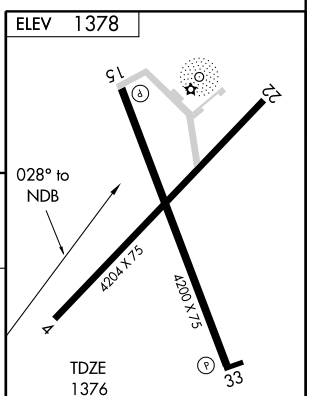
NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct EQA NDB and hold.

WICHITA APP CON	UNICOM	
134.8 269.1	122.8 (CTAF)	122.9 L







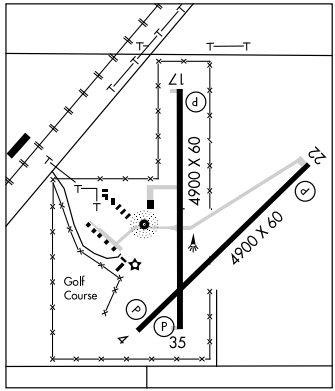
MIRL Rwy 15-33 L
HIRL Rwy 4-22 and 15-33 L

CATEGORY	A	B	C	D
S-4	1940-1	564 (600-1)	NA	
CIRCLING	1940-1	562 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

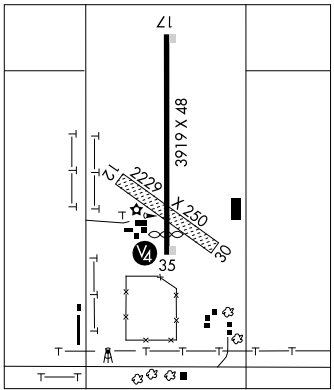
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ELKHART–MORTON CO (EHA) 1 E UTC−6(−5DT) N37°00.05′ W101°52.80′ **WICHITA**
3622 B **FUEL** 100LL NOTAM FILE EHA **L–15B**
RWY 17–35: H4900X60 (ASPH) MIRL **IAP**
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′. Pole.
RWY 35: PAPI(P4L)—GA 3.0° TCH 44′. Road.
RWY 04–22: H4900X60 (ASPH) MIRL 0.6% up SW
RWY 04: PAPI(P4L)—GA 3.0° TCH 38′. Road.
RWY 22: PAPI(P4L)—GA 3.0° TCH 39′. Tower.
AIRPORT REMARKS: Unattended. For fuel call 620–697–4624. Rwy 22 controlling obstruction–pivot irrigation twr (moving when in operation). Rwy 17–35 and Rwy 04–22 rwy markings no longer exist due to overlay.
WEATHER DATA SOURCES: AWOS–1 118.025 (620) 697–4973.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 256° 43.7 NM to fld. 2891/11E. **HIWAS.**
NDB (MHW) 377 EHA N37°00.07′ W101°53.07′ at fld. NOTAM FILE EHA.



ELLINWOOD MUNI (1K6) 2 NW UTC−6(−5DT) N38°22.37′ W98°35.92′ **WICHITA**
1797 NOTAM FILE ICT
RWY 17–35: 2550X100 (TURF–GRVL)
RWY 17: Road.
RWY 08–26: 2150X150 (TURF)
RWY 08: Hill. **RWY 26:** Road.
AIRPORT REMARKS: Unattended. Rwy 08–26 and Rwy 17–35 very soft after rain. 2′ ditch 200′ from rwy end. NOTE: Special Notices Section—Model Rocket activity.
COMMUNICATIONS: CTAF 122.9

ELLSWORTH MUNI (9K7) 1 N UTC−6(−5DT) N38°45.02′ W98°13.76′ **WICHITA**
1615 B **FUEL** 100LL NOTAM FILE 9K7 **L–10H**
RWY 17–35: H3919X48 (ASPH) MIRL
RWY 35: TRCV(TRIL) Thld dsplcd 412′. Pole.
RWY 12–30: 2229X250 (TURF)
AIRPORT REMARKS: Unattended. For fuel after hrs call 785–472–4416. Fuel also avbl 24 hrs by credit card. Arpt public phone number 785–472–5608. ACTIVATE MIRL Rwy 17–35 and TRIL Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.675 (785) 472–5609.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 243° 30.4 NM to fld. 1315/7E.
HIWAS.



NDB EHA 377	APP CRS 345°	Rwy Idg 4900 TDZE 3619 Apt Elev 3622

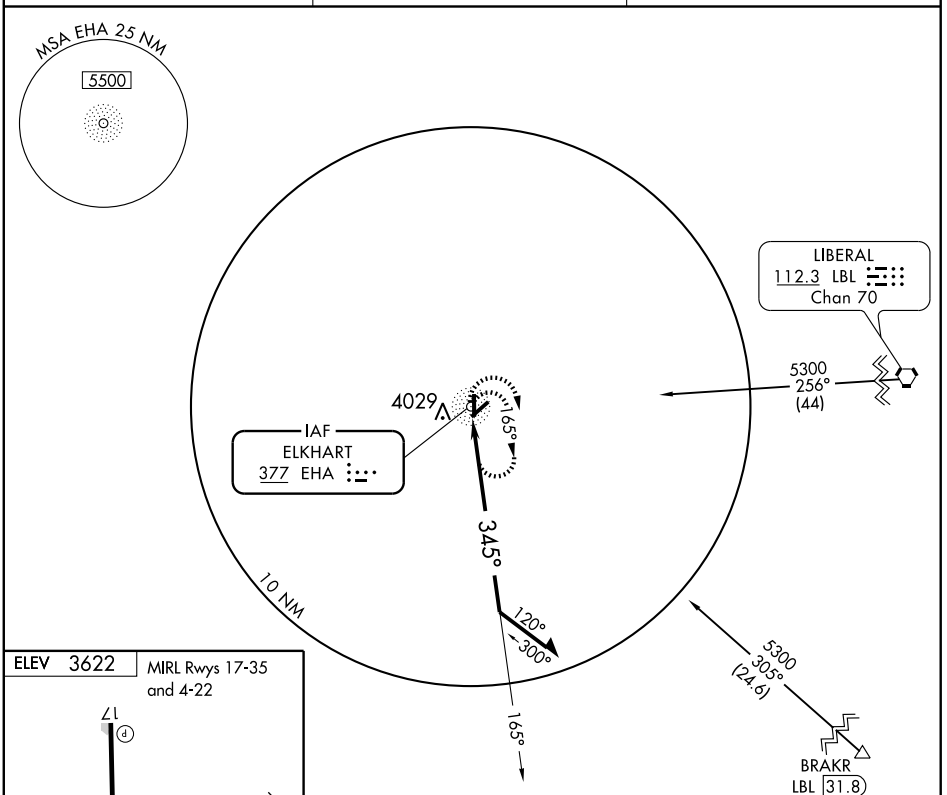
NDB RWY 35

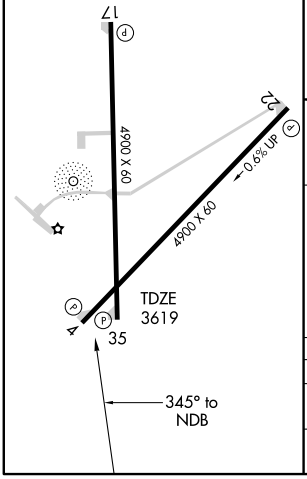
ELKHART-MORTON COUNTY (EHA)

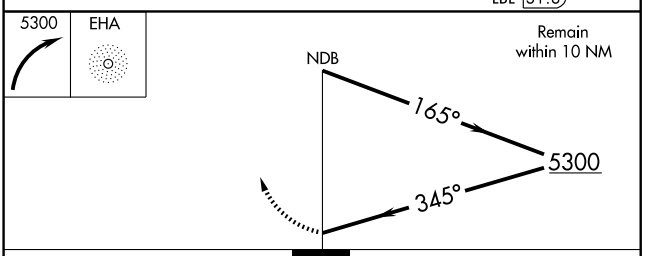
When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cat A and B visibility ¼ mile, and increase Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 5300 in EHA NDB holding pattern.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35	4440-1 821 (900-1)	4440-1¼ 821 (900-1¼)	4440-2½ 821 (900-2½)	NA
CIRCLING	4440-1 818 (900-1)	4440-1¼ 818 (900-1¼)	4440-2½ 818 (900-2½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
041°	Rwy Idg	4900
	TDZE	3622
	Apt Elev	3622

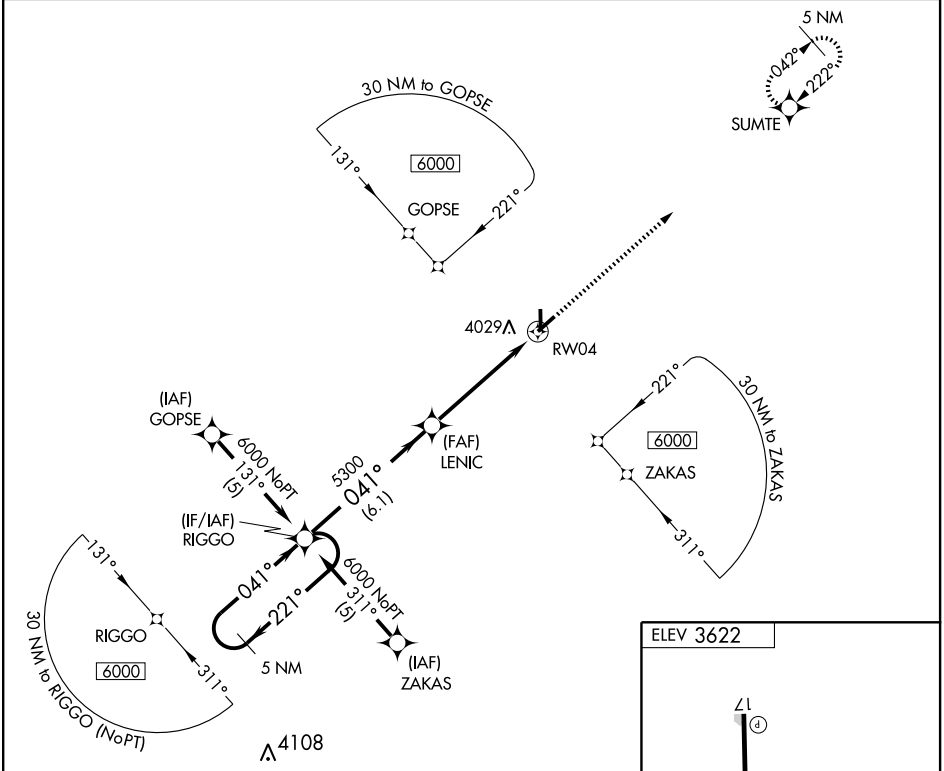
RNAV (GPS) RWY 4

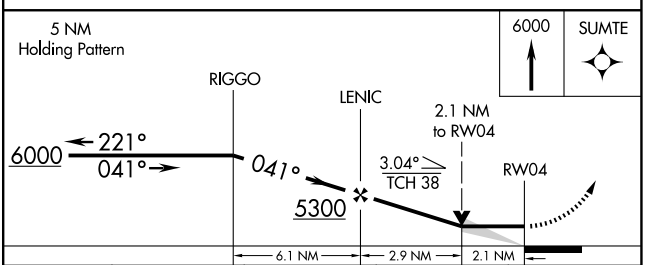
ELKHART-MORTON COUNTY (EHA)

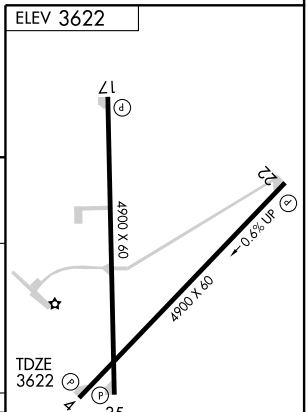
T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cats A/B visibility ¼ mile, and increase Cat C visibility ¾ mile. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 6000 direct SUMTE and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	4340-1 718 (800-1)		4340-2 718 (800-2)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4900
172°	TDZE	3619
	Apt Elev	3622

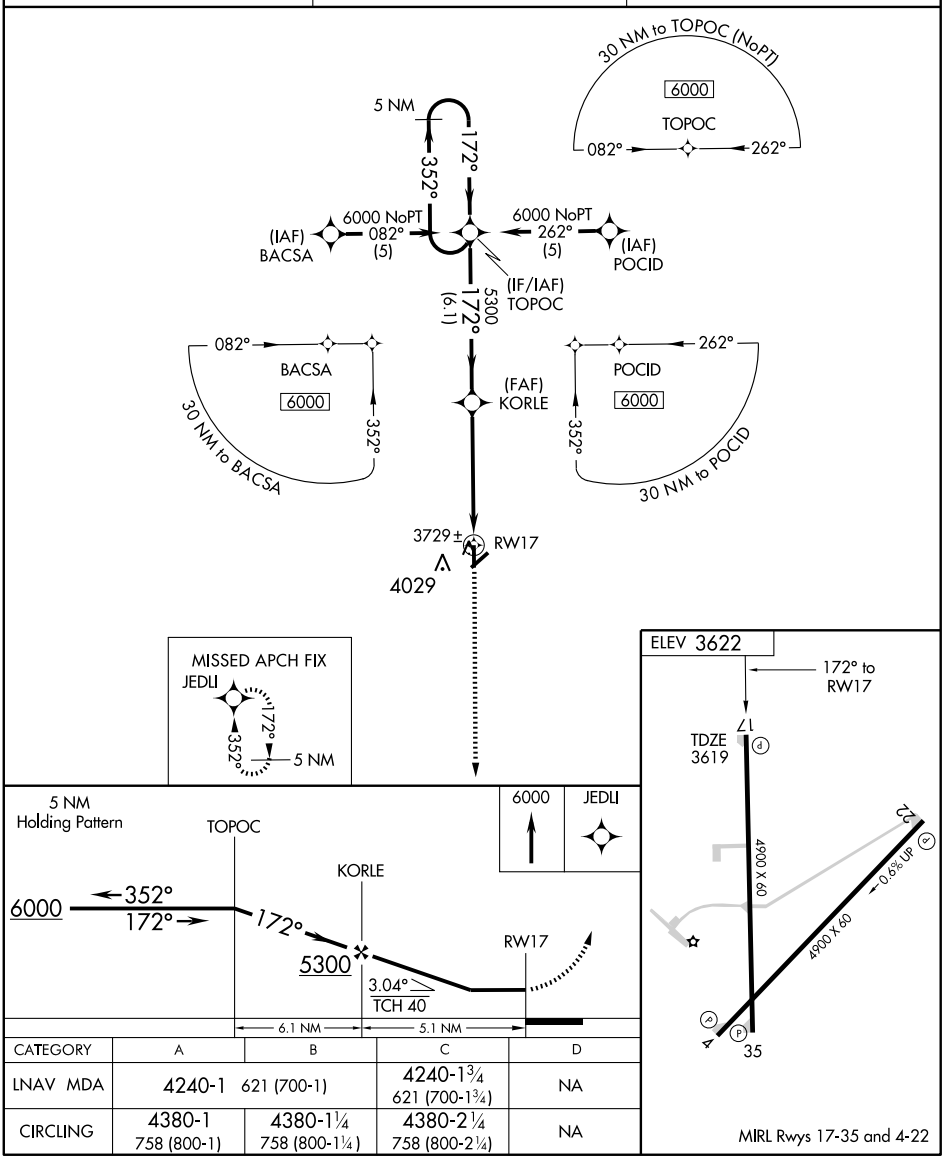
RNAV (GPS) RWY 17

ELKHART-MORTON COUNTY (EHA)

T A DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase LNAV Cat B and Circling Cat A/B visibility ¼ mile, LNAV Cat C and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 6000 direct JEDLI and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	4240-1 621 (700-1)		4240-1¾ 621 (700-1¾)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4900
221°	TDZE	3614
	Apt Elev	3622

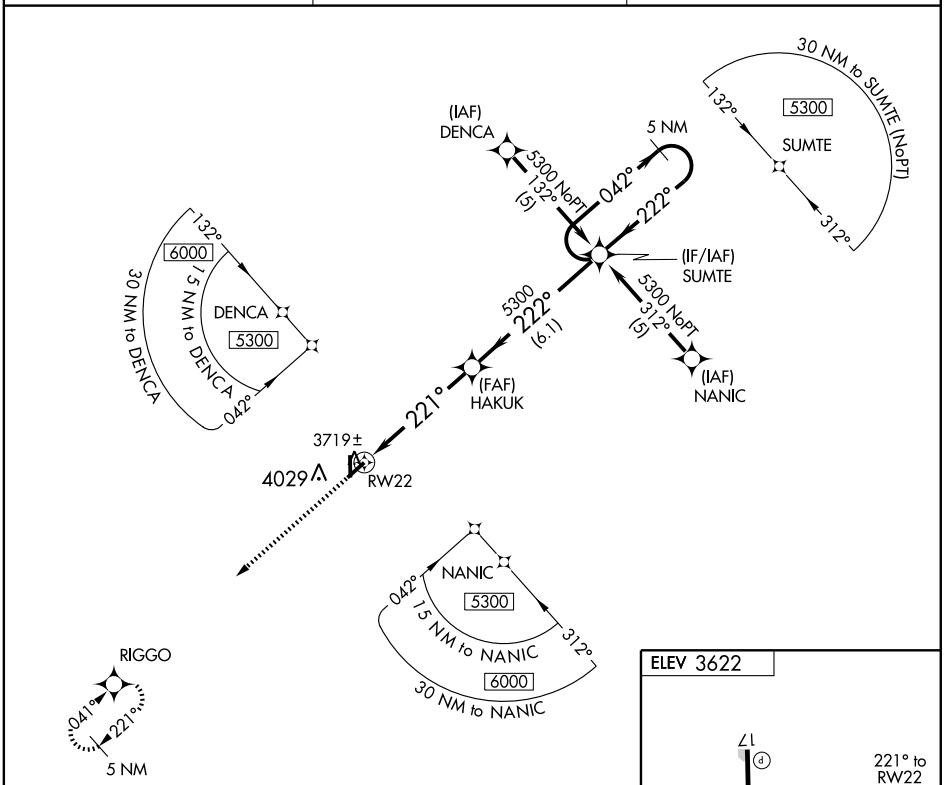
RNAV (GPS) RWY 22

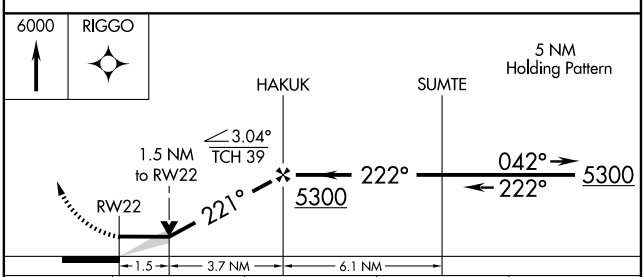
ELKHART-MORTON COUNTY (EHA)

T A DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Liberal altimeter setting. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Circling Cat A and B visibility ¼ mile, and LNAV and Circling Cat C visibility ¾ mile.

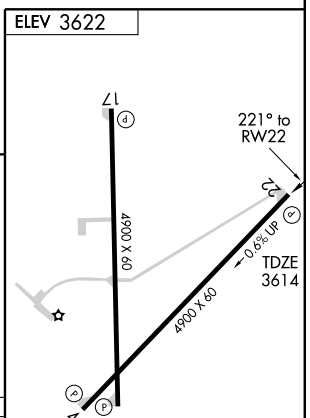
MISSED APPROACH: Climb to 6000 direct RIGGO and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	4100-1 486 (500-1)		4100-1¼ 486 (500-1¼)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4900
CH 50417	352°	TDZE	3619
W35A		Apt Elev	3622

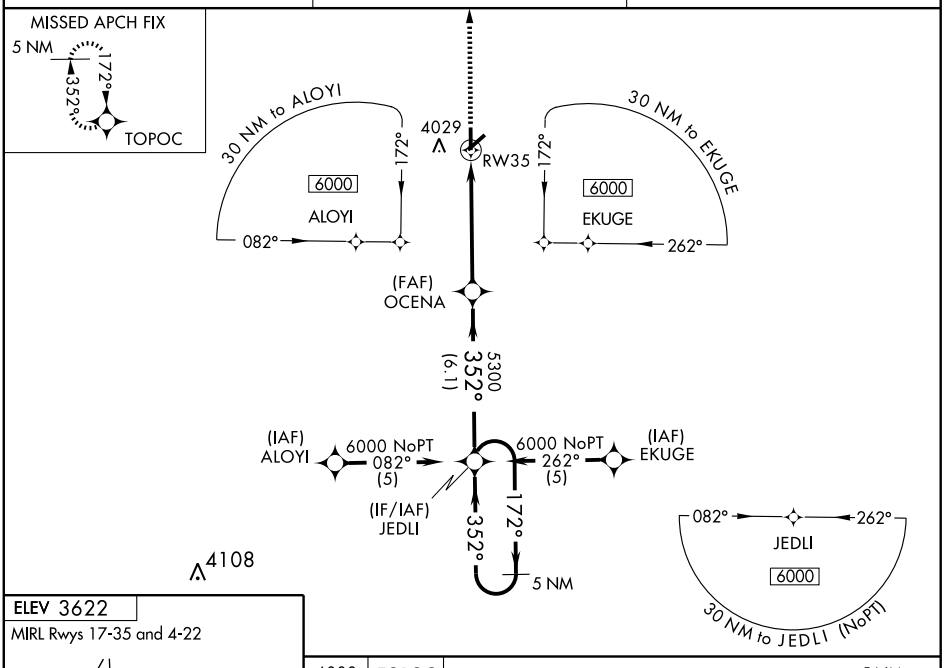
RNAV (GPS) RWY 35

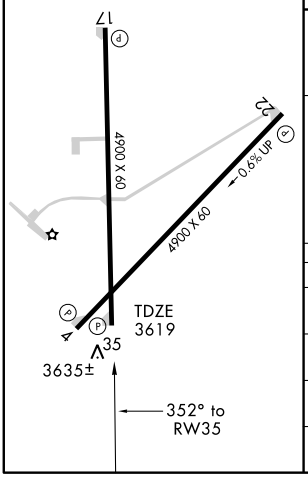
ELKHART-MORTON COUNTY (EHA)

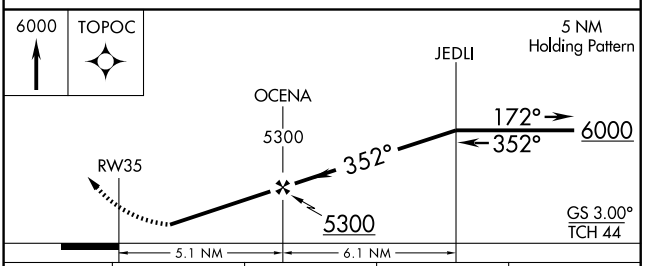
Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all DA 206 feet and all MDA 220 feet, increase LNAV and Circling Cats A/B visibility ¼ mile, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile, and LNAV Cat C visibility 1 mile.

MISSED APPROACH: Climb to 6000 direct TOPOC and hold.

AWOS-1	KANSAS CITY CENTER	UNICOM
118.025	134.0 290.8	122.8 (CTAF)



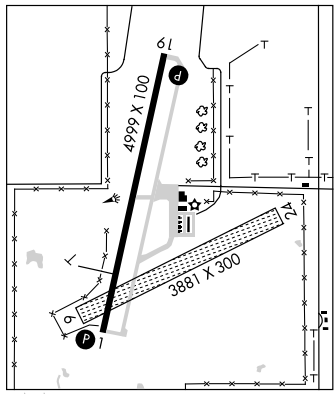




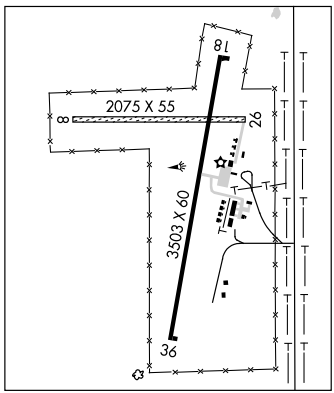
CATEGORY	A	B	C	D
LPV DA	3869-1 250 (300-1)			NA
LNAV/VNAV DA	4167-2 548 (600-2)			NA
LNAV MDA	4280-1 661 (700-1)		4280-1¾ 661 (700-1¾)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

EMPORIA MUNI (EMP) 4 S UTC−6(−5DT) N38°19.83′ W96°11.40′ KANSAS CITY
1208 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE EMP L–10I
RWY 01–19: H4999X100 (ASPH) S–30, D–45 MIRL IAP
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 06–24: 3881X300 (TURF)
RWY 24: Road.
AIRPORT REMARKS: Attended 1330–0000Z‡. 24 hr fuel avbl for MOGAS & 100LL. Ultralight activity on and invof arpt. Rwy 01–19 line of sight between rwy ends obstructed. Wind tee mast 31′above ground level located approximately 700′ west of the 100′ marker on Rwy 01. ASOS mast 27′AGL located approximately 700′ west of Rwy 01–19 and 1,150′ north of AER Rwy 01. Rwy 06–24 ends and edges marked with orange and white corrugated panels. Rwy 06–24 surface soft when wet. ACTIVATE PAPI and REIL Rwys 01 and 19—CTAF. ACTIVATE MIRL Rwy 01–19 after 0000Z‡—CTAF,
WEATHER DATA SOURCES: ASOS 126.125 (620) 343–3733. **HIWAS** 112.8 EMP.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 127.725
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
(L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 306° 3.4 NM to fld. 1220/8E. **HIWAS.**



EUREKA MUNI (13K) 2 N UTC−6(−5DT) N37°51.09′ W96°17.50′ KANSAS CITY
1206 B S4 **FUEL** 100LL, MOGAS NOTAM FILE ICT L–10I, 15E
RWY 18–36: H3503X60 (ASPH) S–8 LIRL (NSTD) 0.3% up NE IAP
RWY 08–26: 2075X55 (TURF)
RWY 08: Fence. **RWY 26:** P-line.
AIRPORT REMARKS: Attended 1400–2300Z‡. Attendant after hrs on request. Wildlife on and invof arpt. Rwy 08, white tires mark rwy end. Rwy 26, white tires mark rwy end.
WEATHER DATA SOURCES: AWOS–3 120.975 (620) 583–5442.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 187° 27.3 NM to fld. 1220/8E.
HIWAS.



FLORY N38°40.89′ W97°38.70′ NOTAM FILE SLN. WICHITA
NDB (LOM) 344 SL 350° 6.6 NM to Salina Muni.

FORBES FLD (See TOPEKA)

FORT LEAVENWORTH N39°22.10′ W94°54.88′ KANSAS CITY
RCO 122.35 (WICHITA RADIO) L–10J, A

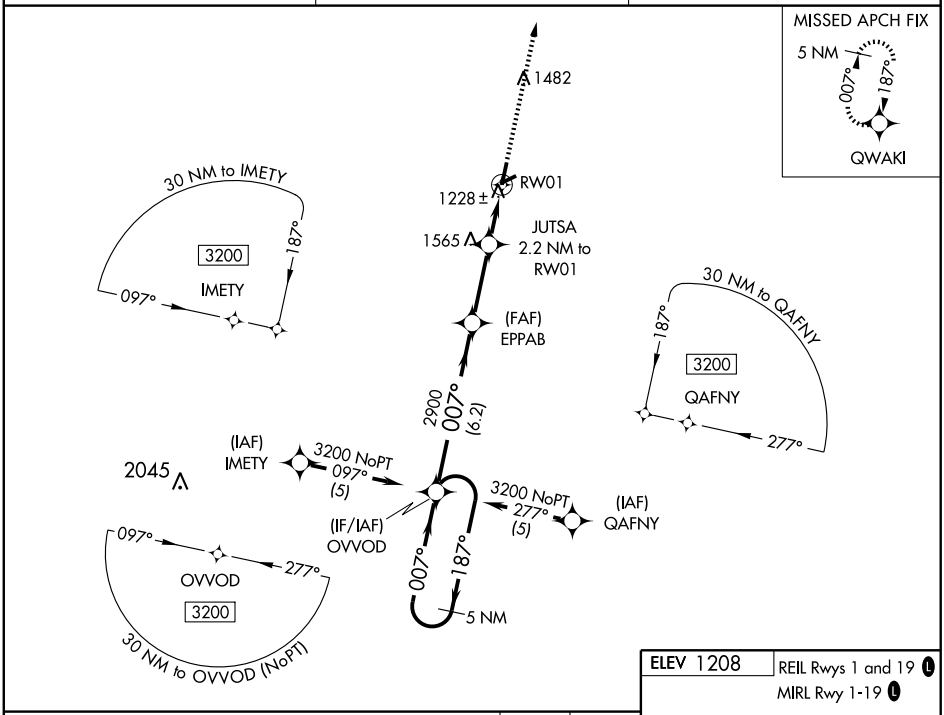
WAAS	APP CRS	Rwy Idg	4999
CH 97704	007°	TDZE	1208
W01A		Apt Elev	1208

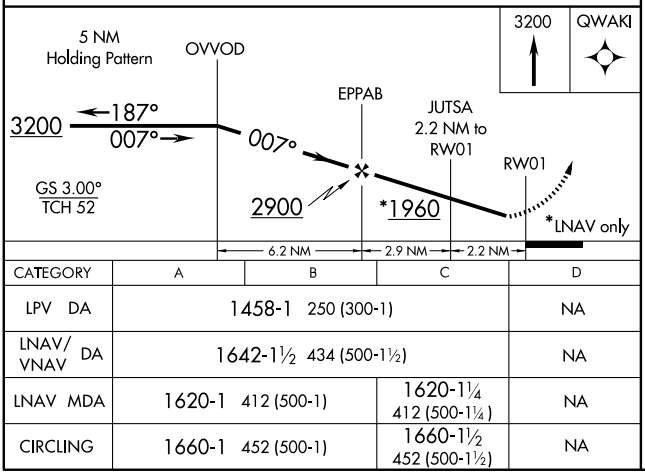
RNAV (GPS) RWY 1
EMPORIA MUNI (EMP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

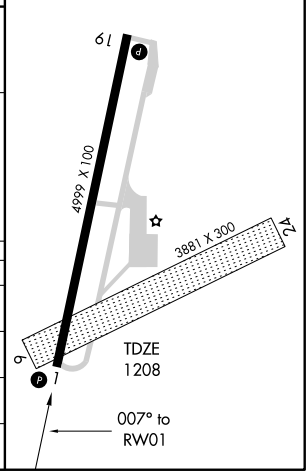
MISSED APPROACH: Climb to 3200 direct QWAKI and hold.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1458-1 250 (300-1)			NA
LNAV/VNAV DA	1642-1½ 434 (500-1½)			NA
LNAV MDA	1620-1 412 (500-1)		1620-1¼ 412 (500-1¼)	NA
CIRCLING	1660-1 452 (500-1)		1660-1½ 452 (500-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

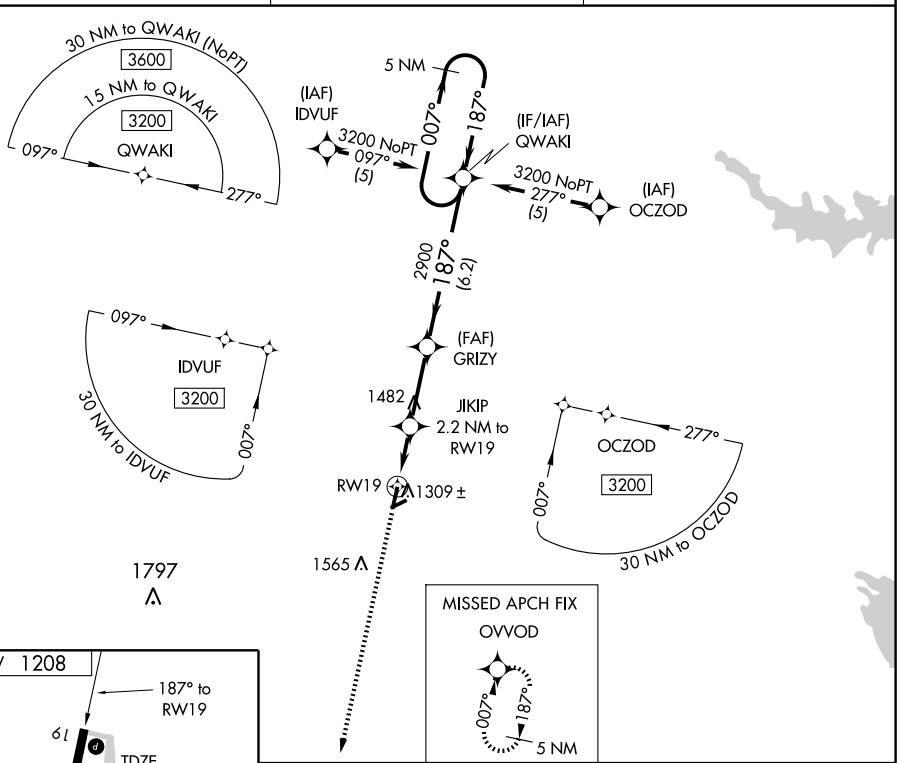
APP CRS	Rwy Idg	4999
187°	TDZE	1208
	Apt Elev	1208

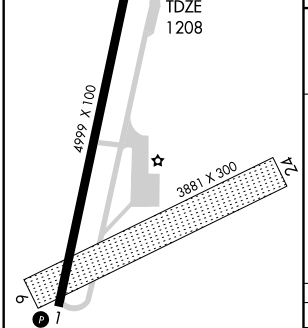
RNAV (GPS) RWY 19
EMPORIA MUNI (EMP)

DME/DME RNP-0.3 NA.

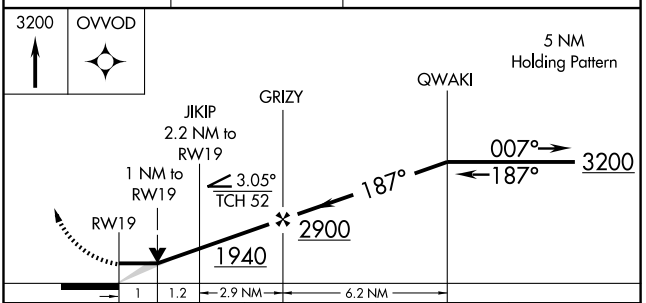
MISSED APPROACH: Climb to 3200 direct OVVOD and hold.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L





REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 352 (400-1)			NA
CIRCLING	1660-1 452 (500-1)		1660-1½ 452 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

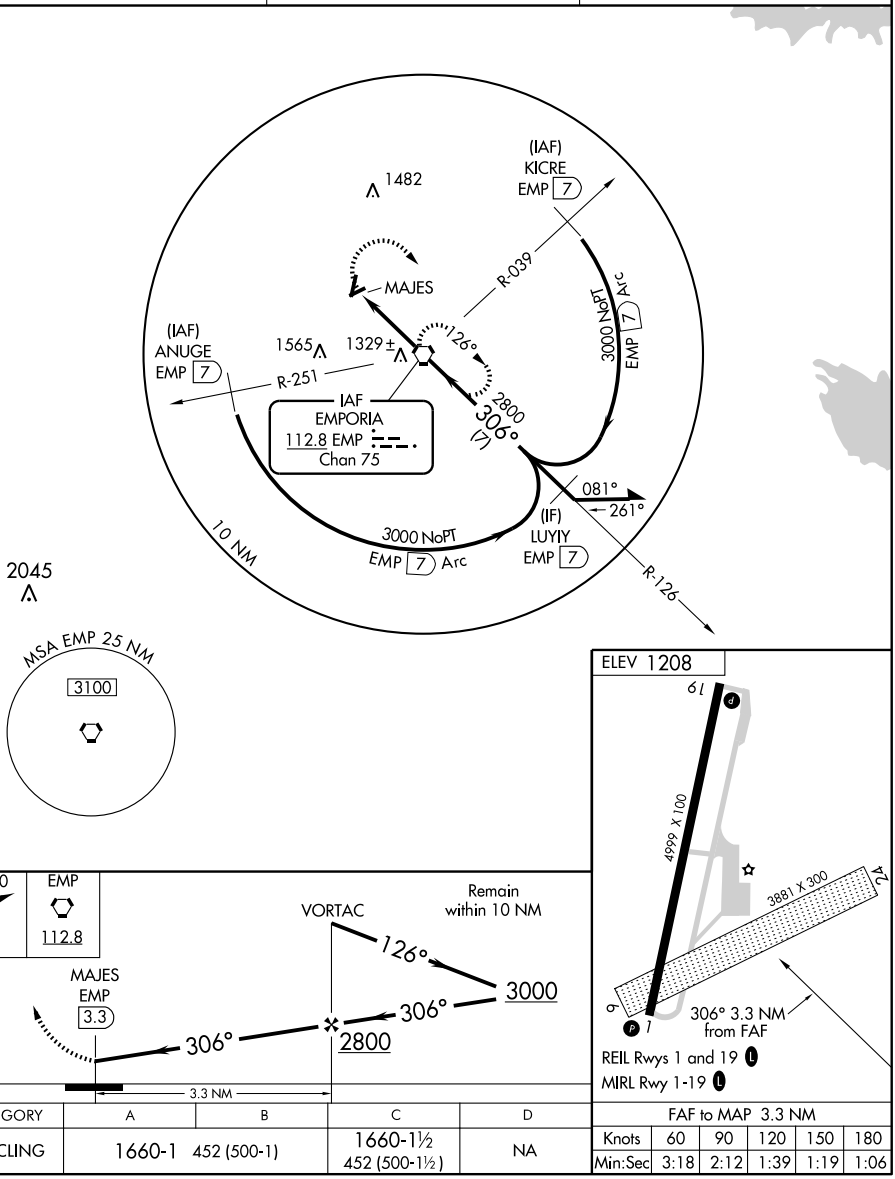
VORTAC EMP 112.8 Chan 75	APP CRS 306°	Rwy Idg N/A TDZE N/A Apt Elev 1208

VOR-A
EMPORIA MUNI (EMP)

CAUTION: North/south drag strip 1 mile east of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
126.125	127.725 270.25	122.8 (CTAF) L

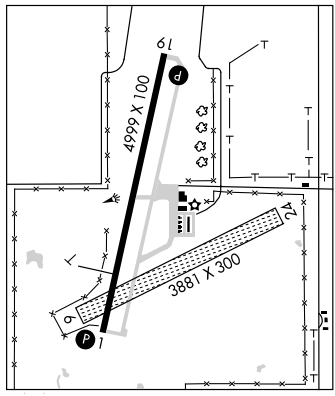


CATEGORY	A	B	C	D
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA

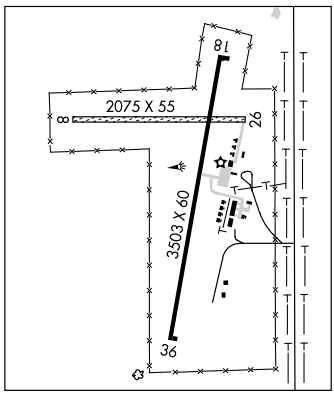
FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

EMPORIA MUNI (EMP) 4 S UTC−6(−5DT) N38°19.83′ W96°11.40′ KANSAS CITY
1208 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE EMP L–10I
RWY 01–19: H4999X100 (ASPH) S–30, D–45 MIRL IAP
RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 52′. Tree.
RWY 06–24: 3881X300 (TURF)
RWY 24: Road.
AIRPORT REMARKS: Attended 1330–0000Z‡. 24 hr fuel avbl for MOGAS & 100LL. Ultralight activity on and invof arpt. Rwy 01–19 line of sight between rwy ends obstructed. Wind tee mast 31′above ground level located approximately 700′ west of the 100′ marker on Rwy 01. ASOS mast 27′AGL located approximately 700′ west of Rwy 01–19 and 1,150′ north of AER Rwy 01. Rwy 06–24 ends and edges marked with orange and white corrugated panels. Rwy 06–24 surface soft when wet. ACTIVATE PAPI and REIL Rwys 01 and 19—CTAF. ACTIVATE MIRL Rwy 01–19 after 0000Z‡—CTAF,
WEATHER DATA SOURCES: ASOS 126.125 (620) 343–3733. **HIWAS** 112.8 EMP.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 127.725
AIRSPACE: CLASS E svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
(L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 306° 3.4 NM to fld. 1220/8E. **HIWAS.**



EUREKA MUNI (13K) 2 N UTC−6(−5DT) N37°51.09′ W96°17.50′ KANSAS CITY
1206 B S4 **FUEL** 100LL, MOGAS NOTAM FILE ICT L–10I, 15E
RWY 18–36: H3503X60 (ASPH) S–8 LIRL (NSTD) 0.3% up NE IAP
RWY 08–26: 2075X55 (TURF)
RWY 08: Fence. **RWY 26:** P-line.
AIRPORT REMARKS: Attended 1400–2300Z‡. Attendant after hrs on request. Wildlife on and invof arpt. Rwy 08, white tires mark rwy end. Rwy 26, white tires mark rwy end.
WEATHER DATA SOURCES: AWOS–3 120.975 (620) 583–5442.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 120.2
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 187° 27.3 NM to fld. 1220/8E.
HIWAS.



FLORY N38°40.89′ W97°38.70′ NOTAM FILE SLN. WICHITA
NDB (LOM) 344 SL 350° 6.6 NM to Salina Muni.

FORBES FLD (See TOPEKA)

FORT LEAVENWORTH N39°22.10′ W94°54.88′ KANSAS CITY
RCO 122.35 (WICHITA RADIO) L–10J, A

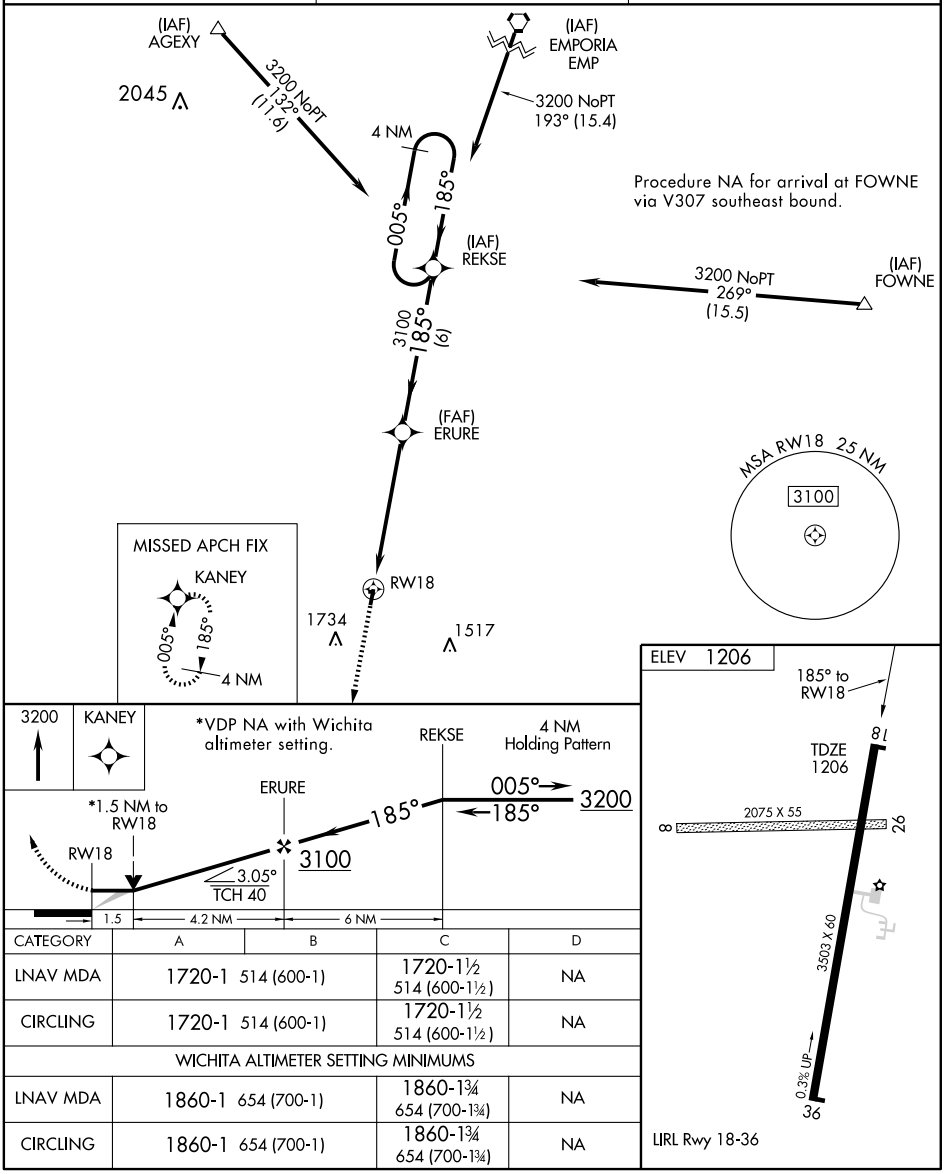
APP CRS	Rwy Idg	3503
185°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 18
EUREKA MUNI (13K)

Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.
NA Circling NA at night to Rwys 8, 26, 36
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing to 3200 direct KANEY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.975	120.2 323.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
CIRCLING	1720-1 514 (600-1)		1720-1½ 514 (600-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA
CIRCLING	1860-1 654 (700-1)		1860-1¾ 654 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC EMP 112.8 Chan 75	APP CRS 187°	Rwy Idg 3503 TDZE 1206 Apt Elev 1206

VOR/DME RWY 18

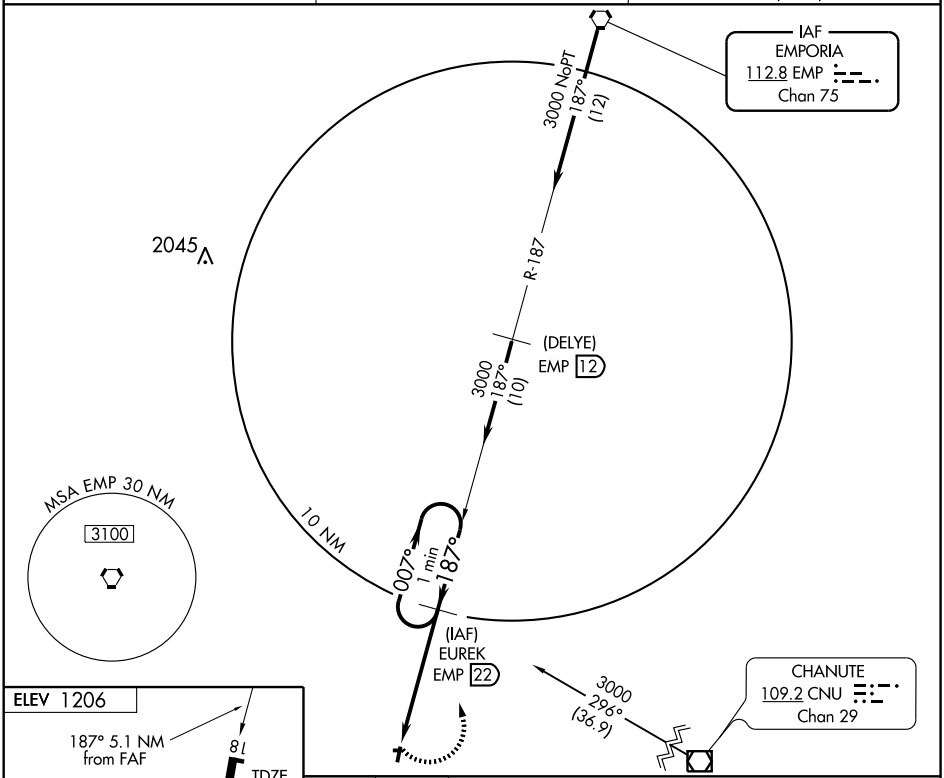
EUREKA MUNI (13K)

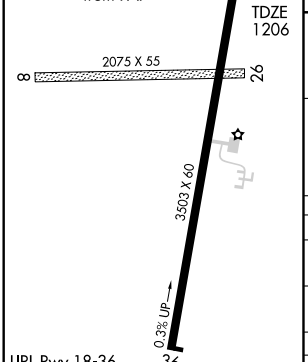
Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.

NA

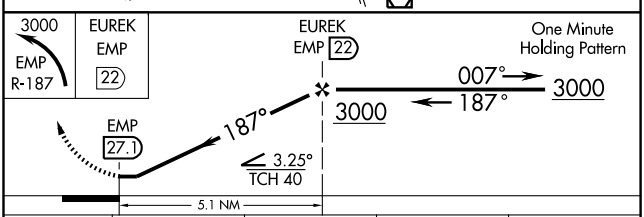
MISSED APPROACH: Climbing left turn to 3000 via EMP R-187 to EUREK 22 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.975	120.2 323.2	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
CIRCLING	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
S-18	1900-1 694 (700-1)	1900-1¼ 694 (700-1¼)	1900-2 694 (700-2)	NA
CIRCLING	1940-1 734 (800-1)	1940-1¼ 734 (800-1¼)	1940-2 734 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MARION MUNI (43K) 2 SE UTC−6(−5DT) N38°20.25′ W96°59.50′ **KANSAS CITY**

1390 B **FUEL** 100LL, MOGAS NOTAM FILE ICT

RWY 03–21: 2745X95 (TURF)

RWY 03: Fence. **RWY 21:** P-line.

RWY 13–31: 2722X50 (TURF)

RWY 13: Trees.

RWY 17–35: H2573X40 (ASPH) LIRL

RWY 18–36: 2310X67 (TURF)

RWY 18: Fence.

AIRPORT REMARKS: Unattended. Rwy 03–21 is slightly rough. Rwy 03 Controlling Obstruction the proximity of the fence to the Rwy establishes the controlling obstruction. The 35′ to 40′ trees directly behind would be more of a concern for approaching acft. Rwy 17–35 has extensive cracking. Rwy 18–36 thld delineated with yellow painted tires. Rwy 03–21 and Rwy 13–31 edges marked with yellow painted tires.

COMMUNICATIONS: CTAF 122.9

MARK HOARD MEM (See LEOTI)

MARSHALL AAF (FORT RILEY) (FRI)(KFRI) A 3 NE UTC−6(−5DT) **KANSAS CITY**

N39°03.16′ W96°45.87′ **L–10I**

1065 B NOTAM FILE ICT Not insp. **DIAP**

RWY 04–22: H4503X100 (CONC) PCN 37 R/B/W/T HIRL

RWY 04: ODALS. Rgt tfc.

MILITARY REMARKS: Opr Mon 1300Z‡–Sat 0530Z‡ except holidays. **RSTD** 24 hr PPR for all acft. Ctc Base OPS DSN 856–2530, C785–239–2530. Parking pad D12 clsd. **CAUTION** Rotary wing acft opr with minimum lgt SS–SR. Migratory birds vicinity of afld. Surface winds from north are 10–15 knots below apch winds on Rwy 04. **TFC PAT** Left and rgt. Rotary wing 1800(735) fixed wing 2600(1535). **MARSHALL RADIO** Opr Mon 1400 thru Sat 0530Z‡ exc weekends and hol. Ctc prior to entry R3602A/B 118.375 247.00 **MISC** No hangar transient acft. Base Ops FAX DSN 856–2745 C785–239–2745.

COMMUNICATIONS: CTAF 126.2 248.65 **ATIS** 121.025 Mon–Sat 1400–0530Z‡ exc holidays.

Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 254.35 (Mon 1300Z‡–Sat 0530Z‡ exc holidays)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 257.97 (Sat 0530Z‡–Mon 1300Z‡ exc holidays)

TOWER 126.2 248.65 (Mon–Sat 1400Z–0530Z‡ exc holidays) **GND CON** 140.2 229.4

CLNC DEL 119.65

PMSV METRO 343.5 Full svc Mon–Fri during afld hr, ltd svc OT. Weekday Wx opr hr may vary with local flying schedule. Wx DSN 856–6562, C785–239–6562. Afld Wx is monitored by AN/FMQ–19. Observation avbl at DSN 856–3634, C785–239–9328. Wx observation obstructed 090°–180° by hills and buildings. Remote brief svc avbl 26 OWS. Barksdale AFB DSN 781–4775, C318–456–4775, toll free 1–866–223–9328.

VFR ADVISORY SVC 126.2 248.65 (Mon–Fri 1300–1400Z‡ and Sat 1400–0530Z‡, except holidays; other times CTAF.) **OPS** 40.55

AIRSPACE: CLASS D svc Mon–Sat 1400–0530Z‡, except weekends and holidays, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

FORT RILEY (T) VORW 109.4 FRI N38°58.21′ W96°51.66′ 036° 6.7 NM to fld. VOR unmonitored Sat–Mon 0530–1400Z‡ and holidays. VOR unusable 282°–292°.

CAVALRY NDB (MHW) 314 CVY N39°01.56′ W96°47.67′ 035° 2.1 NM to fld. NOTAM FILE FRI. NDB unmonitored Sat–Mon 0530–1400Z‡ and holidays.

COPTER NDB RWY 4

NDB CVY 314	APCH CRS 034°	Rwy Idg 4503 TDZE 1065 Arpt Elev 1065

AL-155 [USA]

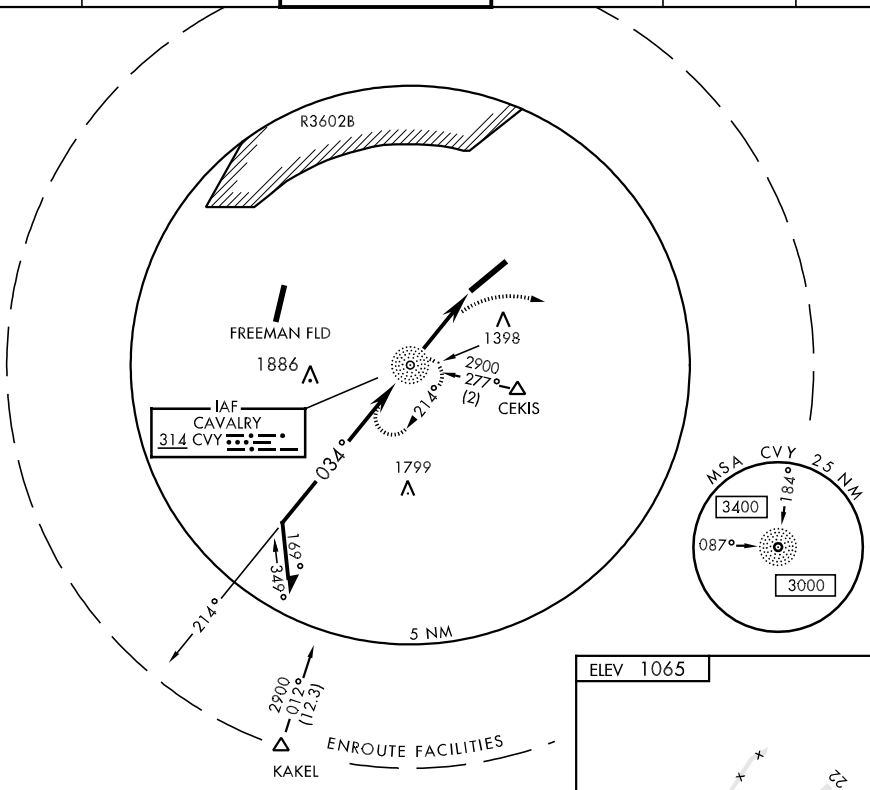
MARSHALL AAF (KFRI)

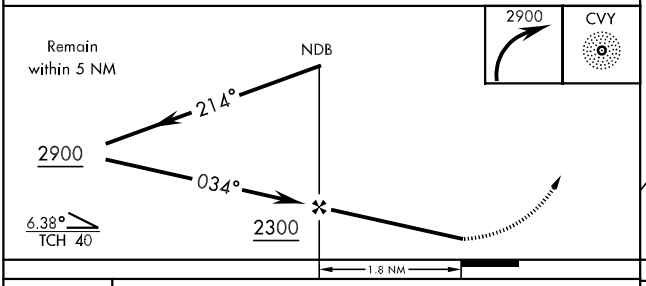
Visibility reduction by helicopters NA

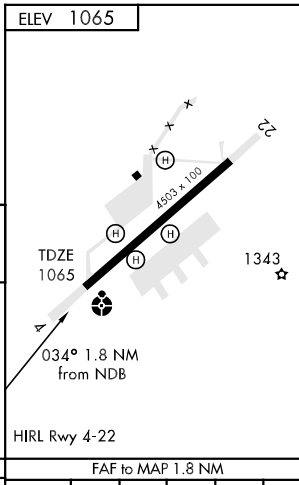
ODALS

MISSED APPROACH: Climbing right turn to 2900 direct CVY NDB and hold.

ATIS ★	MARSHALL GCA ★	MARSHALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	







FAF to MAP 1.8 NM

CATEGORY	COPTER			Knots	45	60	75	90	105
S-4	1640-1	575	(600-1)	Min:Sec	2:24	1:48	1:26	1:12	1:02

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy Idg	TDZE	Arpt Elev
044°	4503	1065	1065

AL-155 [USA]

MARSHALL AAF (KFRI)

* Circling not authorized NW of Rwy 4-22.

NA Visibility reduction by helicopters NA

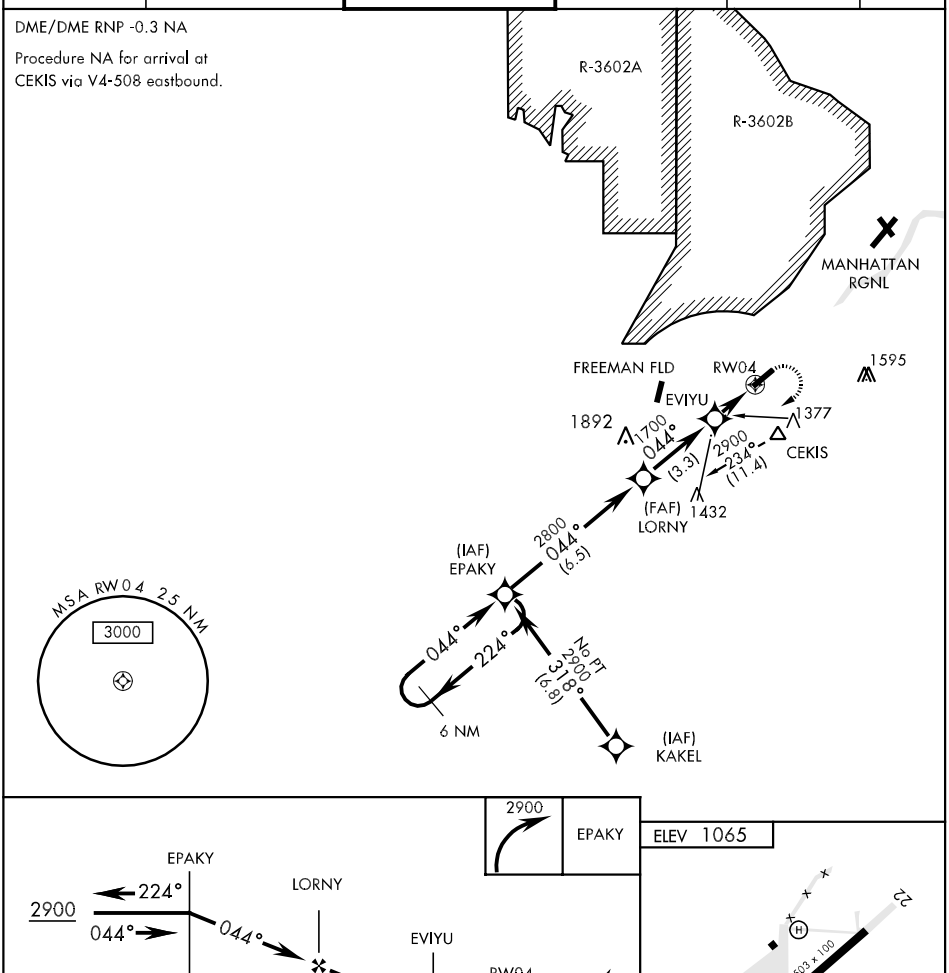
ODALS

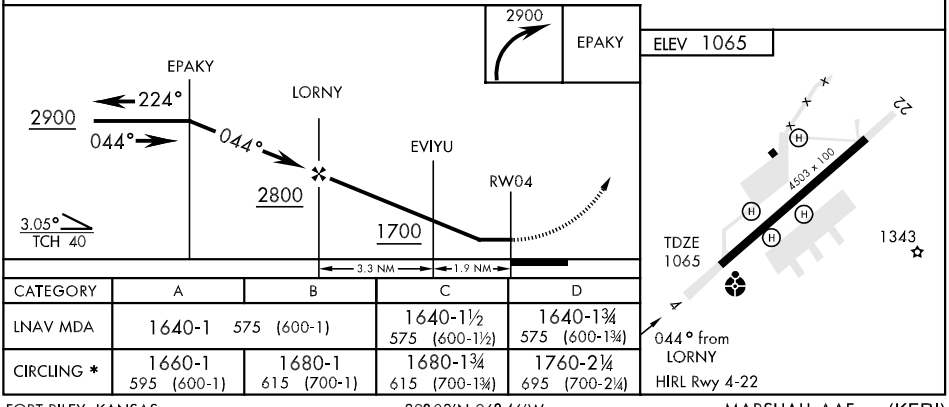
MISSED APPROACH: Climbing right turn to 2900 direct EPAKY and hold.

ATIS *	MARSHALL GCA *	MARSHALL TOWER *	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	

DME/DME RNP -0.3 NA

Procedure NA for arrival at CEKIS via V4-508 eastbound.





CATEGORY	A	B	C	D
LNAV MDA	1640-1 575 (600-1)		1640-1½ 575 (600-1½)	1640-1¾ 575 (600-1¾)
CIRCLING *	1660-1 595 (600-1)	1680-1 615 (700-1)	1680-1¾ 615 (700-1¾)	1760-2¼ 695 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR RWY 4

VOR FRI 109.4	APCH CRS 036°	Rwy Idg 4503 TDZE 1065 Arpt Elev 1065

AL-155 [USA]

MARSHALL AAF (KFRI)

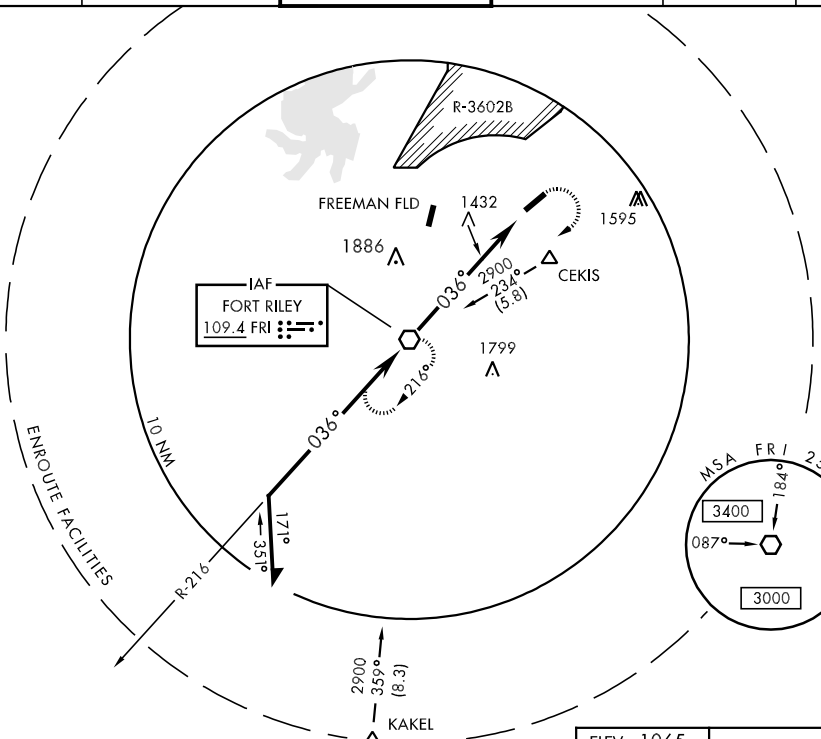
Visibility reduction by helicopters NA

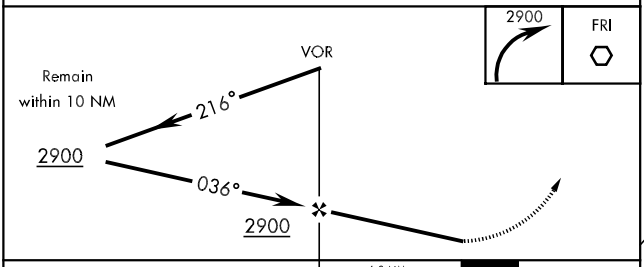
* Circling not authorized NW of Rwy 4-22.

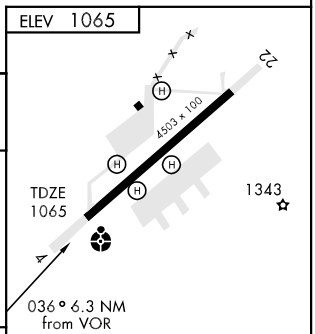
ODALS

MISSED APPROACH: Climbing right turn to 2900 direct FRI VOR and hold.

ATIS ★	MARSHALL GCA ★	MARSHALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
121.025	121.25 245.35	126.2 (CTAF) 248.65	140.20 229.4	119.65	







HIRL Rwy 4-22

CATEGORY	A	B	C	D
S-4	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING *	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1760-2¼ 755 (800-2¼)

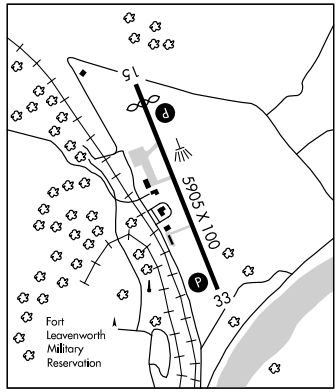
FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

FORT LEAVENWORTH

SHERMAN AAF (FLV)(KFLV) CIV/MIL 3 N UTC−6(−5DT) N39°22.10′ W94°54.88′ **KANSAS CITY**
772 B **FUEL** 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE ICT **H–5C, L–10J, A**
RWY 15–33: H5905X100 (ASPH–CONC) S–32, D–39, 2D–97, 2D/2D2–99 PCN 31 F/C/W/T HIRL **IAP**
RWY 15: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 586′. Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 41′. Trees. Rgt tfc.

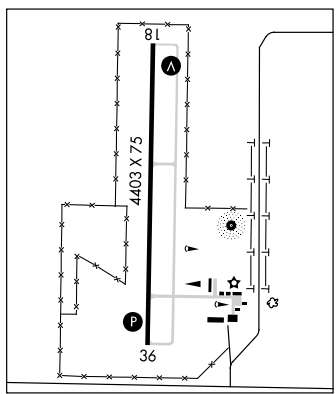


MILITARY SERVICE: FUEL J8 (Mil) Avbl 1330–2230Z‡, 24 hr PPR. Svc other times only for code 4 and above. General aviation fuel avbl 1500–2200Z‡, other times by request.
AIRPORT REMARKS: Attended Mon–Fri 1500–0200Z‡. Limited svc after hrs and Federal holidays. General aviation ramp attended 1500–2200Z‡, call 913–651–0111. Fuel avbl 1500–0200Z‡ and after hrs by request. General aviation ramp associated with City of Leavenworth. Joint use airfield, FBO attended Mon–Fri 1500–2200Z‡; All others by prior arrangements. Caution wildlife on rwys. Numerous migratory birds on and invof arpt Apr–Oct. Calm wind use Rwy 15. ACTIVATE HIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 and twy lgts—CTAF.
MILITARY REMARKS: Opr Mon–Fri 1330–2230Z‡. Limited scv other times and Federal holidays. **RSTD** Military ramp 48 hour PPR, call DSN 552–6045 or C913–684–6045. No hazardous cargo. **TFC PAT** Rotary wing acft 1470(698), fixed wing acft 1800(1028). **MISC** Base Ops attended Mon–Fri 1330–2230Z‡, except holidays, other times code 4 and above by PPR. No tran alert, lavatory svc or de-ice capability. All acft with code 4 or above ctc Sherman Base OPS (126.2/140.50) at least 20 min prior to ldg. Civilian acft on non-government business use City of Leavenworth ramp Inc C913–651–0111 on south end of fld opr 1500–2200Z‡.
COMMUNICATIONS: CTAF 126.2
FORT LEAVENWORTH RCO 122.35 255.4 (WICHITA RADIO)
Ⓡ **KANSAS CITY APP/DEP CON** 124.7 (191°–009°) 126.6 (010°–190°) 318.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.
KANSAS CITY (H) VORTAC 113.25 MCI Chan 79Y N39°17.12′ W94°44.22′ 296° 9.6 NM to fld. 1017/5E. **HIWAS.**
HUGGY NDB (LOM) 416 RN N39°18.12′ W94°51.07′ 318° 5.0 NM to fld. NOTAM FILE MCI. Unmonitored.

FORT RILEY (See MARSHALL AAF)

FORT RILEY N38°58.21′ W96°51.66′ NOTAM FILE ICT. **KANSAS CITY**
VORW 109.4 FRI 036° 6.7 NM to Marshall AAF. **L–10I**
VOR unmonitored Mon–Sat 0530–1400Z‡ and holidays. VOR unusable 282°–292°.

FORT SCOTT MUNI (FSK) 4 SW UTC−6(−5DT) N37°47.90′ W94°46.16′ **KANSAS CITY**
918 B **FUEL** 100LL, JET A1 + TPA—1718(800) NOTAM FILE ICT **L–10J, 16F**
RWY 18–36: H4403X75 (ASPH) S–12.5 MIRL 0.3% up S **IAP**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Road.



AIRPORT REMARKS: Attended 1400–2300Z‡, closed Sun Oct–Apr. Deer fence around airport perimeter. Ground drops rapidly 250′ fm rwy end. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18, PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–3 124.425 (620) 223–0655.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 198° 31.4 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 379 FSK N37°47.81′ W94°45.93′ at fld. NOTAM FILE ICT.

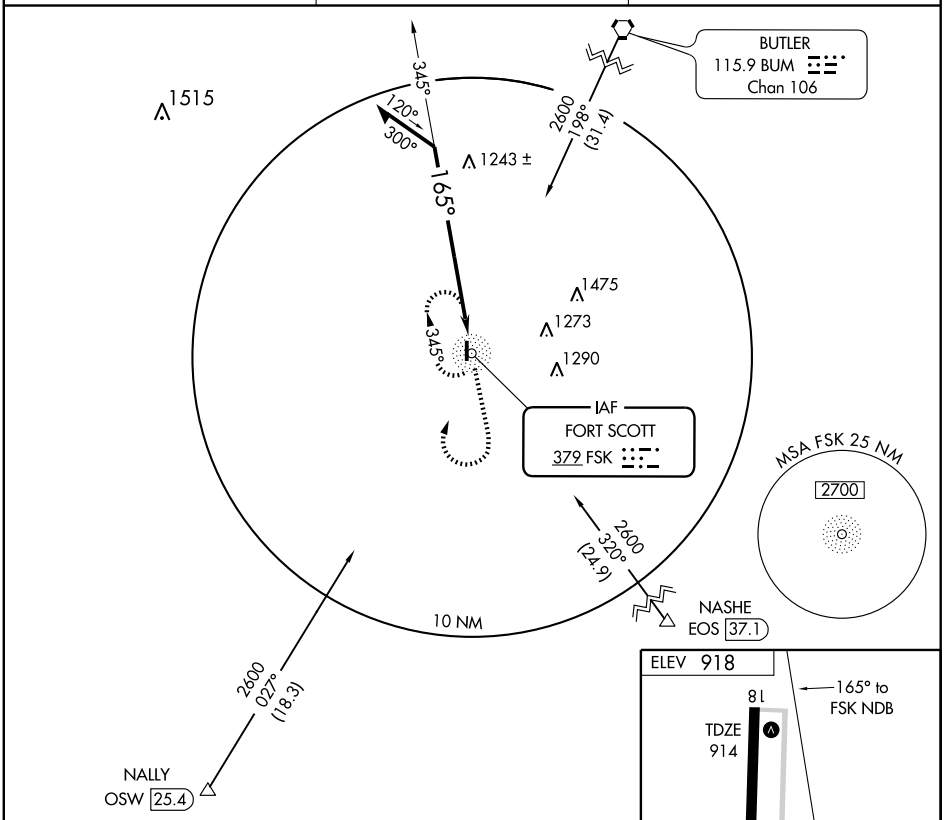
NDB FSK 379	APP CRS 165°	Rwy Idg 4403 TDZE 914 Apt Elev 918

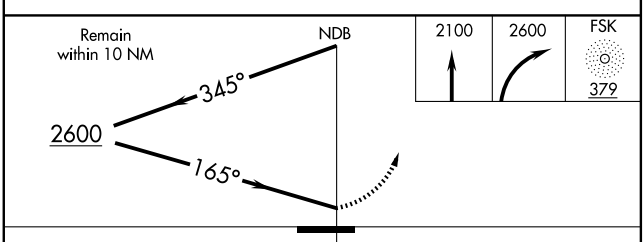
NDB RWY 18
FORT SCOTT MUNI (FSK)

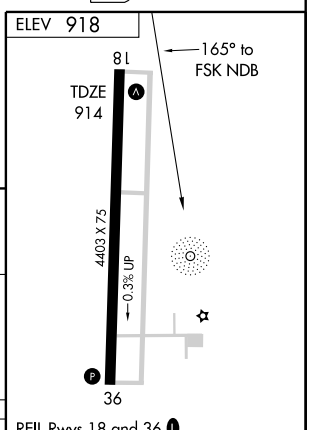
If local altimeter setting not received, use Chanute altimeter setting and increase all MDAs 100 feet.
NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2600 direct FSK NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L







REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1660-1 746 (800-1)	1660-1¼ 746 (800-1¼)	1660-2¼ 746 (800-2¼)	1660-2½ 746 (800-2½)
CIRCLING	1660-1 742 (800-1)	1660-1¼ 742 (800-1¼)	1660-2¼ 742 (800-2¼)	1660-2½ 742 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4403
CH 50404	176°	TDZE	914
W18A		Apt Elev	918

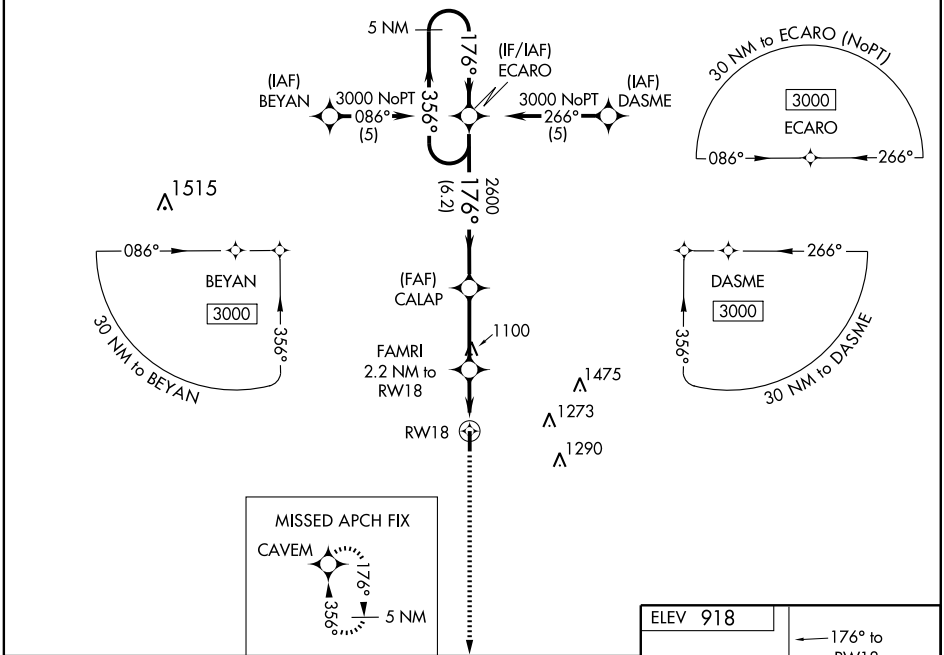
RNAV (GPS) RWY 18

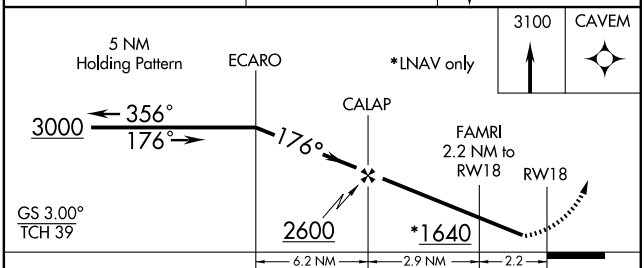
FORT SCOTT MUNI (FSK)

▼ ⚠ NA — If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

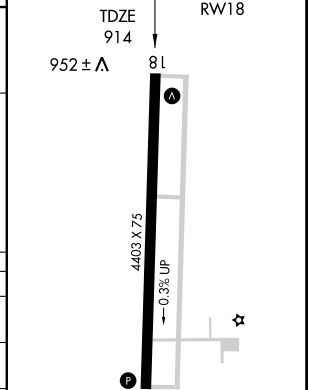
MISSED APPROACH: Climb to 3100 direct CAVEM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1164-1	250 (300-1)		
LNAV/VNAV DA	1212-1	298 (300-1)		
LNAV MDA	1220-1	306 (400-1)		
CIRCLING	1280-1 362 (400-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56504 W36A	APP CRS 356°	Rwy Idg 4403 TDZE 918 Apt Elev 918

RNAV (GPS) RWY 36

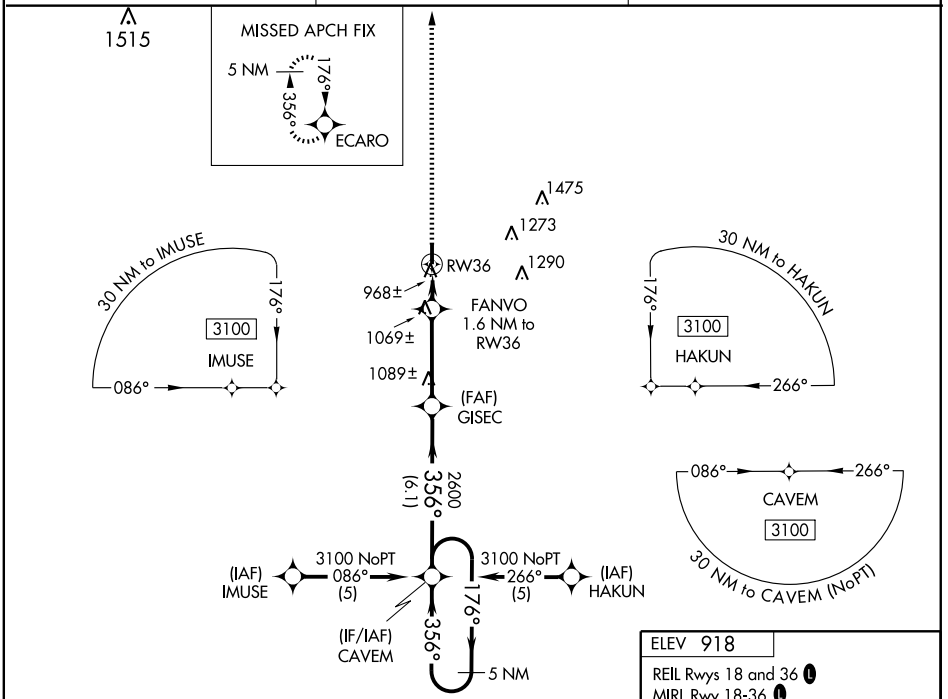
FORT SCOTT MUNI (FSK)

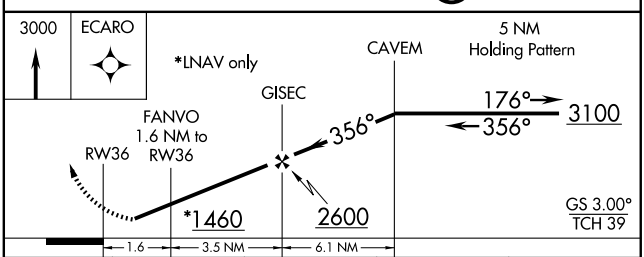
If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

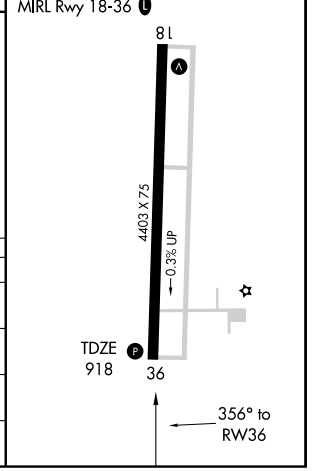
MISSED APPROACH: Climb to 3000 direct ECARO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.425	125.55 327.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1189-1 271 (300-1)			
LNAV/VNAV DA	1240-1¼ 322 (400-1¼)			
LNAV MDA	1320-1 402 (500-1)		1320-1¼ 402 (500-1¼)	
CIRCLING	1320-1 402 (500-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)

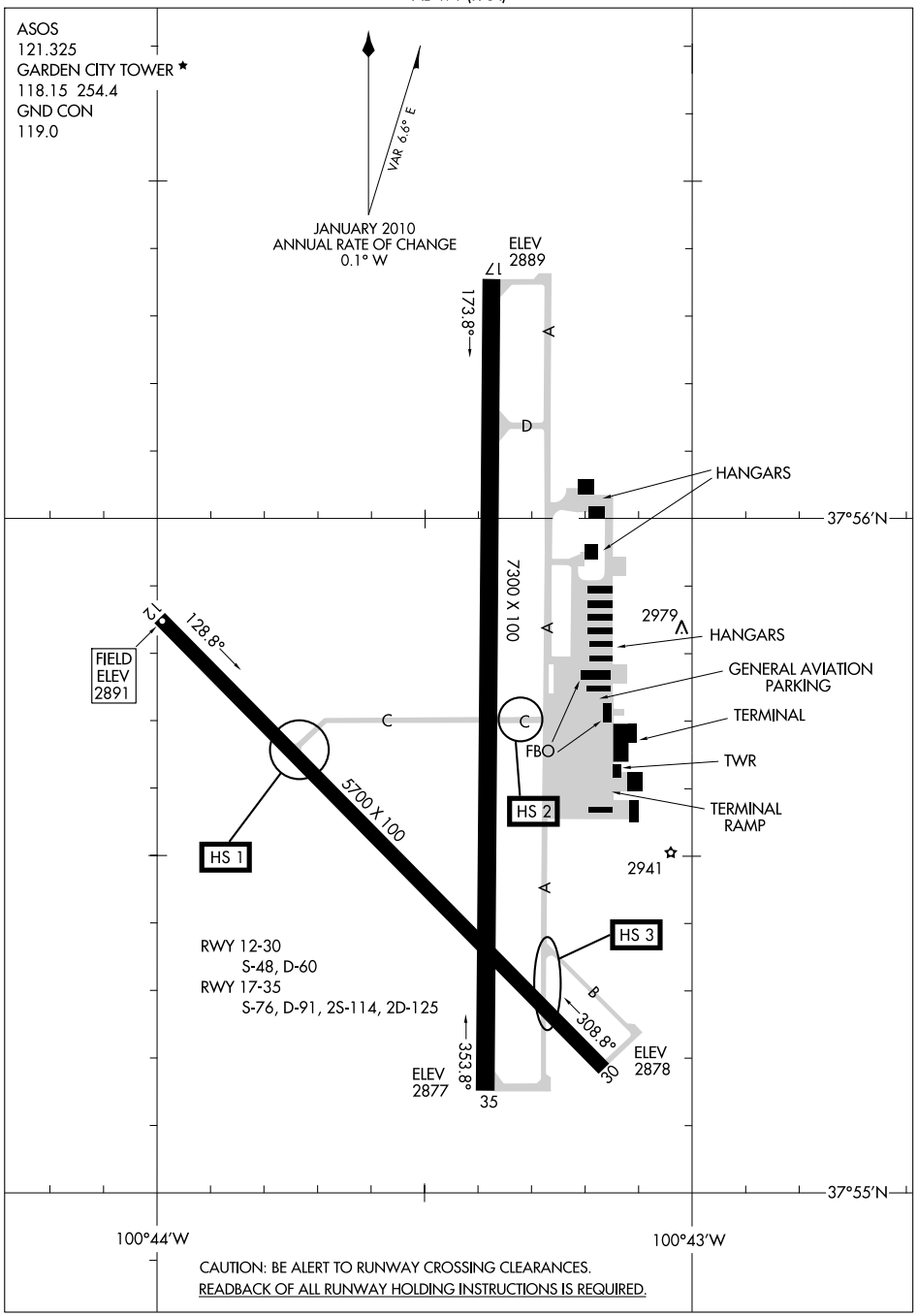


NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-491 (FAA)

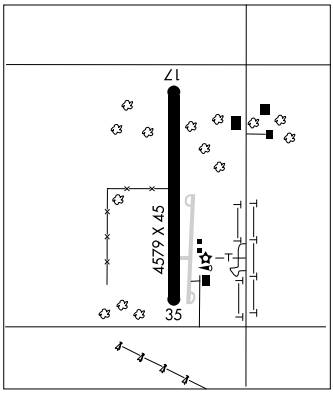
GARDEN CITY RGNL (GCK)
GARDEN CITY, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

FOWLER (18K) 0 E UTC−6(−5DT) N37°23.06′ W100°11.17′ **WICHITA**
2483 NOTAM FILE ICT
RWY 03–21: 2310X100 (TURF)
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Unattended. Rwy 03 +28′ poles lighted p–line approximately 450′ S of SW end of rwy. Rwy 03–21 marked with small red reflectors, solar lights and red cones.
COMMUNICATIONS: CTAF 122.9

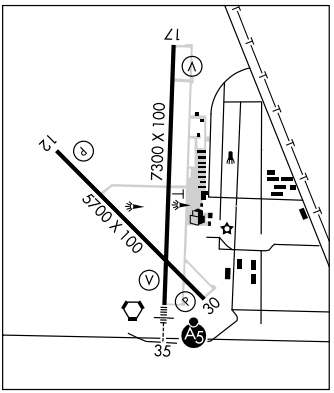
FREDONIA (1K7) 2 N UTC−6(−5DT) N37°34.84′ W95°50.23′ **KANSAS CITY L–15E**
880 B TPA—1680(800) NOTAM FILE ICT
RWY 17–35: H4579X45 (CONC) LIRL
RWY 17: Trees. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17 NSTD small basic markings. Rwy 35 NSTD small basic markings. Wildlife on and invof arpt. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 252° 11.9 NM to fld. 1080/5E.



FREEMAN FLD (See JUNCTION CITY)

FUROR N38°56.12′ W94°44.28′ NOTAM FILE OJC. **KANSAS CITY**
NDB (LOM) 526 OJ 176° 5.3 NM to Johnson Co Executive.

GARDEN CITY RGNL (GCK) 8 SE UTC−6(−5DT) N37°55.65′ W100°43.47′ **WICHITA H–5B, L–10G, 15C IAP, AD**
2891 B S4 **FUEL** 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE GCK
RWY 17–35: H7300X100 (CONC) S–76, D–91, 2S–114, 2D–125 HIRL
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
RWY 12–30: H5700X100 (CONC) S–48, D–60 MIRL
RWY 12: REIL. PAPI(P2L)—GA 3.0°.
RWY 30: REIL. PAPI(P2L)—GA 3.0°.
AIRPORT REMARKS: Attended dawn–0300Z‡. For svc after hrs call 620–275–5055 or 620–275–1311. CLOSED to unscheduled air carrier ops with more than 30 passengers seats except PPR 48 hrs call arpt manager 620–276–1190/ 620–290–3810. Air carrier ops are not authorized in excess of 15 mins before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to ldg or tkf. Rwy 35 designated the calm wind rwy. ACTIVATE MIRL Rwy 12–30, HIRL Rwy 17–35, REIL Rwy 17, Rwy 12, Rwy 30 and MALSR Rwy 35—CTAF. PAPI Rwys 12 and 30 on 24 hrs.
WEATHER DATA SOURCES: ASOS 121.325 (620) 275–0803. LAWRS (1300–0300Z‡).
COMMUNICATIONS: CTAF 118.15 **UNICOM** 122.95
RCO 122.45 (WICHITA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.2
TOWER 118.15 (1300–0300Z‡) **GND CON** 119.0
AIRSPACE: CLASS D SVC 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
(H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ at fld. 2877/11E.
PIEVE NDB (MHW/LOM) 347 GC N37°49.74′ W100°43.46′ 351° 5.9 NM to fld. Unmonitored.
ILS 109.9 I–GCK Rwy 35. Class IB LOM PIEVE NDB.
COMM/NAV/WEATHER REMARKS: FSS communications unreliable below 4400′ at 40 NM.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GCK	APP CRS	Rwy Idg	7300
109.9	352°	TDZE	2884
		Apt Elev	2890

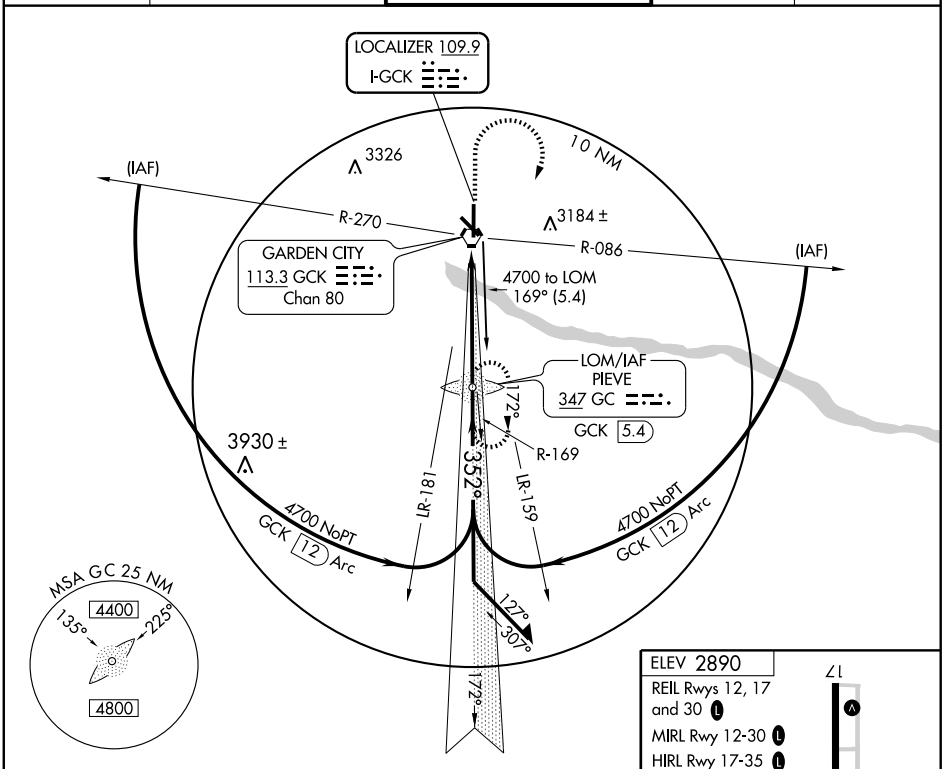
ILS RWY 35
GARDEN CITY RGNL (GCK)

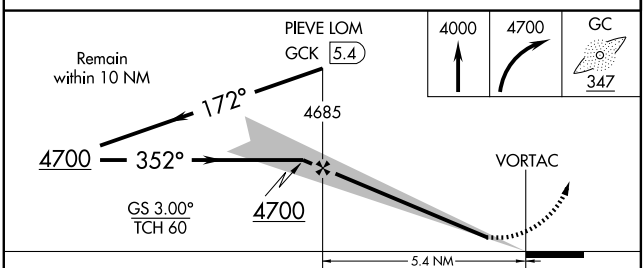
For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1 mile.

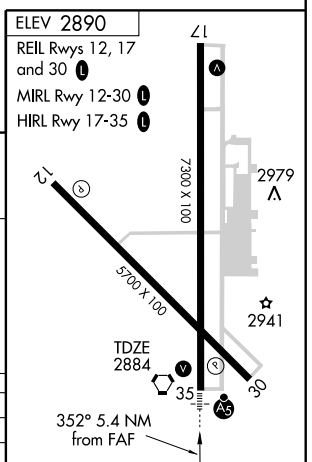
MALSR

MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct PIEVE LOM and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-ILS-35	3084-½ 200 (200-½)			
S-LOC-35	3200-½ 316 (400-½)			3200-¾ 316 (400-¾)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM GC	APP CRS	Rwy Idg	7300
347	352°	TDZE	2884
		Apt Elev	2890

NDB RWY 35

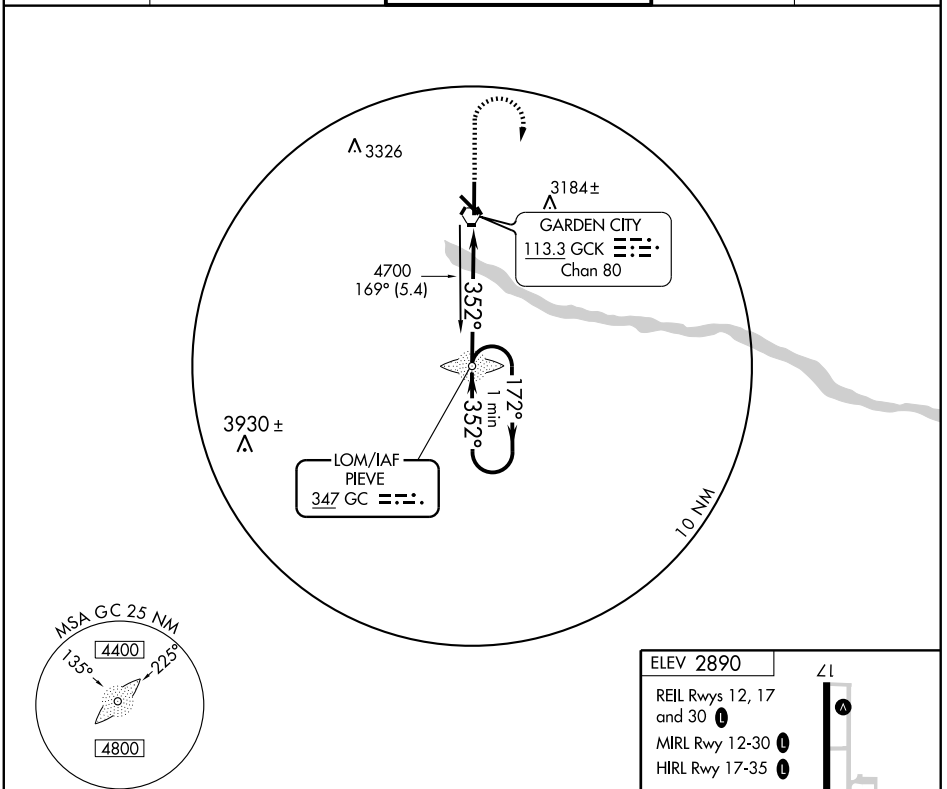
GARDEN CITY RGNL (GCK)

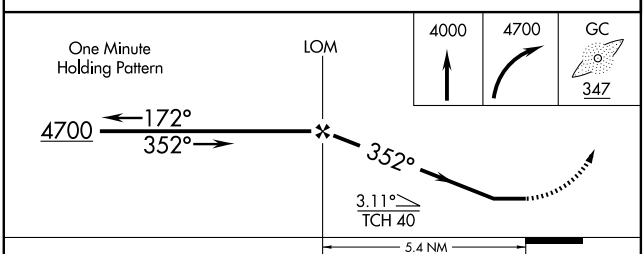
Cat C S-35 visibility increased ¼ mile for inoperative MALSR.

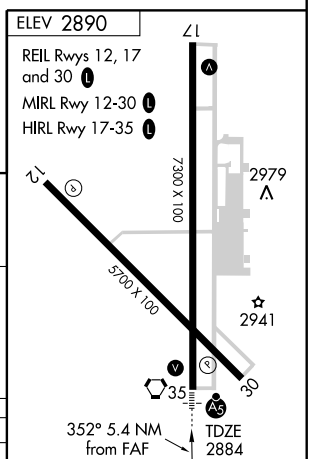
MALSR

MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GC LOM and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-35	3240-¾ 356 (400-¾)			3240-1 356 (400-1)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 77803	126°	TDZE	2891
W12A		Apt Elev	2891

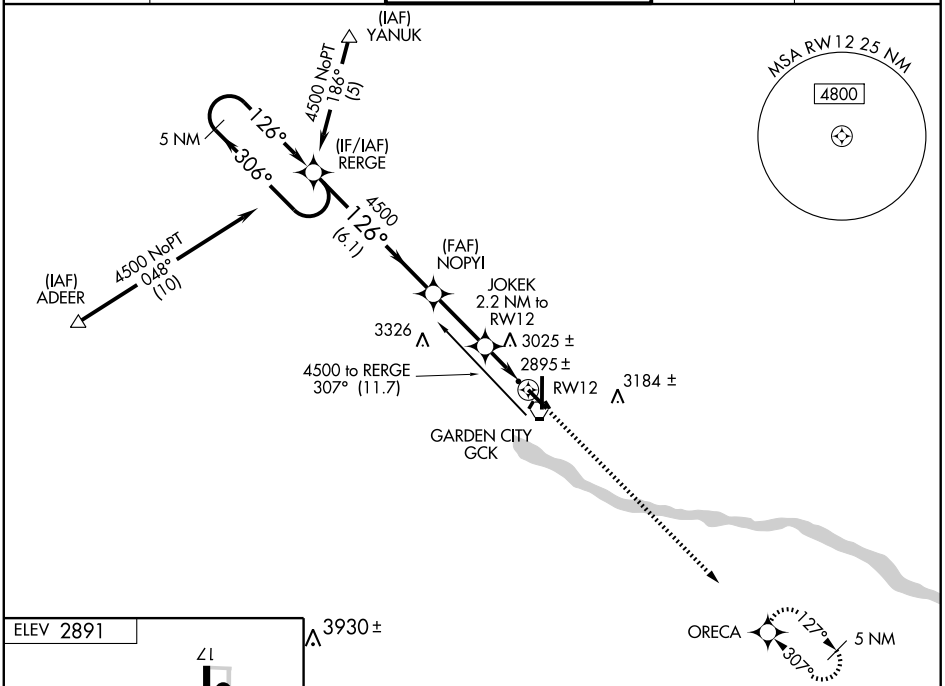
RNAV (GPS) RWY 12

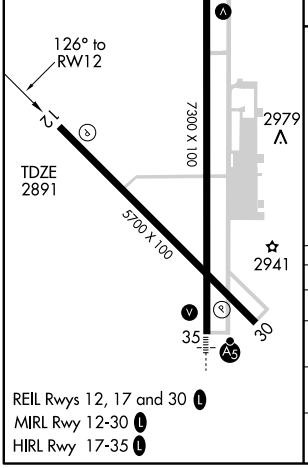
GARDEN CITY RGNL (GCK)

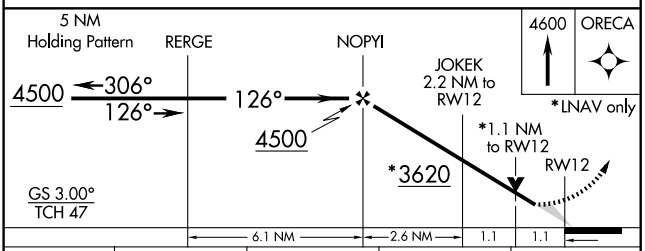
▼ ▲ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3141-1 250 (300-1)			
LNAV/VNAV DA	3184-1 293 (300-1)			
LNAV MDA	3280-1 389 (400-1)			3280-1¼ 389 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7300
CH 42803	171°	TDZE	2889
W17A		Apt Elev	2891

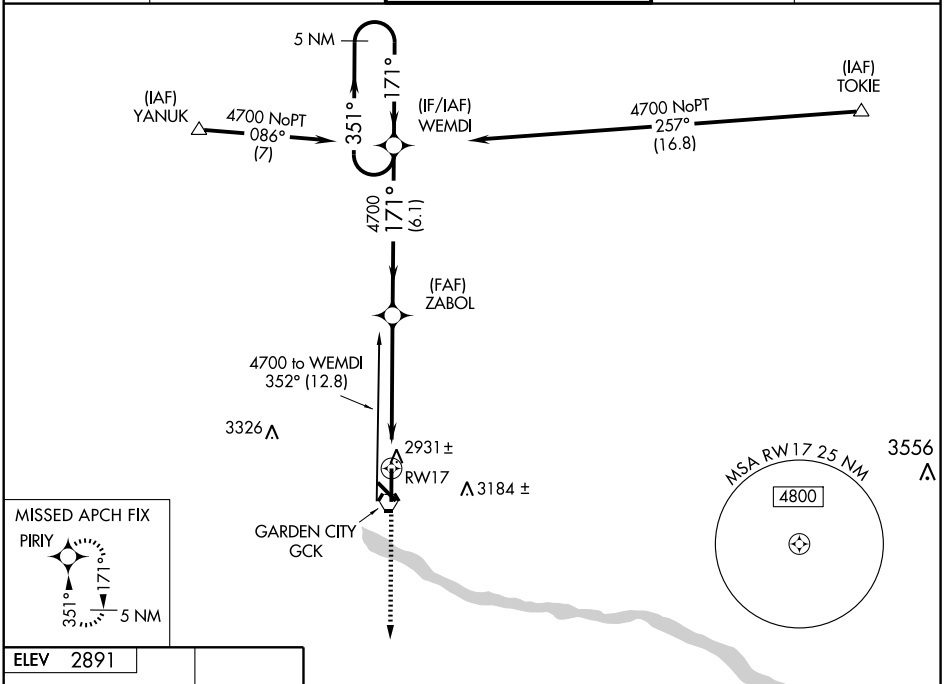
RNAV (GPS) RWY 17

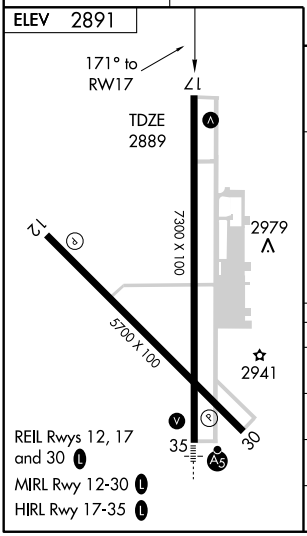
GARDEN CITY RGNL (GCK)

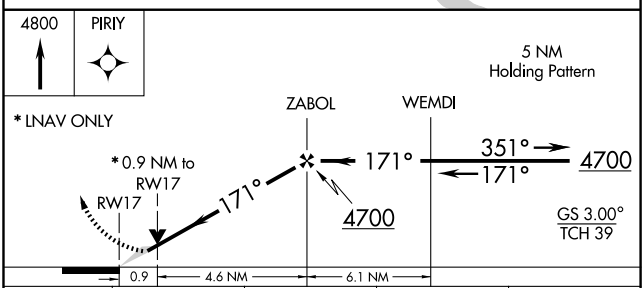
Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4800 direct PIRIY and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3139-1 250 (300-1)			
LNAV/VNAV DA	3217-1¼ 328 (400-1¼)			
LNAV MDA	3220-1 331 (400-1)			
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 86703	306°	TDZE	2885
W30A		Apt Elev	2891

RNAV (GPS) RWY 30

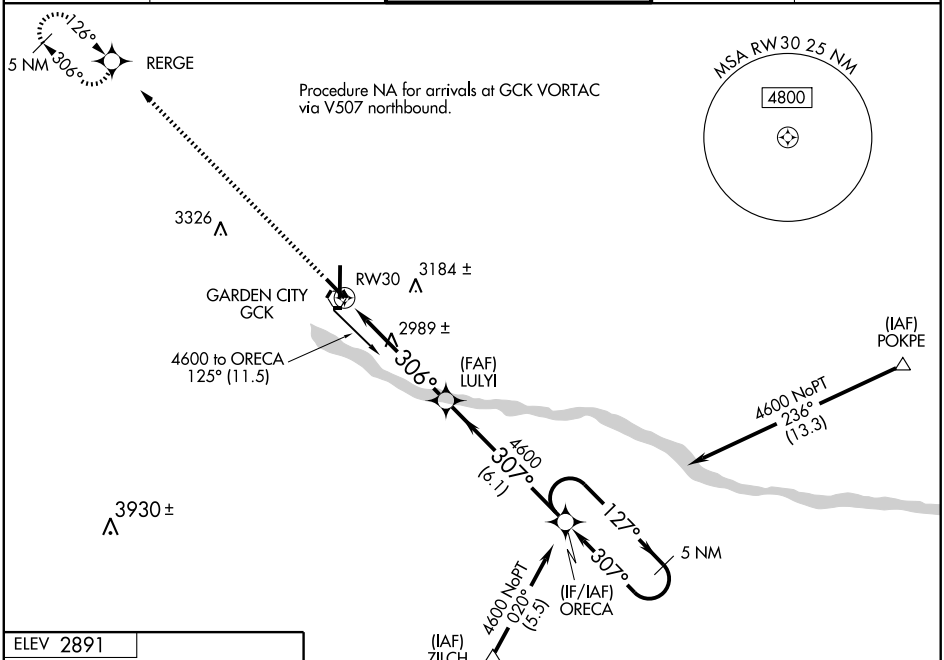
GARDEN CITY RGNL (GCK)

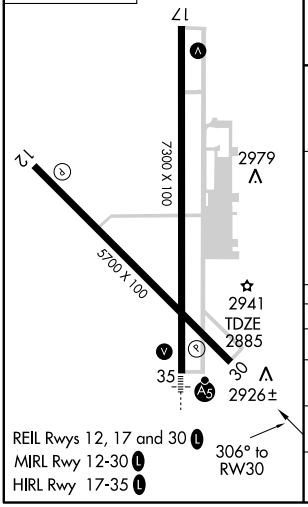
▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

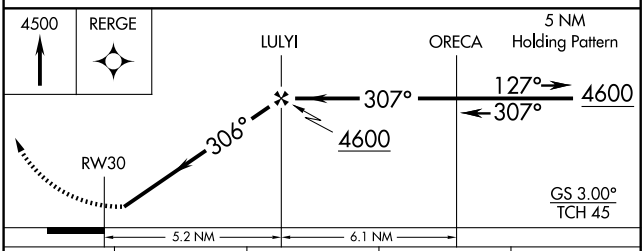
▲

MISSED APPROACH: Climb to 4500 direct RERGE and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3186-1 301 (300-1)			
LNAV MDA	3300-1 415 (500-1)		3300-1¼ 415 (500-1¼)	
CIRCLING	3300-1 409 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7300
CH 63103	351°	TDZE	2885
W35A		Apt Elev	2891

RNAV (GPS) RWY 35

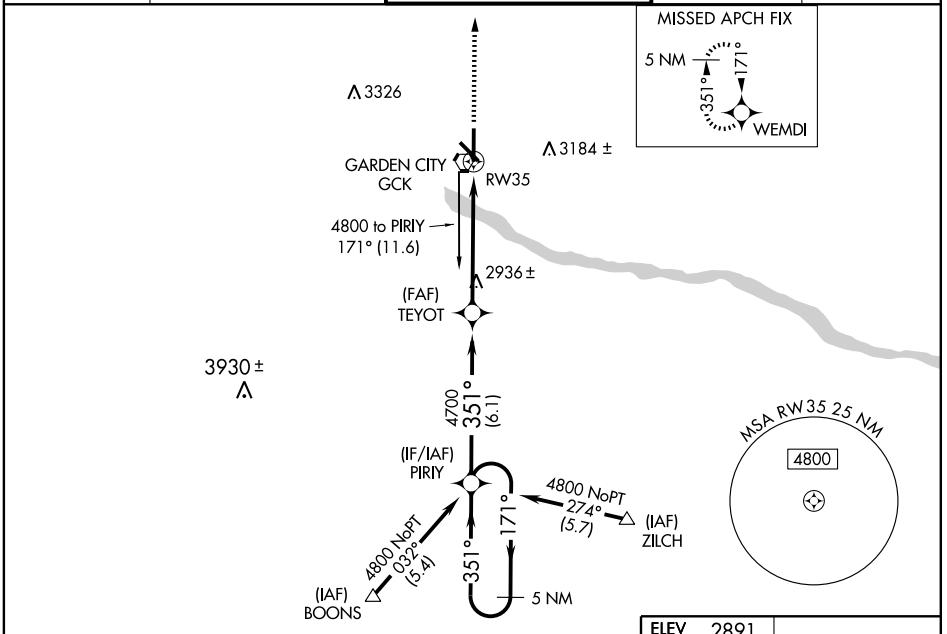
GARDEN CITY RGNL (GCK)

Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 4700 direct WEMDI and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95

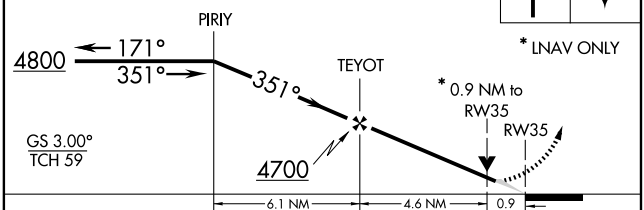


5 NM Holding Pattern

VGSI and RNAV glidepath not coincident.

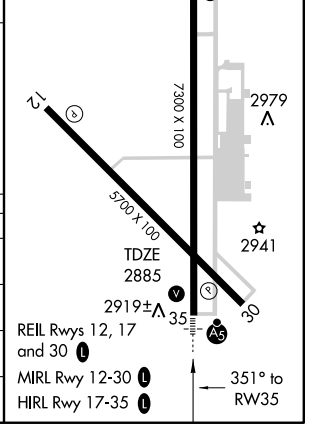
4700 WEMDI

* LNAV ONLY



CATEGORY	A	B	C	D
LPV DA	3135-½ 250 (300-½)			
LNAV/VNAV DA	3169-½ 284 (300-½)			3169-¾ 284 (300-¾)
LNAV MDA	3200-½ 315 (400-½)			3200-1 315 (400-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

ELEV 2891



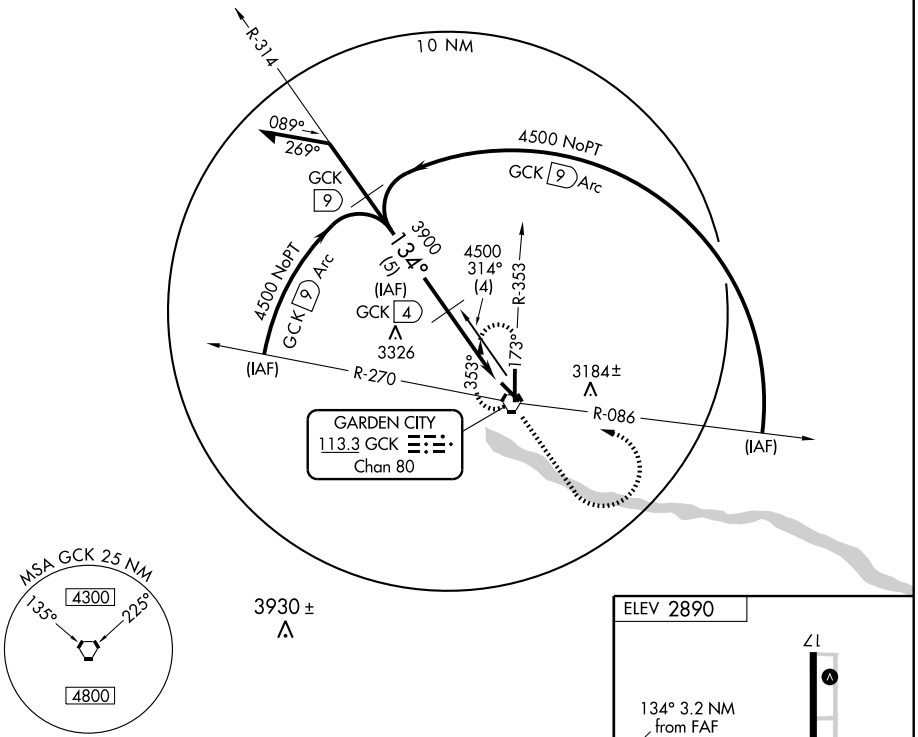
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

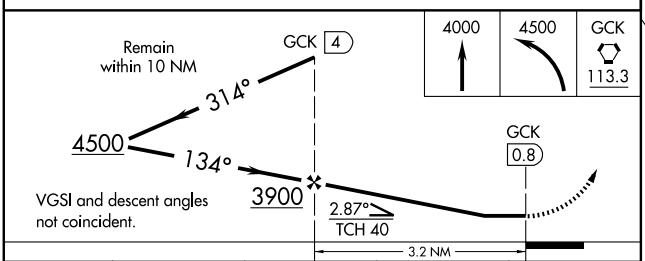
VORTAC GCK 113.3 Chan 80	APP CRS 134°	Rwy Idg 5700 TDZE 2890 Apt Elev 2890

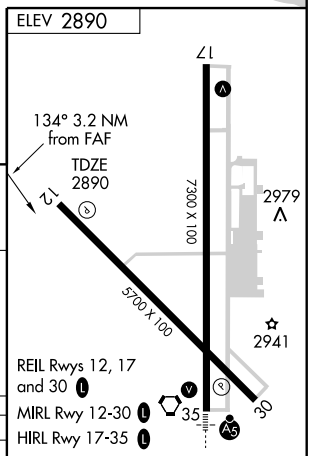
VOR/DME RWY 12
GARDEN CITY RGNL (GCK)

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-12	3240-1 350 (400-1)			3240-1¼ 350 (400-1¼)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GCK 113.3 Chan 80	APP CRS 173°	Rwy Idg 7300 TDZE 2889 Apt Elev 2891

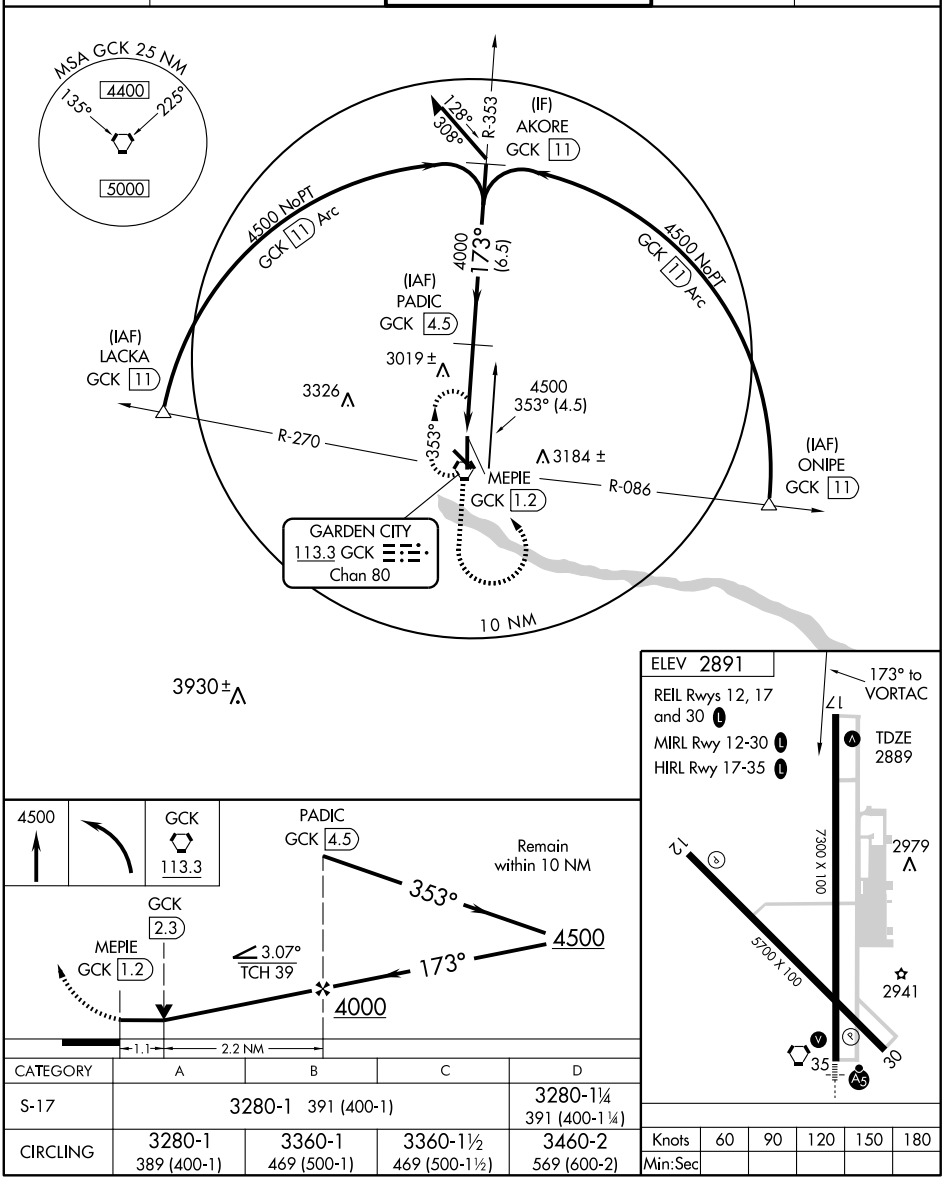
VOR/DME RWY 17

GARDEN CITY RGNL (GCK)

If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City altimeter setting.

MISSED APPROACH: Climb to 4500, then left turn direct GCK VORTAC and hold.

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER★ 118.15 (CTAF) L 254.4	GND CON 119.0	UNICOM 122.95



CATEGORY	A	B	C	D
S-17	3280-1 391 (400-1)			3280-1¼ 391 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

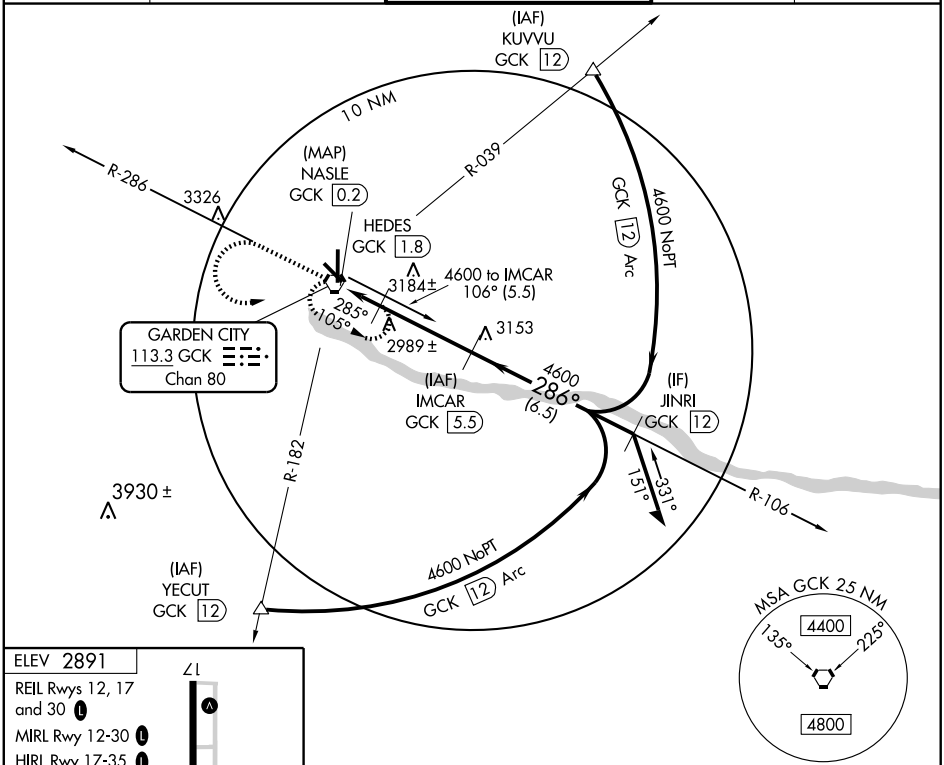
VORTAC GCK	APP CRS	Rwy Idg	5700
113.3	286°	TDZE	2885
Chan 80		Apt Elev	2891

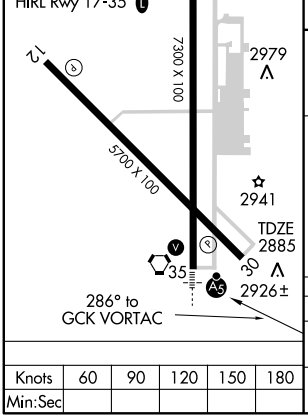
VOR/DME RWY 30
GARDEN CITY RGNL (GCK)

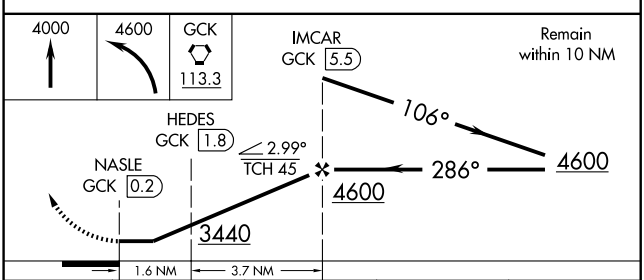
If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER ★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-30	3240-1 355 (400-1)			3240-1¼ 355 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GCK 113.3 Chan 80	APP CRS 344°	Rwy Idg 7300 TDZE 2885 Apt Elev 2891

VOR/DME RWY 35

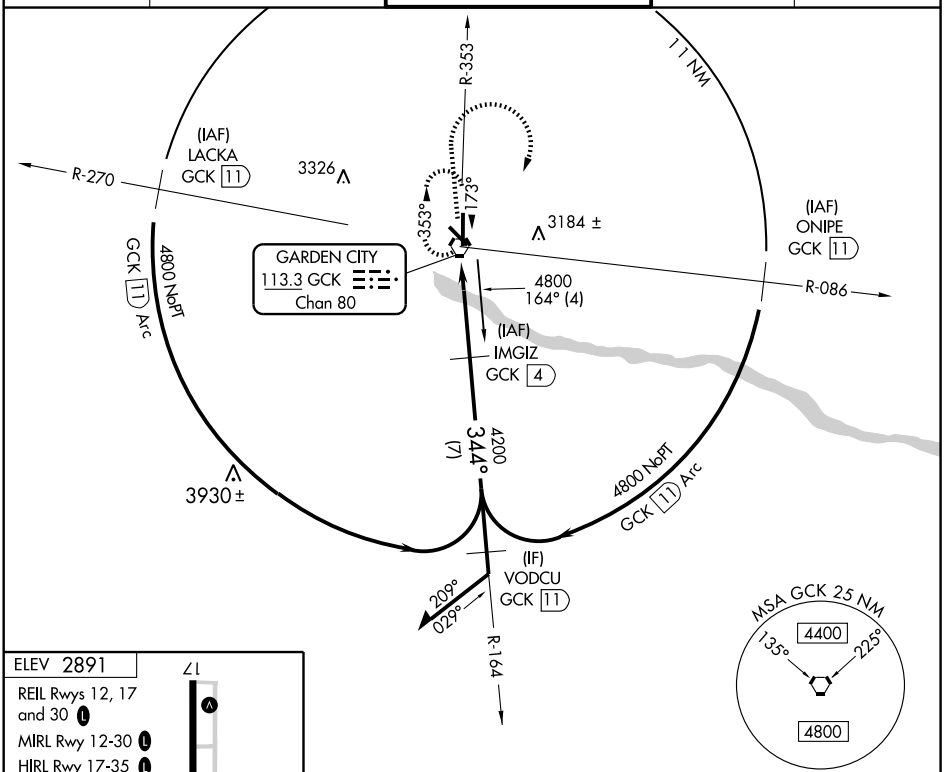
GARDEN CITY RGNL (GCK)

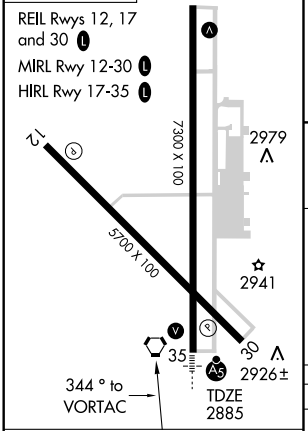
Inoperative table does not apply to S-35 Cat D visibility. If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl setting.

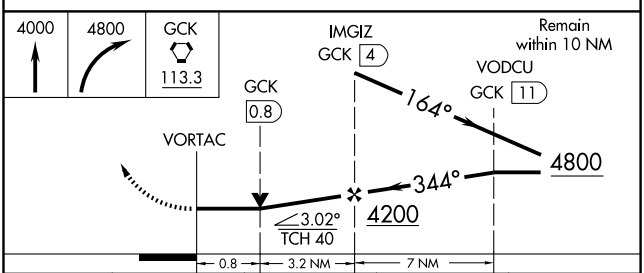
MALSR

MISSED APPROACH: Climb to 4000, then climbing right turn to 4800 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) (L) 254.4	119.0	122.95







CATEGORY	A	B	C	D
S-35	3180-½ 295 (300-½)			3180-1 295 (300-1)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

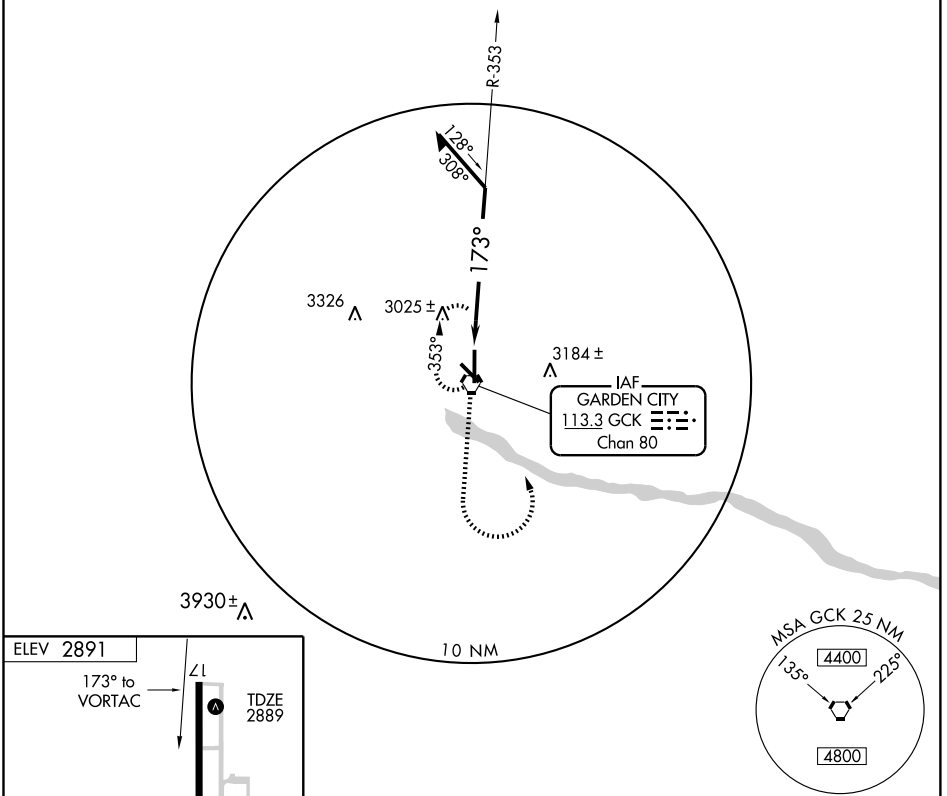
VORTAC GCK 113.3 Chan 80	APP CRS 173°	Rwy Idg 7300 TDZE 2889 Apt Elev 2891

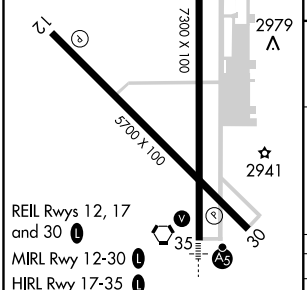
VOR RWY 17
GARDEN CITY RGNL (GCK)

If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl altimeter setting.

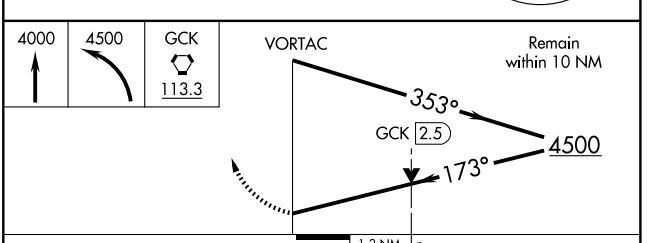
MISSED APPROACH: Climb to 4000, then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17	3340-1 451 (500-1)		3340-1¼ 451 (500-1¼)	3340-1½ 451 (500-1½)
CIRCLING	3340-1 449 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GCK 113.3 Chan 80	APP CRS 344°	Rwy Idg 7300 TDZE 2884 Apt Elev 2890

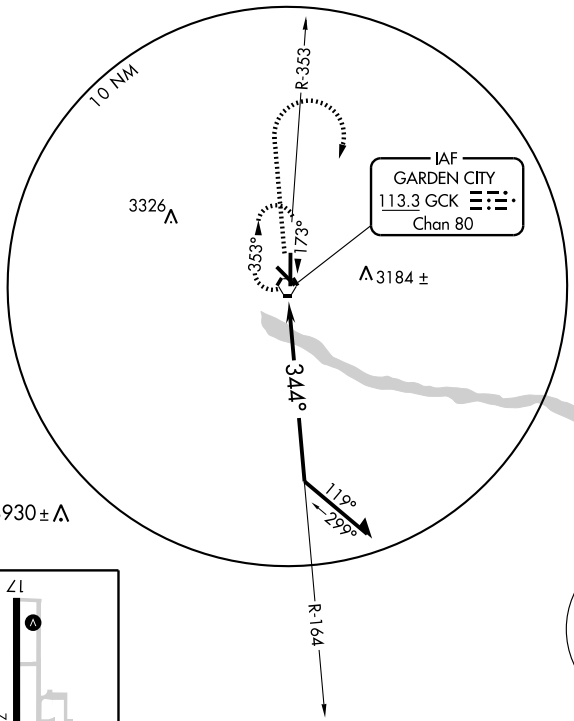
VOR RWY 35
GARDEN CITY RGNL (GCK)

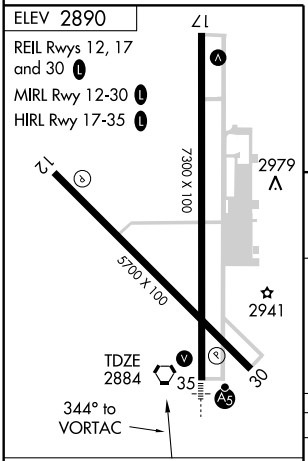
Cat. D S-35 visibility increased ¼ mile for inoperative MALSR.

MALSR

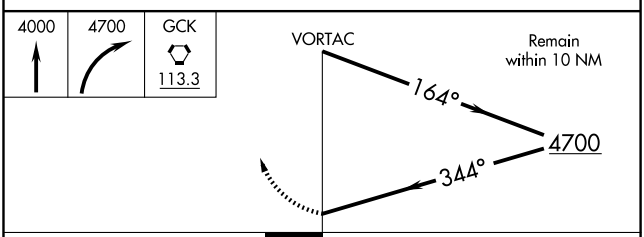
MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER★	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) L 254.4	119.0	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-35	3280-½ 396 (400-½)			3280-1 396 (400-1)
CIRCLING	3280-1 391 (400-1)	3340-1 451 (500-1)	3340-1½ 451 (500-1½)	3440-2 551 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

GARDNER MUNI (K34) 1 W UTC−6(−5DT) N38°48.42′ W94°57.37′

KANSAS CITY
L–10J, A
IAP

1042 B **FUEL** 80 100LL, MOGAS NOTAM FILE COU

RWY 17–35: 3373X90 (TURF) LIRL 0.6% up S

RWY 17: Tree. **RWY 35:** Trees.

RWY 08–26: H2960X39 (ASPH) S–6 LIRL (NSTD)

RWY 08: P-line. **RWY 26:** Thld dsplcd 254′. Tree.

RWY 03–21: 2154X80 (TURF)

RWY 03: Trees. **RWY 21:** P–line.

AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Glider and ultralight activity on and invof arpt. Rwy 26 displaced thld markings only. Rwy 17–35 ends marked with orange barrels. Rwy 03 +31′ trees at right edge of Rwy 03 approximately 400′ down rwy. NSTD LIRL Rwy 08–26, no rwy end lgts, no dsplcd thld lgts Rwy 26 and lgts placed 35′ out fm rwy edge at 240′ spacings. ACTIVATE LIRL Rwy 08–26 and Rwy 17–35—CTAF. Major powerplant repairs only.

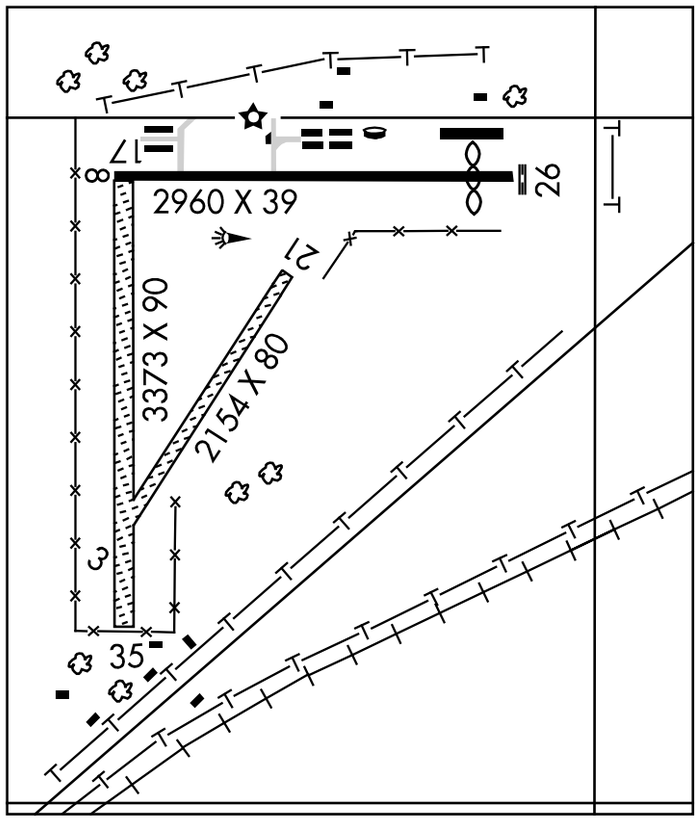
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **KANSAS CITY APP/DEP CON** 118.9

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.

TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 120° 34.1 NM to fld. 1070/5E.

DUSTT NDB (LOM) 368 IX N38°44.32′ W94°53.51′ 320° 5.0 NM to fld. NOTAM FILE IXD.



GARNETT MUNI (K68) 2 E UTC−6(−5DT) N38°16.64′ W95°12.91′

KANSAS CITY

989 B S2 **FUEL** 100LL TPA—1800(811) NOTAM FILE ICT

RWY 01–19: H2660X45 (ASPH) LIRL

RWY 01: Thld dsplcd 92′. Road. **RWY 19:** Thld dsplcd 135′. Pole.

AIRPORT REMARKS: Attended Sun–Mon on call, May–Oct, Tue–Sat 1330–2300Z‡, Nov–Apr, Tue–Sat 1400–2230Z‡. For attendant on Sun and Mon, call 785–448–6676. For fuel after dusk call 785–304–2357. If emergency exists call 911 or police desk 785–448–6823. Rwy 01–19 pavement ends marked with yellow and white panels.

WEATHER DATA SOURCES: AWOS–3 122.8 (785) 448–3254.

COMMUNICATIONS: CTAF/UNICOM 122.8

GILMORE (See PLEASANTON)

GOODLAND N39°23.27′ W101°41.54′ NOTAM FILE GLD.

WICHITA
H–5B, L–10G

(H) VORTACW 115.1 GLD Chan 98 185° 1.1 NM to Renner Fld (Goodland Muni). 3650/12E. **HIWAS.**

RCO 122.4 (WICHITA RADIO)

LOM IX 368	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 1042

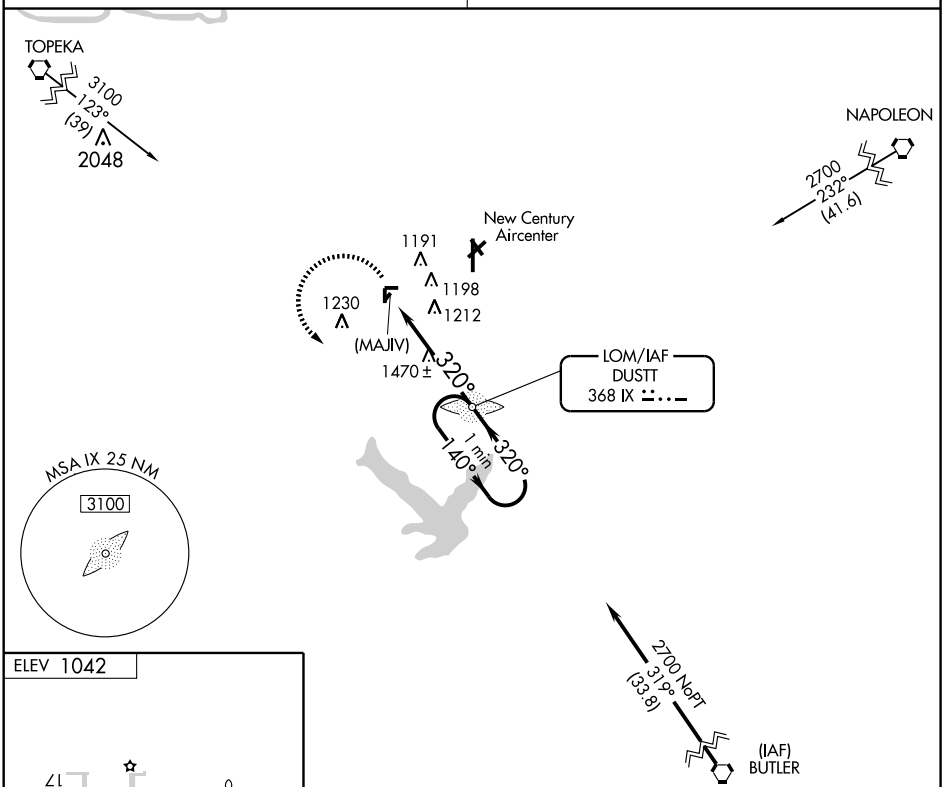
NDB or GPS-D
GARDNER MUNI (K34)

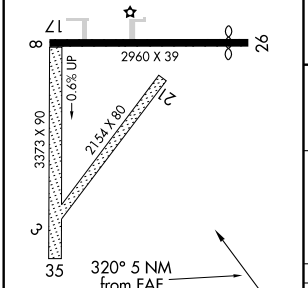
Use New Century Aircenter altimeter setting; if not received, use Charles B. Wheeler Downtown Airport altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2700 direct IX LOM and hold.

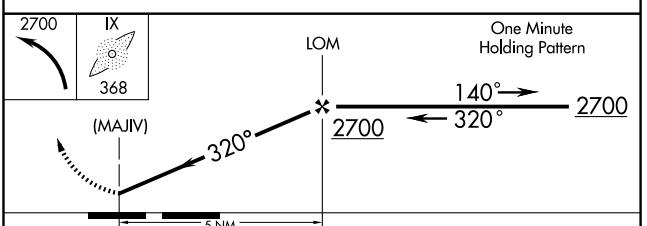
KANSAS CITY APP CON	UNICOM
118.9 294.7	122.8 (CTAF)





LIRL Rwys 8-26 and 17-35

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

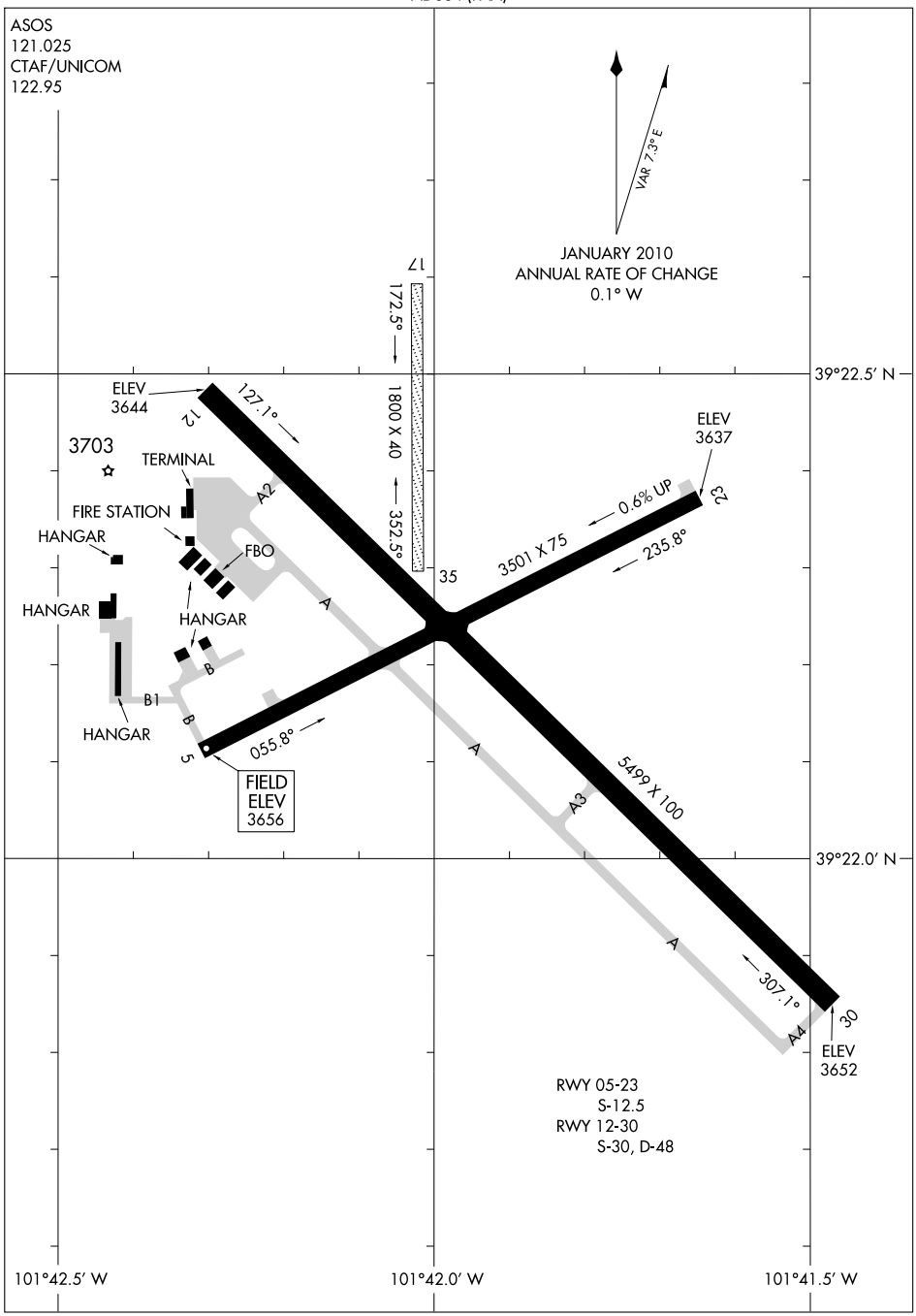


CATEGORY	A	B	C	D
CIRCLING	1540-1 498 (500-1)		1540-1½ 498 (500-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
CIRCLING	1640-1 598 (600-1)		1640-1½ 598 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)
AL-684 (FAA)
GOODLAND, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GOODLAND, KANSAS
GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)

10210

GOODLAND

RENNER FLD (GOODLAND MUNI) (GLD) 2 N UTC−7(−6DT) N39°22.24′ W101°41.94′

WICHITA H–5B, L–10G IAP, AD

3656 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE GLD

RWY 12–30: H5499X100 (CONC) S–30, D–48 MIRL

RWY 12: REIL. Building. **RWY 30:** MALSR. Building.

RWY 05–23: H3501X75 (ASPH) S–12.5 MIRL 0.6% up SW

RWY 05: PAPI(P4L)—GA 3.0° TCH 37′. Road.

RWY 23: PAPI(P4L)—GA 3.0° TCH 41′.

RWY 17–35: 1800X40 (TURF)

AIRPORT REMARKS: Attended dalgt hrs. For svc call 785–890–7531 (Day) or 785–890–5349 (Night). Rwy 30 calm wind rwy. Rwy 23 turnaround does not have adequate clearance for holding. Only Twy A2 avbl for acft over 12,500 pounds. Rwy 17–35 yellow cone markers at thld. PAPI unusable byd 8° left of centerline. ACTIVATE MIRL Rwy 05–23 and Rwy 12–30, MALSR Rwy 30, REIL Rwy 12 and PAPI Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (785) 899–6591. **HIWAS** 115.1 GLD.

COMMUNICATIONS: CTAF/UNICOM 122.95

GOODLAND RCO 122.4 (WICHITA RADIO)

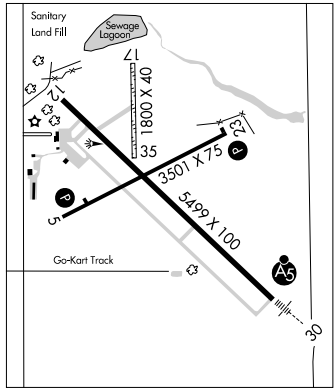
DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27′ W101°41.54′ 185° 1.1 NM to fld. 3650/12E. **HIWAS.**

SHUGR NDB (MHW/LOM) 414 GL N39°17.63′ W101°36.02′ 306° 6.5 NM to fld.

ILS/DME 108.9 I–GLD Chan 26 Rwy 30. Class IE. LOM SHUGR NDB.



GREAT BEND MUNI (GBD) 4 W UTC−6(−5DT) N38°20.66′ W98°51.55′

WICHITA H–5B, L–10H IAP, AD

1887 B S4 **FUEL** 100LL, JET A OX 2 TPA–See Remarks Class III, ARFF Index A

NOTAM FILE GBD

RWY 17–35: H7851X100 (ASPH–AFSC) S–28, D–35, 2D–86 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5° TCH 38′.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 11–29: H4706X75 (ASPH) S–28, D–35, 2D–86 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 38′.

RWY 29: PAPI(P4L)—GA 3.0° TCH 43′.

AIRPORT REMARKS: Attended 1230–0000Z‡, after 0000Z‡ by req. Fuel 24 hr credit card svc avbl. 100LL and Jet A self svc avbl north end of terminal apron. Call arpt mgr 620–792–9446 for prices. Air carrier ops with more than 30 passenger seats is not authorized. Calm wind rwy designated as Rwy 17. All acft enter traffic pattern at 800′ AGL except turbined–powered or large acft at 1500′ AGL. ACTIVATE MIRL Rwy 11–29 HIRL Rwy 17–35, VASI and MALSR Rwy 35 and PAPI Rwy 11, Rwy 17 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (620) 792–5019.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.8

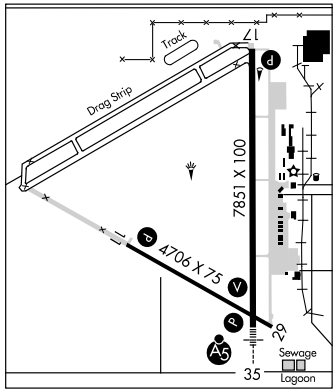
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 287° 48.5 NM to fld. 1531/9E.

BABSY NDB (LOM) 419 GB N38°15.10′ W98°51.35′ 350° 5.5 NM to fld.

HILYN NDB (MHW) 338 HIL N38°21.55′ W98°54.17′ 105° 2.2 NM to fld. NOTAM FILE GBD.

ILS/DME 111.9 I–GBD Chan 56 Rwy 35. LOM BABSY NDB.



LOC I-GLD	APP CRS	Rwy Idg	5499
108.9	305°	TDZE	3652
Chan 26		Apt Elev	3656

ILS or LOC RWY 30

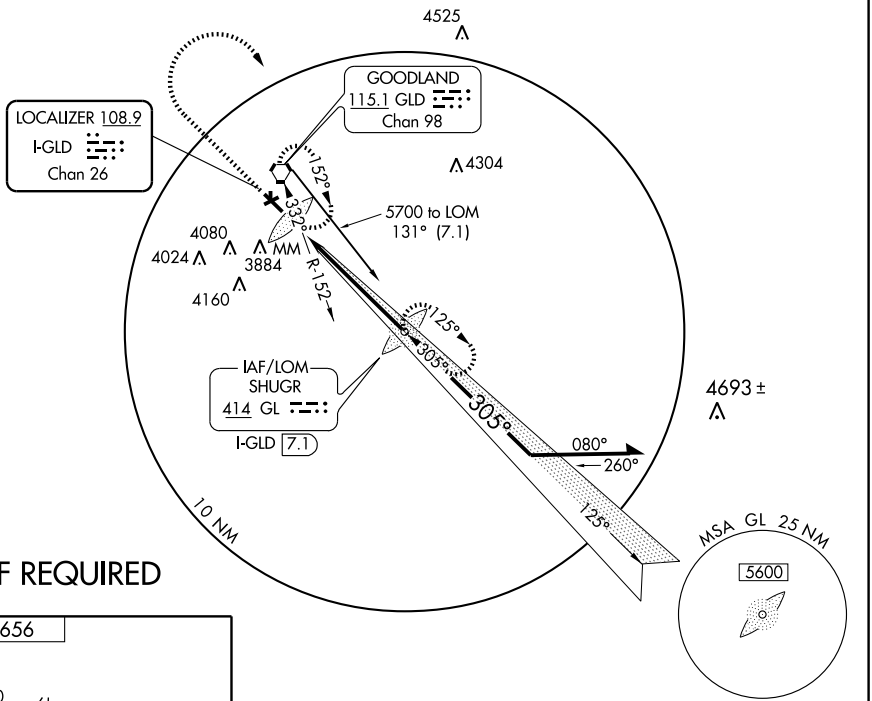
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

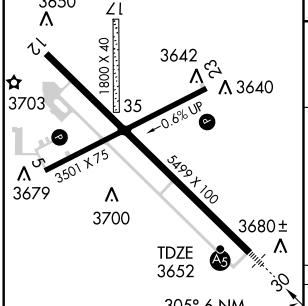
Circling not authorized south of runways 5 and 30. ADF required.

MALSR

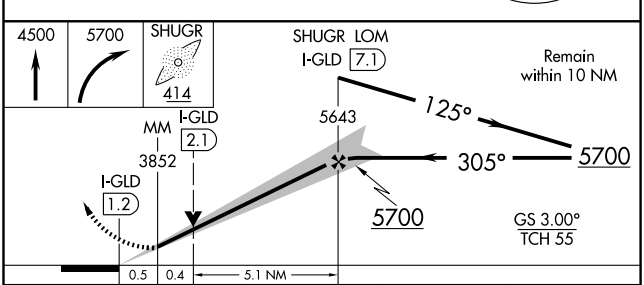
MISSED APPROACH: Climb to 4500, then climbing right turn to 5700 direct SHUGR LOM and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS-30	3852-½ 200 (200-½)		NA	
S-LOC-30	4020-½ 368 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5499
125°	TDZE	3646
	Apt Elev	3656

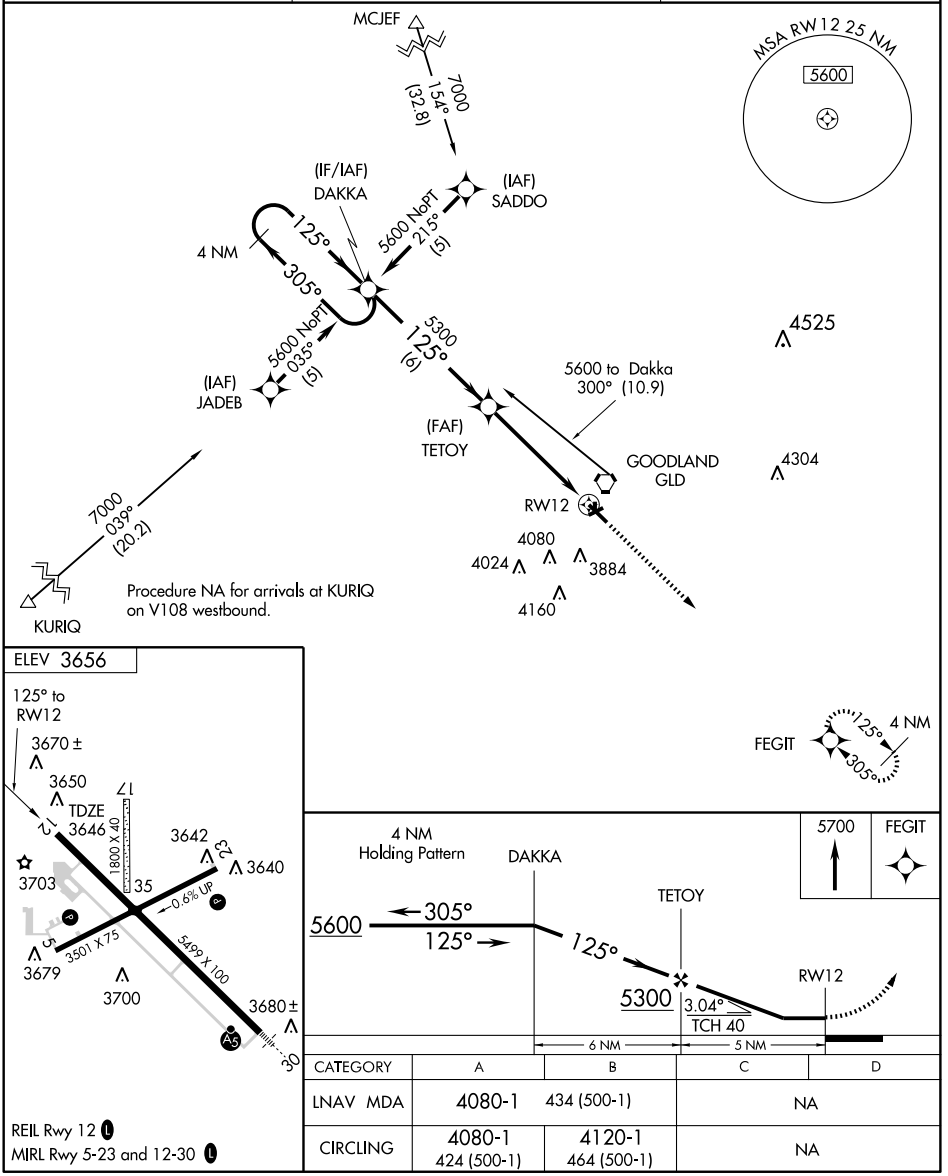
RNAV (GPS) RWY 12

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling not authorized south of runways 5 and 30.

MISSED APPROACH: Climb to 5700 direct FEGIT WP and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4080-1	434 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

REIL Rwy 12 L
MIRL Rwy 5-23 and 12-30 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3501
234°	TDZE	3654
	Apt Elev	3656

RNAV (GPS) RWY 23

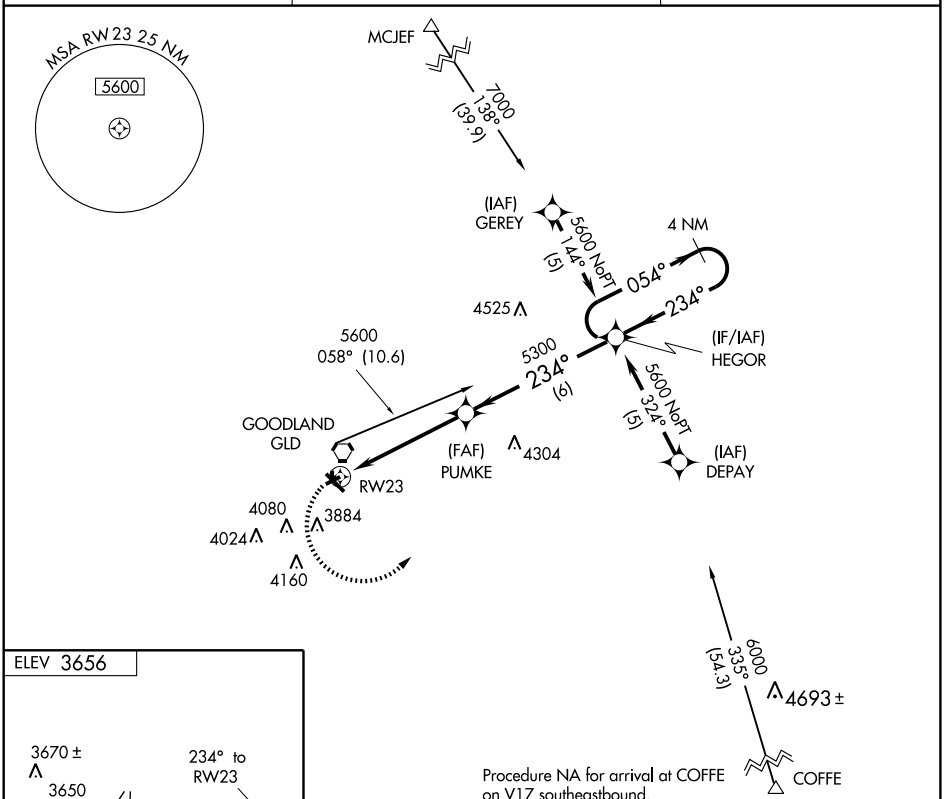
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

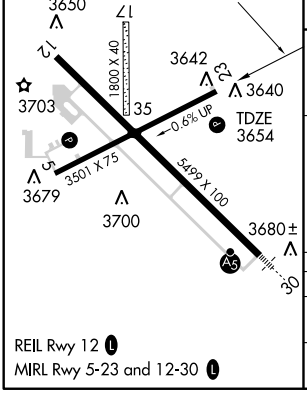
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling not authorized south of runways 5 and 30. Procedure NA at night.

NA

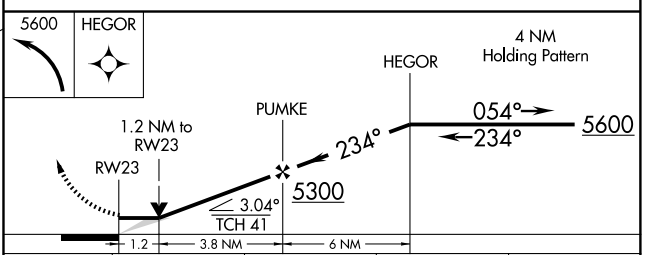
MISSED APPROACH: Climbing left turn to 5600 direct HEGOR WP and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





REIL Rwy 12 L
MIRL Rwy 5-23 and 12-30 L



CATEGORY	A	B	C	D
LNAV MDA	4060-1	406 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5499
305°	TDZE	3652
	Apt Elev	3656

RNAV (GPS) RWY 30

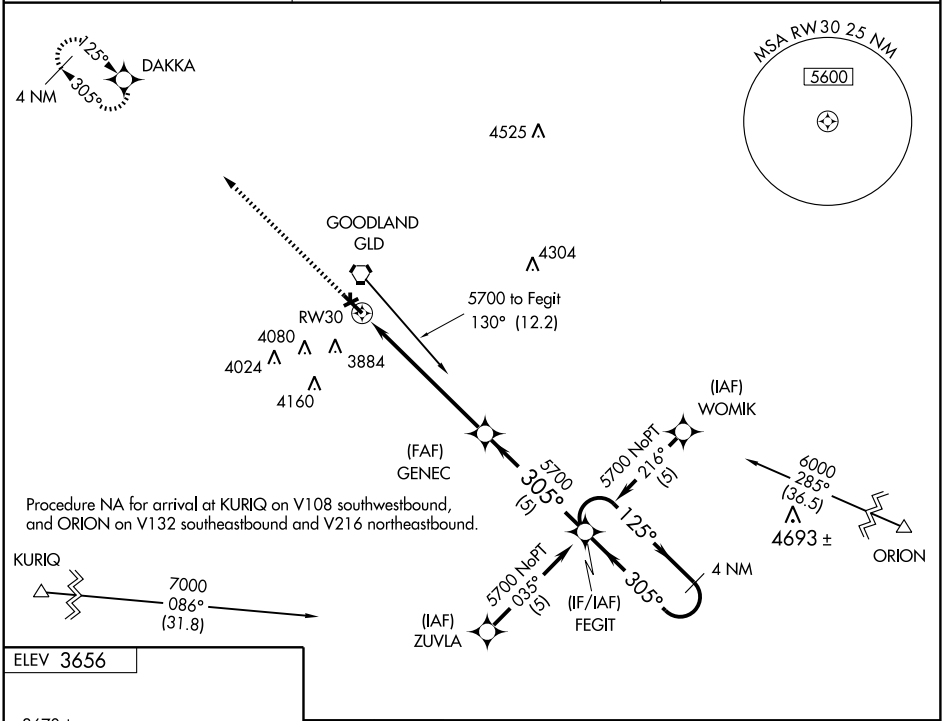
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

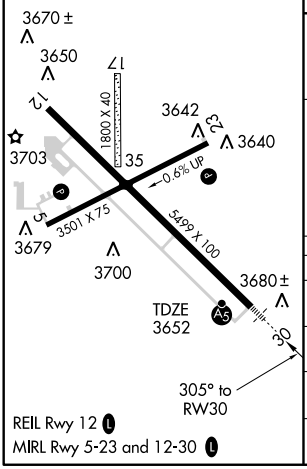
Circling not authorized south of runways 5 and 30.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -22°C (-7°F).

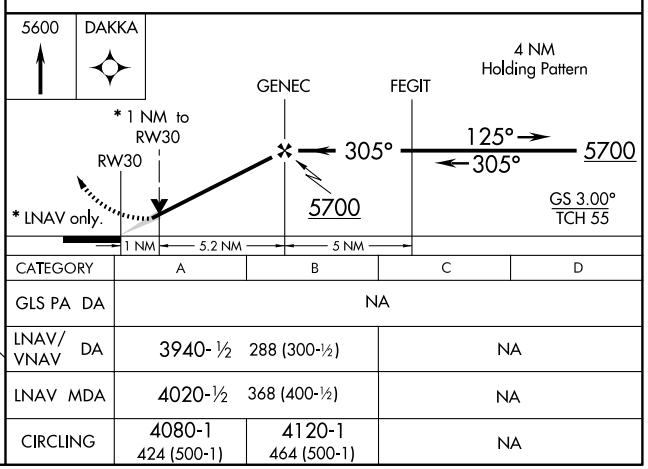
MALSR

MISSED APPROACH: Climb to 5600 direct DAKKA WP and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3940-½ 288 (300-½)		NA	
LNAV MDA	4020-½ 368 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GLD 115.1 Chan 98	APP CRS 330°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656

VOR/DME RWY 30

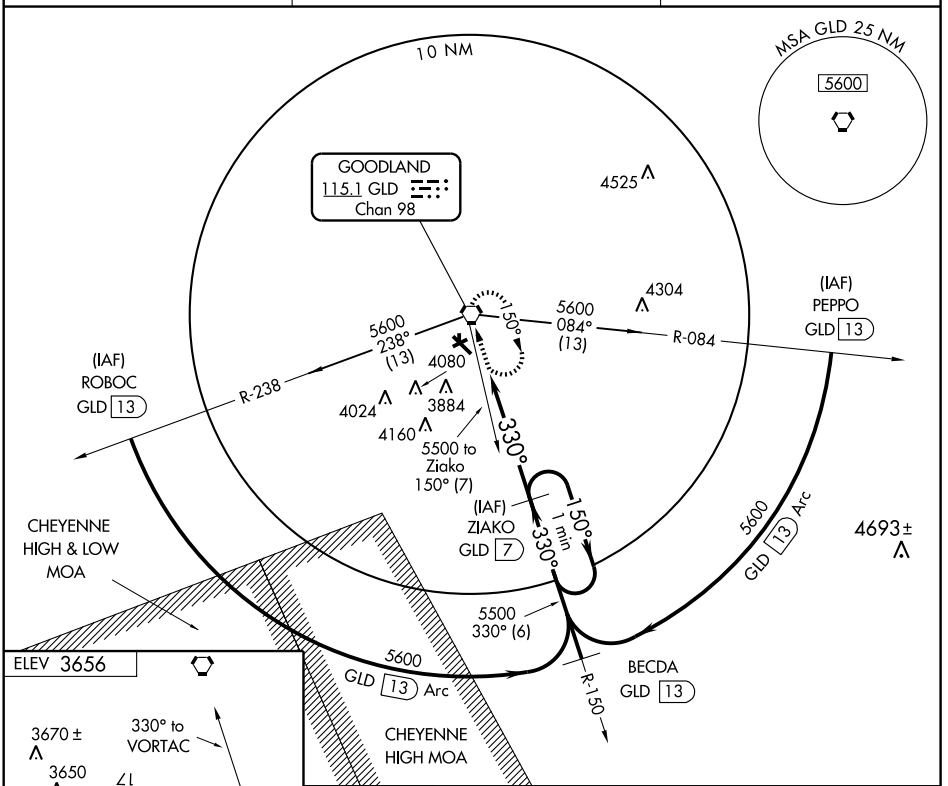
GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

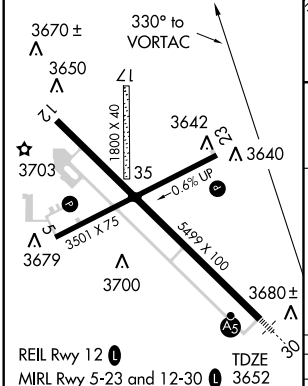
Circling not authorized south of runways 5 and 30.

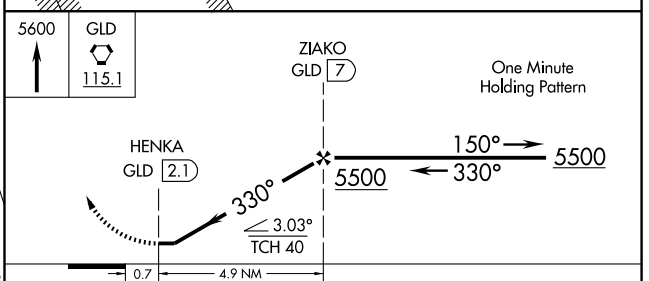
MALSR

MISSED APPROACH: Climb to 5600 direct GLD VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-30	4040-½ 388 (400-½)		NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GLD 115.1 Chan 98	APP CRS 332°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656

VOR RWY 30

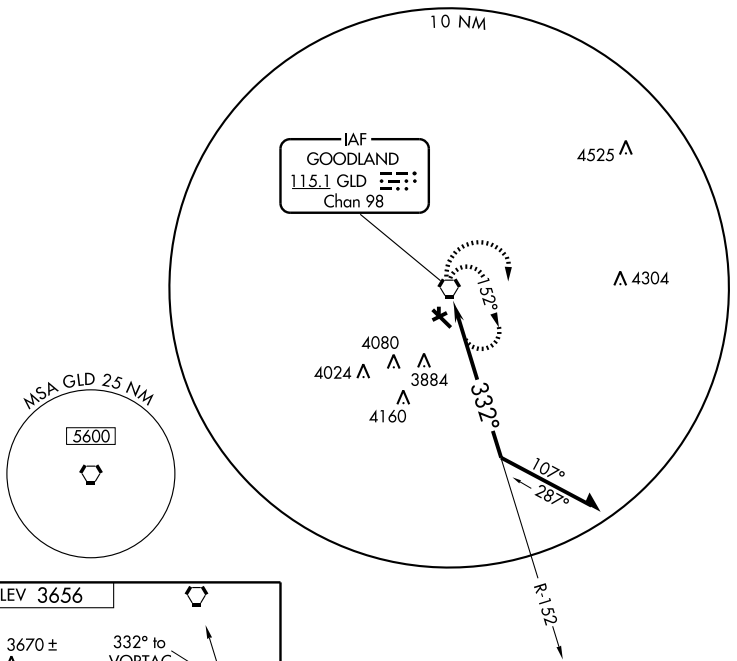
GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)

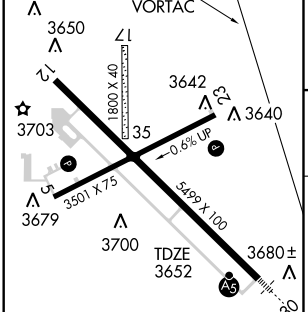
Circling not authorized south of runways 5 and 30.

MALSR

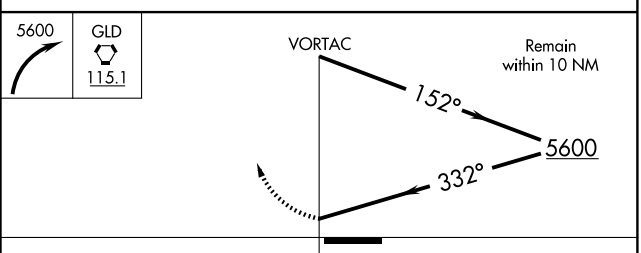
MISSED APPROACH: Climbing right turn to 5600 in GLD VORTAC holding pattern.

ASOS	DENVER CENTER	UNICOM
121.025	132.5 379.15	122.95 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



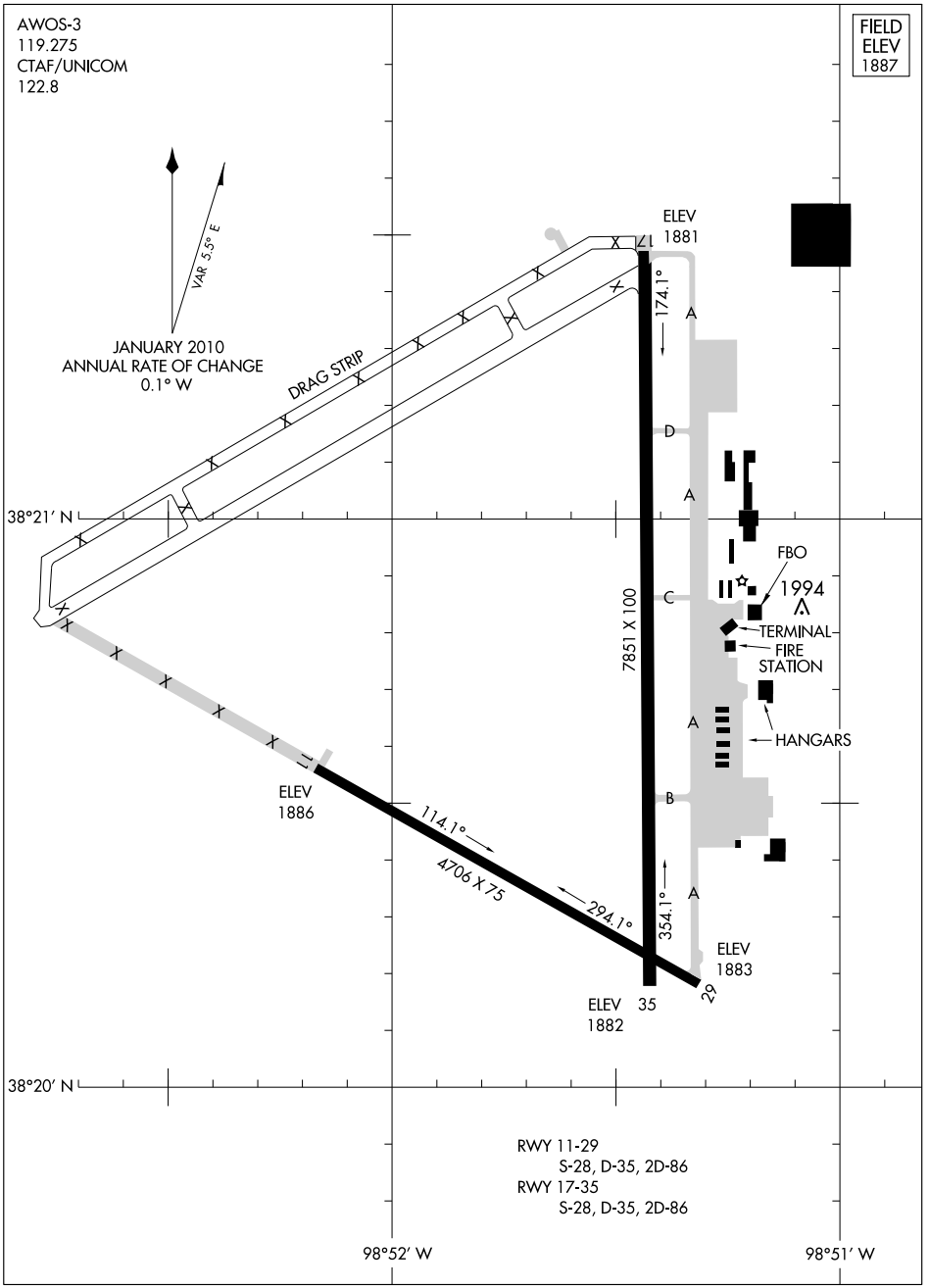
CATEGORY	A	B	C	D
S-30	4160-½ 508 (600-½)		NA	
CIRCLING	4160-1 504 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-175 (FAA)

GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

10210

GREAT BEND, KANSAS
GREAT BEND MUNI (GBD)

GOODLAND

RENNER FLD (GOODLAND MUNI) (GLD) 2 N UTC−7(−6DT) N39°22.24′ W101°41.94′

WICHITA H–5B, L–10G IAP, AD

3656 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE GLD

RWY 12–30: H5499X100 (CONC) S–30, D–48 MIRL

RWY 12: REIL. Building. **RWY 30:** MALSR. Building.

RWY 05–23: H3501X75 (ASPH) S–12.5 MIRL 0.6% up SW

RWY 05: PAPI(P4L)—GA 3.0° TCH 37′. Road.

RWY 23: PAPI(P4L)—GA 3.0° TCH 41′.

RWY 17–35: 1800X40 (TURF)

AIRPORT REMARKS: Attended dalgt hrs. For svc call 785–890–7531 (Day) or 785–890–5349 (Night). Rwy 30 calm wind rwy. Rwy 23 turnaround does not have adequate clearance for holding. Only Twy A2 avbl for acft over 12,500 pounds. Rwy 17–35 yellow cone markers at thld. PAPI unusable byd 8° left of centerline. ACTIVATE MIRL Rwy 05–23 and Rwy 12–30, MALSR Rwy 30, REIL Rwy 12 and PAPI Rwy 05 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (785) 899–6591. **HIWAS** 115.1 GLD.

COMMUNICATIONS: CTAF/UNICOM 122.95

GOODLAND RCO 122.4 (WICHITA RADIO)

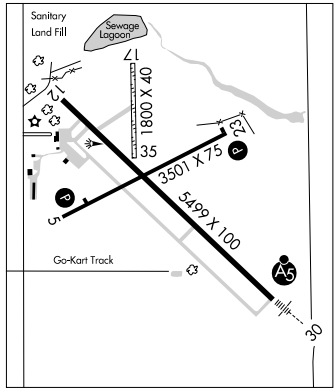
DENVER CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.

GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27′ W101°41.54′ 185° 1.1 NM to fld. 3650/12E. **HIWAS.**

SHUGR NDB (MHW/LOM) 414 GL N39°17.63′ W101°36.02′ 306° 6.5 NM to fld.

ILS/DME 108.9 I–GLD Chan 26 Rwy 30. Class IE. LOM SHUGR NDB.



GREAT BEND MUNI (GBD) 4 W UTC−6(−5DT) N38°20.66′ W98°51.55′

WICHITA H–5B, L–10H IAP, AD

1887 B S4 **FUEL** 100LL, JET A OX 2 TPA–See Remarks Class III, ARFF Index A

NOTAM FILE GBD

RWY 17–35: H7851X100 (ASPH–AFSC) S–28, D–35, 2D–86 HIRL

RWY 17: REIL. PAPI(P4L)—GA 3.5° TCH 38′.

RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 50′.

RWY 11–29: H4706X75 (ASPH) S–28, D–35, 2D–86 MIRL

RWY 11: PAPI(P4L)—GA 3.0° TCH 38′.

RWY 29: PAPI(P4L)—GA 3.0° TCH 43′.

AIRPORT REMARKS: Attended 1230–0000Z‡, after 0000Z‡ by req. Fuel 24 hr credit card svc avbl. 100LL and Jet A self svc avbl north end of terminal apron. Call arpt mgr 620–792–9446 for prices. Air carrier ops with more than 30 passenger seats is not authorized. Calm wind rwy designated as Rwy 17. All acft enter traffic pattern at 800′ AGL except turbined–powered or large acft at 1500′ AGL. ACTIVATE MIRL Rwy 11–29 HIRL Rwy 17–35, VASI and MALSR Rwy 35 and PAPI Rwy 11, Rwy 17 and Rwy 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (620) 792–5019.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 118.8

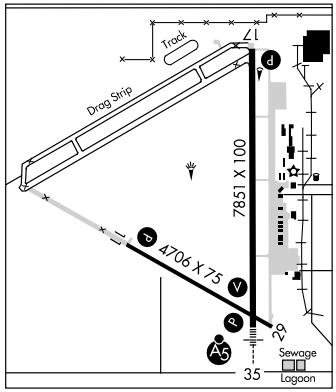
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 287° 48.5 NM to fld. 1531/9E.

BABSY NDB (LOM) 419 GB N38°15.10′ W98°51.35′ 350° 5.5 NM to fld.

HILYN NDB (MHW) 338 HIL N38°21.55′ W98°54.17′ 105° 2.2 NM to fld. NOTAM FILE GBD.

ILS/DME 111.9 I–GBD Chan 56 Rwy 35. LOM BABSY NDB.



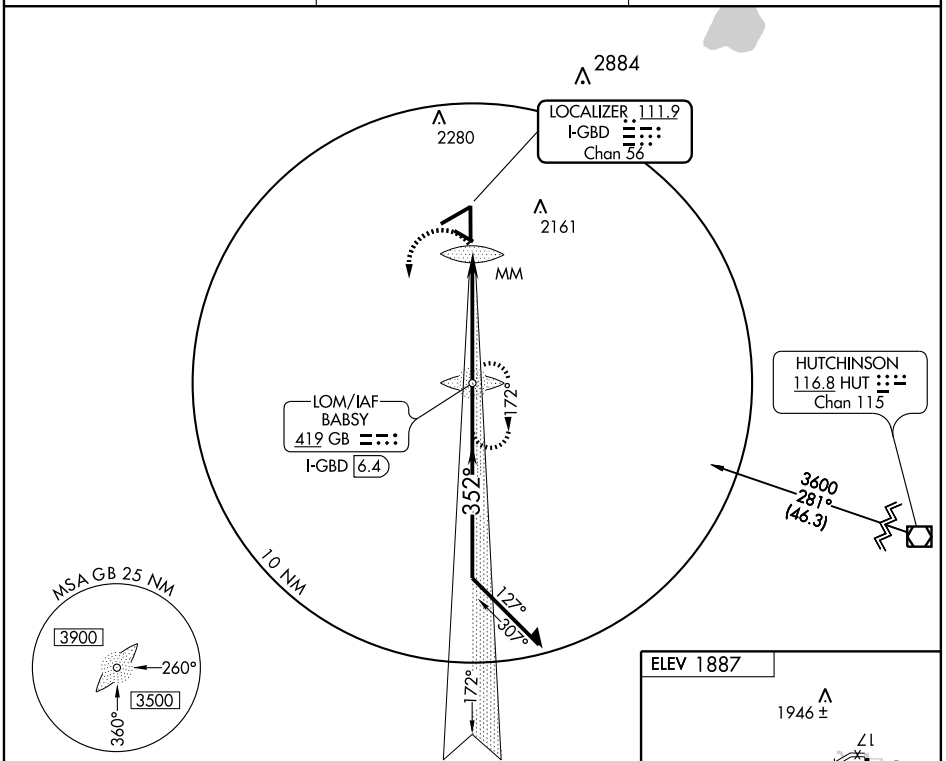
LOC I-GBD	APP CRS	Rwy Idg	7851
111.9	352°	TDZE	1883
Chan 56		Apt Elev	1887

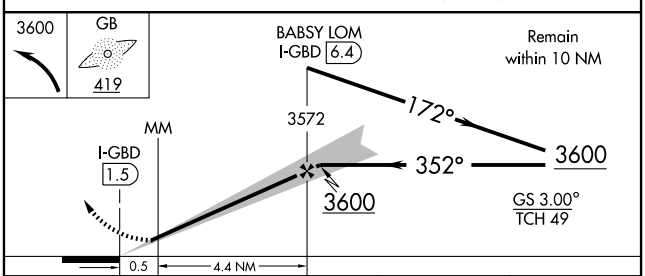
ILS OR LOC RWY 35

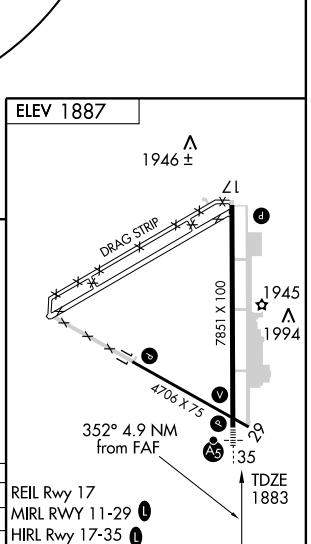
GREAT BEND MUNI (GBD)

AFD Required. NA	MALSR	MISSED APPROACH: Climbing left turn to 3600 direct GB LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 35	2083-½ 200 (200-½)			
S-LOC 35	2240-½ 357 (400-½)			2240-¾ 357 (400-¾)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2460-2 573 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

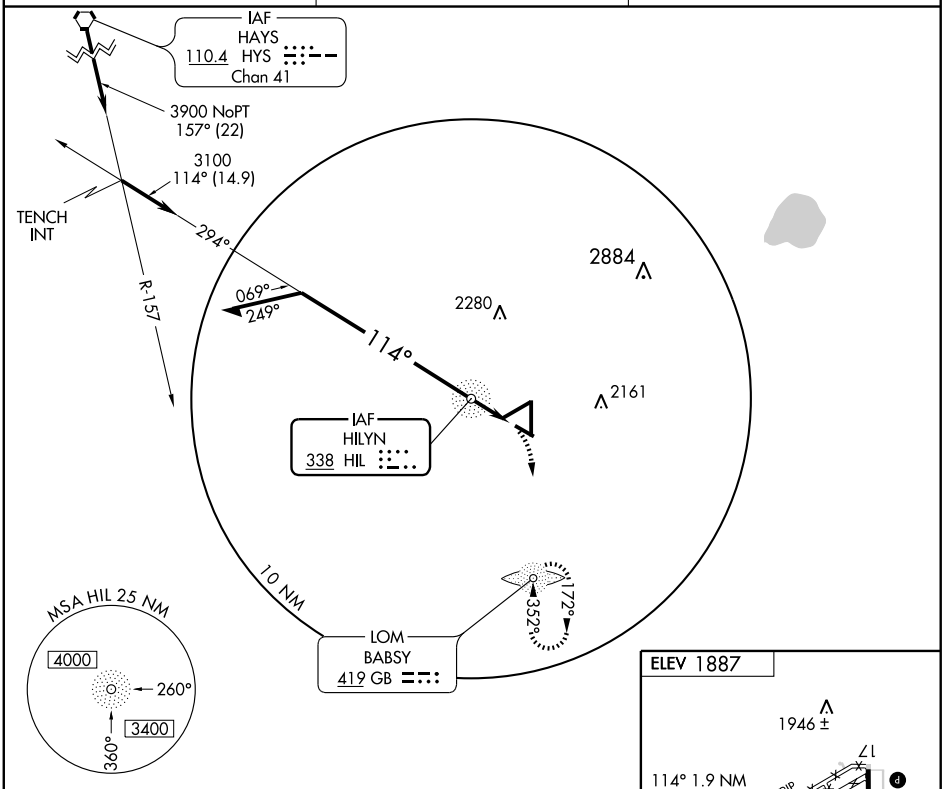
NDB HIL 308	APP CRS 114°	Rwy Idg N/A TDZE N/A Apt Elev 1887

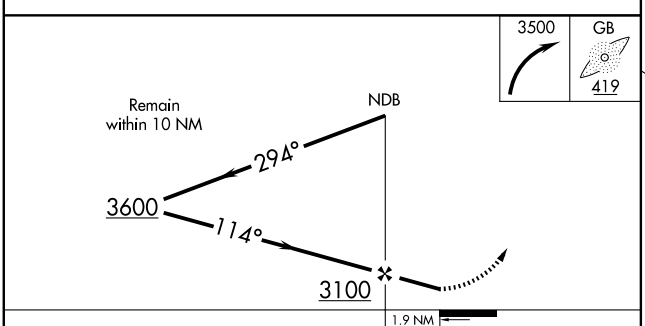
NDB-A

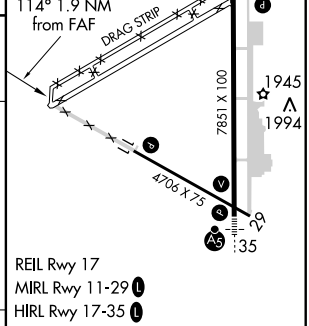
GREAT BEND MUNI (GBD)

MISSED APPROACH: Climbing right turn to 3500 direct BABSY LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2360-1 473 (500-1)	2360-1 473 (500-1)	2360-1½ 473 (500-1½)	2500-2 613 (700-2)

FAF to MAP 1.9 NM					
Knots	60	90	120	150	180
Min:Sec	1:54	1:16	0:57	0:46	0:38

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM GB	APP CRS	Rwy Idg	7851
419	351°	TDZE	1883
		Apt Elev	1887

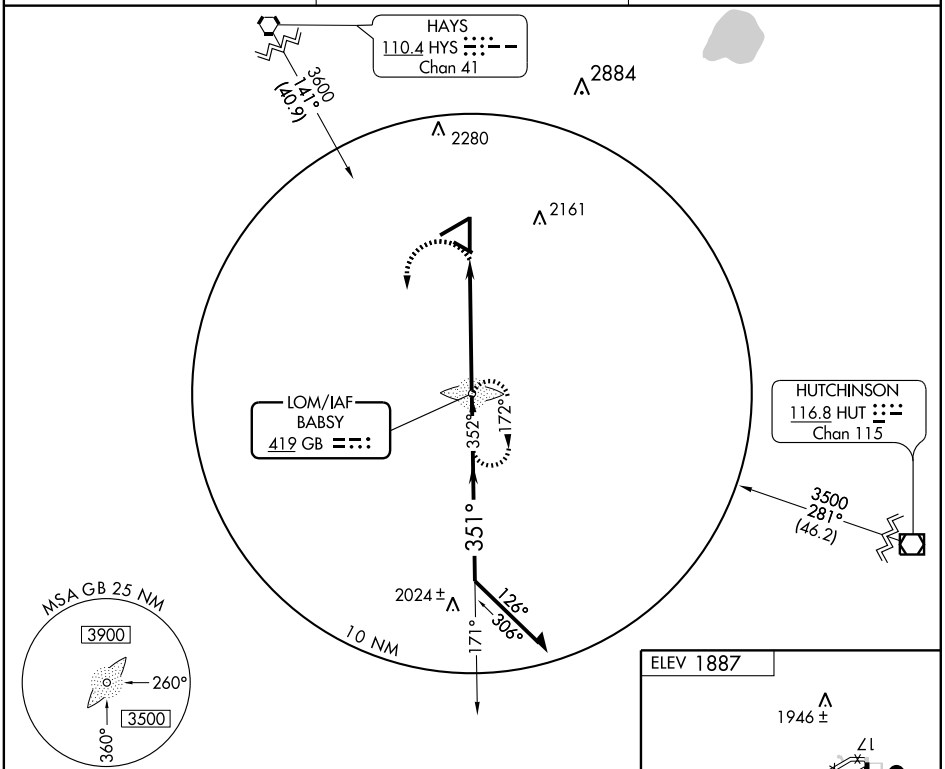
NDB RWY 35
GREAT BEND MUNI (GBD)

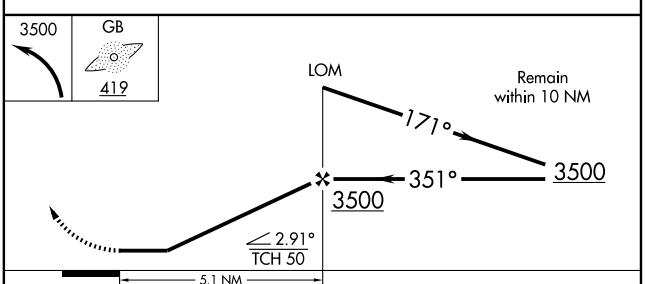
When local altimeter setting not received use Russell Muni altimeter setting and increase all MDA 80 feet and increase S-35 Cat C/D and circling Cat D visibility ¼ mile.

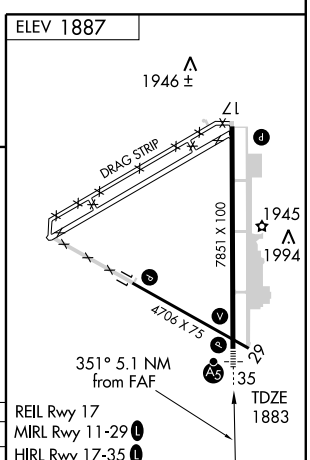
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct GB LOM and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	2340-¾ 457 (500-¾)			2340-1¼ 457 (500-1¼)
CIRCLING	2340-1 453 (500-1)		2340-1½ 453 (500-1½)	2500-2 613 (700-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7851
CH 70617	172°	TDZE	1884
W17A		Apt Elev	1887

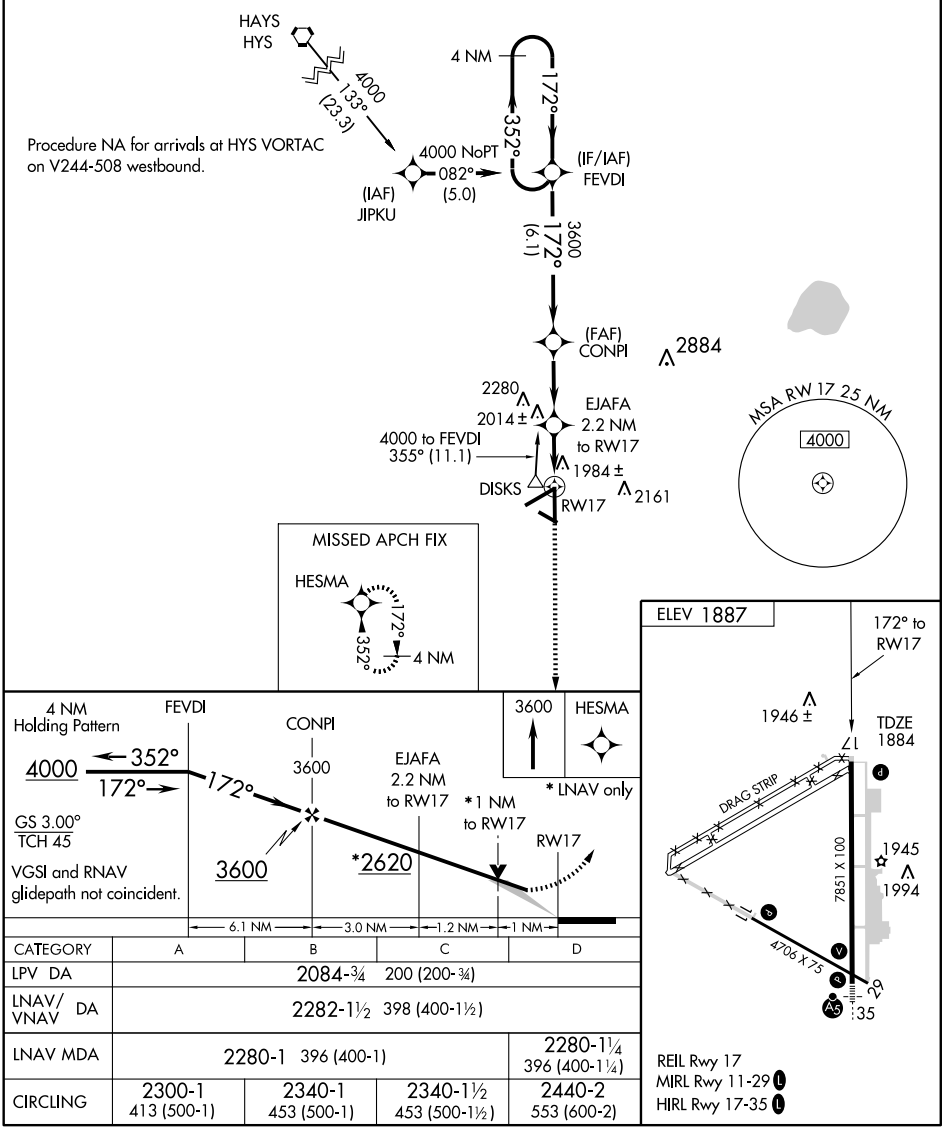
RNAV (GPS) RWY 17

GREAT BEND MUNI (GBD)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. VDP NA with Russell Muni altimeter setting. Baro-VNAV NA when using Russell Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

MISSED APPROACH: Climb to 3600 direct HESMA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2084-¾ 200 (200-¾)			
LNAV/VNAV DA	2282-1½ 398 (400-1½)			
LNAV MDA	2280-1 396 (400-1)			2280-1¼ 396 (400-1¼)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2440-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7851
CH 65710	352°	TDZE	1883
W35A		Apt Elev	1887

RNAV (GPS) RWY 35

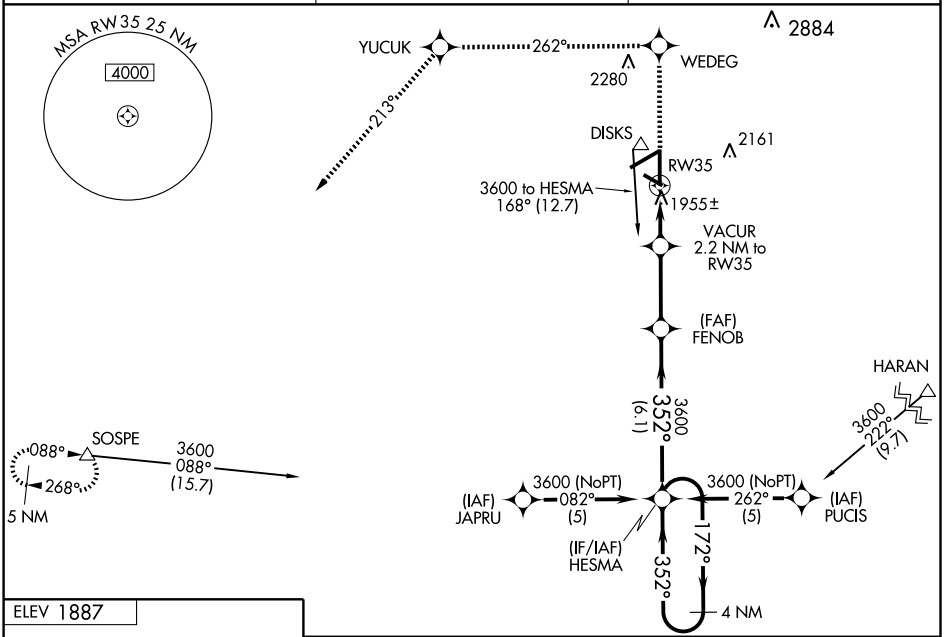
GREAT BEND MUNI (GBD)

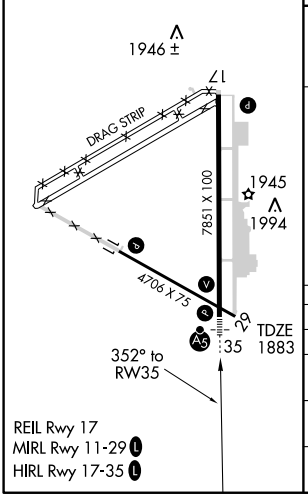
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0.0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat D visibility ¼ mile.
For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1¼ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting.
Inoperative table does not apply to LNAV Cat D.

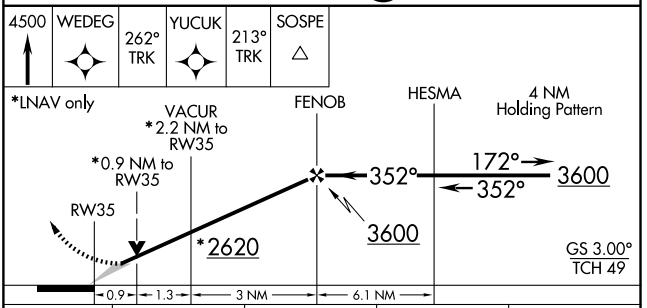
MALSR

MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	118.8 337.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2171-½ 288 (300-½)			
LNAV/VNAV DA	2222-¾ 339 (400-¾)			
LNAV MDA	2220-½ 337 (400-½)			2220-1 337 (400-1)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2500-2 613 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

GREENSBURG

PAUL WINDLE MUNI (8K7) 0 E UTC−6(−5DT) N37°36.00′ W99°16.51′ WICHITA

2230 NOTAM FILE ICT

RWY 02–20: 2600X130 (TURF)

RWY 02: Road. **RWY 20:** Road.

RWY 17–35: 2400X290 (TURF) LIRL (NSTD)

RWY 17: Thld dsplcd 275′. Road. **RWY 35:** Road.

AIRPORT REMARKS: Unattended. For svc other hrs, call 620–723–2751/2691. Rwy 02–20 width marked by mowing. Rwy 17–35 only S 2125′ lgtd. Rwy 17 dsplcd thld marked with orange metal 'A' frames. ACTIVATE NSTD LIRL Rwy 17–35—CTAF.

COMMUNICATIONS: CTAF 122.9

HAROLD KRIER FLD (See ASHLAND)

HARPER MUNI (8K2) 1 SW UTC−6(−5DT) N37°16.69′ W98°02.61′ WICHITA L–15D IAP

1427 **FUEL** 100LL NOTAM FILE ICT

RWY 17–35: H3268X38 (ASPH) MIRL

RWY 17: Road. **RWY 35:** P-line.

RWY 12–30: 2138X160 (TURF)

RWY 12: P-lines. **RWY 30:** P-lines.

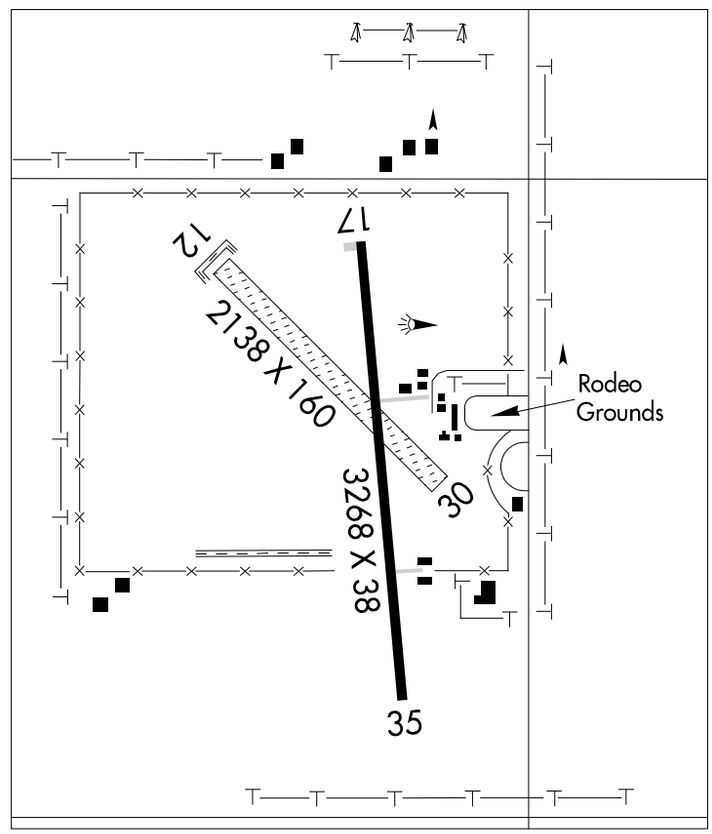
AIRPORT REMARKS: Unattended. For fuel call city hall 620–896–2511 or after hrs call police dispatch 911. 30″ ditch AER 12.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 118.35

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54′ W98°10.24′ 033° 9.4 NM to fld. 1390/7E.



HARVS N38°08.70′ W97°16.57′ NOTAM FILE ICT. WICHITA

NDB (LOM) 395 CA 174° 5.3 NM to Newton–City–Co.

VORTAC ANY	APP CRS	Rwy Idg	N/A
112.9	033°	TDZE	N/A
Chan 76		Apt Elev	1427

VOR or GPS-B

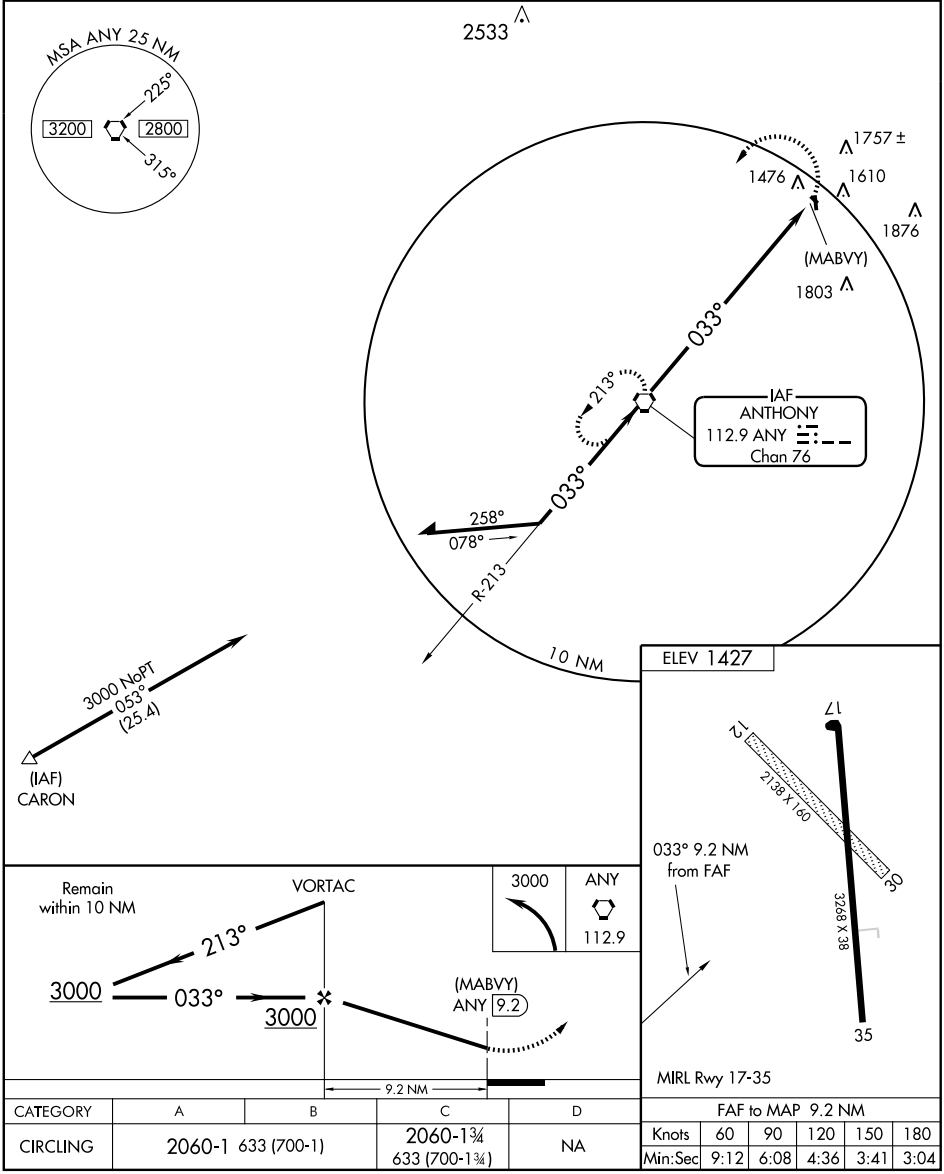
HARPER MUNI (8K2)

NA

Use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ANY VORTAC and hold

KANSAS CITY CENTER	CTAF
118.35 344.8	122.9



CATEGORY	A	B	C	D
CIRCLING	2060-1 633 (700-1)		2060-1¾ 633 (700-1¾)	NA

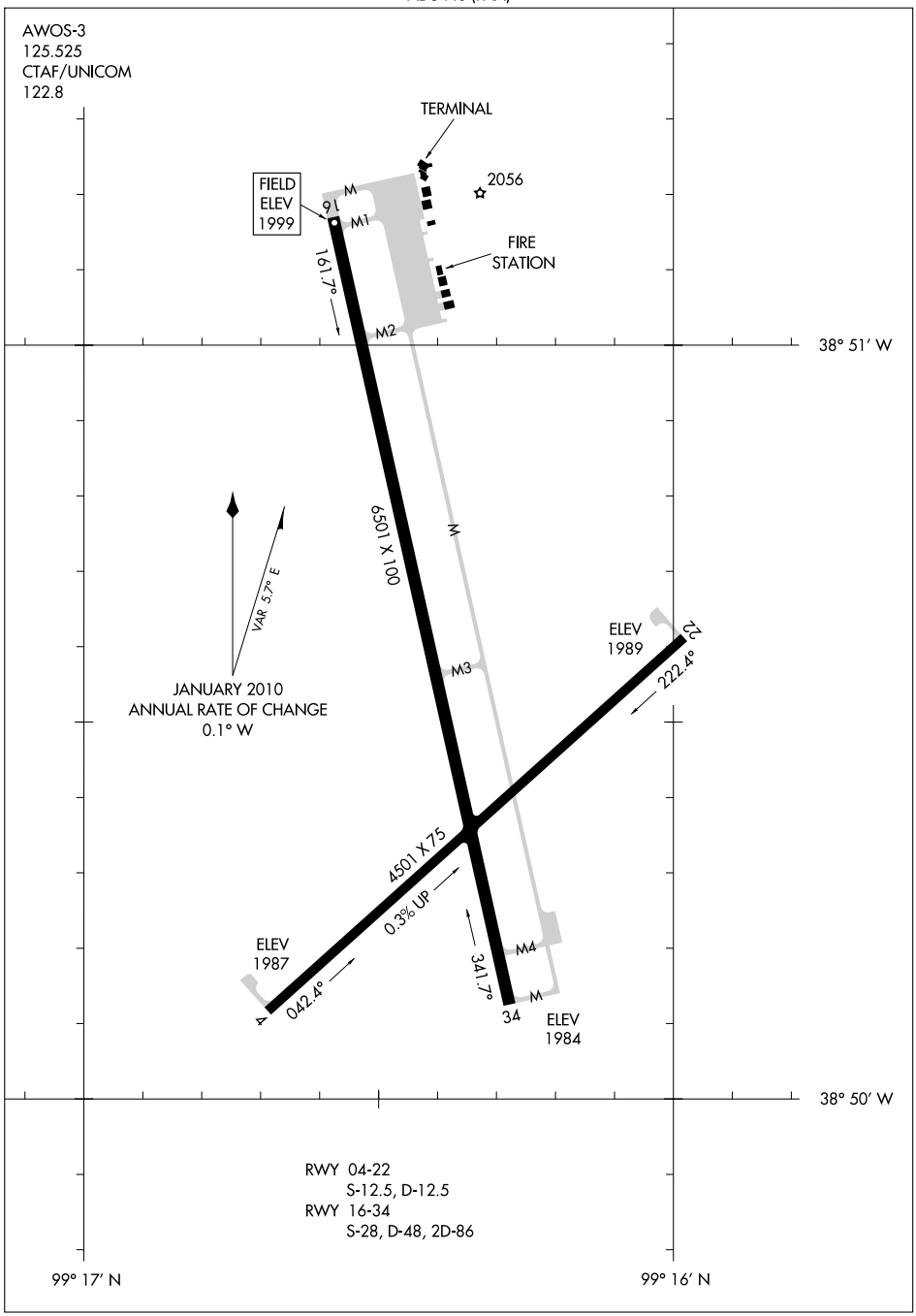
FAF to MAP 9.2 NM					
Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5440 (FAA)

HAYS RGNL (HYS)
HAYS, KANSAS



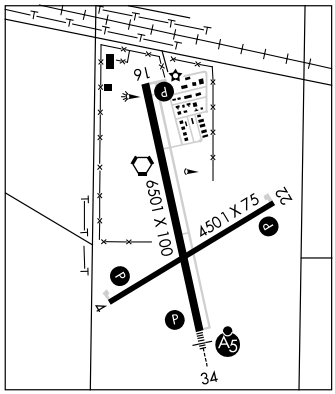
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

HAYS, KANSAS
HAYS RGNL (HYS)

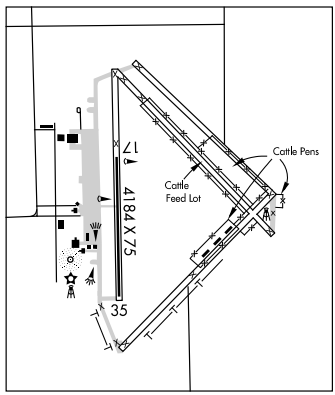
10210

HAYS RGNL (HYS) 3 SE UTC−6(−5DT) N38°50.53′ W99°16.39′ **WICHITA**
1999 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE HYS **H–5B, L–10H**
RWY 16–34: H6501X100 (ASPH) S–28, D–48, 2D–86 MIRL **IAP, AD**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 04–22: H4501X75 (CONC) S–12.5, D–12.5, MIRL
0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38′.
AIRPORT REMARKS: Attended dalgt hrs. After hrs for fuel call number posted. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 785–628–7370. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34, Rwy 4–22; PAPI Rwy 16, Rwy 34, Rwy 4 and Rwy 22; REIL Rwy 16, Rwy 4 and Rwy 22 and MALSR Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (785) 625–3562. **HIWAS** 110.4 HYS.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.
(L) VORTACW 110.4 HYS Chan 41 N38°50.86′ W99°16.61′ at fld. 1990/10E. **HIWAS.**
DME unusable 220°–030° byd 35 NM blo 3700′
VOR unusable 220°–030° byd 35 NM blo 4100′ 030°–220° byd 35 NM blo 3500′
NETTE NDB (LOM) 374 HY N38°46.15′ W99°15.08′ 339° 4.6 NM to fld.
ILS 111.5 I–HYS Rwy 34, LOM NETTE NDB. ILS unmonitored.



HERBB N38°45.19′ W94°44.21′ NOTAM FILE OJC. **KANSAS CITY**
NDB (LOM) 420 PK 356° 5.7 NM to Johnson Co Executive. Unmonitored.

HERINGTON RGNL (HRU) 7 NE UTC−6(−5DT) N38°41.68′ W96°48.48′ **KANSAS CITY**
1480 B **FUEL** 100LL TPA—2300(820) NOTAM FILE ICT **L–10I**
RWY 17–35: H4184X75 (CONC) S–36, D–58 MIRL **IAP**
AIRPORT REMARKS: Unattended. For transportation call 785–258–2877 days only or arpt management cell phone 785–258–0174 nightime phone 785–258–2560. Fuel avbl 24 hrs with credit card. RDO–CTLD model acft activity on arpt weekends and holidays. Pilots lounge phone number 785–258–3822. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 300° 39.8 NM to fld. 1220/8E. **HIWAS.**
NDB (MHW) 407 HRU N38°41.57′ W96°48.67′ at fld. NOTAM FILE ICT. Unmonitored.



HIAWATHA MUNI (K87) 2 NE UTC−6(−5DT) N39°52.75′ W95°31.52′ **KANSAS CITY**
1130 NOTAM FILE ICT
RWY 17–35: 3400X100 (TURF) LIRL
RWY 35: Road.
RWY 10–28: 2430X130 (TURF)
RWY 10: Road. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Farm vehicles and equipment on and invof rwys. Rwy 10–28 has several transverse depressions and varmint holes. Rwy 17–35 heavy grass clippings on rwy. Rwy 10–28 very soft when wet. Low areas may have standing water after rain. AER 10 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

LOC I-HYS	APP CRS	Rwy Idg	6500
111.5	339°	TDZE	1994
		Apt Elev	1999

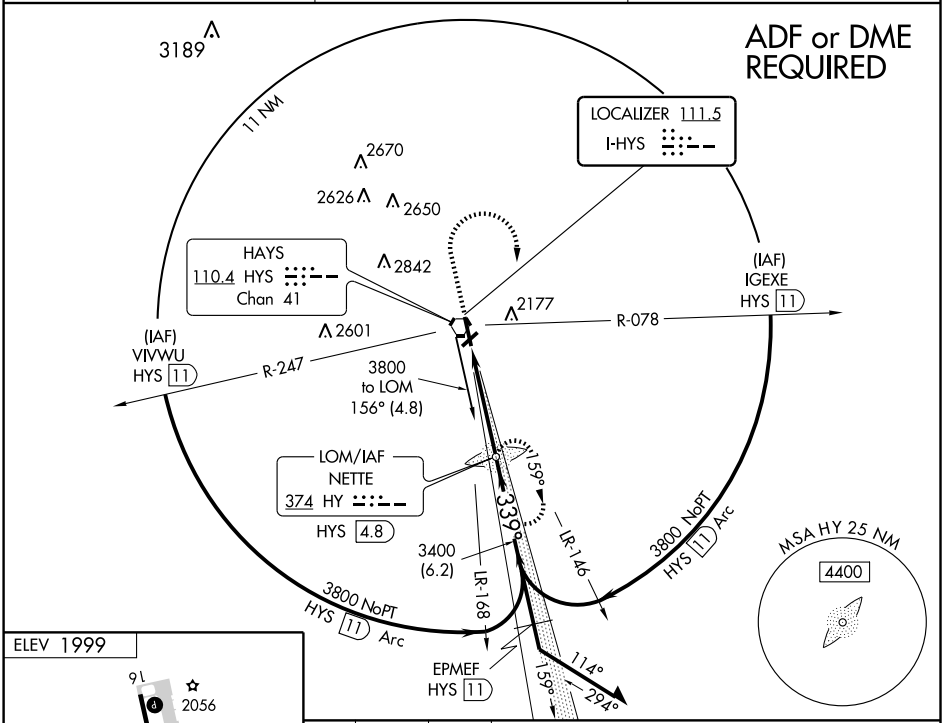
ILS or LOC RWY 34

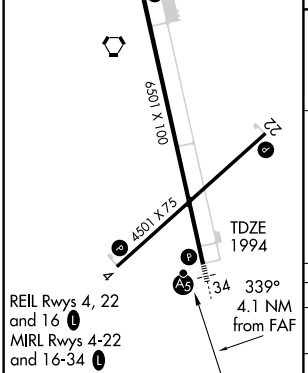
HAYS RGNL (HYS)

T ANA — ADF Required. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase S-LOC Cat C visibility ¼ mile. For inoperative MALSR when using Russell altimeter setting, increase S-ILS all Cats visibility to 1.

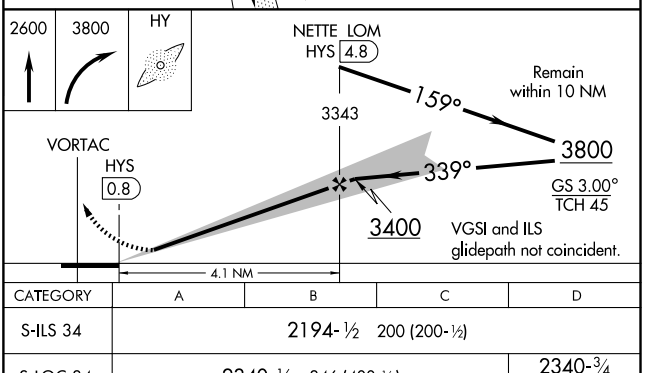
MALSR — MISSED APPROACH: Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L





FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 34	2194-½ 200 (200-½)			
S-LOC 34	2340-½ 346 (400-½)			2340-¾ 346 (400-¾)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4501
CH 90519	040°	TDZE	1990
W04A		Apt Elev	1999

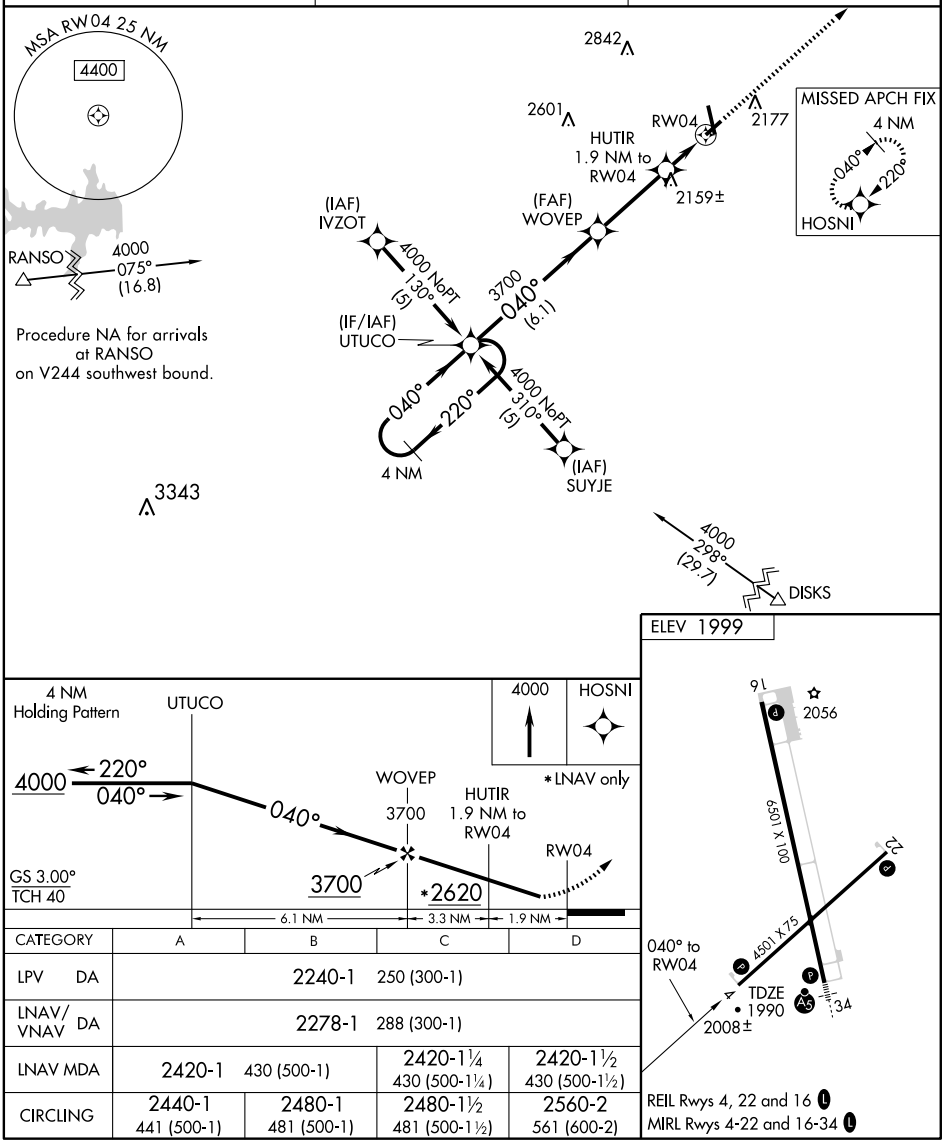
RNAV (GPS) RWY 4

HAYS RGNL (HYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Russell altimeter setting.

MISSED APPROACH: Climb to 4000 direct HOSNI and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2240-1		250 (300-1)	
LNAV/VNAV DA	2278-1		288 (300-1)	
LNAV MDA	2420-1	430 (500-1)	2420-1¼ 430 (500-1¼)	2420-1½ 430 (500-1½)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 99619	159°	TDZE	1999
W16A		Apt Elev	1999

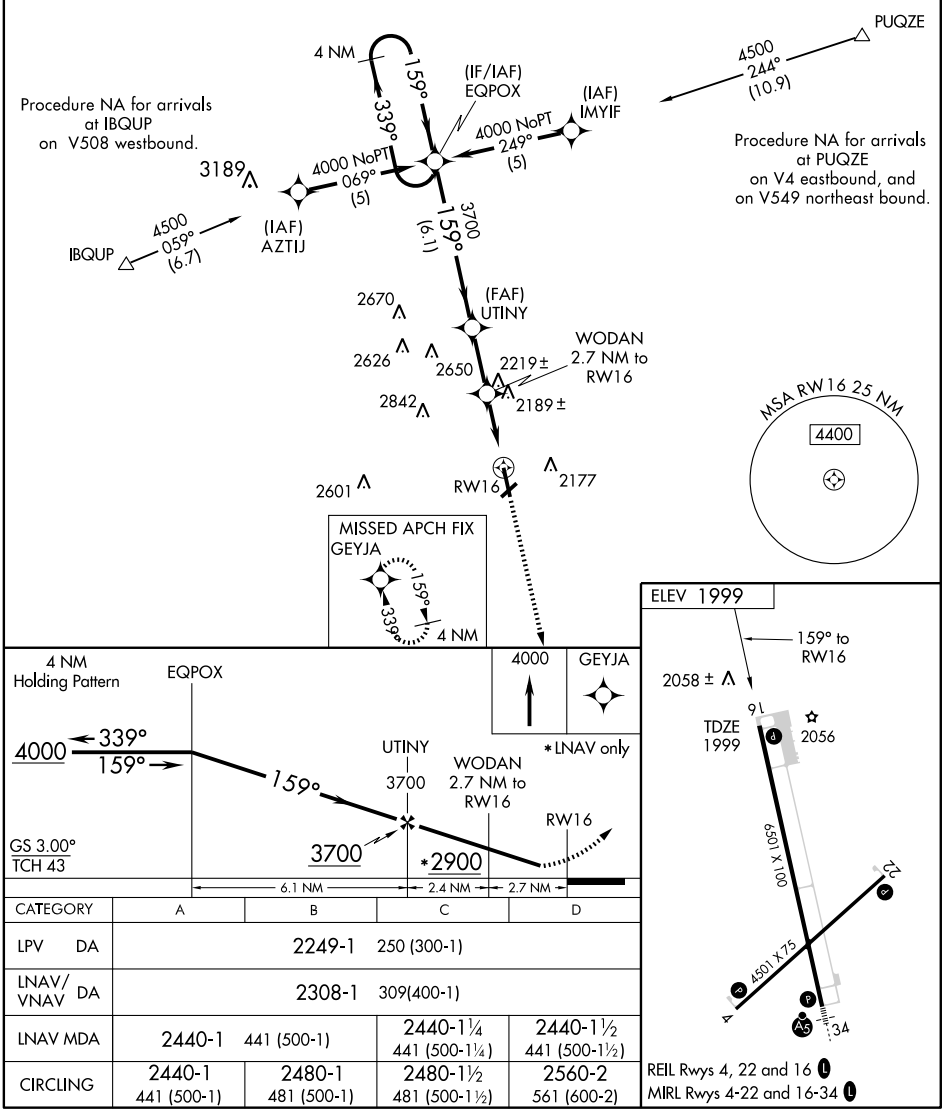
RNAV (GPS) RWY 16

HAYS RGNL (HYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Russell altimeter setting and increase LPV DA to 2318, LNAV/VNAV DA to 2445, and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C and D visibility ¼ mile. Baro-VNAV NA when using Russell altimeter setting.

MISSED APPROACH: Climb to 4000 direct GEYJA and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2249-1	250 (300-1)		
LNAV/VNAV DA	2308-1	309(400-1)		
LNAV MDA	2440-1	441 (500-1)	2440-1¼ 441 (500-1¼)	2440-1½ 441 (500-1½)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4501
CH 50519	220°	TDZE	1990
W22A		Apt Elev	1999

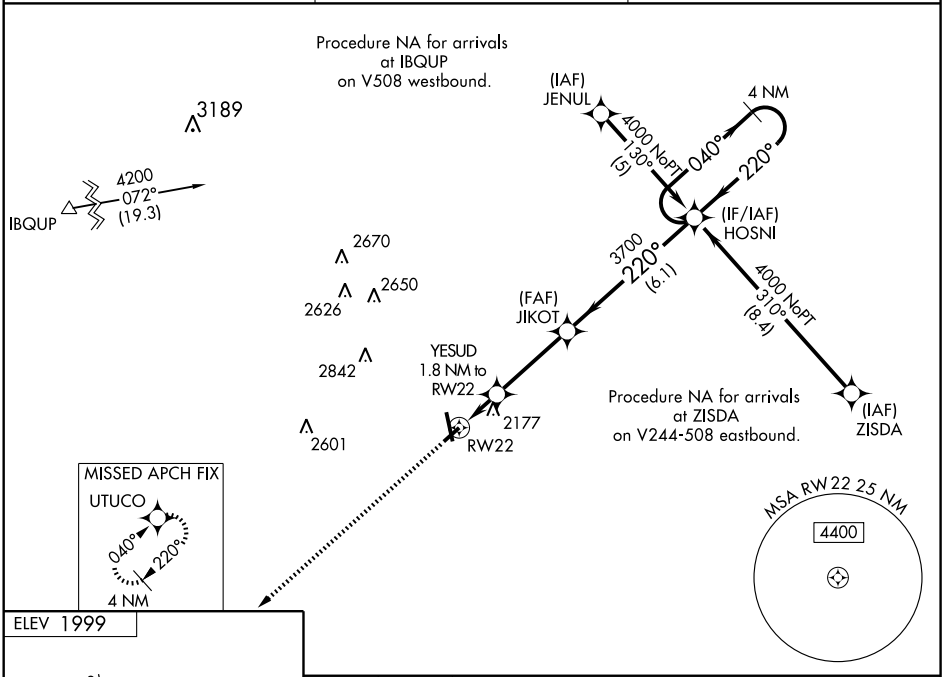
RNAV (GPS) RWY 22

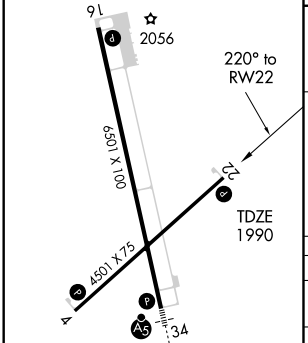
HAYS RGNL (HYS)

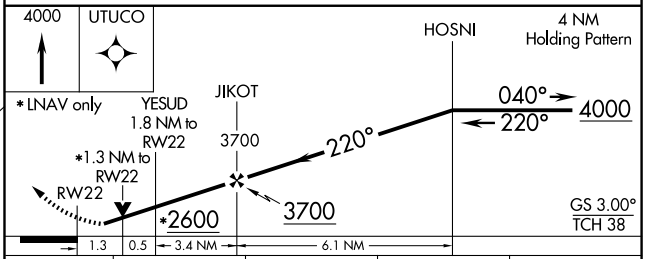
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Russell altimeter setting.

MISSED APPROACH: Climb to 4000 direct UTUCO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2240-1 250 (300-1)			
LNAV/VNAV DA	2476-1¾ 486 (500-1¾)			
LNAV MDA	2440-1 450 (500-1)		2440-1¼ 450 (500-1¼)	2440-1½ 450 (500-1½)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6501
CH 78319	339°	TDZE	1994
W34A		Apt Elev	1999

RNAV (GPS) RWY 34

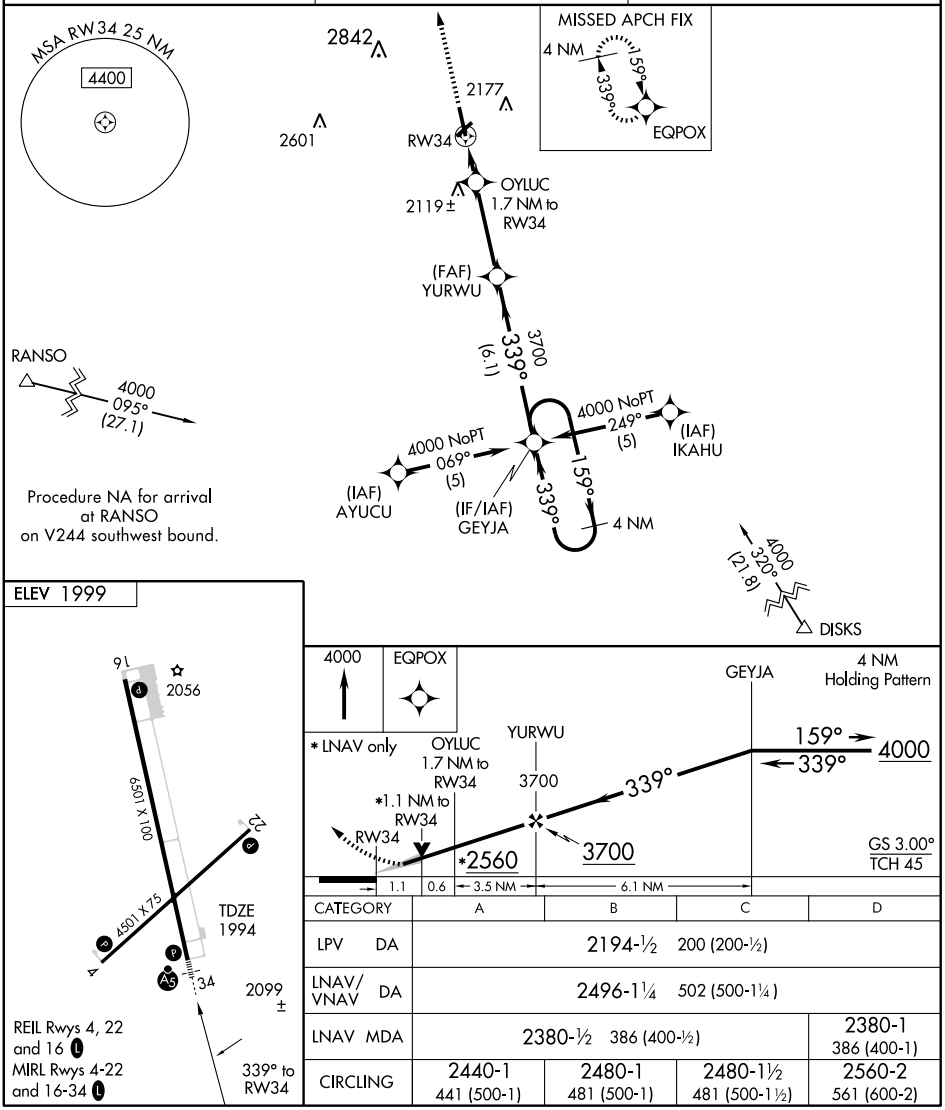
HAYS RGNL (HYS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats ¼ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Russell altimeter setting, increase LPV all Cats visibility to 1. VDP and Baro-VNAV NA when using Russell altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 direct EQPOX and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2194-½ 200 (200-½)			
LNAV/VNAV DA	2496-1¼ 502 (500-1¼)			
LNAV MDA	2380-½ 386 (400-½)			2380-1 386 (400-1)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	170°	TDZE	1999
Chan 41		Apt Elev	1999

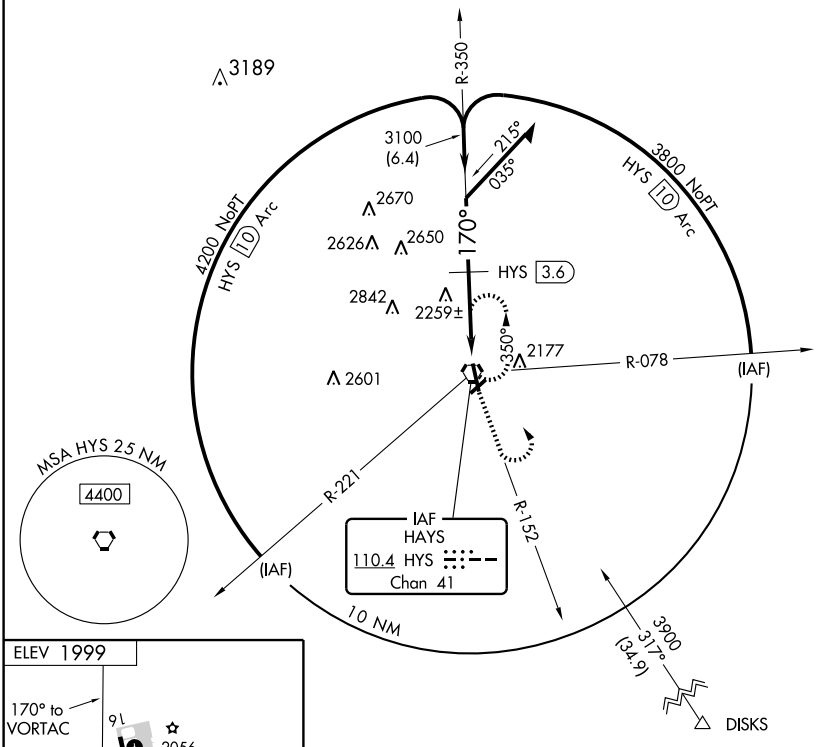
VOR/DME RWY 16

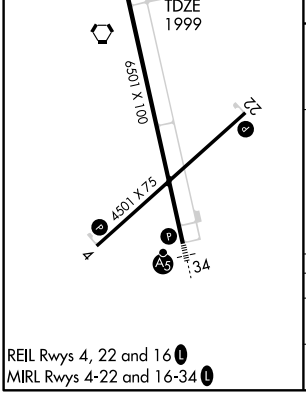
HAYS RGNL (HYS)

When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

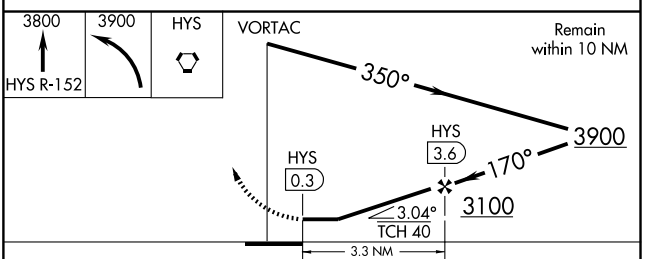
MISSED APPROACH: Climb to 3800 via HYS R-152 then climbing left turn to 3900 direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L





REIL Rwys 4, 22 and 16 L
MIRL Rwys 4-22 and 16-34 L



CATEGORY	A	B	C	D
S-16	2520-1	521 (600-1)	2520-1½ 521 (600-1½)	2520-1¾ 521 (600-1¾)
CIRCLING	2520-1	521 (600-1)	2520-1½ 521 (600-1½)	2560-2 561 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HYS	APP CRS	Rwy ldg	6500
110.4	332°	TDZE	1994
Chan 41		Apt Elev	1999

VOR/DME RWY 34

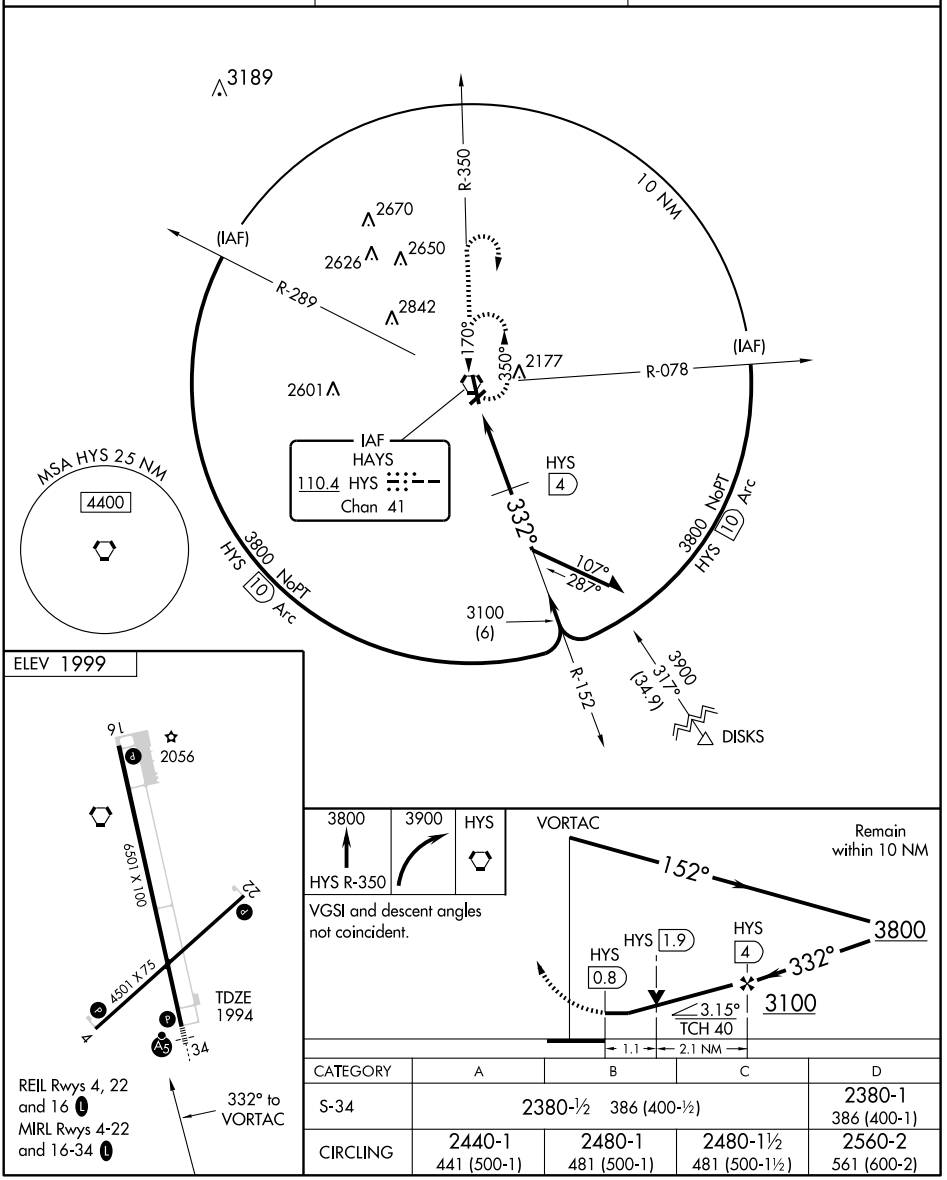
HAYS RGNL (HYS)

T When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-34 Cat C visibility ¼ mile. VDP NA with Russell altimeter setting

MALSR

MISSED APPROACH: Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	2380-½ 386 (400-½)			2380-1 386 (400-1)
CIRCLING	2440-1 441 (500-1)	2480-1 481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	170°	TDZE	1999
Chan 41		Apt Elev	1999

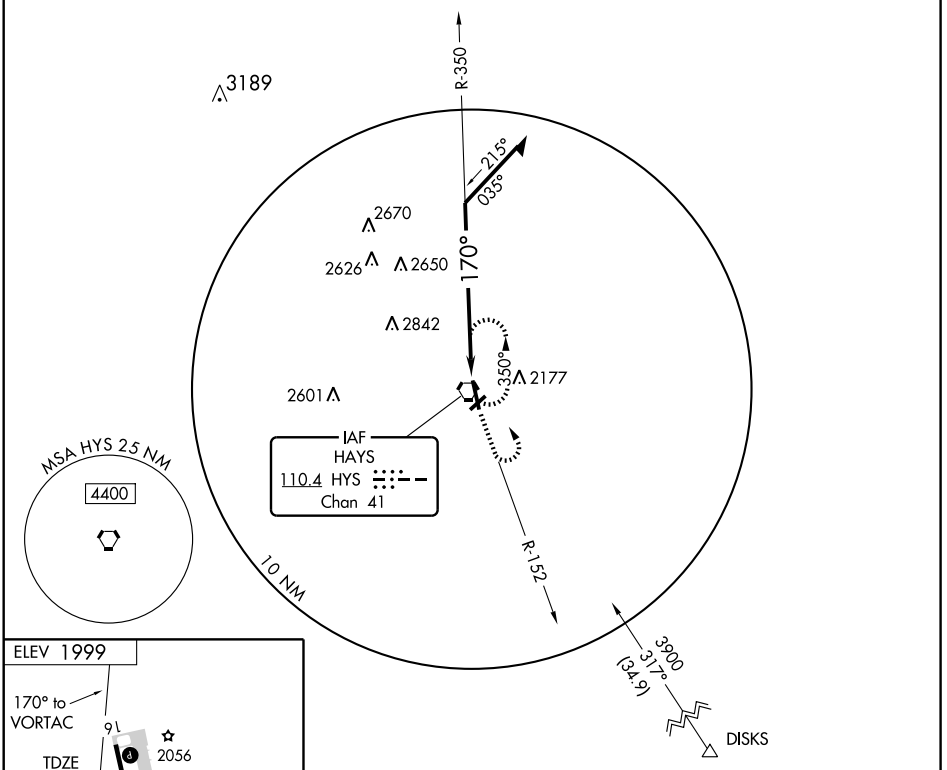
VOR RWY 16

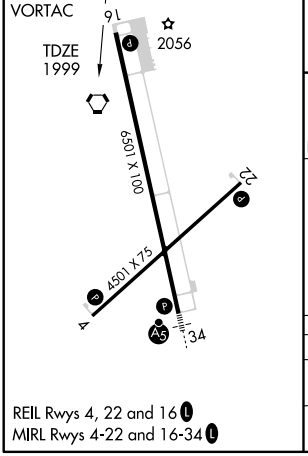
HAYS RGNL (HYS)

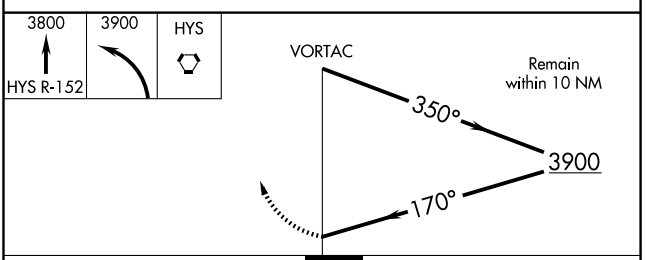
When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-16 and Circling Cats B, C and D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3800 via HYS R-152 then climbing left turn to 3900 direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-16	2700-1	701 (800-1)	2700-2 701 (800-2)	2700-2¼ 701 (800-2¼)
CIRCLING	2700-1	701 (800-1)	2700-2 701 (800-2)	2700-2¼ 701 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HYS	APP CRS	Rwy Idg	6500
110.4	332°	TDZE	1994
Chan 41		Apt Elev	1999

VOR RWY 34

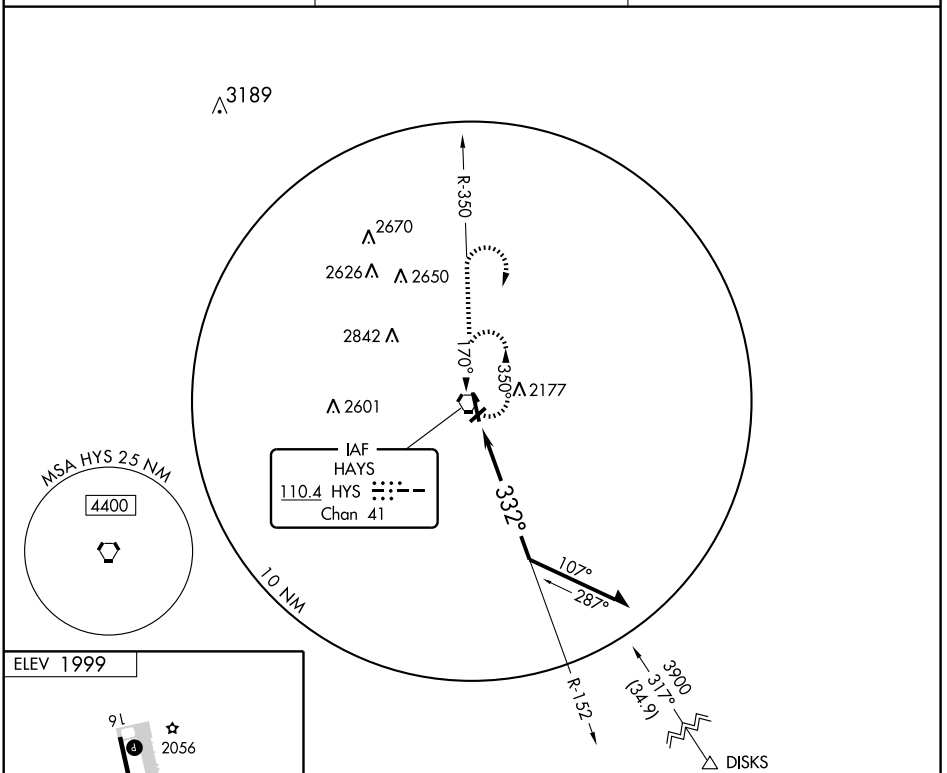
HAYS RGNL (HYS)

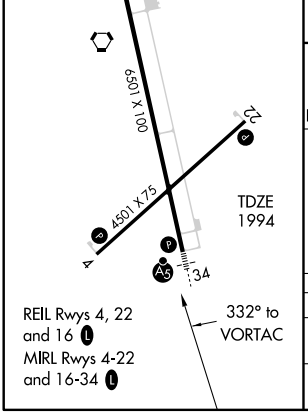
T When local altimeter setting not received, use Russell altimeter setting and increase all MDA 80 feet, increase S-34 Cats C and D visibility ¼ mile. VDP NA with Russell altimeter setting

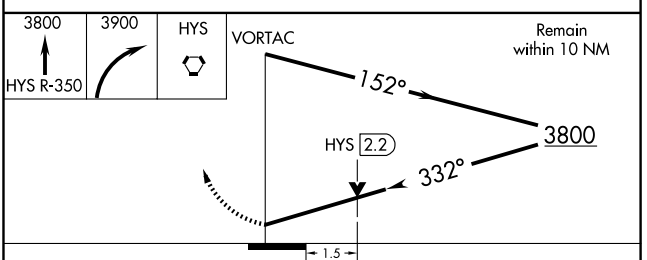
MALSR

MISSED APPROACH: Climb to 3800 via HYS R-350 then climbing right turn to 3900 direct HYS VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
125.525	124.4 322.4	122.8 (CTAF) L



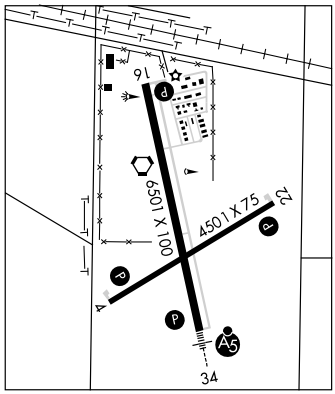




CATEGORY	A	B	C	D
S-34	2480-½	486 (500-½)	2480-¾ 486 (500-¾)	2480-1 486 (500-1)
CIRCLING	2480-1	481 (500-1)	2480-1½ 481 (500-1½)	2560-2 561 (600-2)

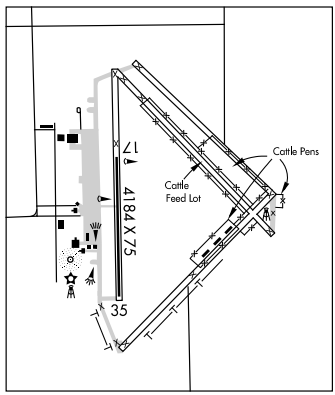
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HAYS RGNL (HYS) 3 SE UTC−6(−5DT) N38°50.53′ W99°16.39′ **WICHITA**
1999 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE HYS **H–5B, L–10H**
RWY 16–34: H6501X100 (ASPH) S–28, D–48, 2D–86 MIRL **IAP, AD**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 04–22: H4501X75 (CONC) S–12.5, D–12.5, MIRL
0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 38′.
AIRPORT REMARKS: Attended dalgt hrs. After hrs for fuel call number posted. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 785–628–7370. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34, Rwy 4–22; PAPI Rwy 16, Rwy 34, Rwy 4 and Rwy 22; REIL Rwy 16, Rwy 4 and Rwy 22 and MALSR Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (785) 625–3562. **HIWAS** 110.4 HYS.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.
(L) VORTACW 110.4 HYS Chan 41 N38°50.86′ W99°16.61′ at fld. 1990/10E. **HIWAS.**
DME unusable 220°–030° byd 35 NM blo 3700′
VOR unusable 220°–030° byd 35 NM blo 4100′ 030°–220° byd 35 NM blo 3500′
NETTE NDB (LOM) 374 HY N38°46.15′ W99°15.08′ 339° 4.6 NM to fld.
ILS 111.5 I–HYS Rwy 34, LOM NETTE NDB. ILS unmonitored.



HERBB N38°45.19′ W94°44.21′ NOTAM FILE OJC. **KANSAS CITY**
NDB (LOM) 420 PK 356° 5.7 NM to Johnson Co Executive. Unmonitored.

HERINGTON RGNL (HRU) 7 NE UTC−6(−5DT) N38°41.68′ W96°48.48′ **KANSAS CITY**
1480 B **FUEL** 100LL TPA—2300(820) NOTAM FILE ICT **L–10I**
RWY 17–35: H4184X75 (CONC) S–36, D–58 MIRL **IAP**
AIRPORT REMARKS: Unattended. For transportation call 785–258–2877 days only or arpt management cell phone 785–258–0174 nightime phone 785–258–2560. Fuel avbl 24 hrs with credit card. RDO–CTLD model acft activity on arpt weekends and holidays. Pilots lounge phone number 785–258–3822. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE EMP.
EMPORIA (L) VORTACW 112.8 EMP Chan 75 N38°17.47′ W96°08.29′ 300° 39.8 NM to fld. 1220/8E. **HIWAS.**
NDB (MHW) 407 HRU N38°41.57′ W96°48.67′ at fld. NOTAM FILE ICT. Unmonitored.



HIAWATHA MUNI (K87) 2 NE UTC−6(−5DT) N39°52.75′ W95°31.52′ **KANSAS CITY**
1130 NOTAM FILE ICT
RWY 17–35: 3400X100 (TURF) LIRL
RWY 35: Road.
RWY 10–28: 2430X130 (TURF)
RWY 10: Road. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Farm vehicles and equipment on and invof rwys. Rwy 10–28 has several transverse depressions and varmint holes. Rwy 17–35 heavy grass clippings on rwy. Rwy 10–28 very soft when wet. Low areas may have standing water after rain. AER 10 marked with orange cones.
COMMUNICATIONS: CTAF 122.9

NDB HRU	APP CRS	Rwy Idg	4184
407	184°	TDZE	1480
		Apt Elev	1480

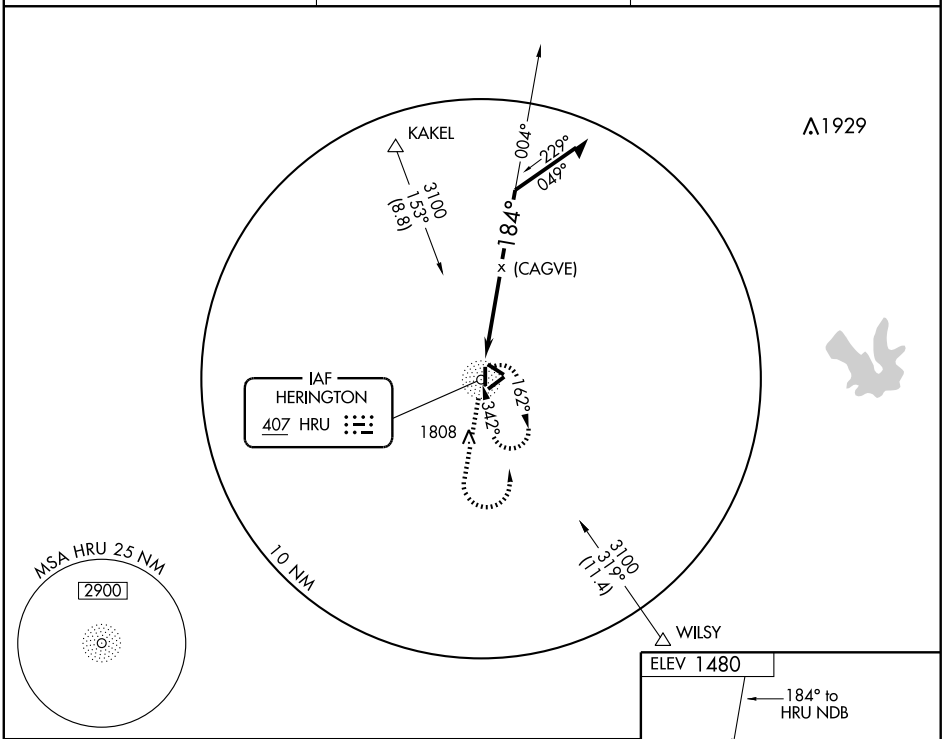
NDB or GPS RWY 17
HERINGTON RGNL (HRU)

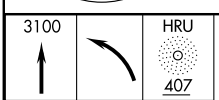
Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 60 feet.

NA

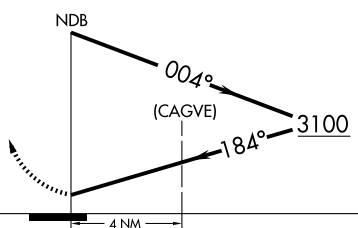
MISSED APPROACH: Climb to 3100 then left turn direct HRU NDB and hold.

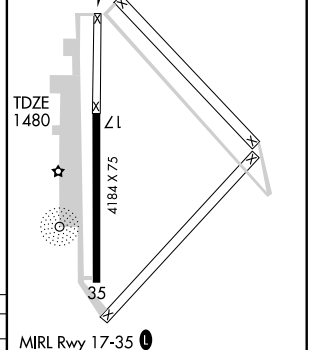
KANSAS CITY CENTER	UNICOM	CTAF
127.35 257.975	122.8	122.9 L





Remain within 10 NM





CATEGORY	A	B	C	D
S-17	2100-1	620 (700-1)	2100-1¾ 620 (700-1¾)	2100-2 620 (700-2)
CIRCLING	2100-1	620 (700-1)	2100-1¾ 620 (700-1¾)	2240-2½ 760 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

NDB HRU	APP CRS	Rwy Idg	4184
407	342°	TDZE	1480
		Apt Elev	1480

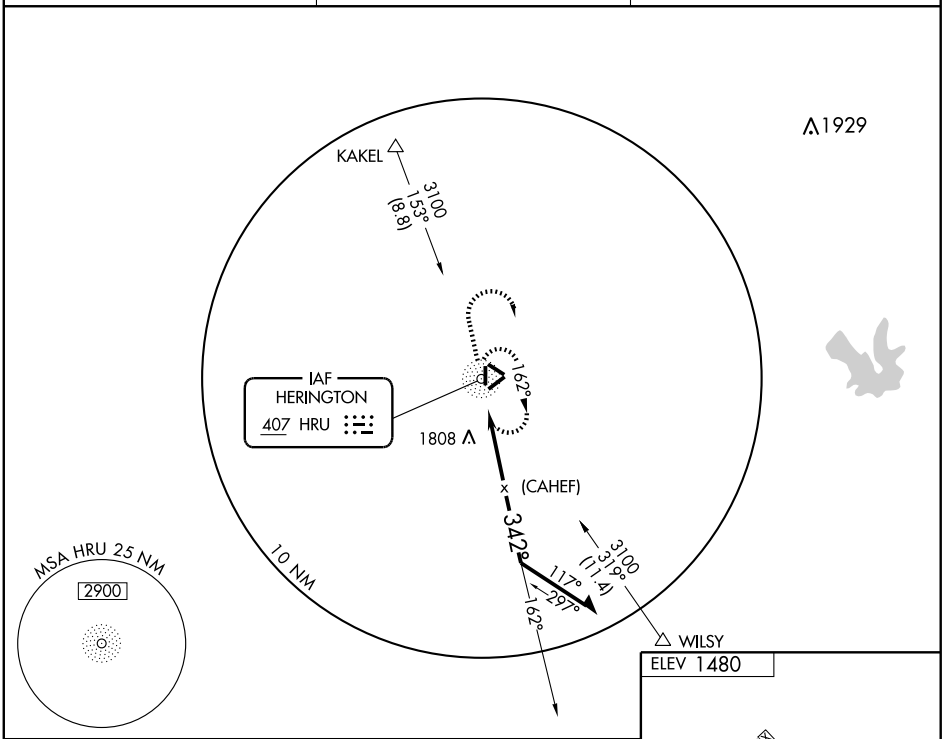
NDB or GPS RWY 35
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 3100 then right turn direct HRU NDB and hold.

KANSAS CITY CENTER	UNICOM	CTAF
127.35 257.975	122.8	122.9 L

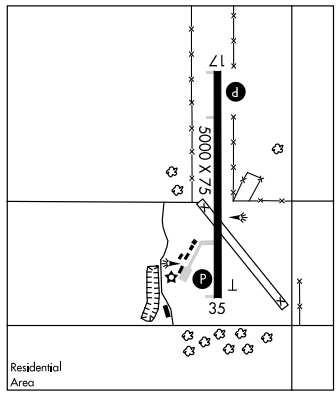


CATEGORY	A	B	C	D
S-35	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)
CIRCLING	2300-1 820 (900-1)	2300-1¼ 820 (900-1¼)	2300-2½ 820 (900-2½)	2300-2¾ 820 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

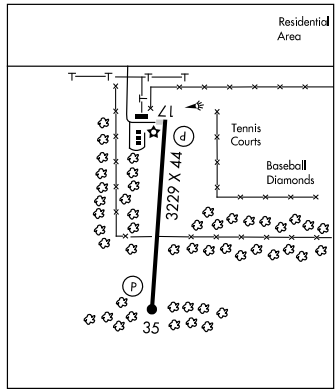
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HILL CITY MUNI (HLC) 1 NE UTC−6(−5DT) N39°22.81′ W99°49.89′ **WICHITA**
2238 B **FUEL** 100LL TPA—3038(800) NOTAM FILE HLC **H–5B, L–10H**
RWY 17–35: H5000X75 (CONC) S–12.5, D–16 HIRL 1.0% up N **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended on call. For attendant, call 785–674–5613. Fuel 24 hr self svc credit card. Pay phone access 24 hrs. Agricultural acft opr vicinity dalgt hrs. ACTIVATE HIRL Rwy 17–35, REIL and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.425 (785)421–3471. **HIWAS** 113.7 HLC.
COMMUNICATIONS: CTAF 122.9
RCO 122.65 (WICHITA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
(H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 060° 19.7 NM to fld. 2690/8E. **HIWAS.**



HILLSBORO

ALFRED SCHROEDER FLD (M66) 0 SW UTC−6(−5DT) N38°20.58′ W97°12.85′ **WICHITA**
1434 B **FUEL** 100LL NOTAM FILE ICT **L–10I**
RWY 17–35: H3229X44 (ASPH) LIRL
RWY 17: PAPI(P4L)—GA 3.75° TCH 39′. Road.
RWY 35: PAPI(P4L)—GA 3.75° TCH 39′. Trees.
AIRPORT REMARKS: Unattended. For fuel call 620–947–3440 or 947–2384. Ultralight activity invof arpt. Rwy 17–35 turnaround and runup area on apch to Rwy 35 extended approximately 23′.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 144° 39.8 NM to fld. 1315/7E. **HIWAS.**



HILLSIDE (See STILWELL)

HILYN N38°21.55′ W98°54.17′ NOTAM FILE GBD. **WICHITA**
NDB (MHW) 338 HIL 105° 2.2 NM to Great Bend Muni. **L–10H**

HORTON MUNI (K91) 1 NW UTC−6(−5DT) N39°40.75′ W95°32.02′ **KANSAS CITY**
1134 B NOTAM FILE ICT
RWY 17–35: 2223X100 (TURF)
RWY 17: Fence. **RWY 35:** Fence.
RWY 15–33: 1636X100 (TURF)
RWY 15: Road. **RWY 33:** Fence.
AIRPORT REMARKS: Unattended. For arpt attendant, call 785–486–2681/2694. No public phone or facilities at arpt. No snow removal winter months. +150′ unlighted antenna on water twr 3684′ SE of AER 33. Rwy 17–35 boundary marked by 3x5 yellow conc pads. Rwy 17 +15 rd 35′ from AER 17. Rwy 17 fence obstruction marked with a 4x4 yellow and black striped board. Rwy 35 fence obstruction marked with 4x4 yellow and black striped board. Rwy 15–33 boundary marked by 3x5 yellow conc pads. Rwy 15 +5′ fence 212′ from thld. Rwy 33 fence obstruction marked with yellow and black striped board. Rotating bcn OTS indef. Tie down area and twy unmarked, minimal maintenance.
COMMUNICATIONS: CTAF 122.9.

APP CRS	Rwy Idg	5000
172°	TDZE	2238
	Apt Elev	2238

RNAV (GPS) RWY 17

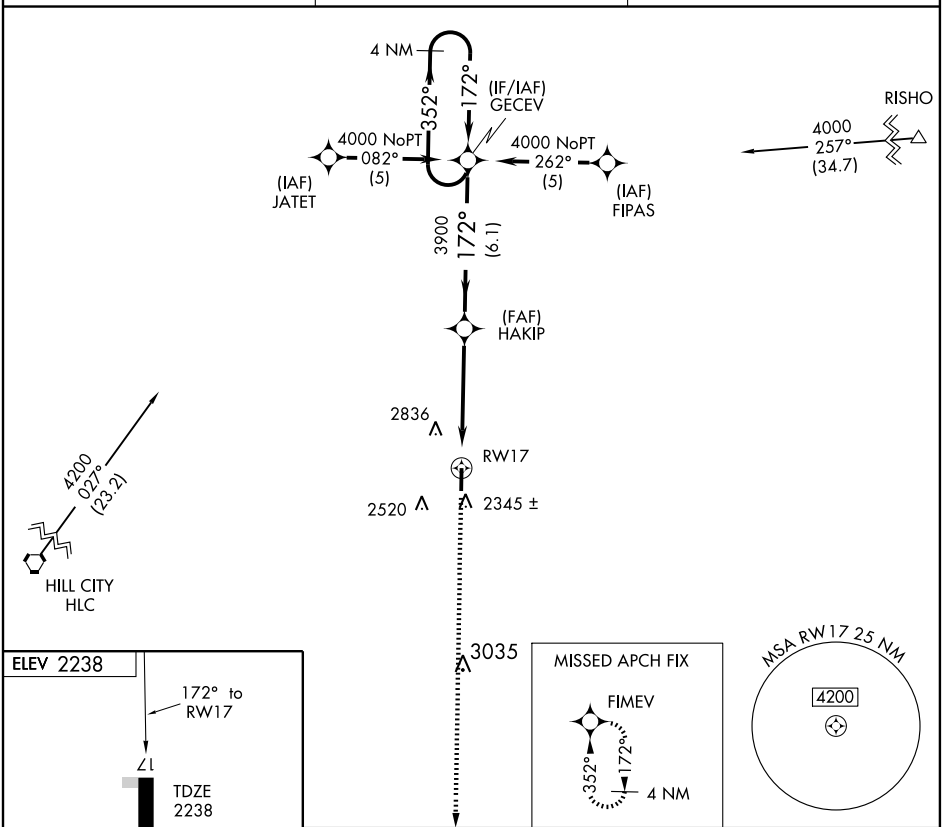
HILL CITY MUNI (HLC)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

▲ VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4100 direct FIMEV and hold.

ASOS	WICHITA RADIO	CTAF
118.425	122.65	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	2980-2¼ 742 (800-2¼)	NA
CIRCLING	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	3140-2¾ 902 (1000-2¾)	NA

HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
352°	TDZE	2223
	Apt Elev	2238

RNAV (GPS) RWY 35

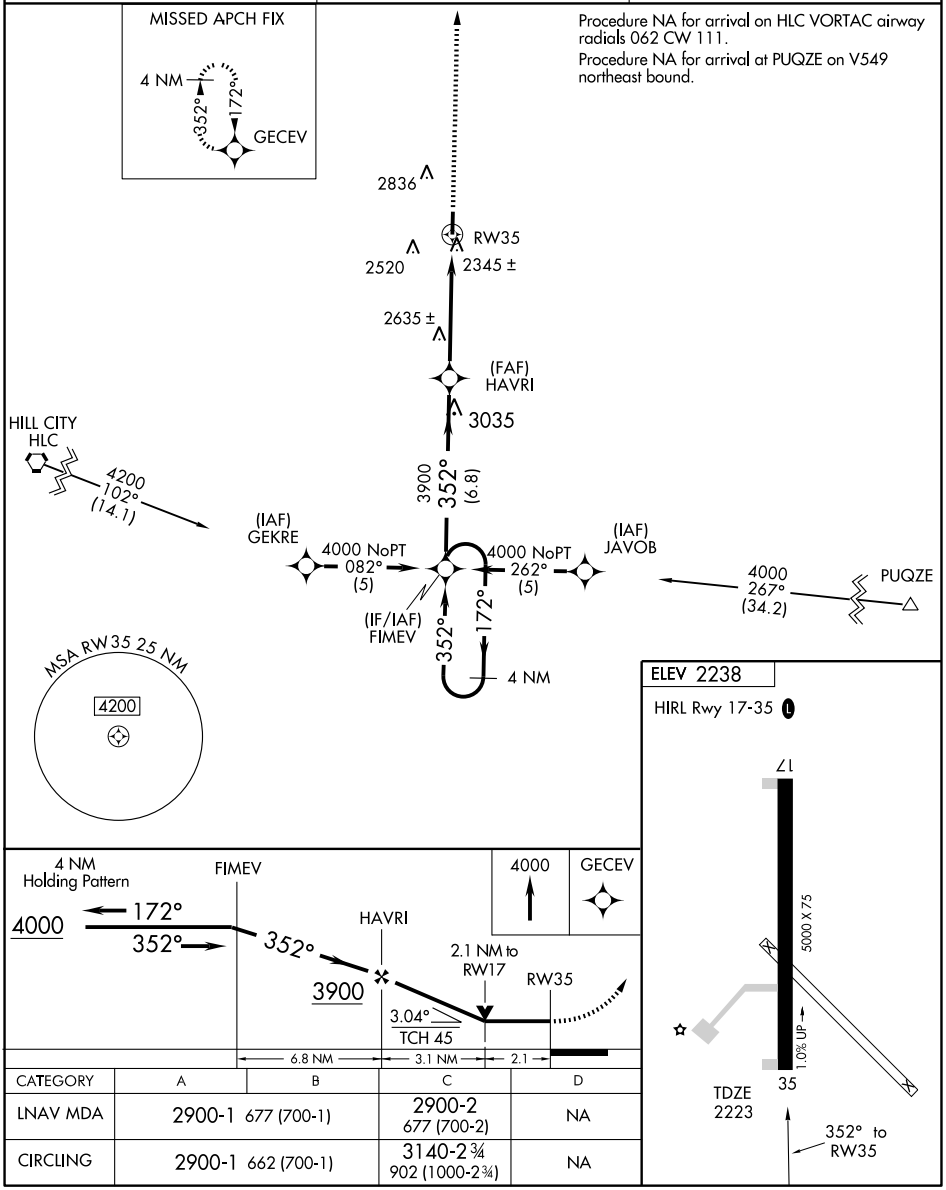
HILL CITY MUNI (HLC)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct GECEV and hold.

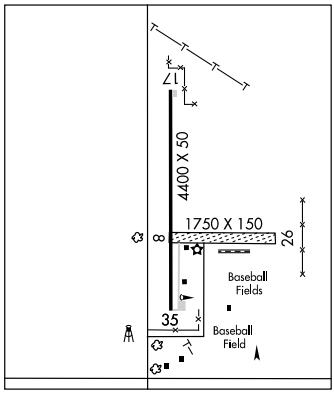
ASOS	WICHITA RADIO	CTAF
118.425	122.65	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	2900-1 677 (700-1)		2900-2 677 (700-2)	NA
CIRCLING	2900-1 662 (700-1)		3140-2¾ 902 (1000-2¾)	NA

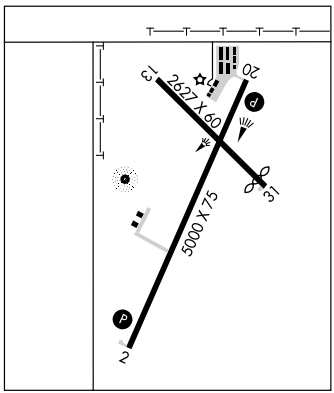
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HOXIE–SHERIDAN CO (1F5) 0 N UTC−6(−5DT) N39°21.91′ W100°26.29′ **WICHITA**
2733 B NOTAM FILE ICT **L–10H**
RWY 17–35: H4400X50 (ASPH) HIRL
RWY 17: Tower. **RWY 35:** Road.
RWY 08–26: 1750X150 (TURF)
RWY 08: Road. **RWY 26:** Fence.
AIRPORT REMARKS: Unattended. ACTIVATE HIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 295° 11.8 NM to fld. 2690/8E. **HIWAS.**



HUGGY N39°18.12′ W94°51.07′ NOTAM FILE MCI. **KANSAS CITY**
NDB (LOM) 416 RN 318° 5.0 NM to Sherman AAF. Unmonitored.

HUGOTON MUNI (HQG) 2 SW UTC−6(−5DT) N37°09.79′ W101°22.23′ **WICHITA**
3134 B **FUEL** 100LL, JET A NOTAM FILE ICT **H–5B, L–15B**
RWY 02–20: H5000X75 (CONC) S–30 HIRL **IAP**
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 30°. Road.
RWY 20: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Highway.
RWY 13–31: H2627X60 (ASPH)
RWY 13: P-line. **RWY 31:** Thld dsplcd 202′. Tower.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. ACTIVATE HIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, and REIL Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.6 (620)544–4000.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 279° 20.4 NM to fld. 2891/11E. **HIWAS.**
NDB (MHW) 365 HQG N37°09.82′ W101°22.48′ at fld. NOTAM FILE ICT.



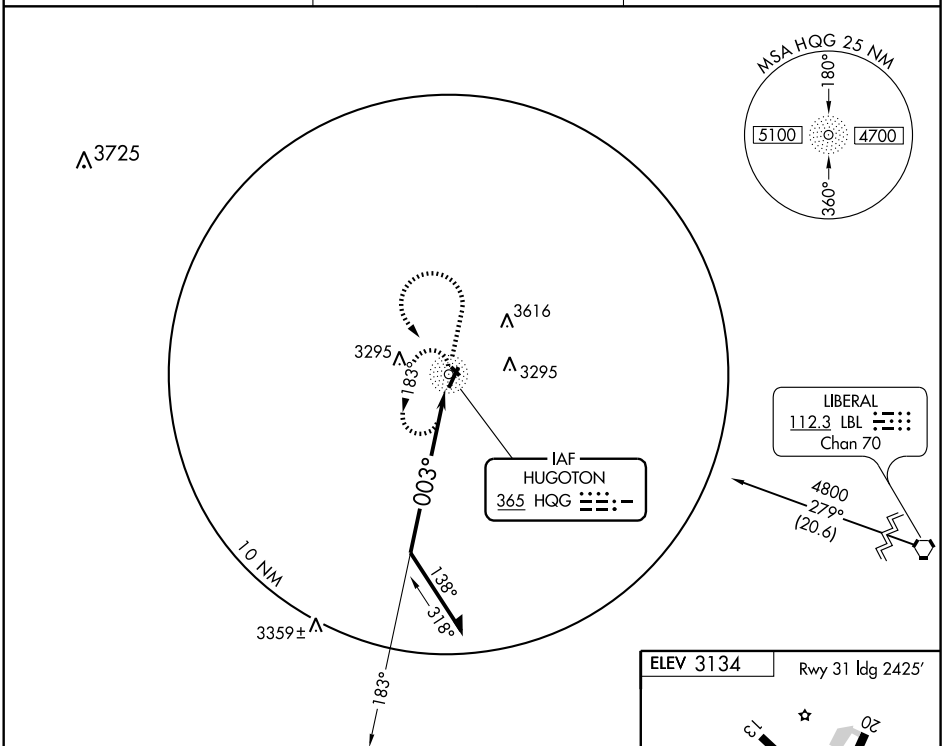
NDB HQG	APP CRS	Rwy Idg	5000
365	003°	TDZE	3133
		Apt Elev	3134

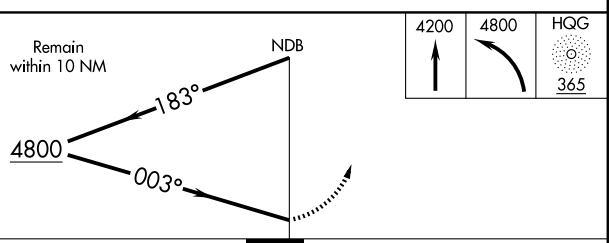
NDB RWY 2
HUGOTON MUNI (HQG)

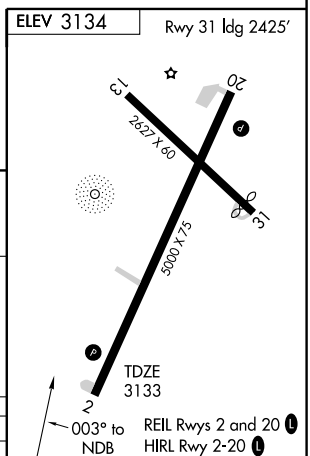
▼ / ▲ NA — If local altimeter setting not received, use Liberal altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then climbing left turn to 4800 direct HQG NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	3720-1	587 (600-1)	3720-1½ 587 (600-1½)	NA
CIRCLING	3720-1	586 (600-1)	3720-1½ 586 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

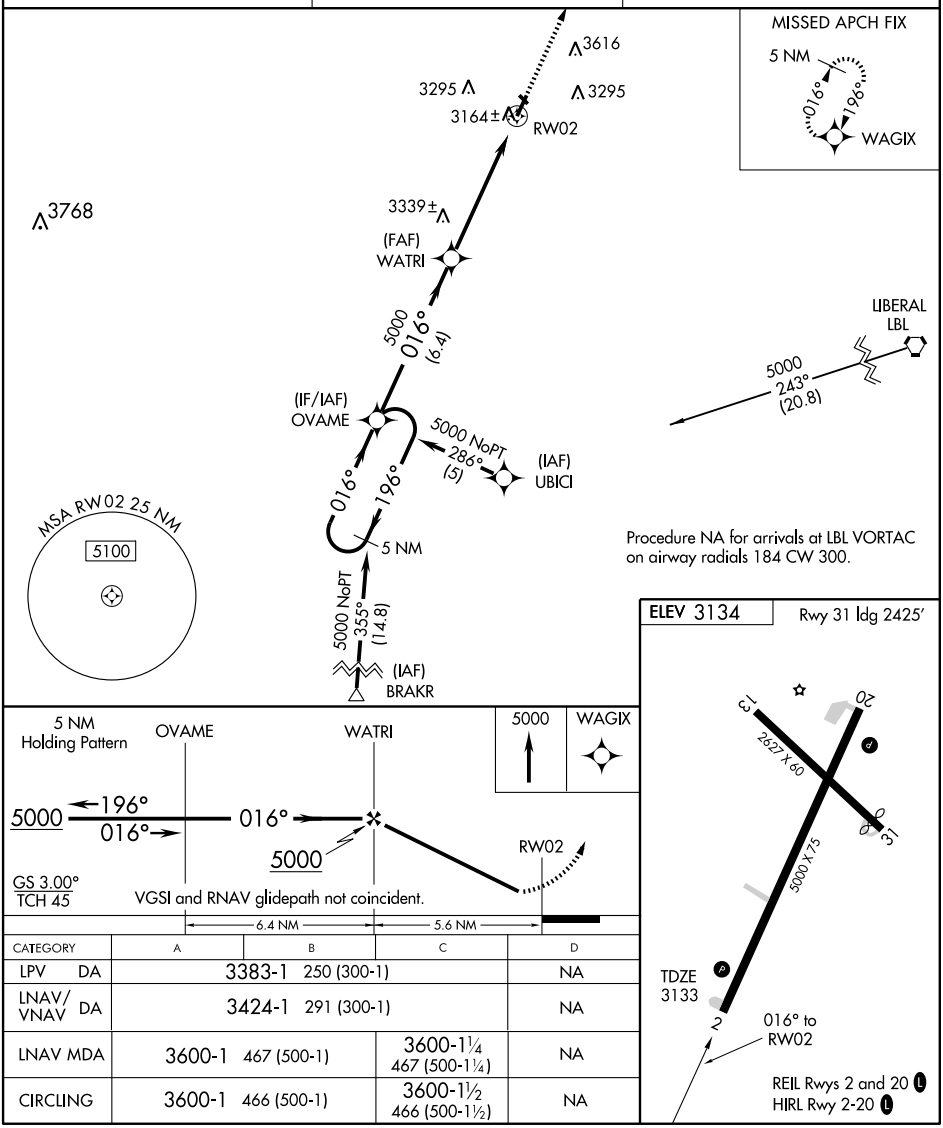
WAAS	APP CRS	Rwy Idg	5000
CH 63003	016°	TDZE	3133
W02A		Apt Elev	3134

RNAV (GPS) RWY 2
HUGOTON MUNI (HQG)

BARO-VNAV NA when using Liberal altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and all MDAs 100 feet.

MISSED APPROACH: Climb to 5000 direct WAGIX and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3383-1 250 (300-1)			NA
LNAV/VNAV DA	3424-1 291 (300-1)			NA
LNAV MDA	3600-1 467 (500-1)		3600-1¼ 467 (500-1¼)	NA
CIRCLING	3600-1 466 (500-1)		3600-1½ 466 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

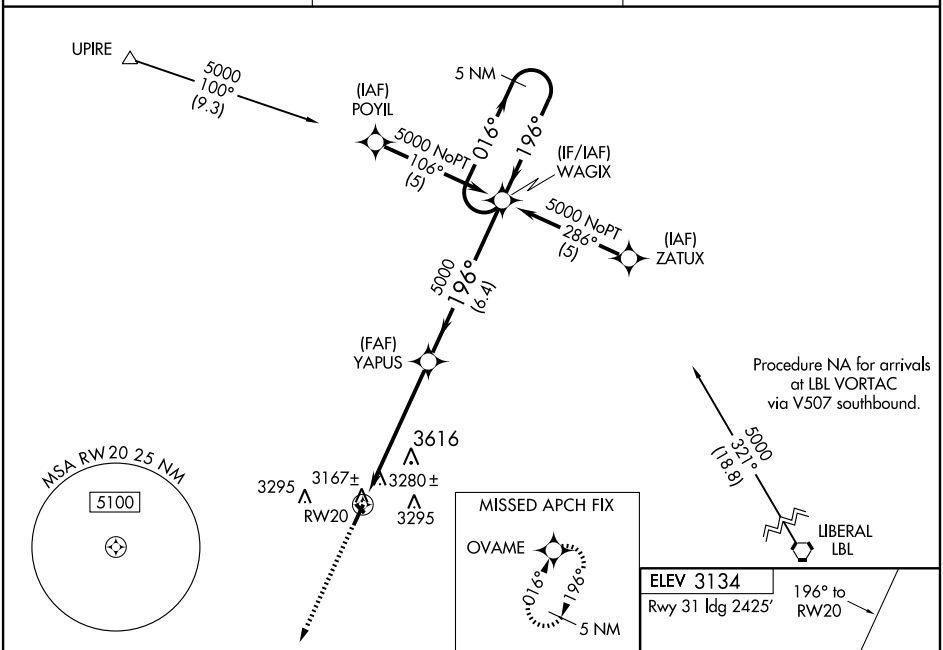
WAAS	APP CRS	Rwy Idg	5000
CH 86603	196°	TDZE	3132
W20A		Apt Elev	3134

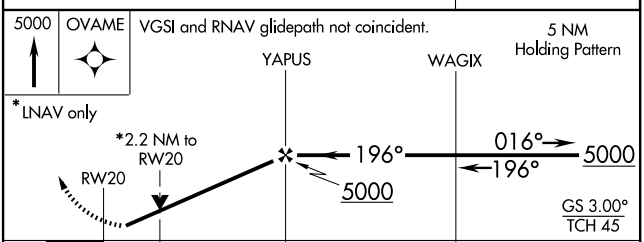
RNAV (GPS) RWY 20
HUGOTON MUNI (HQG)

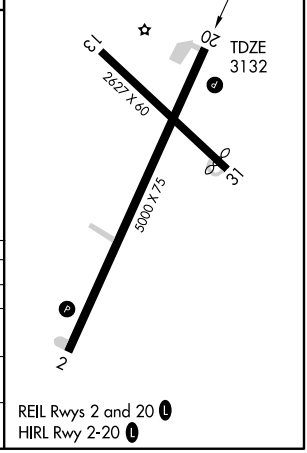
BARO-VNAV NA when using Liberal altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and MDAs 100 feet. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 5000 direct OVAME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.6	134.0 290.8	122.8 (CTAF) L

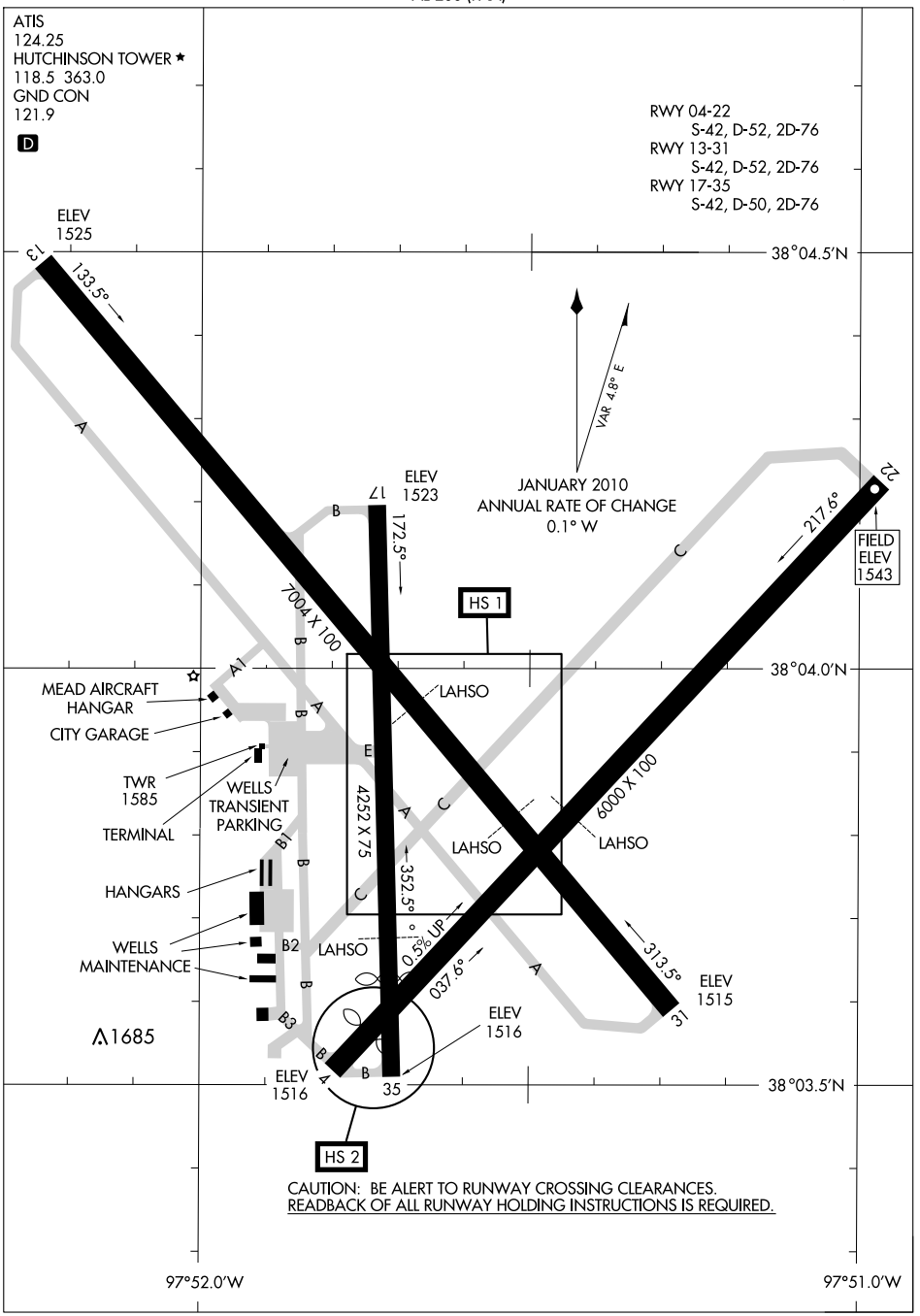






CATEGORY	A	B	C	D
LPV DA	3382-1 250 (300-1)			NA
LNAV/VNAV DA	3437-1 305 (400-1)			NA
LNAV MDA	3860-1 728 (800-1)		3860-2 728 (800-2)	NA
CIRCLING	3860-1 726 (800-1)		3860-2 726 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



NC-2, 21 OCT 2010 to 18 NOV 2010

HUTCHINSON MUNI (HUT) 3 E UTC−6(−5DT) N38°03.93′ W97°51.64′ **WICHITA**

1543 B S4 **FUEL** 100LL, JET A OX 1 Class IV, ARFF Index A NOTAM FILE HUT **H–5B, L–10I, 15D**

IAP, AD

RWY 13–31: H7004X100 (ASPH) S–42, D–52, 2D–76 HIRL

RWY 13: MALSR. Tree.

RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 42′. Road.

RWY 04–22: H6000X100 (ASPH–CONC) S–42, D–52, 2D–76 MIRL 0.5% up NE

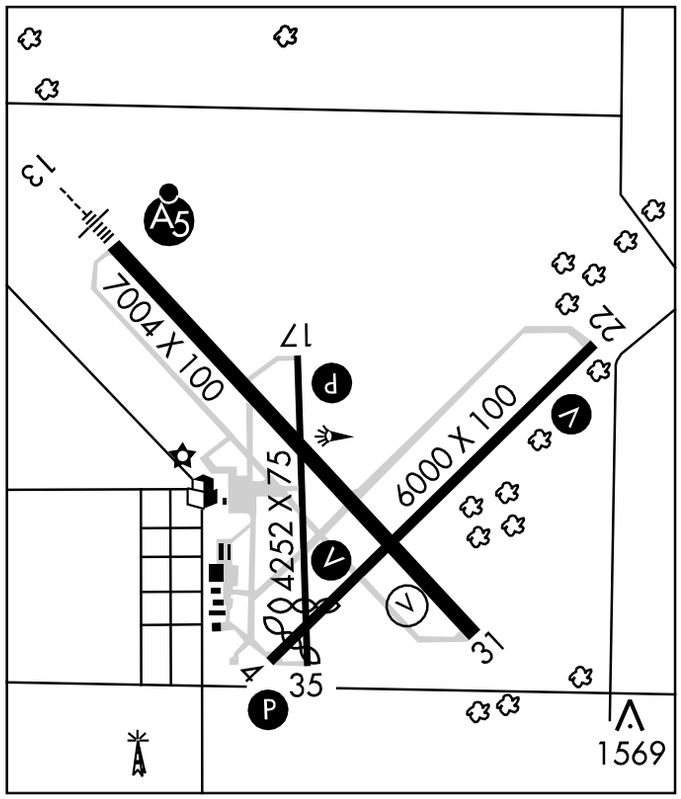
RWY 04: REIL. VASI(V4L)—GA 3.0° TCH 55′. Thld dsplcd 400′. Road.

RWY 22: REIL. VASI(V4L)—GA 3.4° TCH 42′. Ground.

RWY 17–35: H4252X75 (ASPH) S–42, D–50, 2D–76 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 42′. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 38′ . Thld dsplcd 800′. Road.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	04–22	5250
RWY 17	04–22	3200
RWY 22	13–31	3400
RWY 31	17–35	2800

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–6000	TODA–6000	ASDA–6000	LDA–5600
RWY 13:	TORA–7004	TODA–7004	ASDA–7004	LDA–7004
RWY 17:	TORA–4252	TODA–4252	ASDA–4252	LDA–4252
RWY 22:	TORA–6000	TODA–6000	ASDA–6000	LDA–6000
RWY 31:	TORA–7004	TODA–7004	ASDA–7004	LDA–7004
RWY 35:	TORA–4252	TODA–4252	ASDA–4252	LDA–3452

AIRPORT REMARKS: Attended 1300–0100Z‡. For attendant after hours call 620–663–1546. Crane 200′ AGL 1000′ E of Rwy 17–35 midfield SR–SS daily. Arpt CLOSED to air carrier ops with over 30 passenger seats except 24 hour PPR. Call arpt manager 620–694–2692; city manager 620–694–2610. Migratory birds on and invof arpt. Crossing rwys used for taxiing to and from active rwys. Rwy 13 touchdown rwy visual range avbl. ACTIVATE HIRL Rwy 13–31, MIRL Rwy 17–35, MIRL Rwy 04–22, MALSR Rwy 13, VASI Rwy 04 and Rwy 22, PAPI Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (620) 662–1071. LAWRS.

COMMUNICATIONS: CTAF 118.5 **ATIS:** 124.25 **UNICOM** 122.95

RCO 122.05 (FORT WORTH RADIO)

Ⓡ **WICHITA APP/DEP CON** 125.5

TOWER 118.5 (1300–0500Z‡) **GND CON** 121.9

VFR ADVSY SVC ctc **APP CON**

AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

(L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 031° 5.4 NM to fld. 1531/9E.

SALTT NDB (LOM) 404 HU N38°07.42′ W97°55.62′ 132° 4.7 NM to fld.

ILS 110.1 I–HUT Rwy 13 Class IE. LOM SALTT NDB. ILS unmonitored when twr clsd.

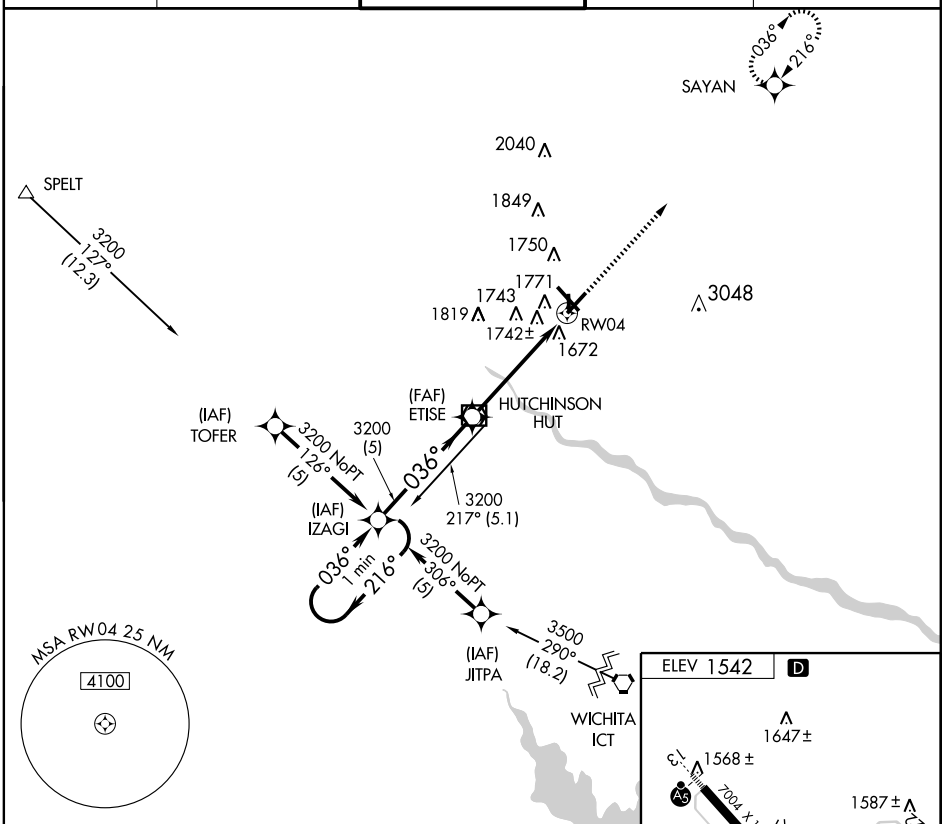
APP CRS	Rwy Idg	5600
036°	TDZE	1518
	Apt Elev	1542

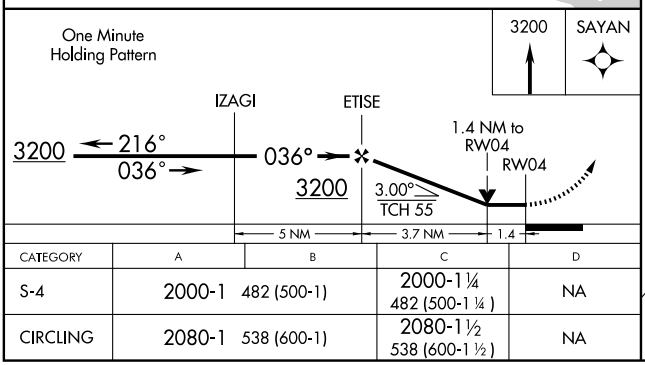
GPS RWY 4
HUTCHINSON MUNI (HUT)

NA

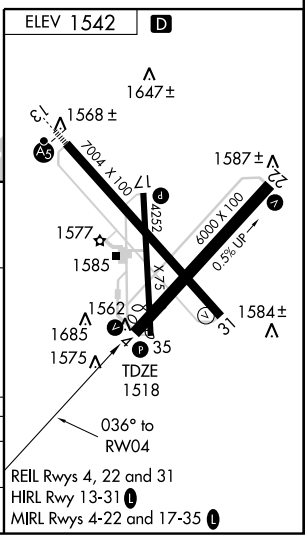
MISSED APPROACH: Climb to 3200 direct SAYAN WP and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





CATEGORY	A	B	C	D
S-4	2000-1	482 (500-1)	2000-1¼ 482 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

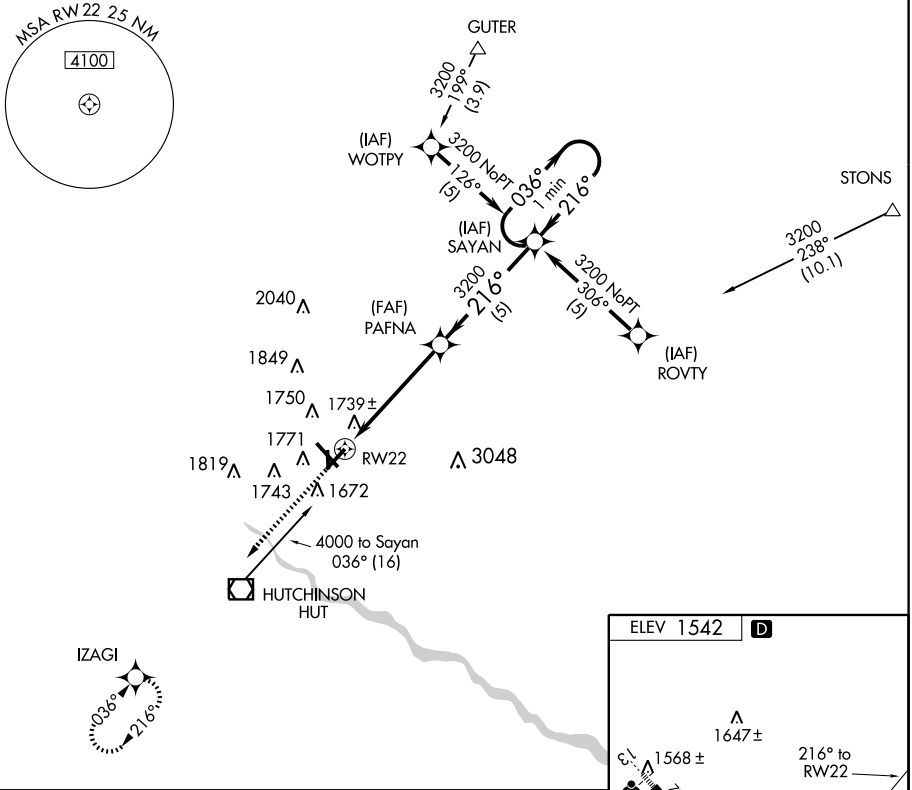
APP CRS	Rwy Idg	6000
216°	TDZE	1542
	Apt Elev	1542

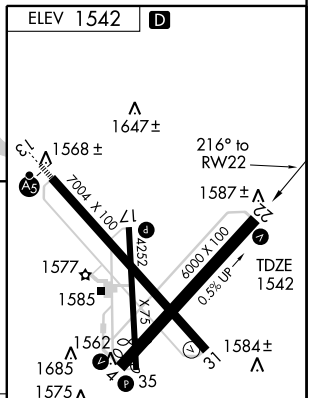
GPS RWY 22
HUTCHINSON MUNI (HUT)

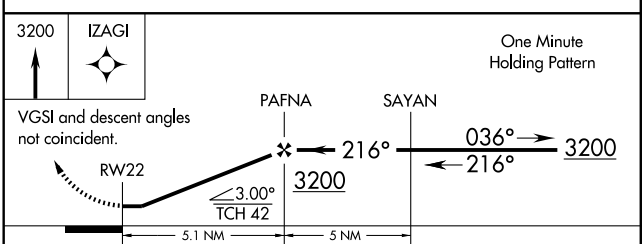
NA

MISSED APPROACH: Climb to 3200 direct IZAGI WP and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

REIL Rwys 4, 22, and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-HUT	APP CRS	Rwy Idg	7004
110.1	132°	TDZE	1524
		Apt Elev	1542

ILS or LOC RWY 13
HUTCHINSON MUNI (HUT)

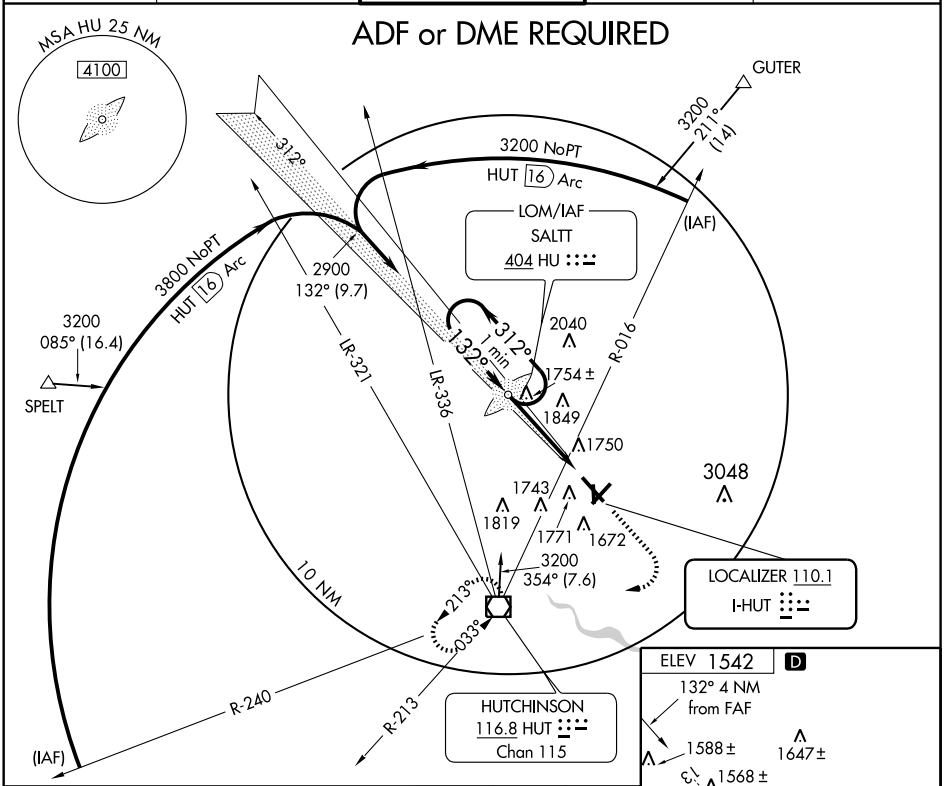
*S-ILS 13 RVR 1800 authorized with the use of FD or AP or HUD to DA.

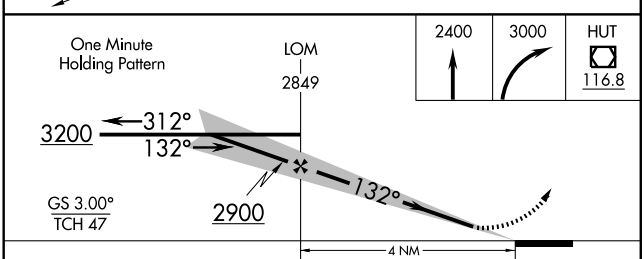
MALSR

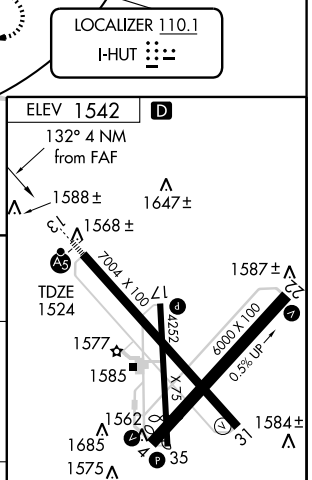
MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95

ADF or DME REQUIRED







REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-ILS 13	*1724/24 200 (200-½)			NA
S-LOC 13	2000/24 476 (500-½)		2000/40 476 (500-¾)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

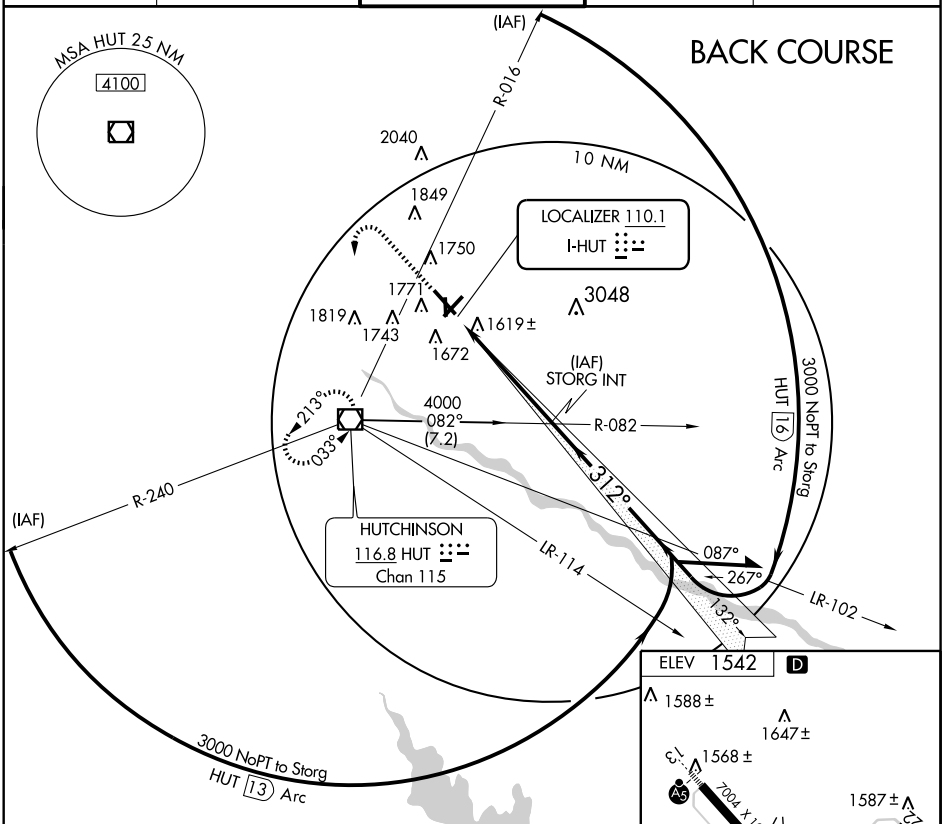
21 OCT 2010 to 18 NOV 2010

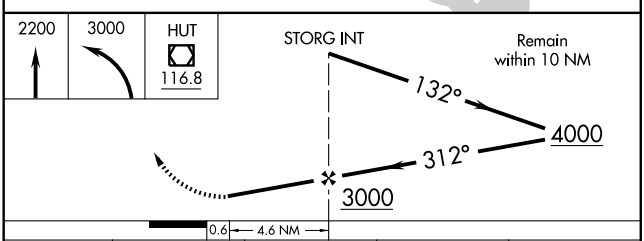
LOC I-HUT	APP CRS	Rwy Idg	7004
110.1	312°	TDZE	1520
		Apt Elev	1542

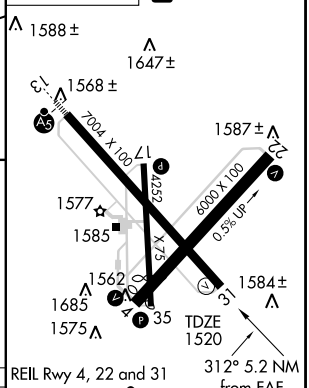
LOC BC RWY 31
HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-31	1880-1 360 (400-1)			NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM HU 404	APP CRS 132°	Rwy Idg 7004 TDZE 1525 Apt Elev 1543

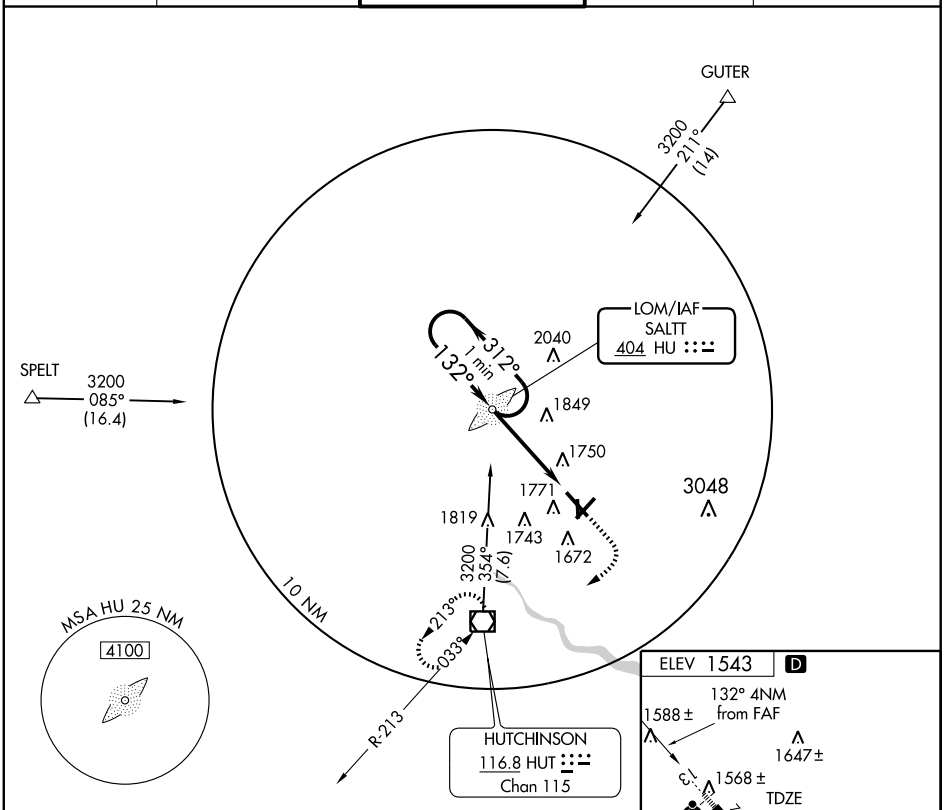
NDB RWY 13

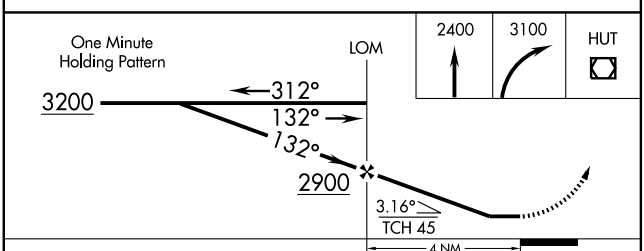
HUTCHINSON MUNI (HUT)

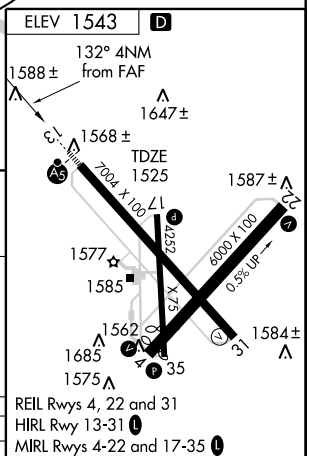
MALSR

MISSED APPROACH: Climb to 2400, then climbing right turn to 3100 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

CATEGORY	A	B	C	D
S-13	2200/40	675 (700-¾)	2200-1½ 675 (700-1½)	NA
CIRCLING	2200-1	657 (700-1)	2200-2 657 (700-2)	NA

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7004
CH 50210	132°	TDZE	1525
W13A		Apt Elev	1543

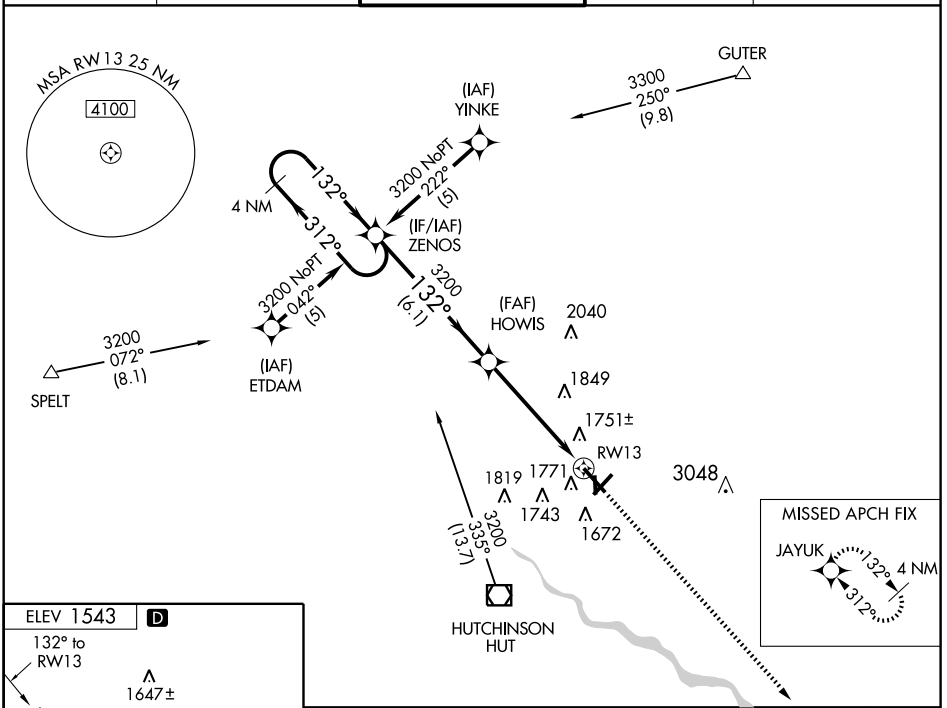
RNAV (GPS) RWY 13
HUTCHINSON MUNI (HUT)

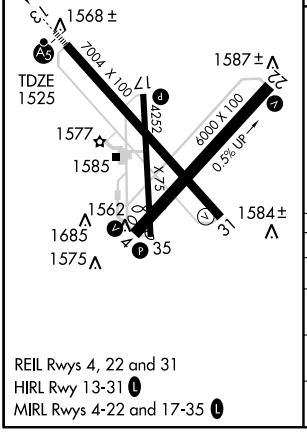
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Newton altimeter setting and increase all DA 66 feet, and all MDA 80 feet, LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all cats ¾ mile, and circling visibility Cat C ¼ mile. For inoperative MALSR increase LPV visibility to 1¼ mile all Cats; when using Newton altimeter setting, increase LPV visibility to 1½ mile all Cats, inoperative table does not apply to LNAV/VNAV.

MALSR

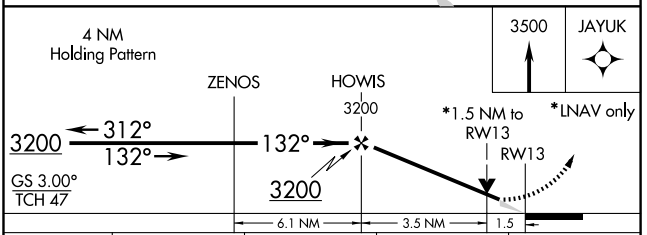
MISSED APPROACH: Climb to 3500 direct JAYUK and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	1856/40 331 (400-¾)			NA
LNAV/VNAV DA	2077-1½ 552 (600-1½)			NA
LNAV MDA	2040/24 515 (600-½)		2040/50 515 (600-1)	NA
CIRCLING	2080-1 537 (600-1)		2080-1½ 537 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

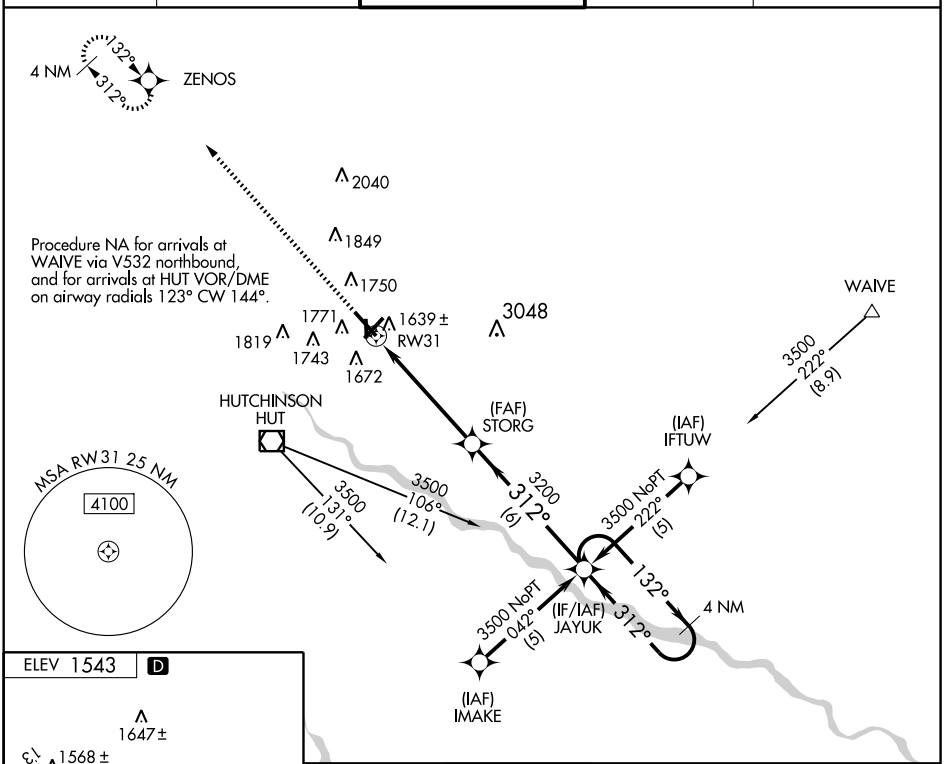
APP CRS	Rwy Idg	7004
312°	TDZE	1520
	Apt Elev	1543

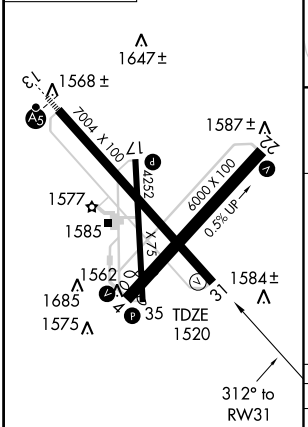
RNAV (GPS) RWY 31
HUTCHINSON MUNI (HUT)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newton altimeter setting and increase all MDA 80 feet and increase LNAV and circling Cat C visibility ¼ mile.

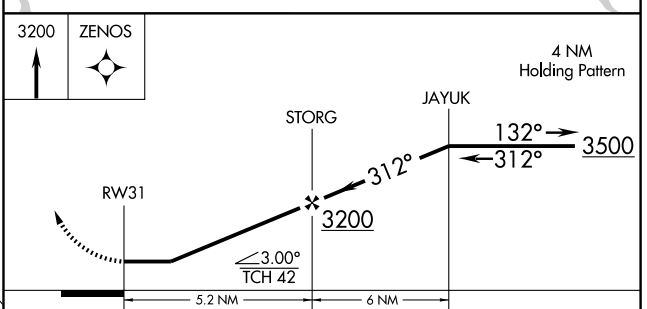
MISSED APPROACH: Climb to 3200 direct ZENOS and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





REIL Rwys 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	1960-1	440 (500-1)	1960-1¼ 440 (500-1¼)	NA
CIRCLING	2080-1	537 (600-1)	2080-1½ 537 (600-1½)	NA

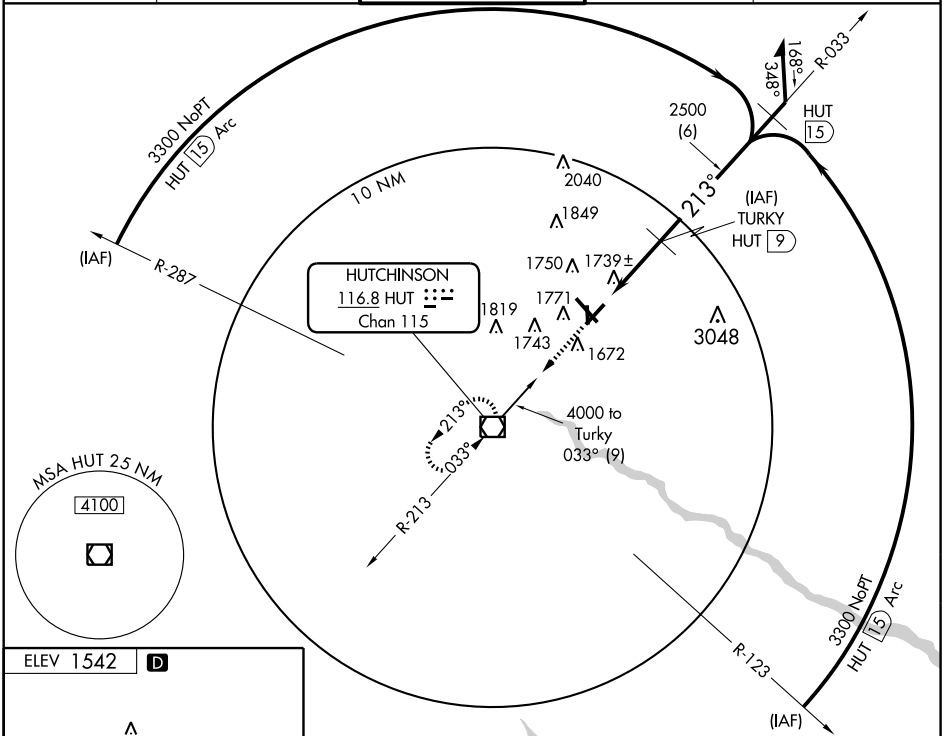
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

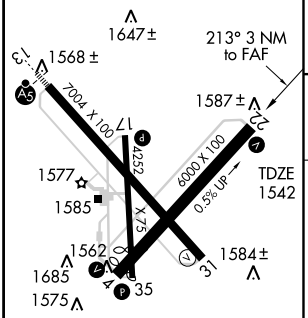
VOR/DME HUT	APP CRS	Rwy Idg	6000
116.8	213°	TDZE	1542
Chan 115		Apt Elev	1542

VOR/DME RWY 22
HUTCHINSON MUNI (HUT)

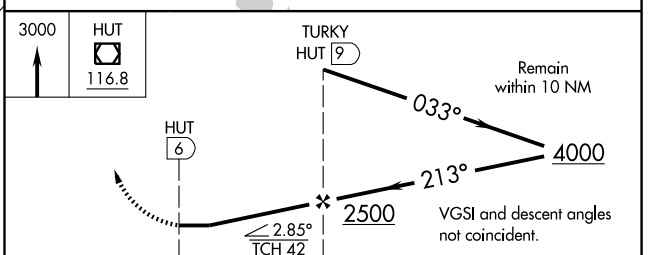
MISSED APPROACH: Climb to 3000 direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95





REIL Rwy 4, 22 and 31
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L



CATEGORY	A	B	C	D
S-22	2000-1	458 (500-1)	2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

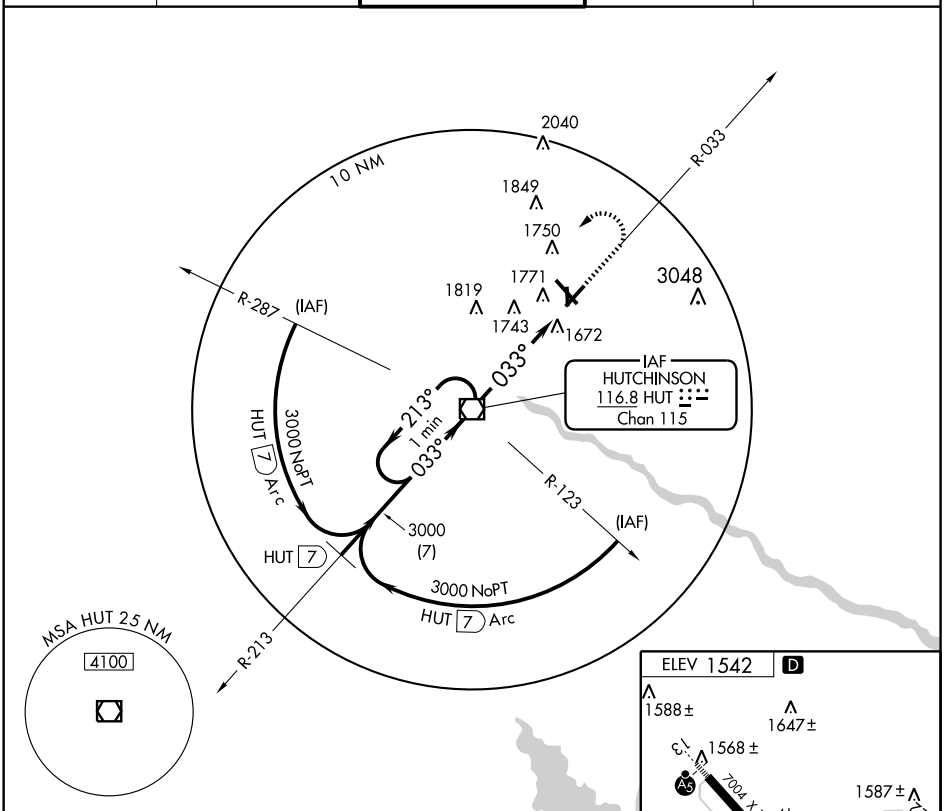
VOR/DME HUT 116.8 Chan 115	APP CRS 033°	Rwy Idg 5600 TDZE 1518 Apt Elev 1542

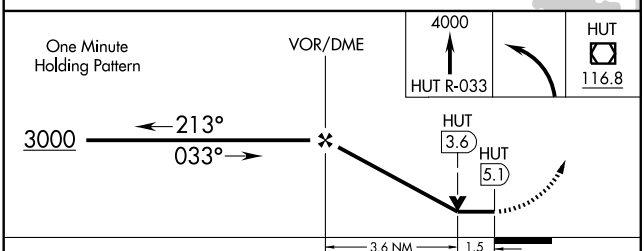
VOR RWY 4

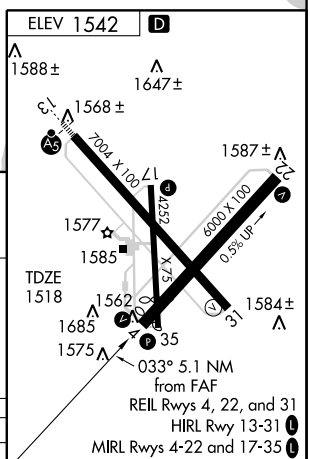
HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 4000 via HUT R-033 then left turn direct HUT VOR/DME and hold.

ATIS	WICHITA APP CON	HUTCHINSON TOWER ★	GND CON	UNICOM
124.25	125.5 306.2	118.5 (CTAF) L 363.0	121.9	122.95







CATEGORY	A	B	C	D
S-4	2040-1	522 (500-1)	2040-1½ 522 (500-1½)	NA
CIRCLING	2080-1	538 (600-1)	2080-1½ 538 (600-1½)	NA

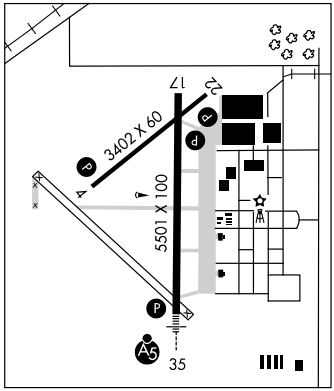
FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

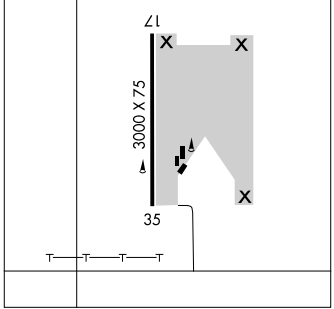
INDEPENDENCE MUNI (IDP) 5 SW UTC−6(−5DT) N37°09.50′ W95°46.70′
825 B **FUEL** 100LL, JET A NOTAM FILE ICT
RWY 17–35: H5501X100 (ASPH) S–24, D–30 HIRL
RWY 17: REIL. PAPI(P4L).
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 04–22: H3402X60 (ASPH) S–24, D–30 MIRL
RWY 04: PAPI(P4L). **RWY 22:** PAPI(P4L).
AIRPORT REMARKS: Attended Mon–Thur 1300–0000Z‡, Fri 1200–0000Z‡, Sat 1400–2300Z‡. 100LL only self svc avbl 24 hrs. Ultralight acft on and invof arpt. No line of sight Rwy 04–22. Extensive flight testing and flight training invof arpt. Manufactured acft testing on and invof arpt. Wildlife on and invof rwys. Migratory birds and waterfowl on and invof arpt. Crop dusting activity invof arpt. Farm machinery on and invof arpt. Crop dusting acft and agricultural equipment on and invof arpt. Rwy 35 is designated as calm wind rwy. Rwy 22 PAPI OTS indef. ACTIVATE MIRL Rwy 04–22 and HIRL Rwy 17–35, PAPI Rwy 04, Rwy 17, Rwy 22 and Rwy 35, MALSR Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (620) 331–5980.
COMMUNICATIONS: CTAF 126.075 **UNICOM** 122.95
KANSAS CITY CENTER APP/DEP CON 132.9
TOWER 126.075 (1400–0000Z‡) **GND CON** 119.225
CLNC DEL 121.65 (Provided by KANSAS CITY CENTER when tower clsd)
AIRSPACE: CLASS D svc 1400–0000Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BVO.
BARTLESVILLE (L) VORW/DME 117.9 BVO Chan 126 N36°50.06′ W96°01.10′ 023° 22.6 NM to fld. 940/8E.
JEFFE NDB (LOM) 329 ID N37°03.95′ W95°46.67′ 355° 5.6 NM to fld. NOTAM FILE ICT.
ILS/DME 110.7 I–IDP Chan 44 Rwy 35. LOM JEFFE NDB.

KANSAS CITY
H–6I, L–15E
IAP



INGALLS MUNI (3ØK) 6 NW UTC−6(−5DT) N37°54.41′ W100°31.89′
2814 NOTAM FILE ICT
RWY 17–35: H3000X75 (CONC) S–21
RWY 35: Pole.
AIRPORT REMARKS: Unattended. Rwy 17–35 vegetation and loose pieces of conc in joints of rwy.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ 083° 9.2 NM to fld. 2877/11E.

WICHITA
L–10H, 15C



LOC/DME I-IDP	APP CRS	Rwy Idg	5500
110.7	355°	TDZE	819
Chan 44		Apt Elev	822

ILS RWY 35

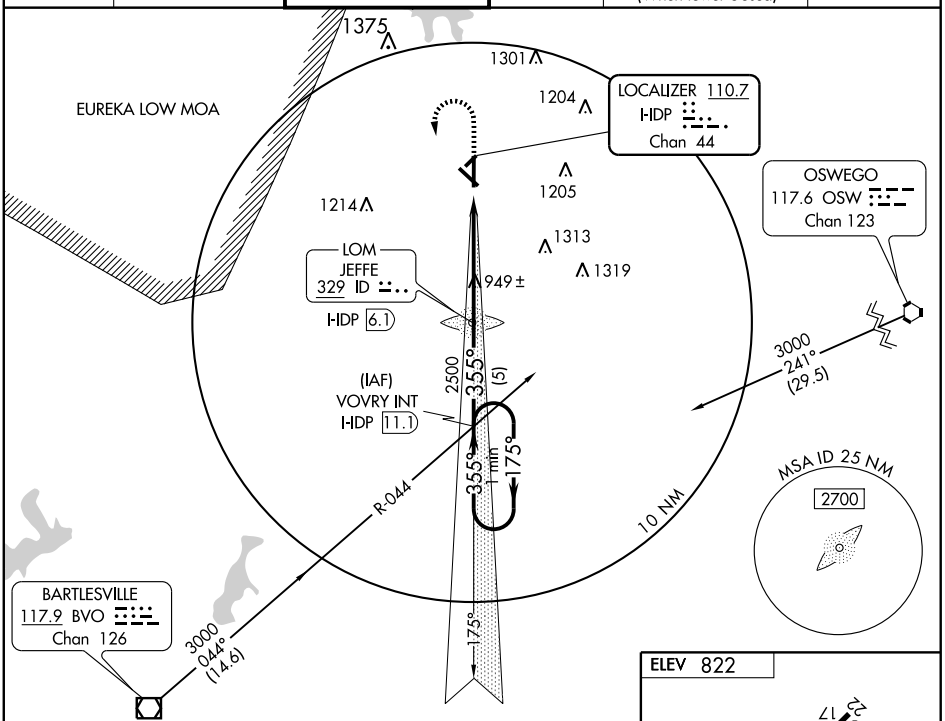
INDEPENDENCE MUNI (IDP)

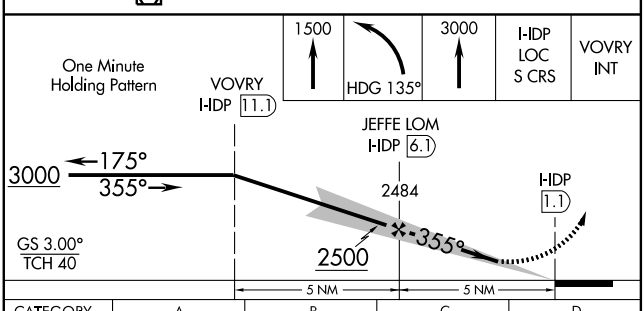
NA

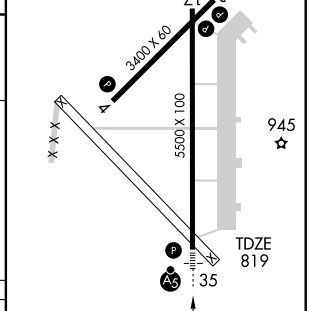
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn heading 135° to 3000 intercept I-IDP LOC S course to VOVRY Int and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 35	1019-½ 200 (200-½)			NA
S-LOC 35	1200-½ 381 (400-½)			NA
CIRCLING	1300-1 478 (500-1)		1300-1½ 478 (500-1½)	NA

MIRL Rwys 4-22 L
HIRL Rwys 17-35 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM ID	APP CRS	Rwy Idg	5500
329	356°	TDZE	821
		Apt Elev	822

NDB RWY 35

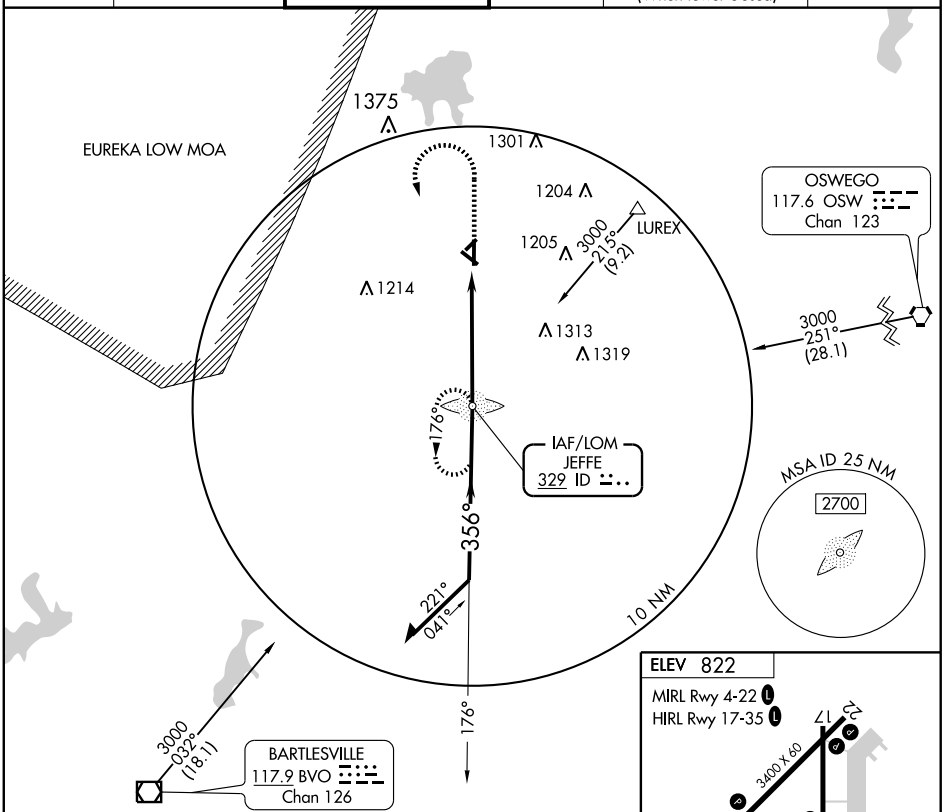
INDEPENDENCE MUNI (IDP)

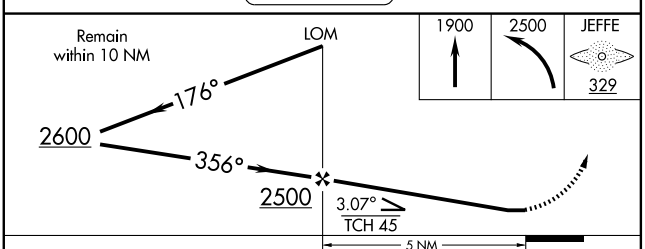
NA

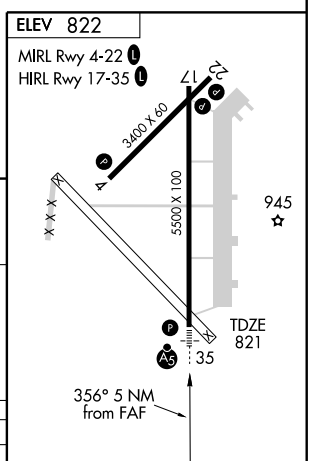
MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct JEFFE LOM and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-35	1360-¾ 539 (600-¾)		1360-1 539 (600-1)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
175°	TDZE	821
	Apt Elev	825

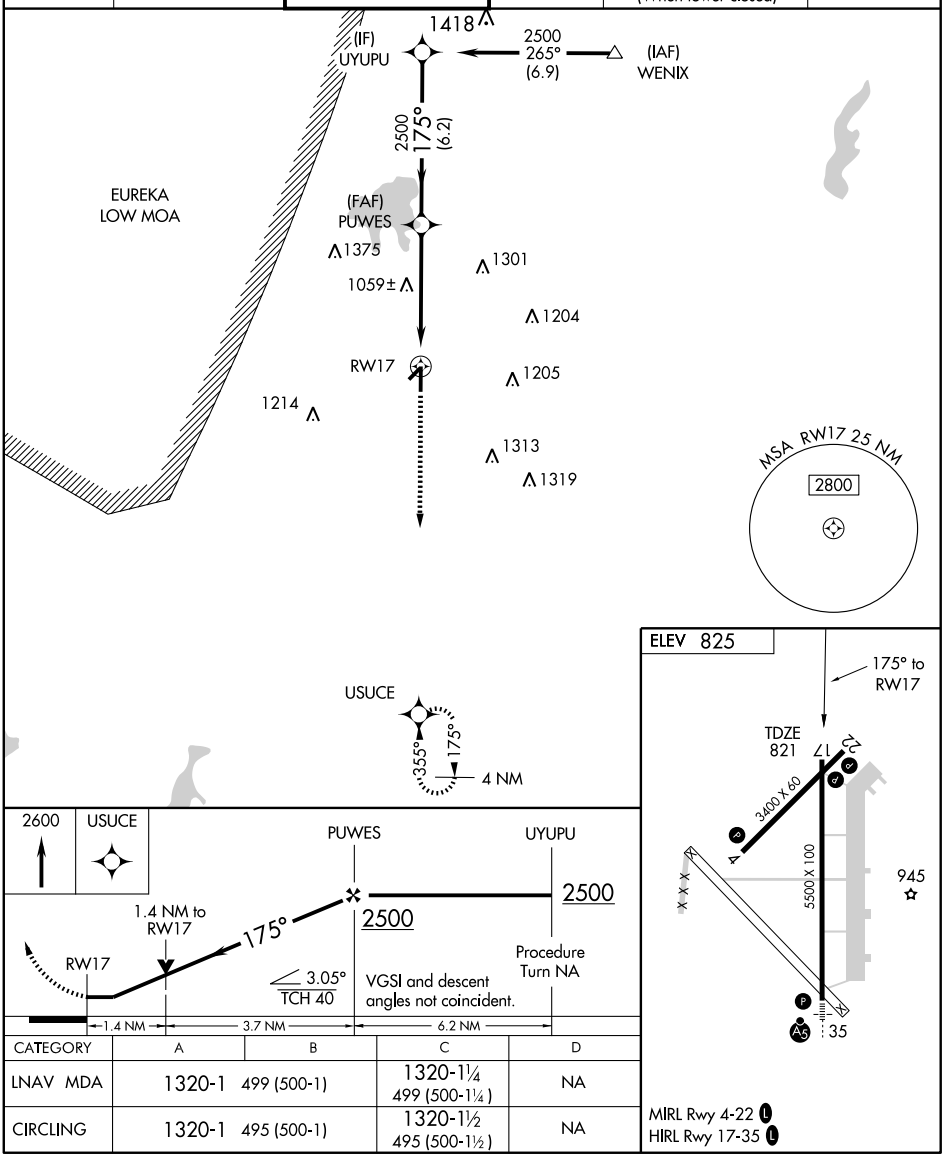
RNAV (GPS) RWY 17

INDEPENDENCE MUNI (IDP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct USUCE and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1320-1	499 (500-1)	1320-1¼ 499 (500-1¼)	NA
CIRCLING	1320-1	495 (500-1)	1320-1½ 495 (500-1½)	NA

MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 53310	355°	TDZE	821
W35A		Apt Elev	825

RNAV (GPS) RWY 35

INDEPENDENCE MUNI (IDP)

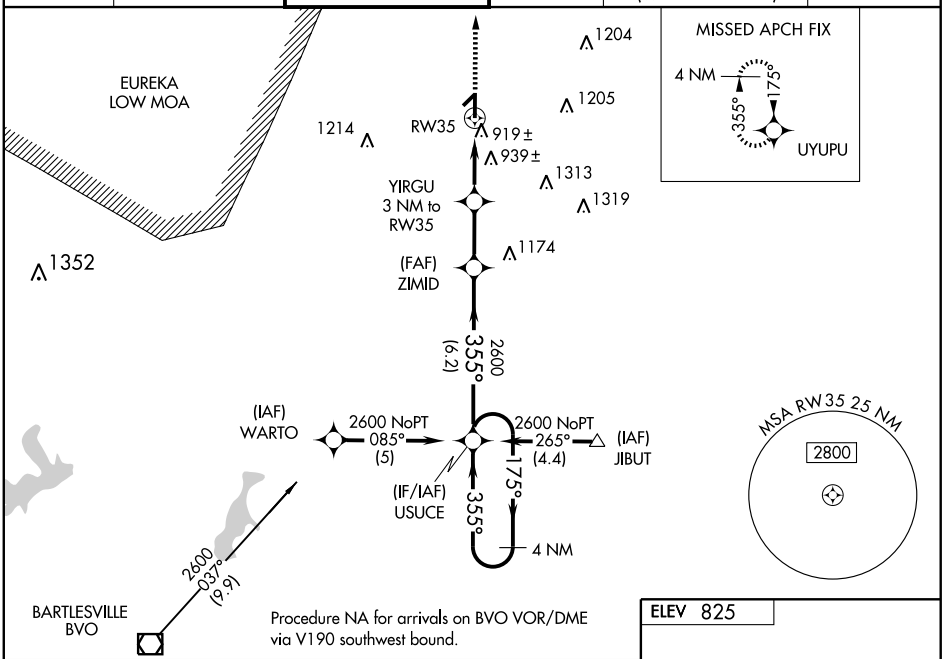
For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C visibility ¼ mile.

NA

MALSR

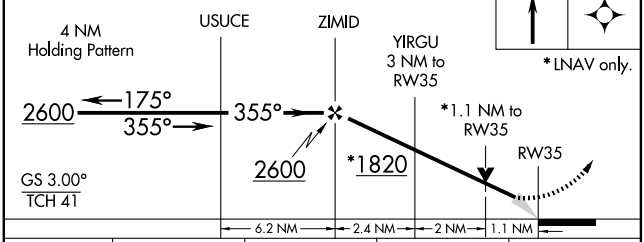
MISSED APPROACH: Climb to 2600 direct UYUPU and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) L	119.225	121.65 (When tower closed)	122.95



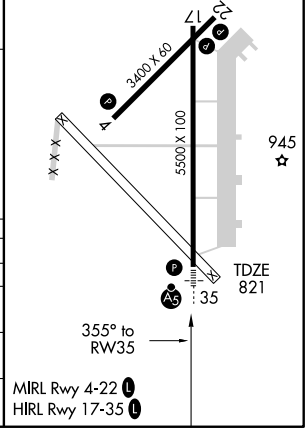
Procedure NA for arrivals on BVO VOR/DME via V190 southwest bound.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1071-½ 250 (300-½)			NA
LNAV/VNAV DA	1217-1 396 (400-1)			NA
LNAV MDA	1200-½ 379 (400-½)			NA
CIRCLING	1300-1 475 (500-1)		1300-1½ 475 (500-1½)	NA

ELEV 825



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BVO 117.9 Chan 126	APP CRS 023°	Rwy Idg N/A TDZE N/A Apt Elev 825

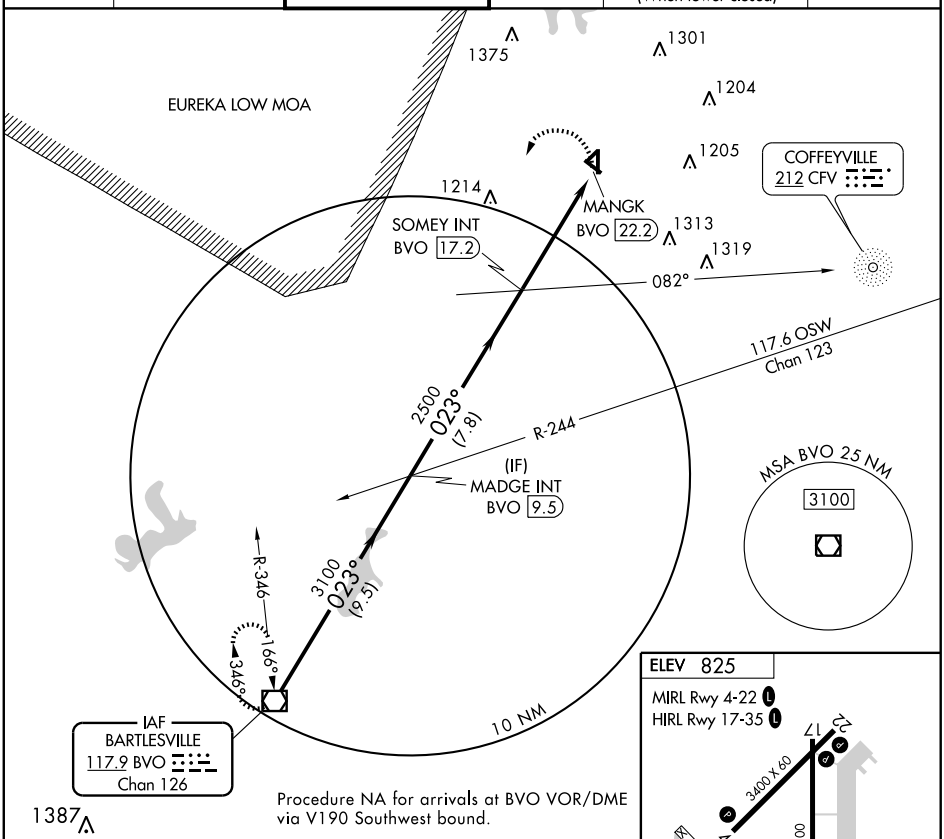
VOR-A

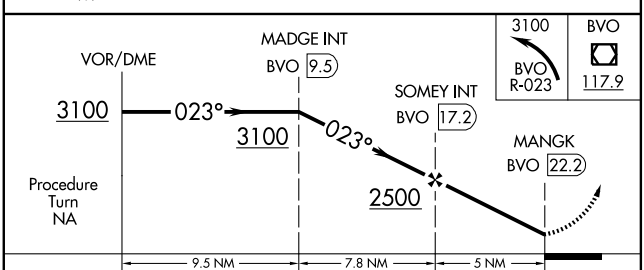
INDEPENDENCE MUNI (IDP)

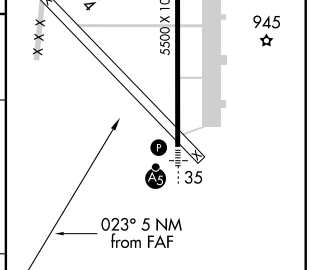
ADF or DME REQUIRED. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet, and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via BVO VOR/DME R-023 to BVO VOR/DME and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) L	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95







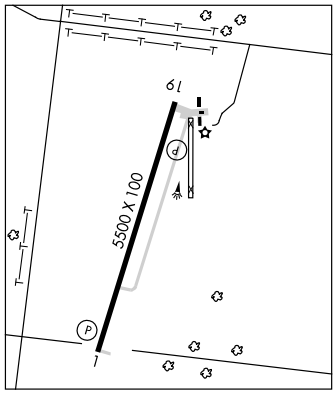
CATEGORY	A	B	C	D
CIRCLING	1420-1 595 (600-1)	1420-1¼ 595 (600-1¼)	1420-1½ 595 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

IOLA

ALLEN CO (K88) 3 SE UTC−6(−5DT) N37°52.09′ W95°23.22′ — KANSAS CITY
1015 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT — H–6I, L–10J, 15E
RWY 01–19: H5500X100 (CONC) HIRL — IAP
RWY 01: REIL. PAPI (P4L). Trees.
RWY 19: REIL. PAPI (P4L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Powerchute activity on and invof arpt. Wildlife on and invof arpt. ACTIVATE HIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (620) 365-1466.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 029° 17.5 NM to fld. 1080/5E.
MONARCH NDB (MHW) 410 MSB N37°47.49′ W95°24.90′ 012° 4.8 NM to fld. NOTAM FILE ICT.



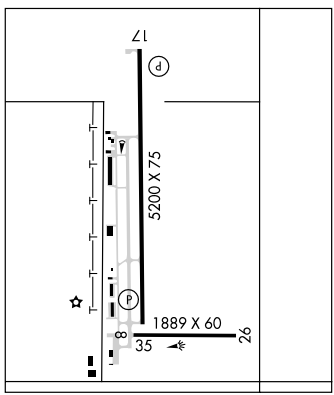
JEFFE N37°03.95′ W95°46.67′ NOTAM FILE ICT. — KANSAS CITY
NDB (LOM) 329 ID 355° 5.6 NM to Independence Muni. — L–15E

JETMORE MUNI (K79) 6 S UTC−6(−5DT) N37°59.07′ W99°53.66′ — WICHITA
2466 B NOTAM FILE ICT — L–10H, 15C
RWY 17–35: H4205X75 (ASPH–CONC) S–15 LIRL (NSTD)
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL due to spacing and number of lgts. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 025° 9.6 NM to fld. 2565/8E. **HIWAS.**

JOHNSON CO EXECUTIVE (See OLATHE)

JOHNSON

STANTON CO MUNI (2K3) 2 NE UTC−6(−5DT) N37°35.12′ W101°43.94′ — WICHITA
3325 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE ICT — L–10G, 15B
RWY 17–35: H5200X75 (CONC) S–30, D–30 MIRL — IAP
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 08–26: H1889X60 (ASPH) S–3
RWY 26: Road.
AIRPORT REMARKS: Attended 1400–0000Z‡. PAEW adjacent all rwys. Rwy 08–26 surface cracking with small weeds growing in cracks. Twy adjacent to Rwy 17–35 parallel twy unmarked. MIRL Rwy 17–35 preset on low ints dusk–0400Z‡, to increase ints and ACTIVATE after 0400Z‡—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (620) 492–2100.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 301° 48.7 NM to fld. 2891/11E. **HIWAS.**
BEAR CREEK NDB (MHW) 341 JHN N37°38.14′ W101°44.08′ 168° 3.2 NM to fld. NOTAM FILE ICT.



NDB MSB 410	APP CRS 012°	Rwy Idg 5500 TDZE 1013 Apt Elev 1015

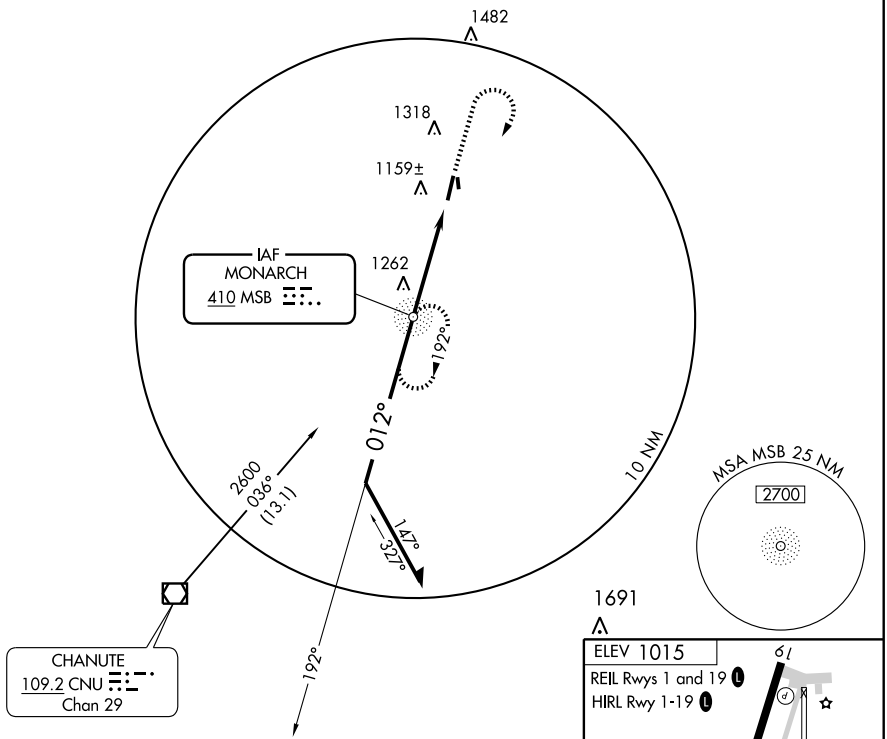
NDB RWY 1

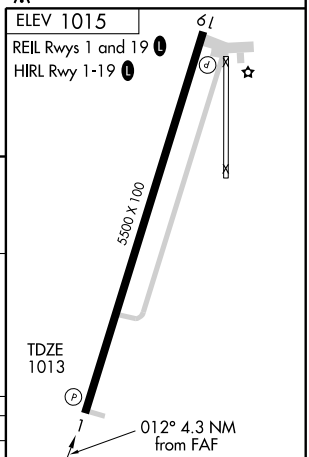
IOLA/ALLEN COUNTY (K88)

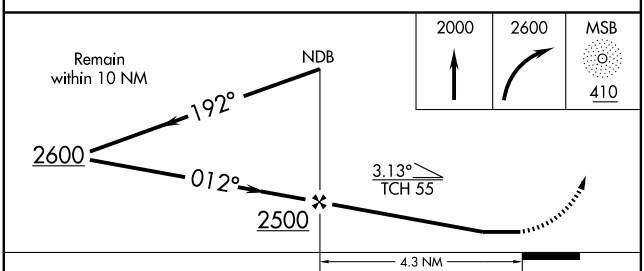
▼ NA — Visibility reduction by helicopters NA. When local altimeter setting not received, Use Chanute altimeter setting and increase all MDA 40 feet, increase S-1 Cat C visibility ¼.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MSB NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	1500-1 487 (500-1)		1500-1¼ 487 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5500
009°	TDZE	1013
	Apt Elev	1015

RNAV (GPS) RWY 1

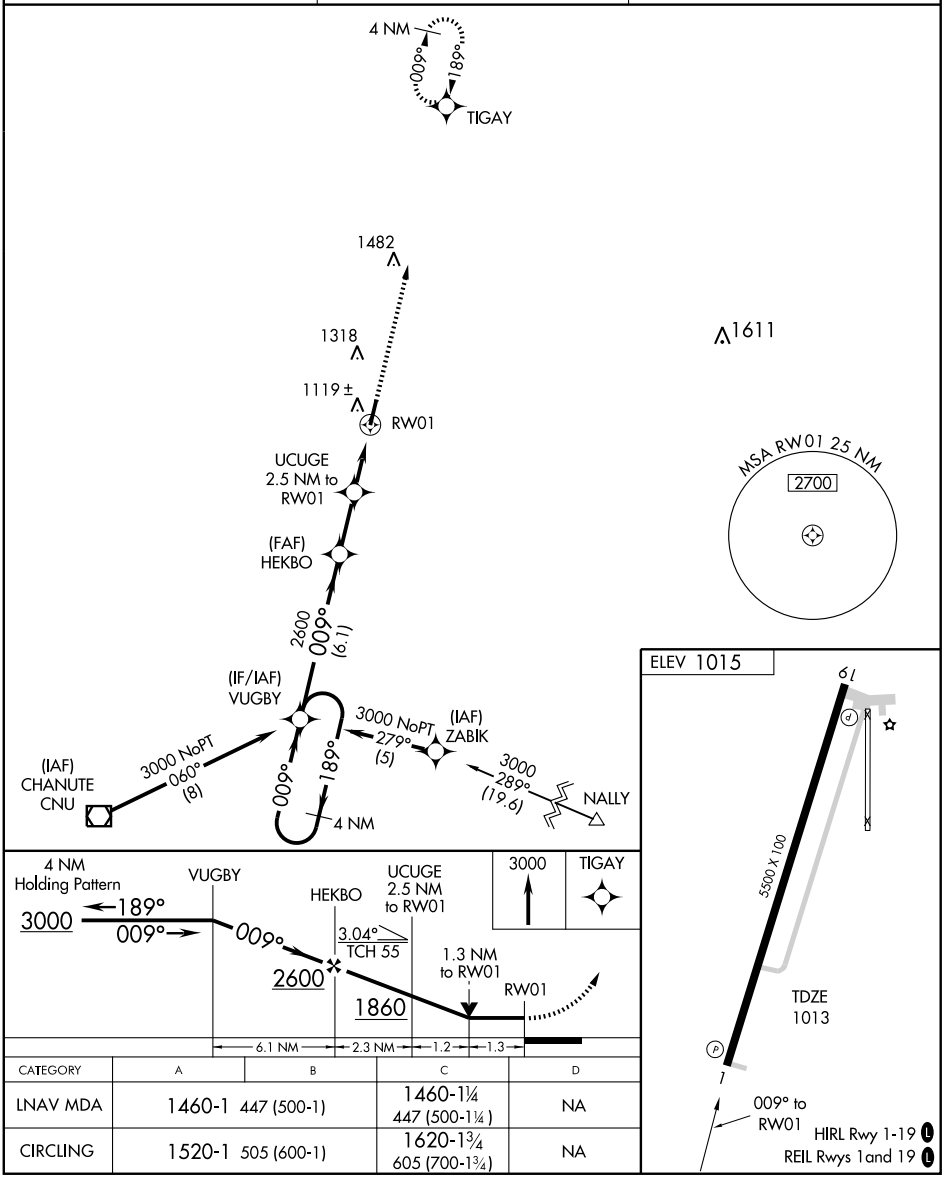
IOLA/ALLEN COUNTY (K88)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet. VDP NA when using Chanute altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct TIGAY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1 447 (500-1)		1460-1¼ 447 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

IOLA/ALLEN COUNTY (K88)

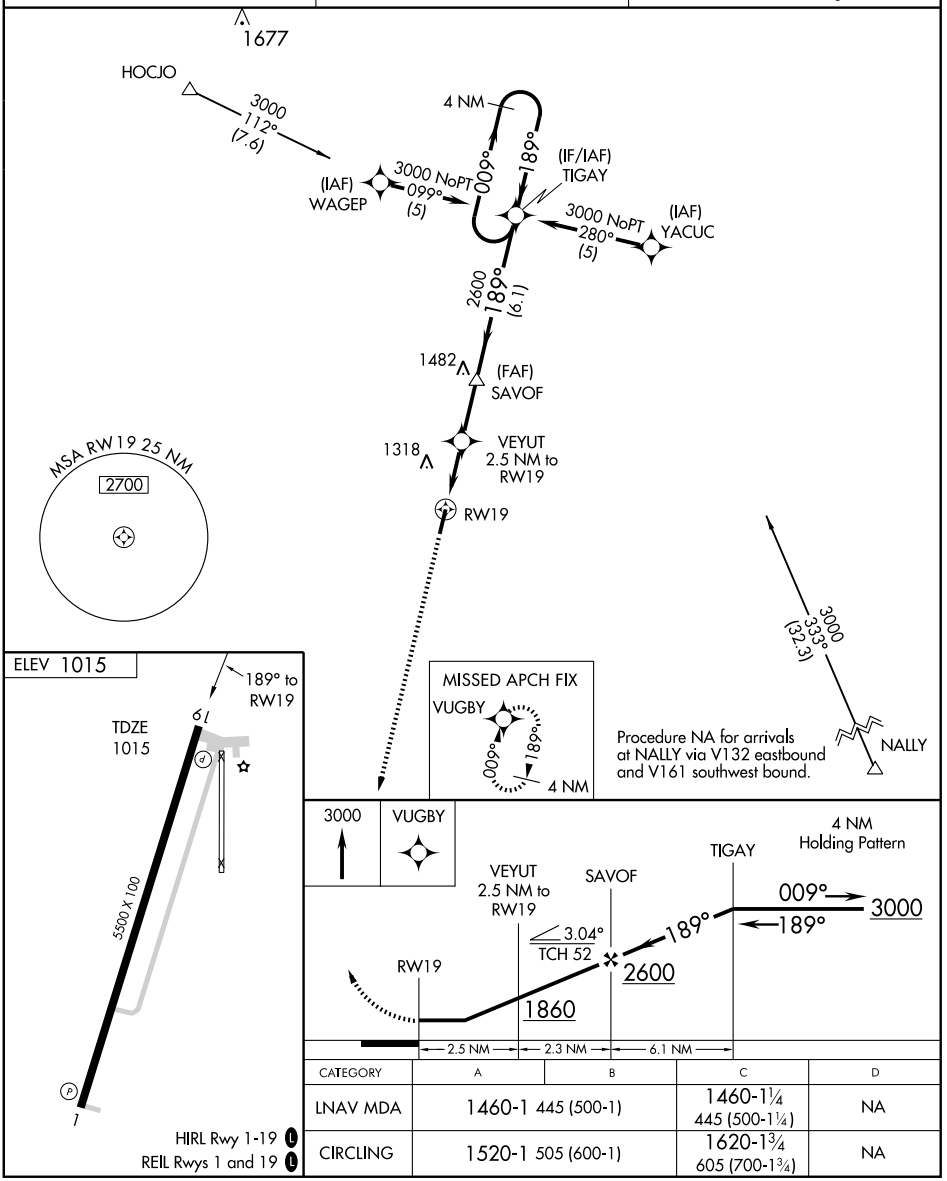
APP CRS	Rwy Idg	5500
189°	TDZE	1015
	Apt Elev	1015

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 3000 direct VUGBY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
128.325	127.725 270.25	122.8 (CTAF) L

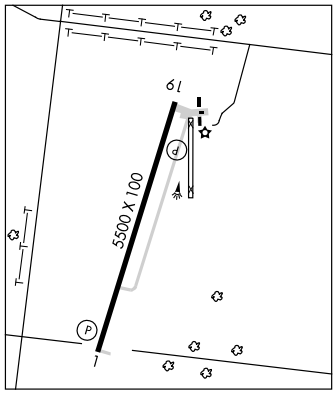


CATEGORY	A	B	C	D
LNAV MDA	1460-1 445 (500-1)		1460-1¼ 445 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

IOLA

ALLEN CO (K88) 3 SE UTC−6(−5DT) N37°52.09′ W95°23.22′ — KANSAS CITY
1015 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT — H–6I, L–10J, 15E
RWY 01–19: H5500X100 (CONC) HIRL — IAP
RWY 01: REIL. PAPI (P4L). Trees.
RWY 19: REIL. PAPI (P4L). Trees.
AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. Powerchute activity on and invof arpt. Wildlife on and invof arpt. ACTIVATE HIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (620) 365-1466.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 029° 17.5 NM to fld. 1080/5E.
MONARCH NDB (MHW) 410 MSB N37°47.49′ W95°24.90′ 012° 4.8 NM to fld. NOTAM FILE ICT.



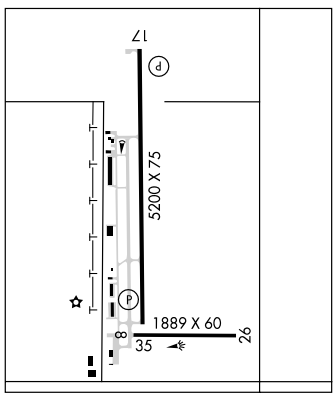
JEFFE N37°03.95′ W95°46.67′ NOTAM FILE ICT. — KANSAS CITY
NDB (LOM) 329 ID 355° 5.6 NM to Independence Muni. — L–15E

JETMORE MUNI (K79) 6 S UTC−6(−5DT) N37°59.07′ W99°53.66′ — WICHITA
2466 B NOTAM FILE ICT — L–10H, 15C
RWY 17–35: H4205X75 (ASPH–CONC) S–15 LIRL (NSTD)
AIRPORT REMARKS: Unattended. Rwy 17–35 NSTD LIRL due to spacing and number of lgts. ACTIVATE LIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 025° 9.6 NM to fld. 2565/8E. **HIWAS.**

JOHNSON CO EXECUTIVE (See OLATHE)

JOHNSON

STANTON CO MUNI (2K3) 2 NE UTC−6(−5DT) N37°35.12′ W101°43.94′ — WICHITA
3325 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE ICT — L–10G, 15B
RWY 17–35: H5200X75 (CONC) S–30, D–30 MIRL — IAP
RWY 17: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 40′.
RWY 08–26: H1889X60 (ASPH) S–3
RWY 26: Road.
AIRPORT REMARKS: Attended 1400–0000Z‡. PAEW adjacent all rwys. Rwy 08–26 surface cracking with small weeds growing in cracks. Twy adjacent to Rwy 17–35 parallel twy unmarked. MIRL Rwy 17–35 preset on low ints dusk–0400Z‡, to increase ints and ACTIVATE after 0400Z‡—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.175 (620) 492–2100.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 125.2
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 301° 48.7 NM to fld. 2891/11E. **HIWAS.**
BEAR CREEK NDB (MHW) 341 JHN N37°38.14′ W101°44.08′ 168° 3.2 NM to fld. NOTAM FILE ICT.



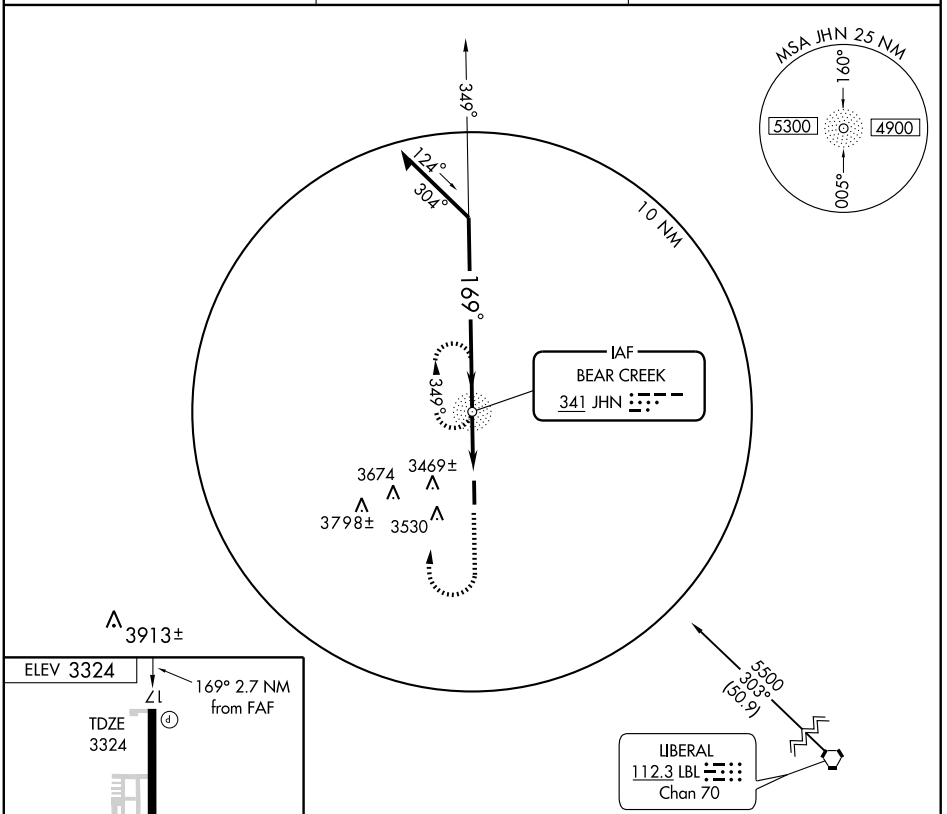
NDB JHN 341	APP CRS 169°	Rwy Idg 5200 TDZE 3324 Apt Elev 3324

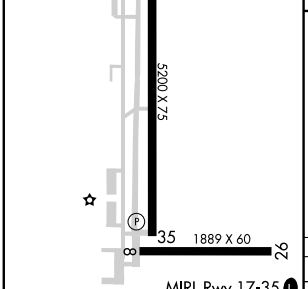
NDB RWY 17

JOHNSON/ STANTON COUNTY MUNI (2K3)

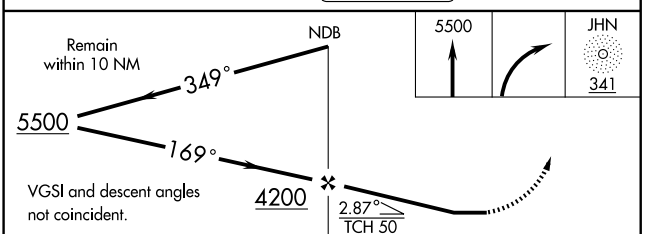
⚠ NA — If local altimeter setting not received, use Ulysses altimeter setting and increase all MDAs 80 feet.	MISSED APPROACH: Climb to 5500 then right turn direct JHN NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF) L





FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54



CATEGORY	A	B	C	D	E
S-17	3780-1	456 (500-1)	3780-1¼ 456 (500-1¼)	3780-1½ 456 (500-1½)	NA
CIRCLING	3780-1 456 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

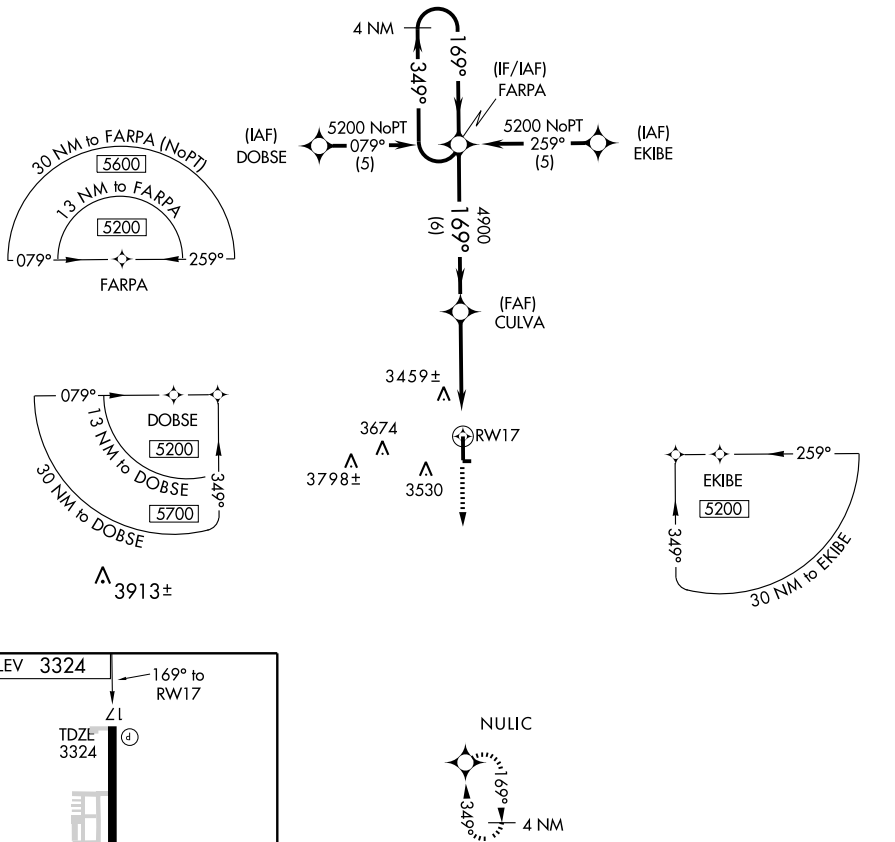
APP CRS	Rwy Idg	5200
169°	TDZE	3324
	Apt Elev	3324

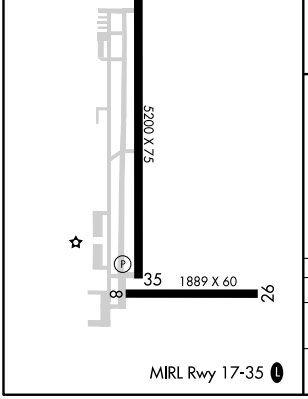
RNAV (GPS) RWY 17

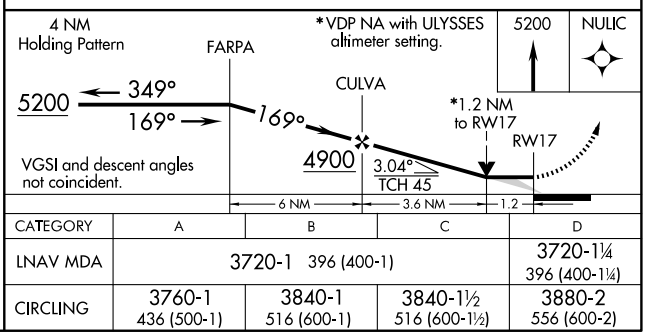
JOHNSON/ STANTON COUNTY MUNI (2K3)

NA	Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 5200 direct NULIC WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3720-1 396 (400-1)			3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5200
349°	TDZE	3324
	Apt Elev	3324

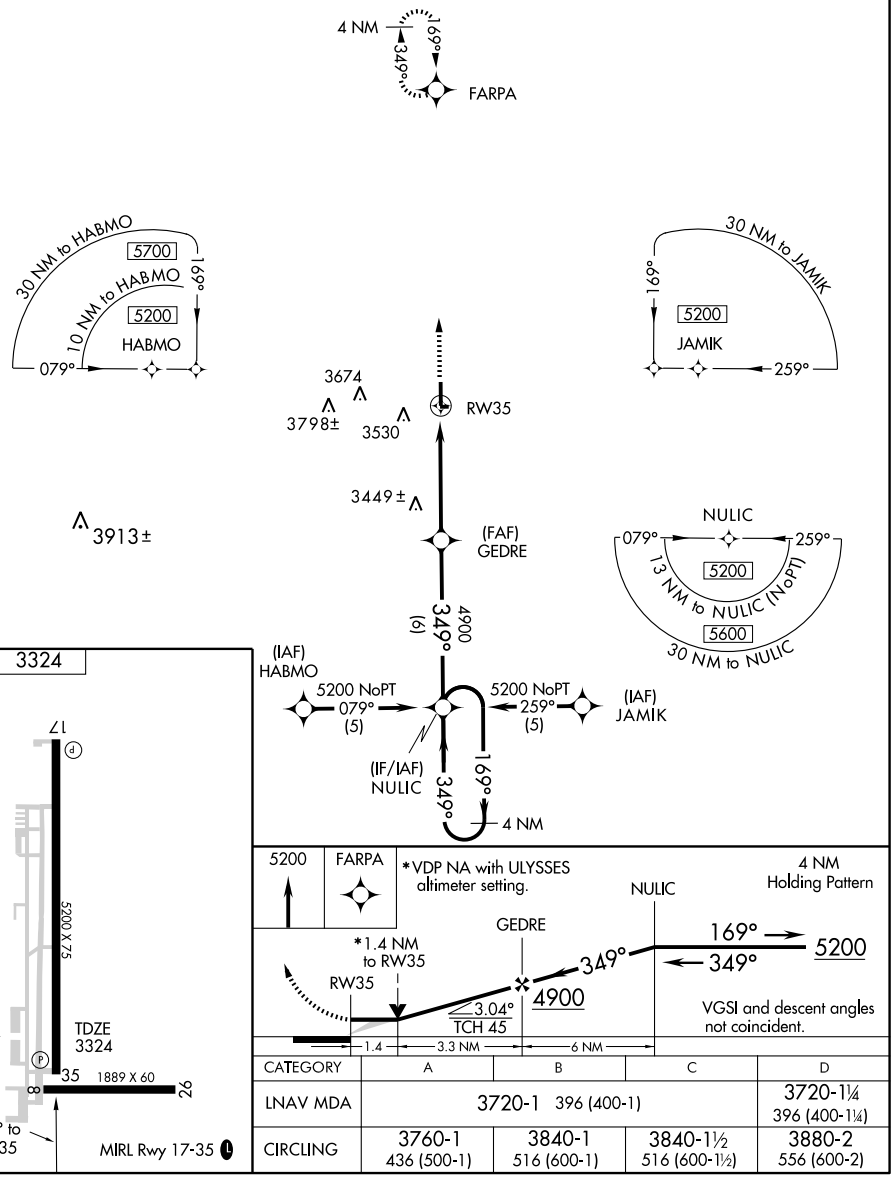
RNAV (GPS) RWY 35

JOHNSON/ STANTON COUNTY MUNI (2K3)

NA	MISSED APPROACH: Climb to 5200 direct FARPA WP and hold.

Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

AWOS-3	KANSAS CITY CENTER	UNICOM
124.175	125.2 269.4	122.8 (CTAF) L

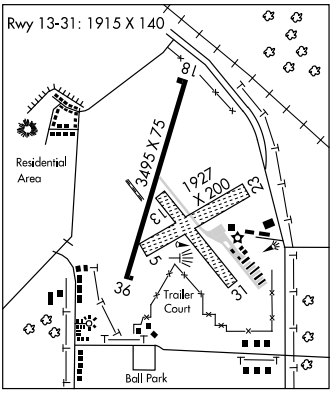


CATEGORY	A	B	C	D
LNAV MDA	3720-1 396 (400-1)			3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

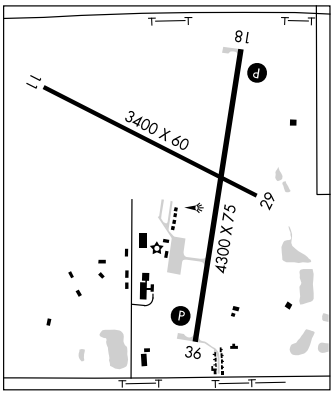
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

JUNCTION CITY

FREEMAN FLD (3JC) 1 NW UTC−6(−5DT) N39°02.60′ W96°50.60′ KANSAS CITY
1101 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10I
RWY 18–36: H3495X75 (ASPH) S–10 MIRL 0.5% up S IAP
RWY 18: Pole. **RWY 36:** Pole.
RWY 05–23: 1927X200 (TURF) 0.5% up SW
RWY 05: Trees. **RWY 23:** Pole.
RWY 13–31: 1915X140 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. NSTD air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R–3602. Waterfowl on and invof arpt. AER Rwy 05–23 marked with orange and black metal A frames. AER 13 is delineated with orange and black metal A frames with yellow painted tires. Rwy 18–36 thld lgts NSTD for color and six lgt delineation. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 (Mon 1300Z‡–Sat 0530Z‡ exc holidays)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 (Sat 0530Z‡–Mon 1300Z‡ exc holidays)
RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.
SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 072° 37.1 NM to fld. 1315/7E.
HIWAS.
CAVALRY NDB (MHW) 314 CVY N39°01.56′ W96°47.67′ 288° 2.5 NM to fld. NOTAM FILE FRI. Unmonitored Sat–Mon 0530–1400Z‡ and holidays.



KINGMAN–CLYDE CESSNA FLD (9K8) 1 NW UTC−6(−5DT) N37°40.14′ W98°07.43′ WICHITA
1607 B S4 **FUEL** 100LL NOTAM FILE ICT L–10H, 15D
RWY 18–36: H4300X75 (CONC) S–30, D–30 HIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Road. Rgt tfc.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.
RWY 11–29: H3400X60 (CONC) S–30, D–30 0.5% up NW
RWY 29: P–line. Rgt tfc.
AIRPORT REMARKS: Attended Mon-Fri 1430–0200Z‡. Parachute Jumping. Rwy 18 and Rwy 36 REIL OTS indef. ACTIVATE HIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (620) 532–1272.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WICHITA APP/DEP CON** 125.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 196° 21.6 NM to fld. 1531/9E.



KINSLEY MUNI (33K) 0 SE UTC−6(−5DT) N37°54.54′ W99°24.19′ WICHITA
2171 B NOTAM FILE ICT L–10H, 15C
RWY 18–36: H3290X56 (ASPH) LIRL (NSTD)
RWY 18: Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 alligator cracking. 165′ twr 4000′ north and 1000′ west of AER 18. NSTD LIRL; first 180′ Rwy 18 unlgtd; first 385′ Rwy 36 unlgtd.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 075° 28.8 NM to fld. 2565/8E.
HIWAS.

NDB CVY	APP CRS	Rwy Idg	N/A
314	290°	TDZE	N/A
		Apt Elev	1101

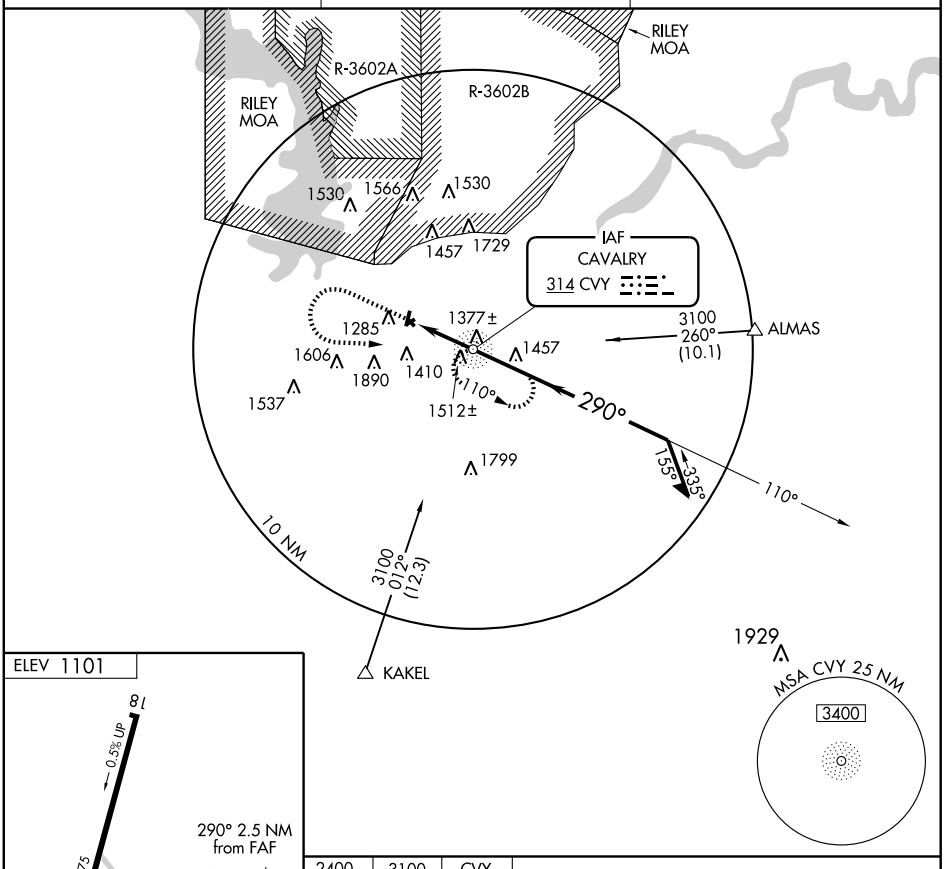
NDB-B

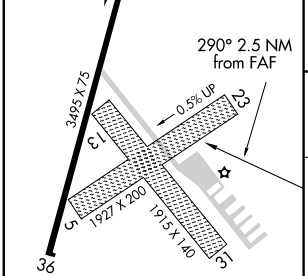
JUNCTION CITY/ FREEMAN FIELD (3JC)

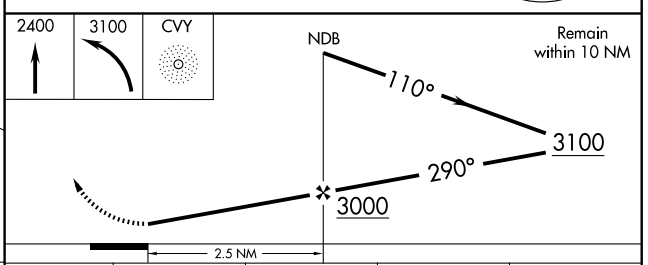
T
NA Use Marshall AAF altimeter setting, when not received use Manhatten altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct CVY NDB and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA★	UNICOM
121.025	121.25 254.35	122.8 (CTAF) L







FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CATEGORY	A	B	C	D
CIRCLING	2140-1¼ 1039 (1100-1¼)	2140-1½ 1039 (1100-1½)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3495
355°	TDZE	1101
	Apt Elev	1101

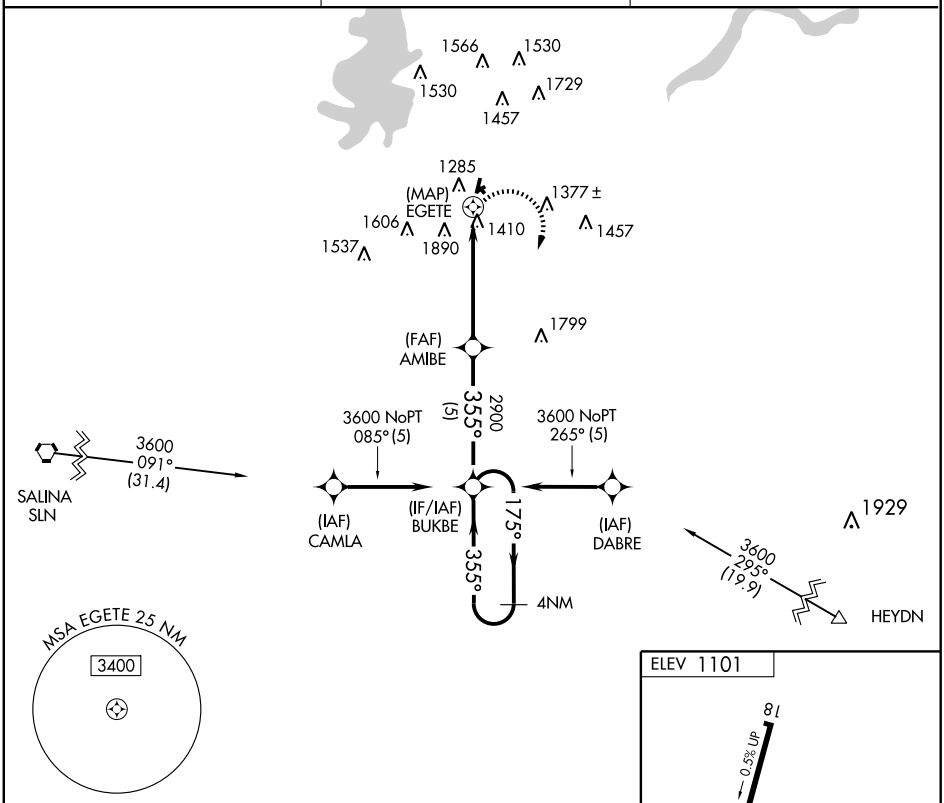
RNAV (GPS) RWY 36

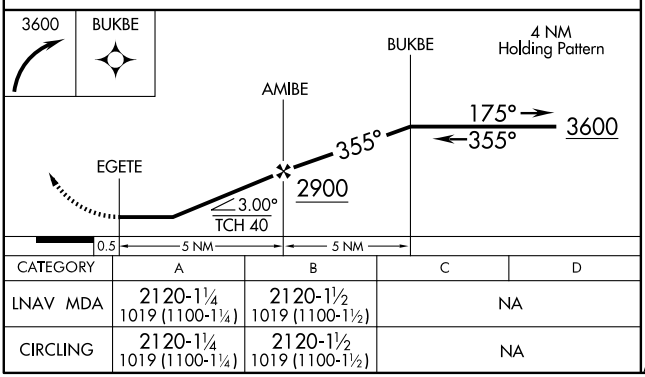
JUNCTION CITY/FREEMAN FIELD (3JC)

Use Marshall AAF, KS altimeter setting.
Circling not authorized west of runway 18/36.
NA DME/DME RNP-0.3 NA.

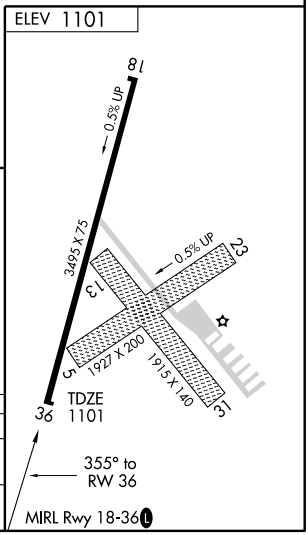
MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

MARSHALL AAF, KS ASOS	MARSHALL AAF GCA★	UNICOM
121.025	121.25 254.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	
CIRCLING	2120-1¼ 1019 (1100-1¼)	2120-1½ 1019 (1100-1½)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

JUNCTION CITY

FREEMAN FLD (3JC) 1 NW UTC−6(−5DT) N39°02.60′ W96°50.60′ — KANSAS CITY L–10I IAP

1101 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT

RWY 18–36: H3495X75 (ASPH) S–10 MIRL 0.5% up S

RWY 18: Pole. **RWY 36:** Pole.

RWY 05–23: 1927X200 (TURF) 0.5% up SW

RWY 05: Trees. **RWY 23:** Pole.

RWY 13–31: 1915X140 (TURF)

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. NSTD air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R–3602. Waterfowl on and invof arpt. AER Rwy 05–23 marked with orange and black metal A frames. AER 13 is delineated with orange and black metal A frames with yellow painted tires. Rwy 18–36 thld lgts NSTD for color and six lgt delineation. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 (Mon 1300Z‡–Sat 0530Z‡ exc holidays)

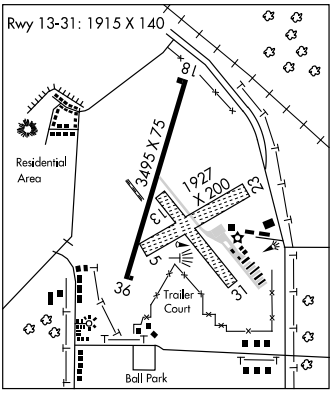
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 (Sat 0530Z‡–Mon 1300Z‡ exc holidays)

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

SALINA (H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 072° 37.1 NM to fld. 1315/7E.

HIWAS.

CAVALRY NDB (MHW) 314 CVY N39°01.56′ W96°47.67′ 288° 2.5 NM to fld. NOTAM FILE FRI. Unmonitored Sat–Mon 0530–1400Z‡ and holidays.



KINGMAN–CLYDE CESSNA FLD (9K8) 1 NW UTC−6(−5DT) N37°40.14′ W98°07.43′ — WICHITA L–10H, 15D IAP

1607 B S4 **FUEL** 100LL NOTAM FILE ICT

RWY 18–36: H4300X75 (CONC) S–30, D–30 HIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Road. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Trees.

RWY 11–29: H3400X60 (CONC) S–30, D–30 0.5% up NW

RWY 29: P–line. Rgt tfc.

AIRPORT REMARKS: Attended Mon-Fri 1430–0200Z‡. Parachute Jumping. Rwy 18 and Rwy 36 REIL OTS indef. ACTIVATE HIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

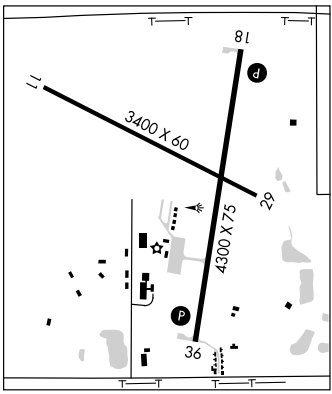
WEATHER DATA SOURCES: AWOS–3 119.325 (620) 532–1272.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **WICHITA APP/DEP CON** 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.

HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 196° 21.6 NM to fld. 1531/9E.



KINSLEY MUNI (33K) 0 SE UTC−6(−5DT) N37°54.54′ W99°24.19′ — WICHITA L–10H, 15C

2171 B NOTAM FILE ICT

RWY 18–36: H3290X56 (ASPH) LIRL (NSTD)

RWY 18: Trees.

AIRPORT REMARKS: Unattended. Rwy 18–36 alligator cracking. 165′ twr 4000′ north and 1000′ west of AER 18. NSTD LIRL; first 180′ Rwy 18 unlgtd; first 385′ Rwy 36 unlgtd.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 075° 28.8 NM to fld. 2565/8E.

HIWAS.

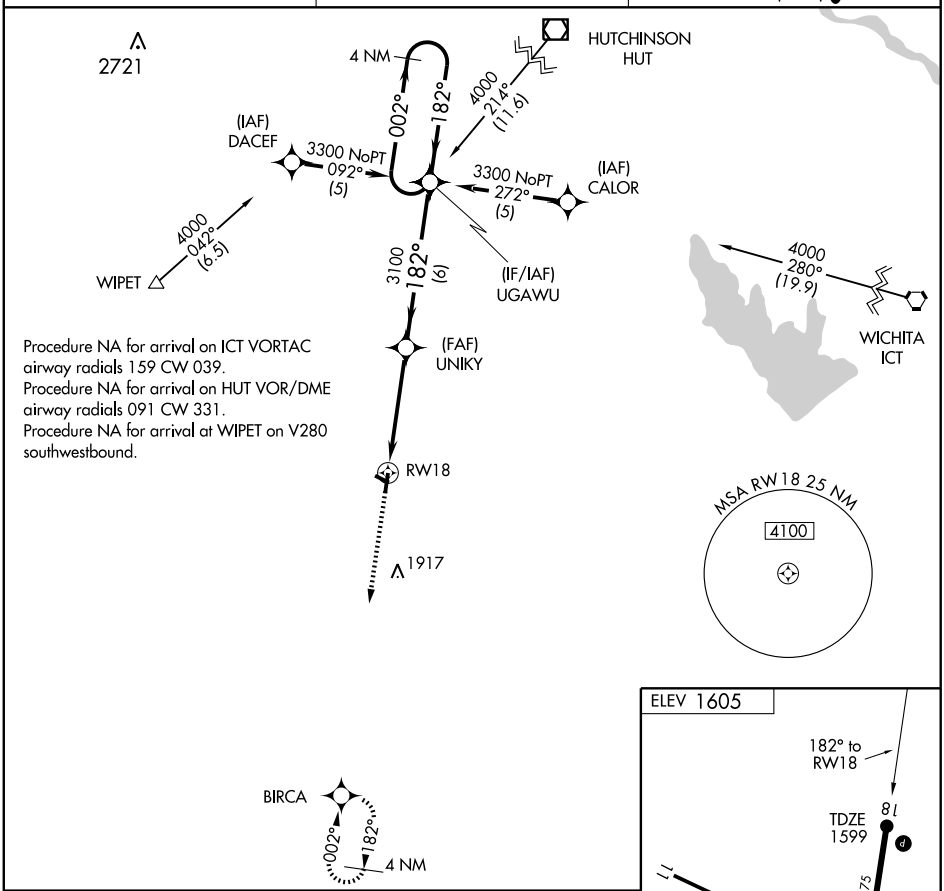
APP CRS	Rwy Idg	4300
182°	TDZE	1599
	Apt Elev	1605

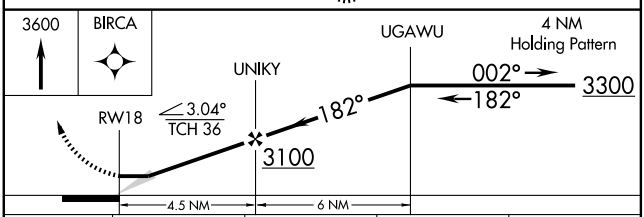
RNAV(GPS) RWY 18

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

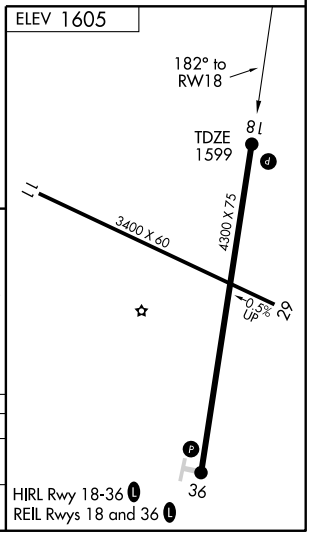
NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3600 direct BIRCA WP and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2120-1 521 (600-1)		2120-1½ 521 (600-1½)	NA
CIRCLING	2160-1 555 (600-1)		2160-1½ 555 (600-1½)	NA



HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4300
002°	TDZE	1597
	Apt Elev	1605

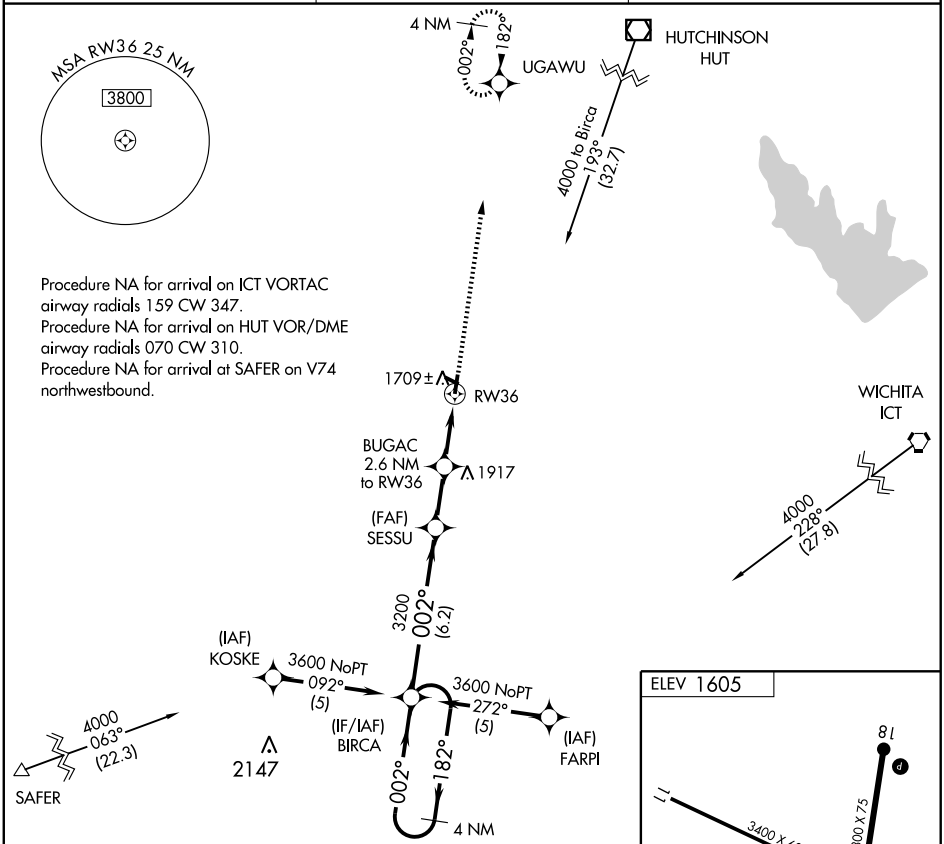
RNAV(GPS) RWY 36

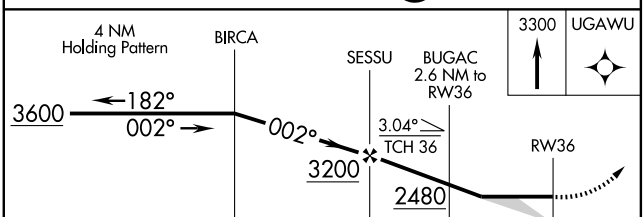
KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

NA — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting. Procedure NA at night.

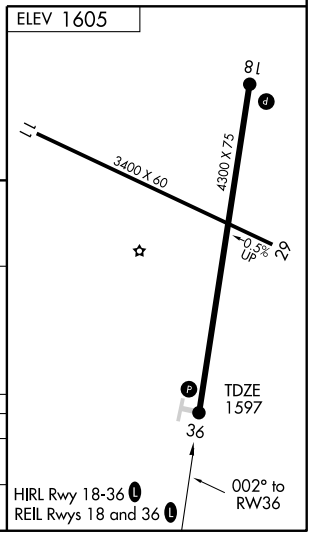
MISSED APPROACH: Climb to 3300 direct UGAWU WP and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2080-1	483 (500-1)	2080-1¼ 483 (500-1¼)	NA
CIRCLING	2160-1	555 (600-1)	2160-1½ 555 (600-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUT	APP CRS	Rwy Idg	4300
116.8	196°	TDZE	1599
Chan 115		Apt Elev	1605

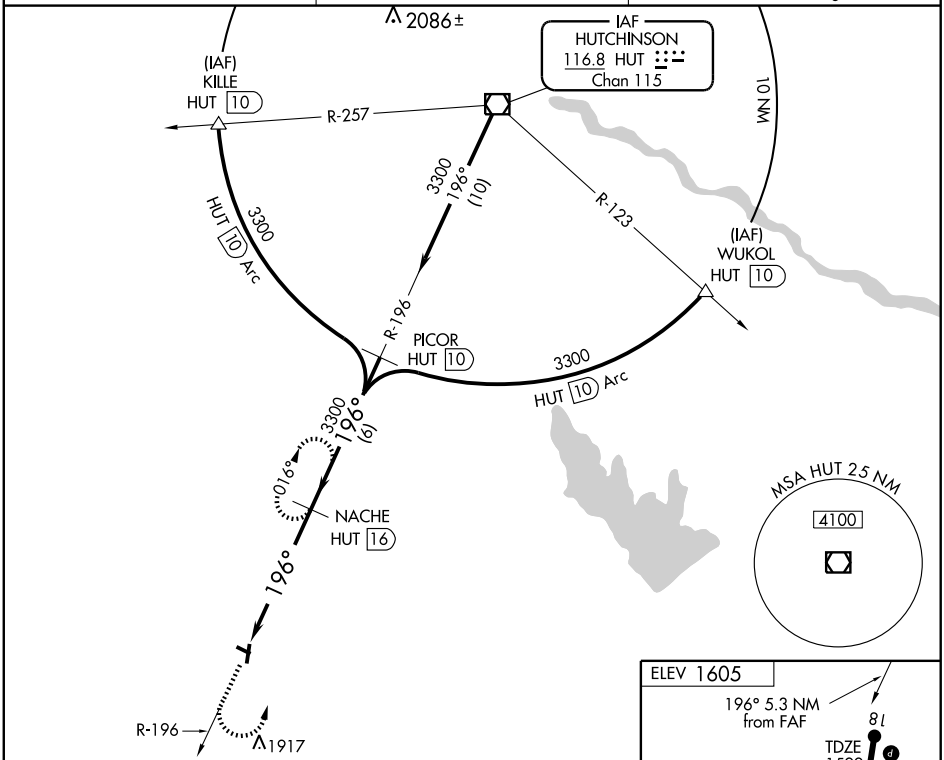
VOR/DME RWY 18

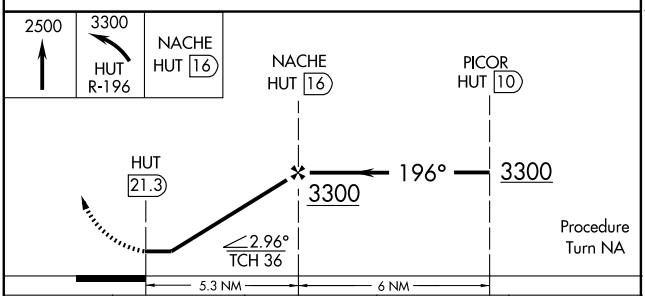
KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

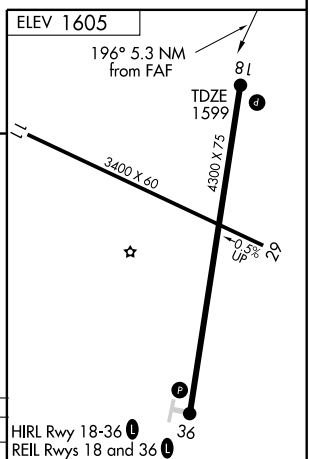
⚠ NA — Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via HUT R-196 to NACHE/16 DME and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.325	125.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	2320-1 721 (800-1)	2320-1¼ 721 (800-1¼)	2320-2 721 (800-2)	NA
CIRCLING	2320-1 715 (800-1)	2320-1¼ 715 (800-1¼)	2320-2 715 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LA CROSSE

RUSH CO (K94) 1 NE UTC−6(−5DT) N38°32.81′ W99°17.39′ **WICHITA**
2070 NOTAM FILE ICT **L–10H**

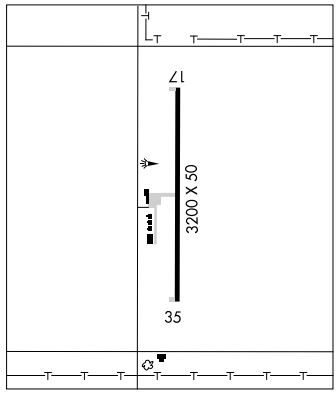
RWY 17–35: H3200X50 (ASPH) S–12, D–16 MIRL
RWY 17: Road. **RWY 35:** Building.

AIRPORT REMARKS: Unattended. For emerg ctc sheriffs office 785–222–2578. Twy lights at exit only. For rwy lgts key 122.7 5 times in 5 sec.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.

HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86′ W99°16.61′ 172° 18.0 NM to fld. 1990/10E.
HIWAS.



LAKIN (36K) 2 N UTC−6(−5DT) N37°58.17′ W101°15.32′ **WICHITA**
3077 B **FUEL** 100LL TPA—3900(823) NOTAM FILE ICT **L–10G, 15B**

RWY 14–32: H3400X40 (ASPH) MIRL
RWY 14: Road. **RWY 32:** Road.

RWY 02–20: 2600X90 (TURF)
RWY 20: P-line.

AIRPORT REMARKS: Unattended. Rwy 02–20 rough and uneven.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.

GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ 266° 25.4 NM to fld. 2877/11E.

LARNED–PAWNEE CO (LQR) 2 N UTC−6(−5DT) N38°12.52′ W99°05.16′ **WICHITA**
2011 B **FUEL** 100LL, JET A NOTAM FILE ICT **L–10H, 15C**
IAP

RWY 17–35: H4202X75 (CONC) S–12.5, D–12.5 MIRL
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′. P–line.
RWY 35: REIL. Road. PAPI(P2L)—GA 3.0° TCH 36′.

RWY 04–22: 3179X175 (TURF)
RWY 04: Road. **RWY 22:** Tower.

RWY 12–30: 3086X180 (TURF)
RWY 12: Fence. **RWY 30:** Road.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Fuel avbl 24 hrs with credit card. Intersection Rwy 04–22 and Rwy 12–30 soft when wet. Rwy 04–22 has several varmit holes and mounds. Rwy 12–30 has numerous potholes. ACTIVATE MIRL Rwy 17–35; PAPI and REIL Rwy 17 and Rwy 35—CTAF.

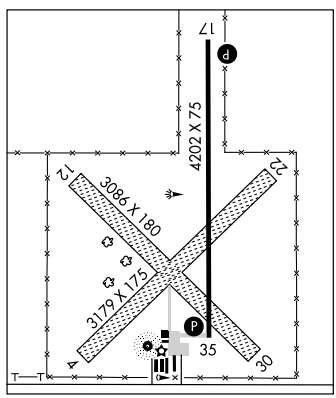
WEATHER DATA SOURCES: AWOS–3 119.875 (620) 285–8552.

COMMUNICATIONS: CTAF/UNICOM 122.8
GREAT BEND RCO 122.5 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 124.4

RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.

DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 056° 48.6 NM to fld. 2565/8E. **HIWAS.**

NDB (MHW) 296 LQR N38°12.26′ W99°05.27′ at fld. NOTAM FILE ICT.



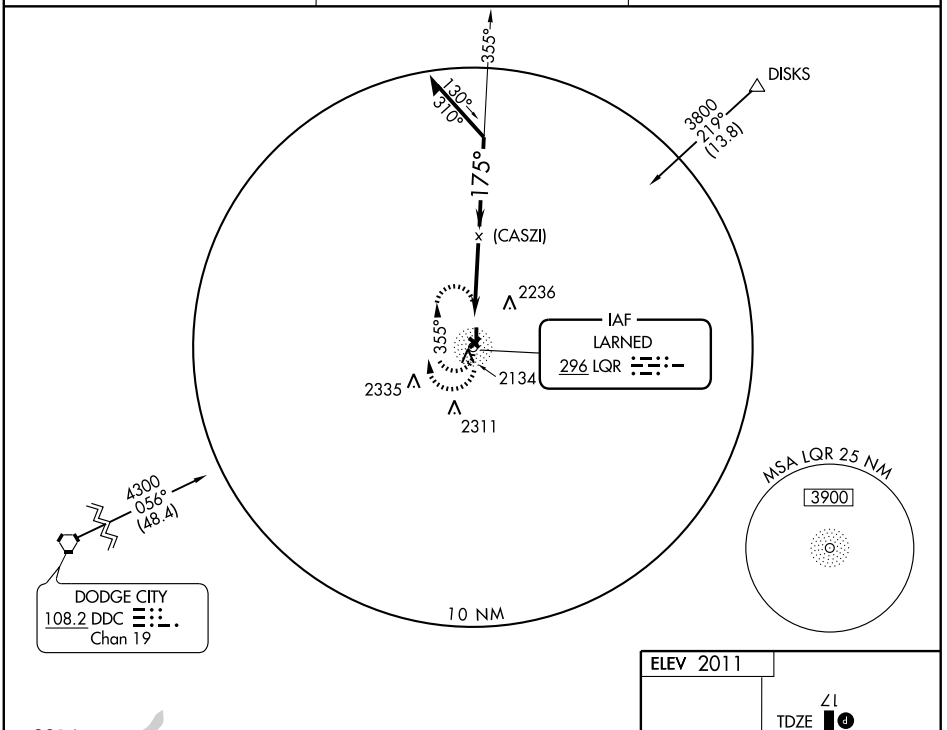
NDB LQR	APP CRS	Rwy Idg	4202
296	175°	TDZE	2011
		Apt Elev	2011

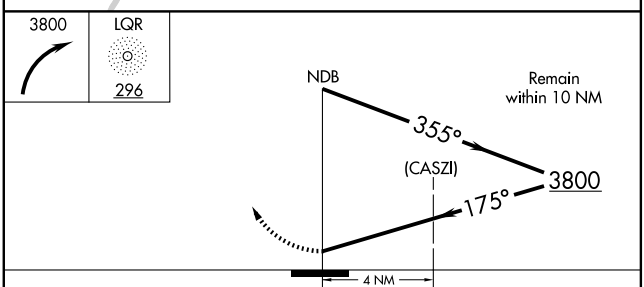
NDB or GPS RWY 17
LARNED-PAWNEE COUNTY (LQR)

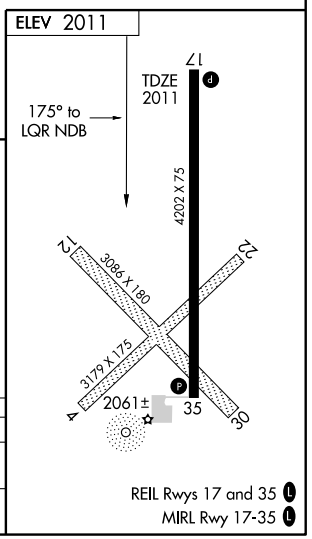
NA Use Russell altimeter setting.

MISSED APPROACH: Climbing right turn to 3800 in LQR NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.875	124.4 322.4	122.8 (CTAF) L







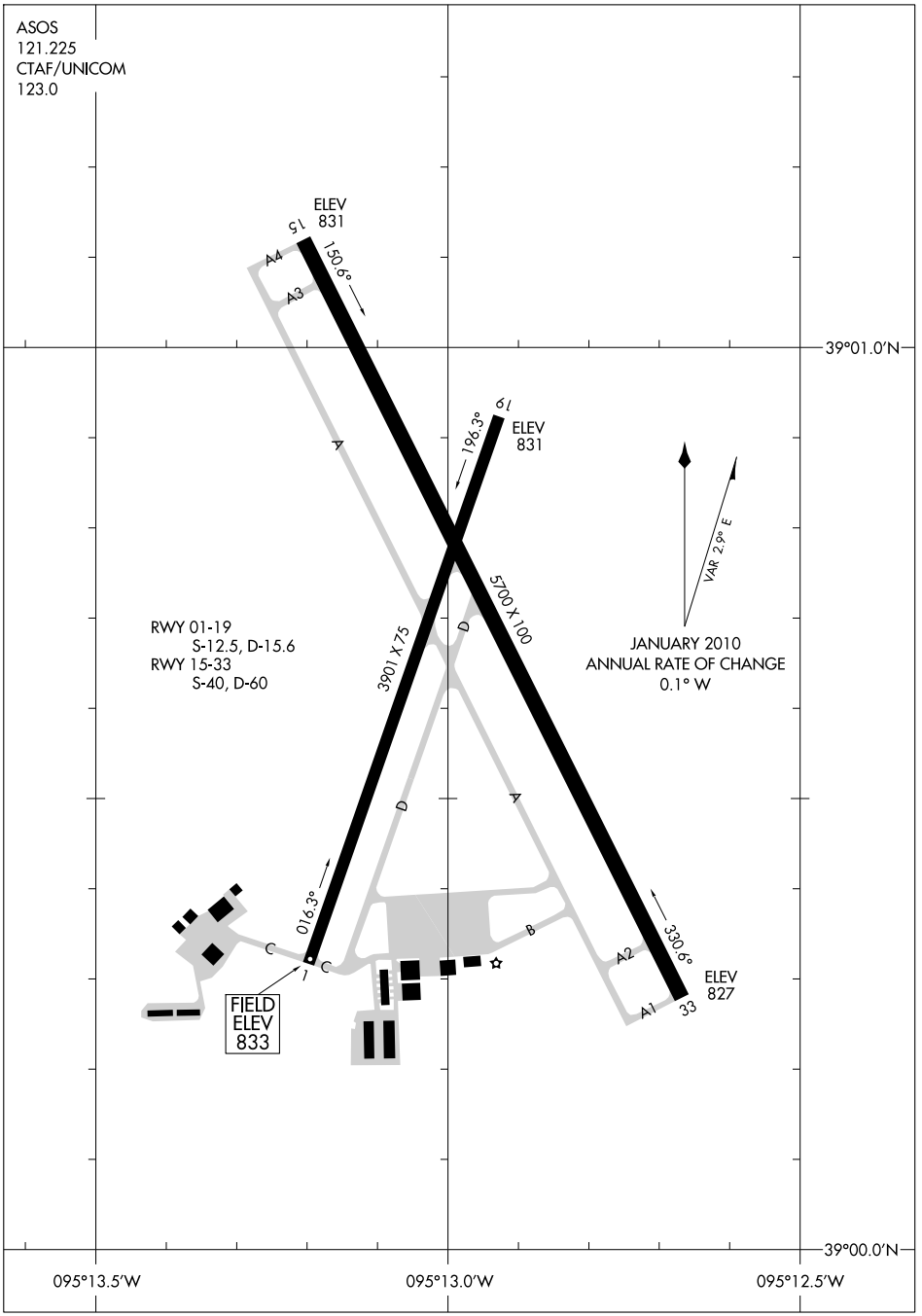
CATEGORY	A	B	C	D
S-17	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA
CIRCLING	2820-1 809 (900-1)	2820-1¼ 809 (900-1¼)	2820-2¼ 809 (900-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5481 (FAA)

LAWRENCE MUNI (LWC)
LAWRENCE, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

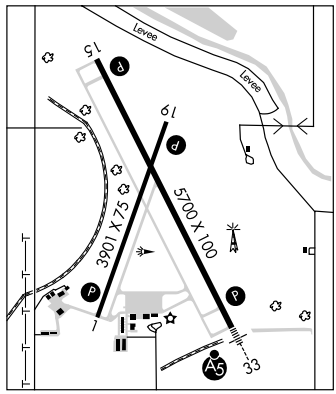
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LAWRENCE, KANSAS
LAWRENCE MUNI (LWC)

10210

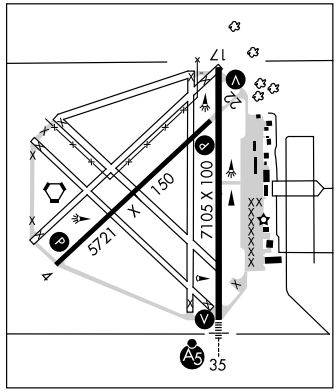
LAWRENCE MUNI (LWC) 3 N UTC−6(−5DT) N39°00.67′ W95°12.99′ **KANSAS CITY**
833 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE LWC **H–5C, L–10J**
RWY 15–33: H5700X100 (ASPH) S–40, D–60 MIRL **IAP, AD**
RWY 15: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. Tree.
RWY 01–19: H3901X75 (CONC) S–12.5, D–15.6 MIRL
RWY 01: REIL. PAPI(P2L) Tree. **RWY 19:** REIL. PAPI(P2L) Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. For fuel after hrs call 785–842–6332. ACTIVATE MIRL Rwy 01–19 and Rwy 15–33, PAPI Rwy 01, Rwy 19, Rwy 15, and Rwy 33, REIL Rwy 01 and Rwy 19, MALSR Rwy 33—CTAF.
WEATHER DATA SOURCES: ASOS 121.225 (785) 749–1309.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 123.8
KANSAS CITY CENTER CLNC DEL 121.825
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 111° 17.3 NM to fld. 1070/5E.
NEWBN NDB (LOM) 338 JZ N38°54.83′ W95°09.29′ 329° 6.5 NM to fld.
ILS 108.9 I–JZM Rwy 33. LOM NEWBN NDB.



LEOTI

MARK HOARD MEM (3K7) 2 S UTC−6(−5DT) N38°27.48′ W101°21.05′ **WICHITA**
3303 B **FUEL** 100LL NOTAM FILE ICT **L–10G**
RWY 17–35: H4300X50 (ASPH) HIRL
RWY 17: Road. **RWY 35:** Road.
RWY 08–26: H2450X38 (ASPH) LIRL (NSTD)
RWY 08: Pole.
AIRPORT REMARKS: Unattended. For fuel call 620–375–2723/4950. Rwy 08–26 NSTD LIRL due to spacing. ACTIVATE HIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ 307° 43.8 NM to fld. 2877/11E.

LIBERAL MID-AMERICA RGNL (LBL) 2 W UTC−6(−5DT) N37°02.65′ W100°57.59′ **WICHITA**
2885 B S4 **FUEL** 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE LBL **H–6G, L–15C**
RWY 17–35: H7105X100 (CONC–GRVD) S–80, D–100, 2S–127 HIRL **IAP, AD**
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 32′.
RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 47′.
RWY 04–22: H5721X150 (CONC) S–36, D–58 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1300–0200Z‡. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 620–626–0157 or 620–626–0150. ACTIVATE MIRL Rwy 04–22, and HIRL Rwy 17–35, MALSR Rwy 35, VASI Rwy 17 and Rwy 35, PAPI Rwy 04 and Rwy 22 and REIL Rwy 04, Rwy 17 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (620) 624–1221. Dew point temperature not avbl. **HIWAS** 112.3 LBL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 134.0
AIRSPACE: CLASS E svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
(H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ at fld. 2891/11E. **HIWAS.**
PANCK NDB (LOM) 383 LB N36°57.87′ W100°57.38′ 348° 4.8 NM to fld.
ILS 111.3 I–LBL RWY 35. Class IE. LOM PANCK NDB. Unmonitored.
COMM/NAV/WEATHER REMARKS: AWOS–3 dew point temperature not avbl.



LOC I-JZM	APP CRS	Rwy Idg	5700
108.9	329°	TDZE	831
		Apt Elev	833

ILS or LOC RWY 33

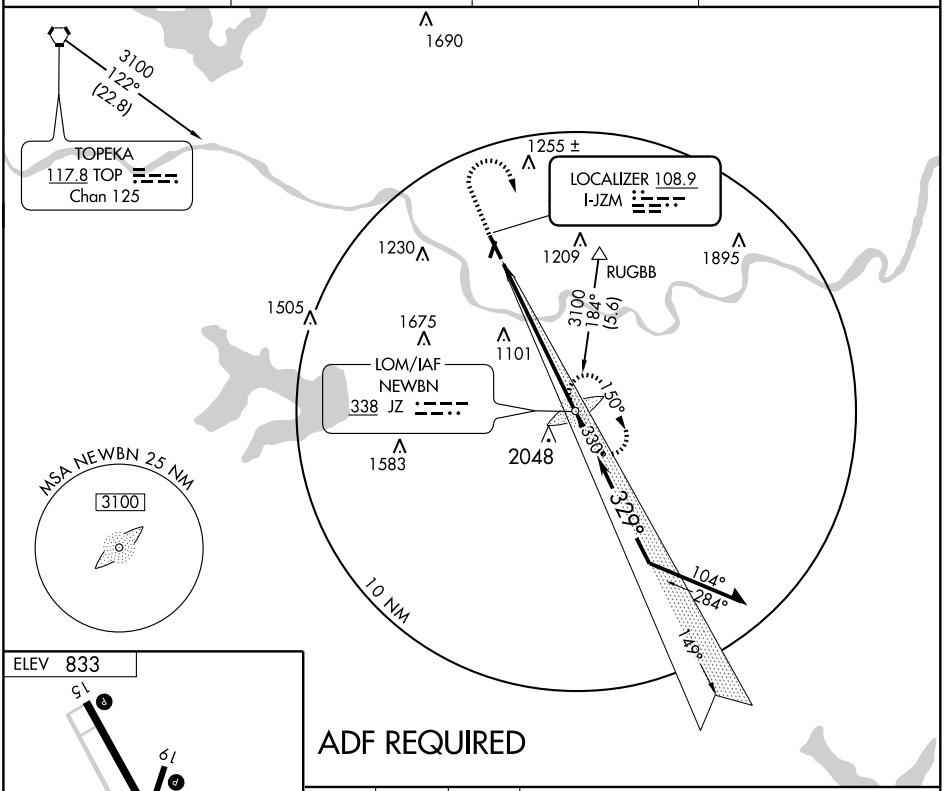
LAWRENCE MUNI (LWC)

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet.

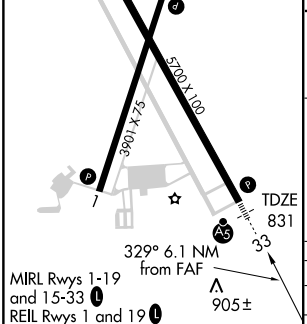
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct NEWBN LOM and hold.

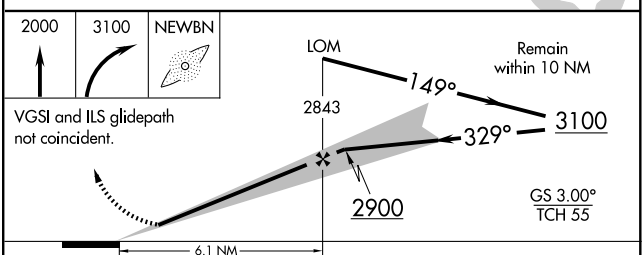
ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L



ADF REQUIRED



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



CATEGORY	A	B	C	D
S-ILS 33	1031-½ 200 (200-½)			NA
S-LOC 33	1260-½ 429 (500-½)		1260-¾ 429 (500-¾)	NA
CIRCLING	1420-1 587 (600-1)		1440-1¾ 607 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5700
149°	TDZE	831
	Apt Elev	833

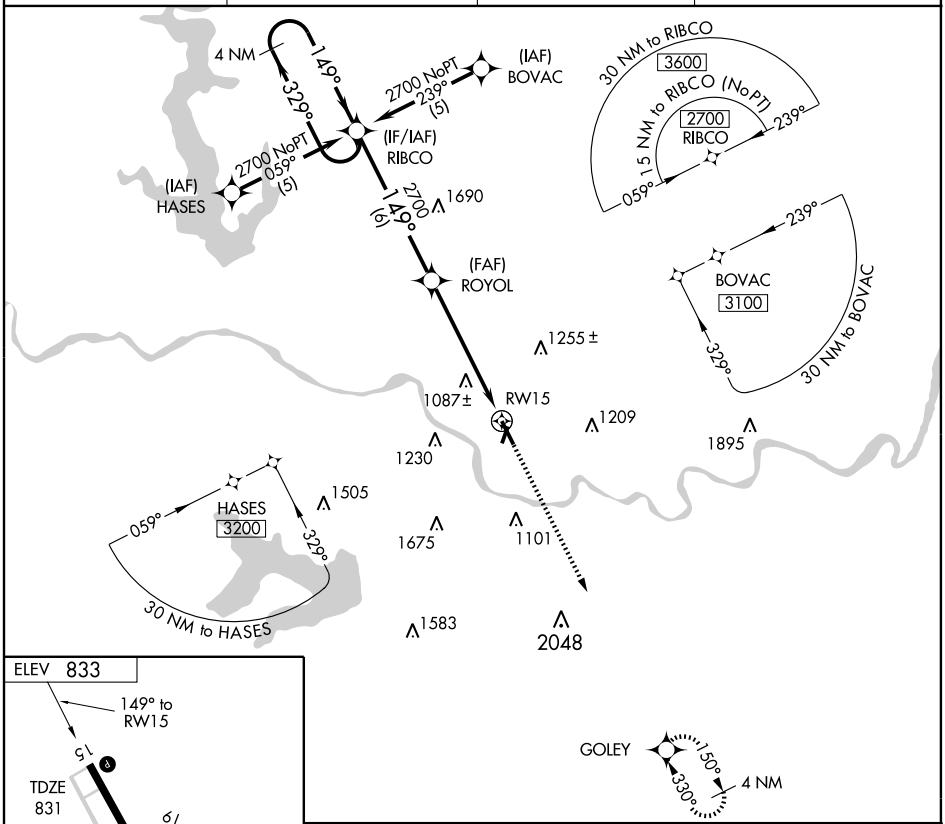
RNAV (GPS) RWY 15

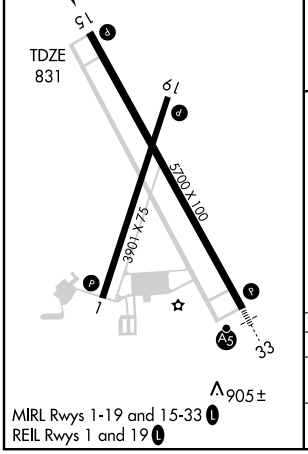
LAWRENCE MUNI (LWC)

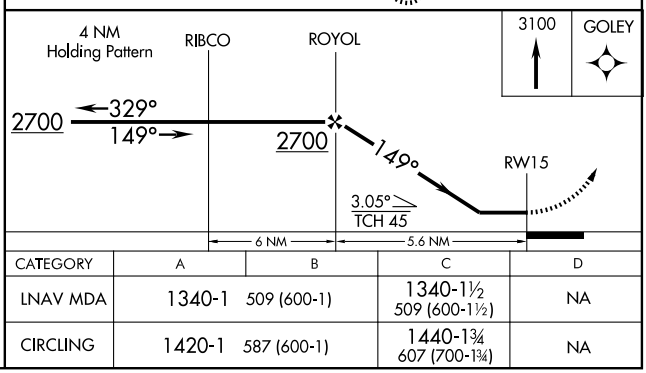
When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet. Visibility reduction by helicopter NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct GOLEY and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	509 (600-1)	1340-1½ 509 (600-1½)	NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5700
CH 57913	330°	TDZE	831
W33A		Apt Elev	833

RNAV (GPS) RWY 33

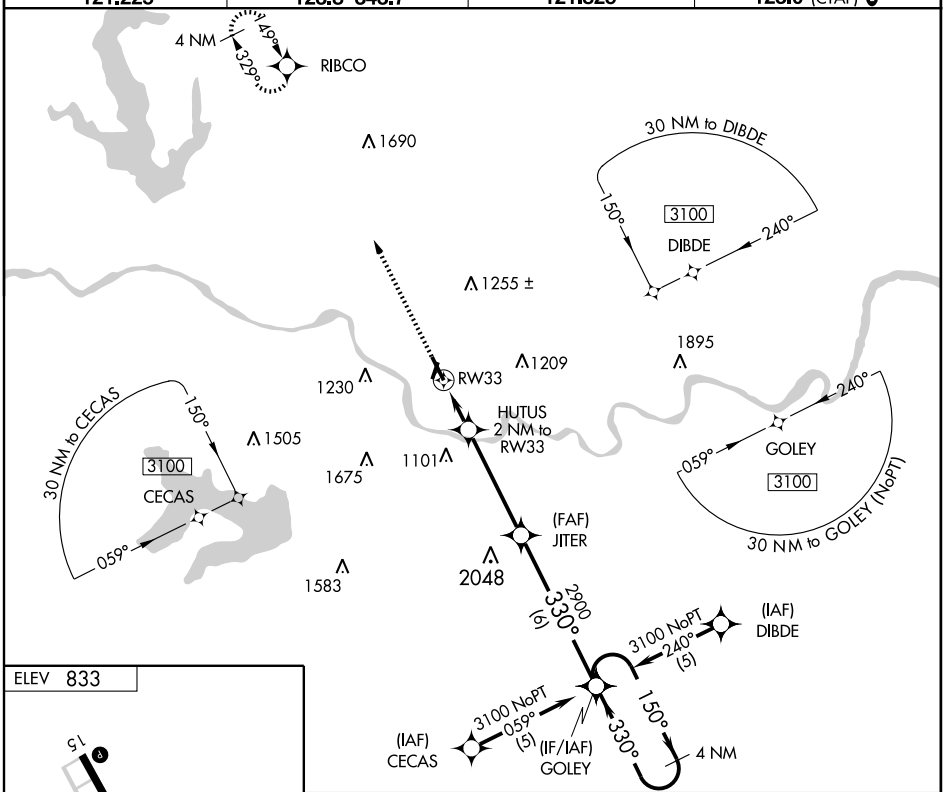
LAWRENCE MUNI (LWC)

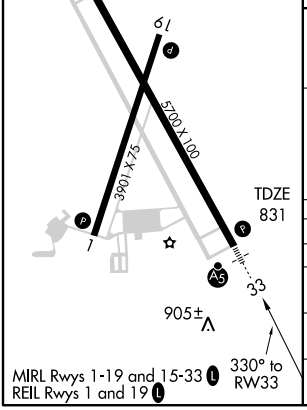
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME NP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet and all LNAV/VNAV and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.

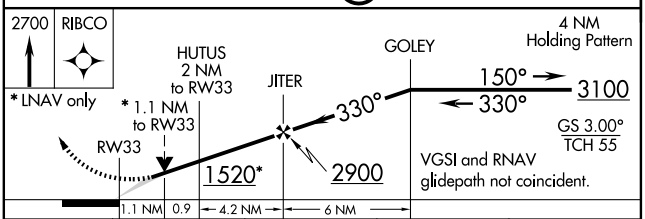
MALSR

MISSED APPROACH: Climb to 2700 direct RIBCO and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1031-½	200 (200-½)		NA
LNAV/VNAV DA	1200-¾	369 (400-¾)		NA
LNAV MDA	1220-½	389 (400-½)		NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

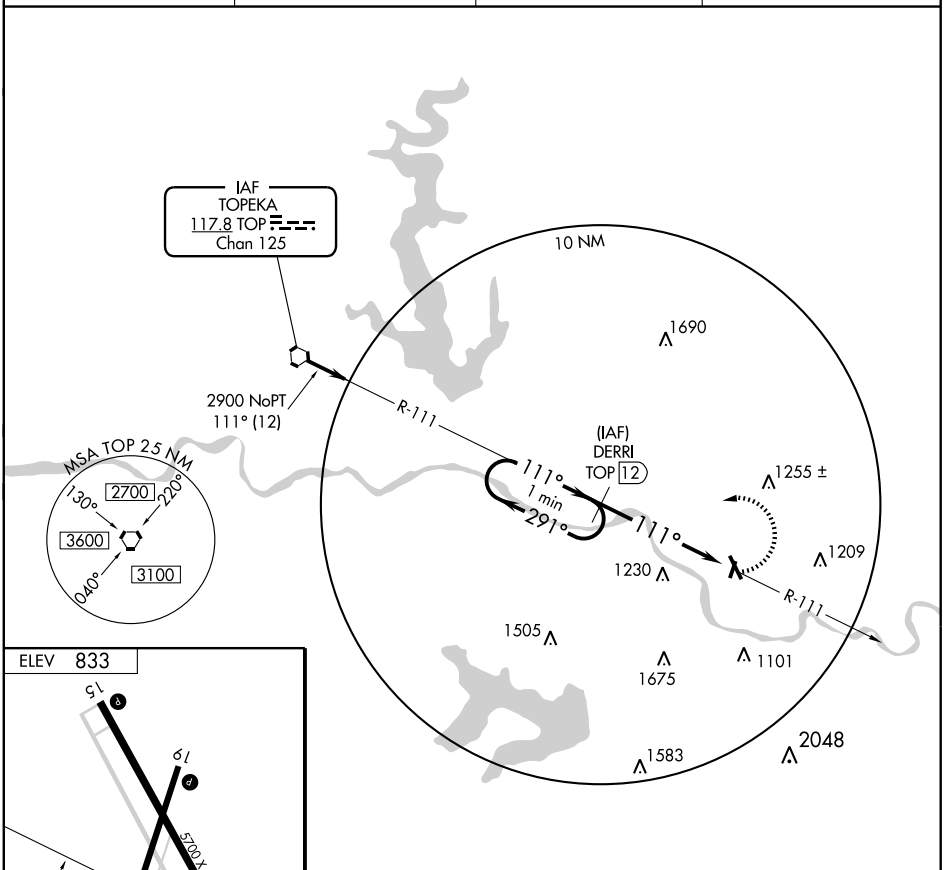
VORTAC TOP	APP CRS	Rwy Idg	N/A
117.8	111°	TDZE	N/A
Chan 125		Apt Elev	833

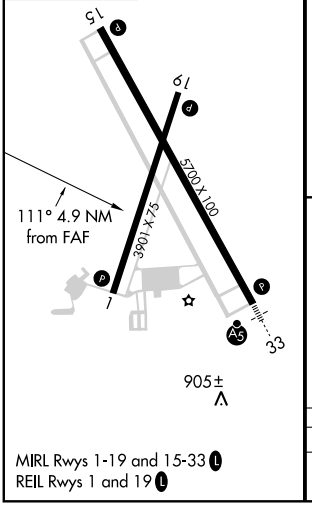
VOR/DME-A
LAWRENCE MUNI (LWC)

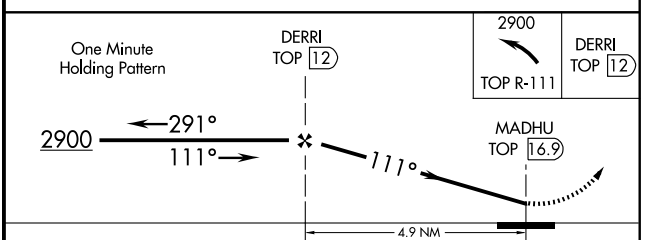
When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via TOP VORTAC R-111 to DERRI 12 DME and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1	647 (700-1)	1480-1¾ 647 (700-1¾)	NA

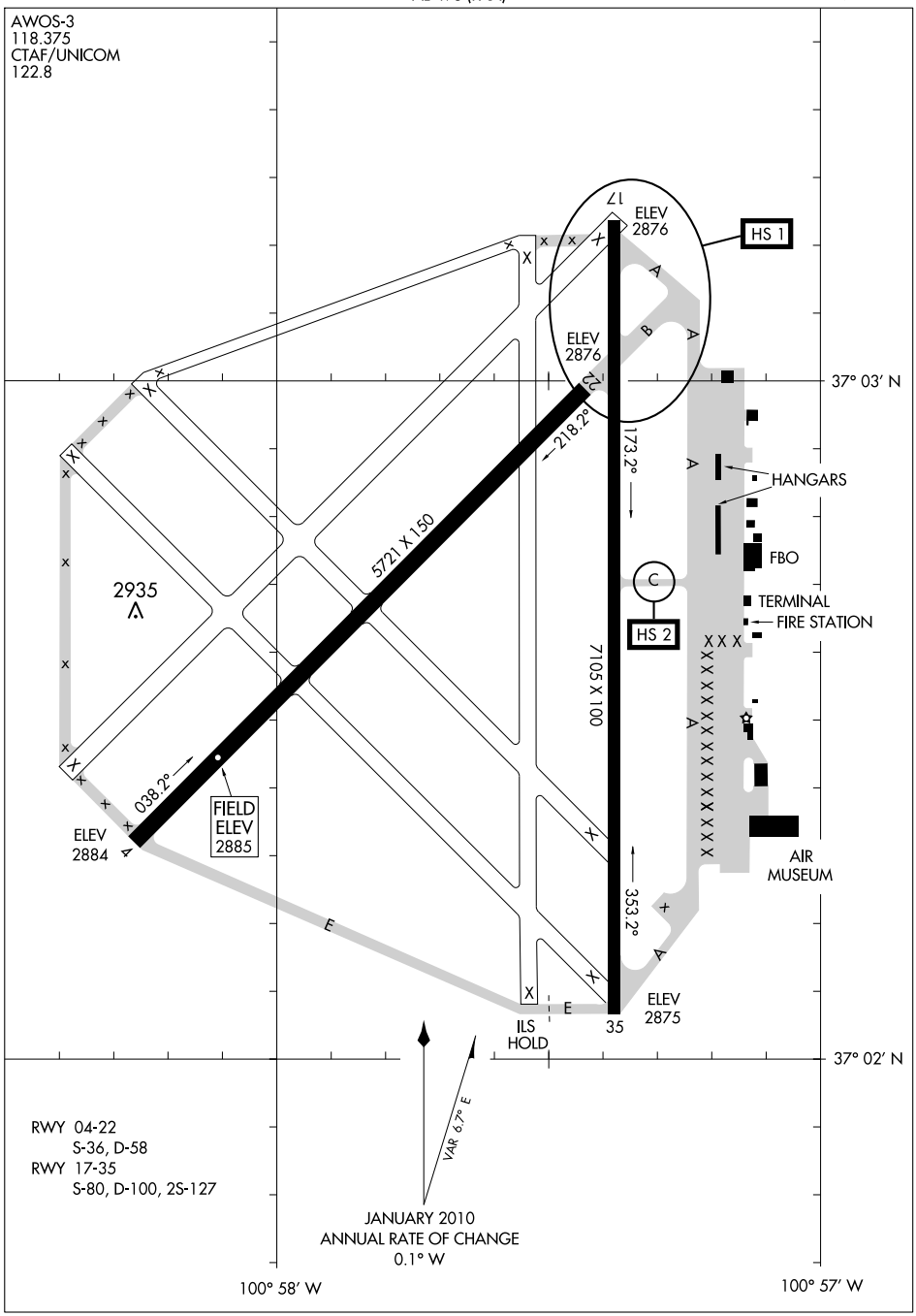
MIRL Rwys 1-19 and 15-33 L
REIL Rwys 1 and 19 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LIBERAL MID-AMERICA RGNL (LBL)
LIBERAL, KANSAS

AL-498 (FAA)



RWY 04-22
S-36, D-58
RWY 17-35
S-80, D-100, 2S-127

NC-2, 21 OCT 2010 to 18 NOV 2010

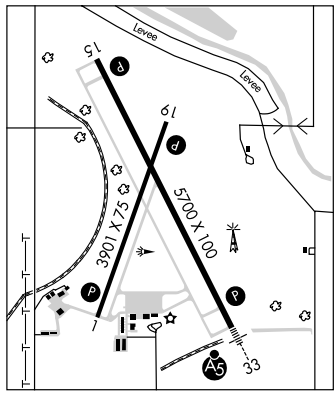
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LIBERAL, KANSAS
LIBERAL MID-AMERICA RGNL (LBL)

10266

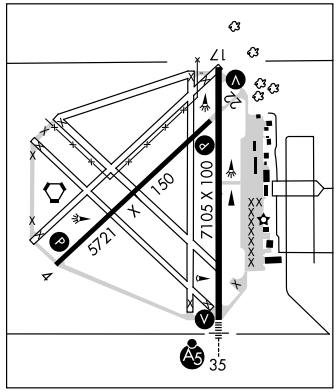
LAWRENCE MUNI (LWC) 3 N UTC−6(−5DT) N39°00.67′ W95°12.99′ **KANSAS CITY**
833 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE LWC **H–5C, L–10J**
RWY 15–33: H5700X100 (ASPH) S–40, D–60 MIRL **IAP, AD**
RWY 15: PAPI(P4L)—GA 3.0° TCH 45′. Trees.
RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 50′. Tree.
RWY 01–19: H3901X75 (CONC) S–12.5, D–15.6 MIRL
RWY 01: REIL. PAPI(P2L) Tree. **RWY 19:** REIL. PAPI(P2L) Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. For fuel after hrs call 785–842–6332. ACTIVATE MIRL Rwy 01–19 and Rwy 15–33, PAPI Rwy 01, Rwy 19, Rwy 15, and Rwy 33, REIL Rwy 01 and Rwy 19, MALSR Rwy 33—CTAF.
WEATHER DATA SOURCES: ASOS 121.225 (785) 749–1309.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 123.8
KANSAS CITY CENTER CLNC DEL 121.825
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 111° 17.3 NM to fld. 1070/5E.
NEWBN NDB (LOM) 338 JZ N38°54.83′ W95°09.29′ 329° 6.5 NM to fld.
ILS 108.9 I–JZM Rwy 33. LOM NEWBN NDB.



LEOTI

MARK HOARD MEM (3K7) 2 S UTC−6(−5DT) N38°27.48′ W101°21.05′ **WICHITA**
3303 B **FUEL** 100LL NOTAM FILE ICT **L–10G**
RWY 17–35: H4300X50 (ASPH) HIRL
RWY 17: Road. **RWY 35:** Road.
RWY 08–26: H2450X38 (ASPH) LIRL (NSTD)
RWY 08: Pole.
AIRPORT REMARKS: Unattended. For fuel call 620–375–2723/4950. Rwy 08–26 NSTD LIRL due to spacing. ACTIVATE HIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ 307° 43.8 NM to fld. 2877/11E.

LIBERAL MID-AMERICA RGNL (LBL) 2 W UTC−6(−5DT) N37°02.65′ W100°57.59′ **WICHITA**
2885 B S4 **FUEL** 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE LBL **H–6G, L–15C**
RWY 17–35: H7105X100 (CONC–GRVD) S–80, D–100, 2S–127 HIRL **IAP, AD**
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 32′.
RWY 35: MALSR. VASI(V4L)—GA 3.0° TCH 47′.
RWY 04–22: H5721X150 (CONC) S–36, D–58 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Attended Mon–Fri 1200–0200Z‡, Sat–Sun 1300–0200Z‡. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 620–626–0157 or 620–626–0150. ACTIVATE MIRL Rwy 04–22, and HIRL Rwy 17–35, MALSR Rwy 35, VASI Rwy 17 and Rwy 35, PAPI Rwy 04 and Rwy 22 and REIL Rwy 04, Rwy 17 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (620) 624–1221. Dew point temperature not avbl. **HIWAS** 112.3 LBL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 134.0
AIRSPACE: CLASS E svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
(H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ at fld. 2891/11E. **HIWAS.**
PANCK NDB (LOM) 383 LB N36°57.87′ W100°57.38′ 348° 4.8 NM to fld.
ILS 111.3 I–LBL RWY 35. Class IE. LOM PANCK NDB. Unmonitored.
COMM/NAV/WEATHER REMARKS: AWOS–3 dew point temperature not avbl.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-LBL	APP CRS	Rwy Idg	7105
111.3	350°	TDZE	2875
		Apt Elev	2885

ILS or LOC RWY 35

LIBERAL MID-AMERICA RGNL (LBL)

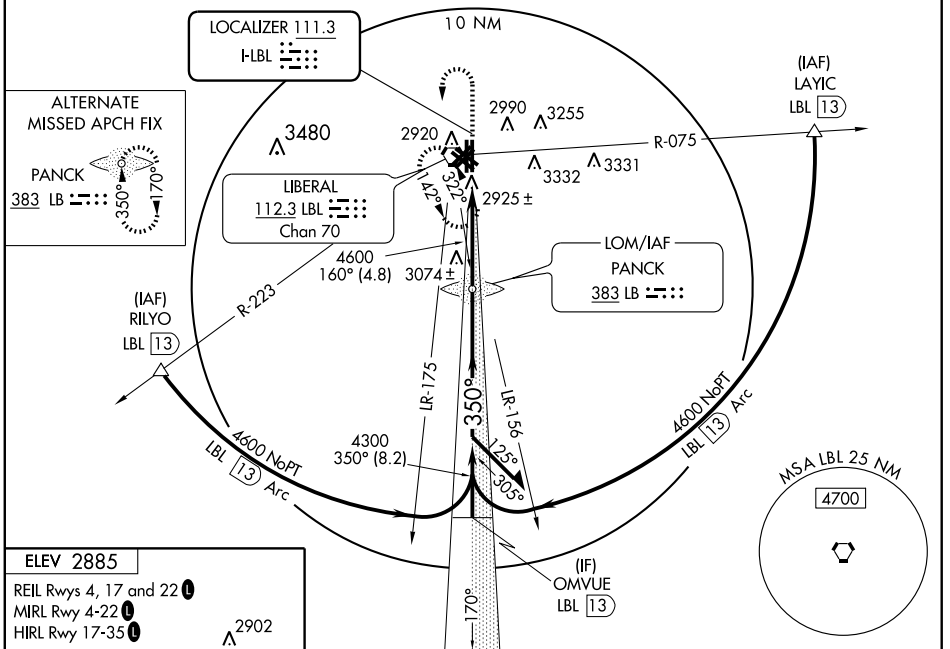
Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

MALSR

MISSED APPROACH: Climb to 4600 then left turn direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L

ADF or DME REQUIRED

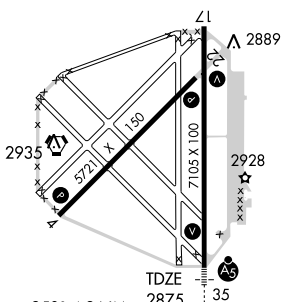


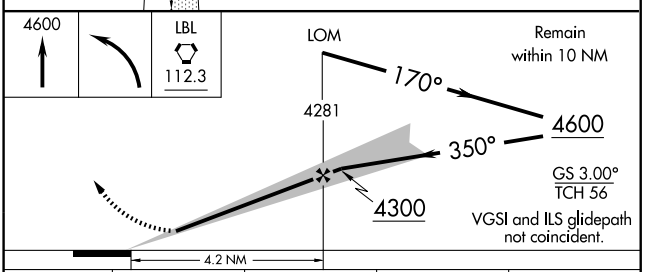
ELEV 2885

REIL Rwys 4, 17 and 22 L

MIRL Rwy 4-22 L

HIRL Rwy 17-35 L





FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 35	3075-½ 200 (200-½)			
S-LOC 35	3260-½ 385 (400-½)			3260-¾ 385 (400-¾)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5721
CH 72905	035°	TDZE	2885
W04A		Apt Elev	2885

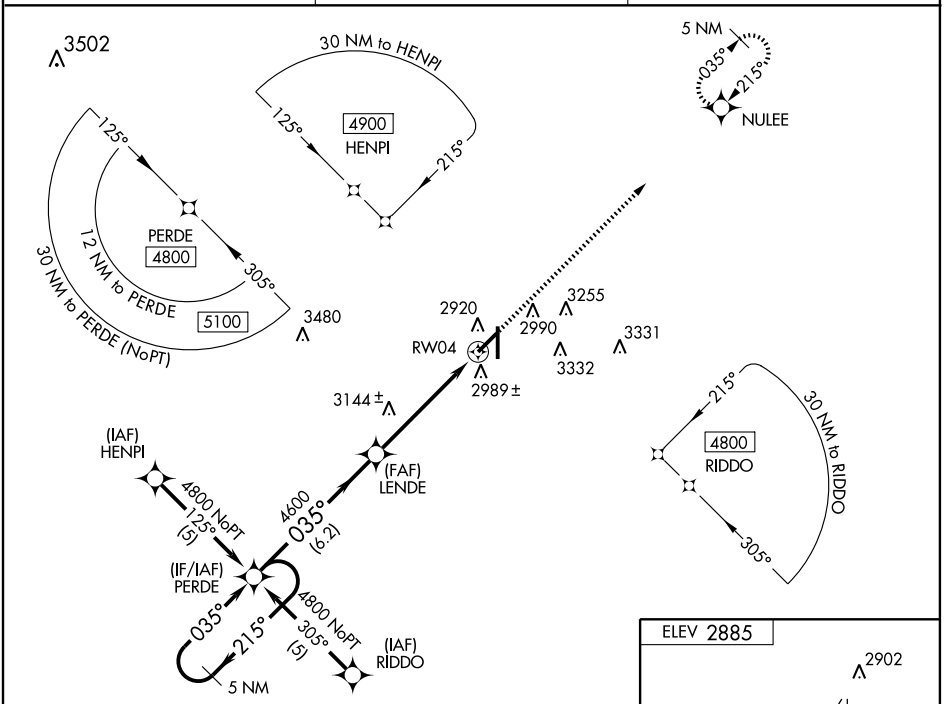
RNAV (GPS) RWY 4

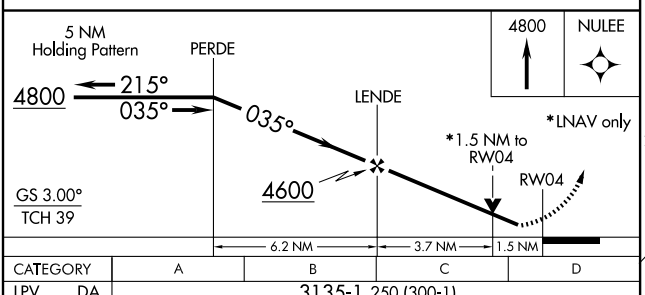
LIBERAL MID-AMERICA RGNL (LBL)

Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

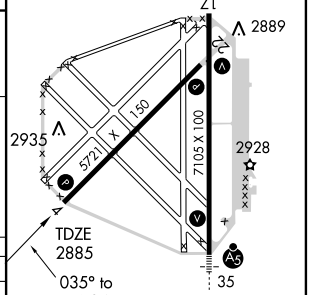
MISSED APPROACH: Climb to 4800 direct NULEE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3135-1 250 (300-1)			
LNAV/VNAV DA	3300-1½ 415 (500-1½)			
LNAV MDA	3400-1 515 (600-1)		3400-1½ 515 (600-1½)	3400-1¾ 515 (600-1¾)
CIRCLING	3400-1 515 (600-1)		3400-1½ 515 (600-1½)	3440-2 555 (600-2)



REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

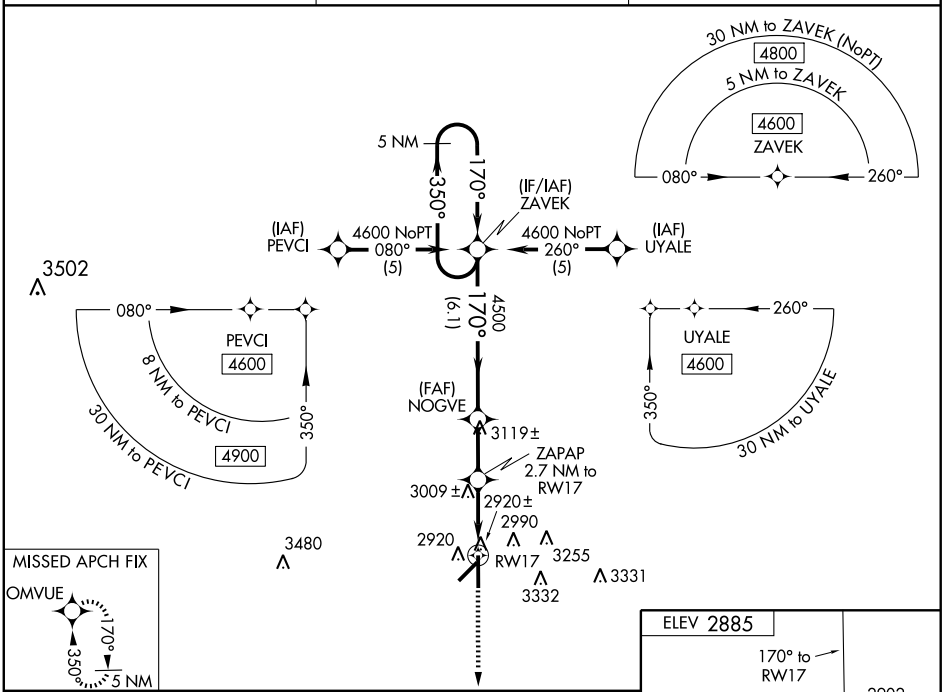
WAAS	APP CRS	Rwy Idg	7105
CH 78205	170°	TDZE	2877
W17A		Apt Elev	2885

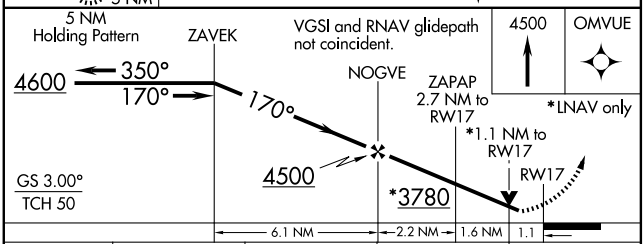
RNAV (GPS) RWY 17
LIBERAL MID-AMERICA RGNL (LBL)

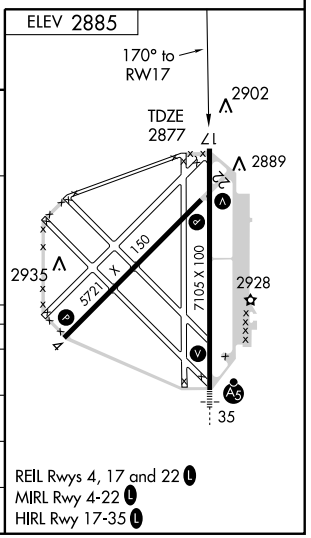
T A Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4500 direct OMVUE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3127-¾ 250 (300-¾)			
LNAV/VNAV DA	3320-1½ 443 (500-1½)			
LNAV MDA	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5721
CH 90405	215°	TDZE	2877
W22A		Apt Elev	2885

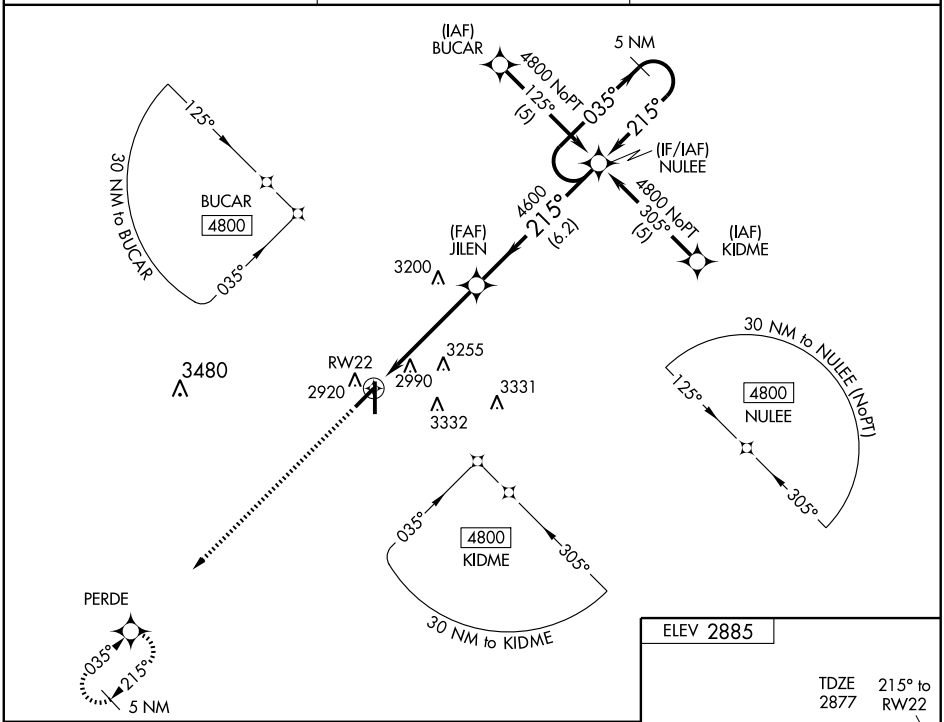
RNAV (GPS) RWY 22

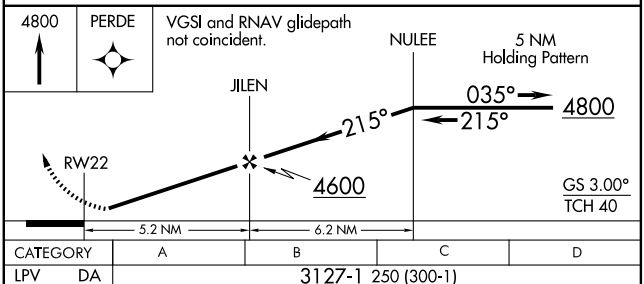
LIBERAL MID-AMERICA RGNL (LBL)

Circling NA east of Rwy 17-35. Baro-VNAV NA when using Guymon Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

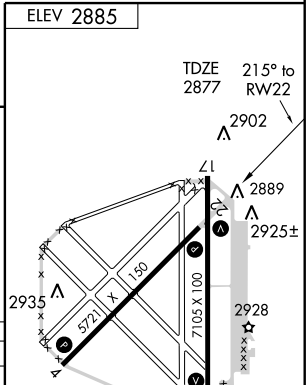
MISSED APPROACH: Climb to 4800 direct PERDE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3127-1 250 (300-1)			
LNAV/VNAV DA	3185-1 308 (300-1)			
LNAV MDA	3480-1 603 (600-1)		3480-1¾ 603 (600-1¾)	3480-2 603 (600-2)
CIRCLING	3480-1 595 (600-1)		3480-1¾ 595 (600-1¾)	3480-2 595 (600-2)



REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7105
CH 63005	350°	TDZE	2875
W35A		Apt Elev	2885

RNAV (GPS) RWY 35

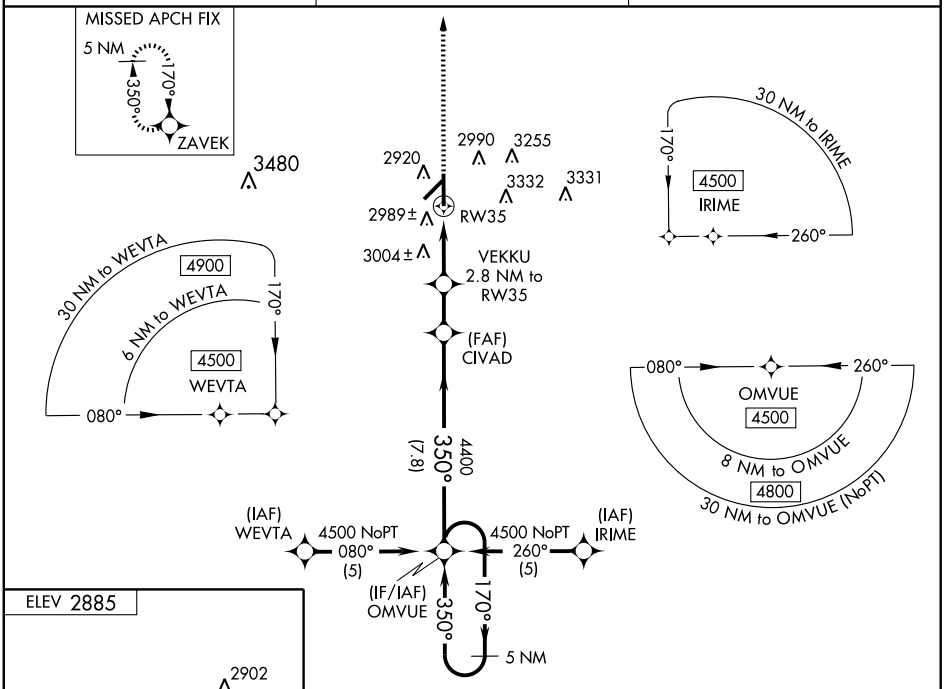
LIBERAL MID-AMERICA RGNL (LBL)

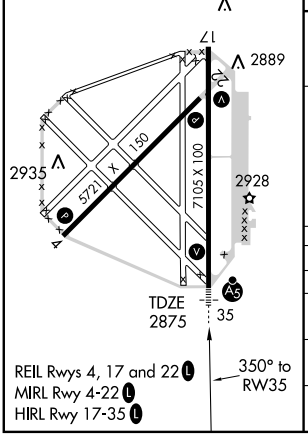
Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. For inoperative MALSR increase LNAV Cat D visibility to 1¼.

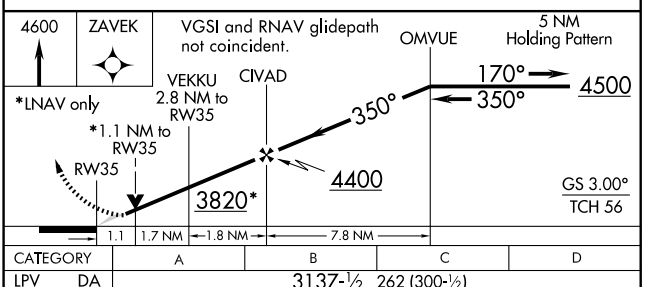
MALSR

MISSED APPROACH: Climb to 4600 direct ZAVEK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3137-½ 262 (300-½)			
LNAV/VNAV DA	3290-1 415 (500-1)			
LNAV MDA	3260-½ 385 (400-½)			3260-1 385 (400-1)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LBL 112.3 Chan 70	APP CRS 196°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885

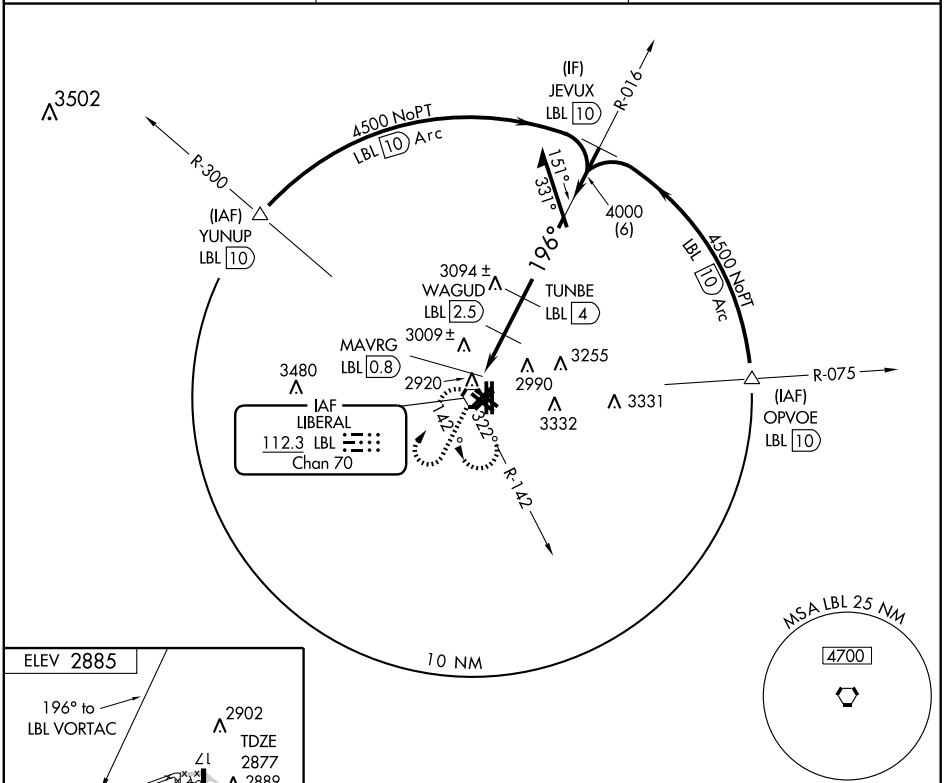
VOR/DME RWY 17

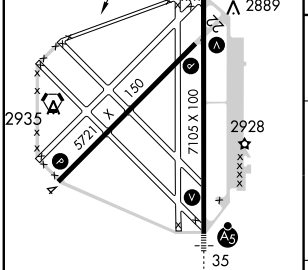
LIBERAL MID-AMERICA RGNL (LBL)

Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

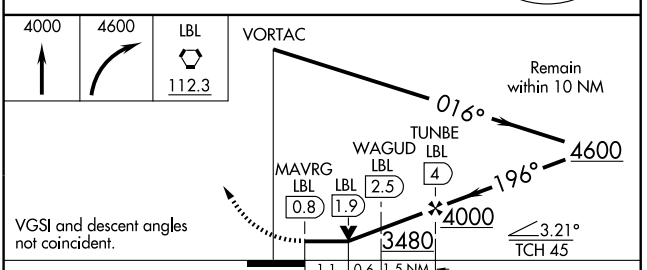
MISSED APPROACH: Climb to 4000 then climbing right turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 17-35 L
REIL Rwys 4, 17 and 22 L



CATEGORY	A	B	C	D
S-17	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LBL 112.3 Chan 70	APP CRS 019°	Rwy Idg 5721 TDZE 2885 Apt Elev 2885

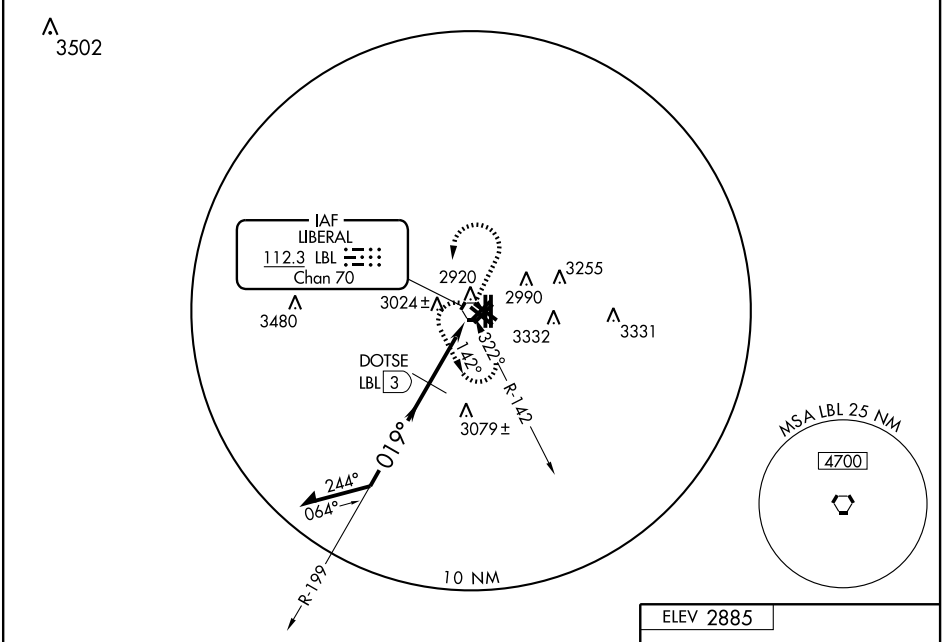
VOR RWY 4

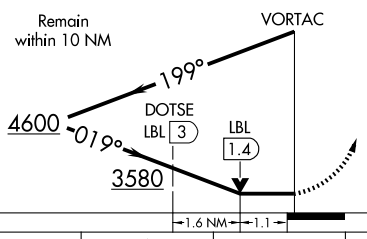
LIBERAL MID-AMERICA RGNL (LBL)

Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

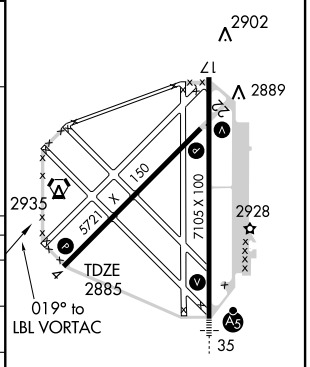
MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2¼ 695 (700-2¼)
CIRCLING	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2¼ 695 (700-2¼)
DME MINIMUMS				
S-4	3280-1 395 (400-1)			3280-1¼ 395 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)



REIL Rwys 4, 17 and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LBL	APP CRS	Rwy Idg	7105
112.3	322°	TDZE	2875
Chan 70		Apt Elev	2885

VOR RWY 35

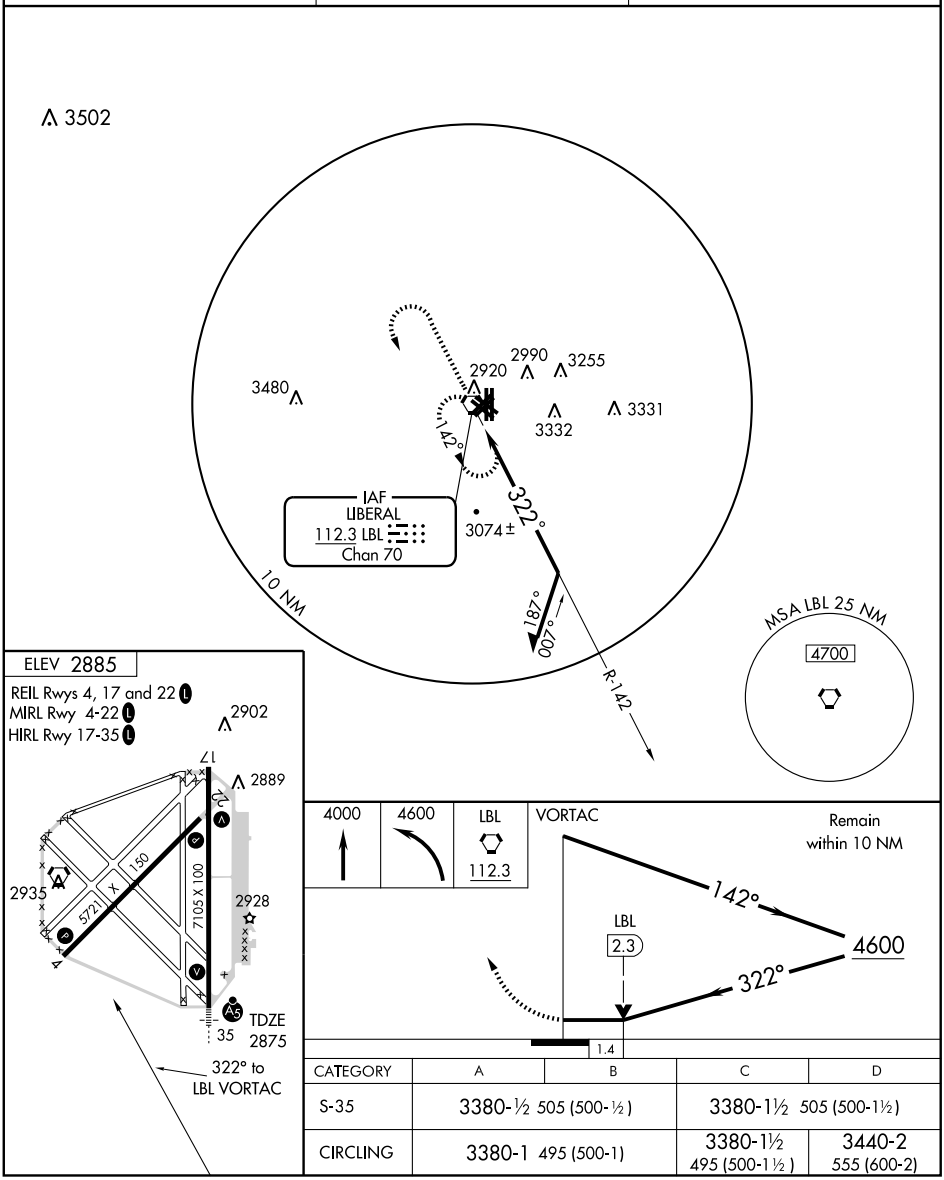
LIBERAL MID-AMERICA RGNL (LBL)

Inoperative table does not apply to Cat C and D. Circling NA east of Rwy 17-35.
If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Guymon Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.375	134.0 290.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	3380-½ 505 (500-½)		3380-1½ 505 (500-1½)	
CIRCLING	3380-1 495 (500-1)		3380-1½ 495 (500-1½)	3440-2 555 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LINCOLN MUNI (K71) 2 NW UTC−6(−7DT) N39°03.48′ W98°10.02′ **WICHITA**
1412 S2 **FUEL** 100LL, JET A NOTAM FILE ICT
RWY 15–33: 2700X370 (TURF) MIRL
RWY 15: Road. **RWY 33:** Road.
RWY 02–20: 2700X130 (TURF) LIRL
RWY 02: Road. **RWY 20:** Road.
AIRPORT REMARKS: Attended Mar–Nov, Mon–Fri 1400–2300Z‡. Arpt may not be attended during periods when agricultural activities are not conducted. For fuel after hrs call 785–524–5240. Rodent activity on Rwy 02–20 and Rwy 15–33 closely monitored by management. Rwy 02—55′ tree 400′ fm rwy end 150′ L with other trees in vicinity.
COMMUNICATIONS: CTAF 122.9

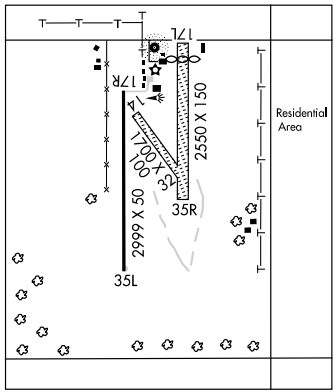
LLOYD STEARMAN (See BENTON)

LUCAS (38K) 1 E UTC−6(−5DT) N39°03.72′ W98°31.52′ **WICHITA**
1485 NOTAM FILE ICT
RWY 17–35: H2904X50 (ASPH) MIRL
RWY 17: Trees. **RWY 35:** Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

LYNDON

POMONA LAKE (39K) 5 N UTC−6(−5DT) N38°41.52′ W95°41.40′ **KANSAS CITY**
1050 NOTAM FILE ICT
RWY 16–34: H2170X60 (TURF–GRVL)
RWY 16: Road. **RWY 34:** Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR indef. Ultralight activity on and invof arpt. Rwy 16–34 has hangars and trees both sides of rwy. Rwy 16–34 loose gravel, rough surface.
COMMUNICATIONS: CTAF 122.9

LYONS–RICE CO MUNI (LYO) 1 W UTC−6(−5DT) N38°20.57′ W98°13.61′ **WICHITA**
1691 B S4 **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 17R–35L: H2999X50 (ASPH) S–4 LIRL 0.4% up N **IAP**
RWY 17R: Road. Rgt tfc.
RWY 17L–35R: 2550X150 (TURF) 0.4% up N
RWY 17L: Thld dsplcd 250′. Road. **RWY 35R:** Rgt tfc.
RWY 14–32: 1700X100 (TURF) 0.6% up NW
RWY 14: Antenna. **RWY 32:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendance other times on req call 620–257–5002. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 14–32 CLOSED indef. Rwy 17R–35L CLOSED for reconstruction. Rwy 17L–35R dsplcd thlds marked with square green and white panels.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 118.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 317° 24.9 NM to fld. 1531/9E.
NDB (MHW) 386 LYO N38°20.83′ W98°13.62′ at fld. NOTAM FILE ICT.



MAIZE (See WICHITA–MAIZE)

APP CRS	Rwy Idg	2999
174°	TDZE	1691
	Apt Elev	1691

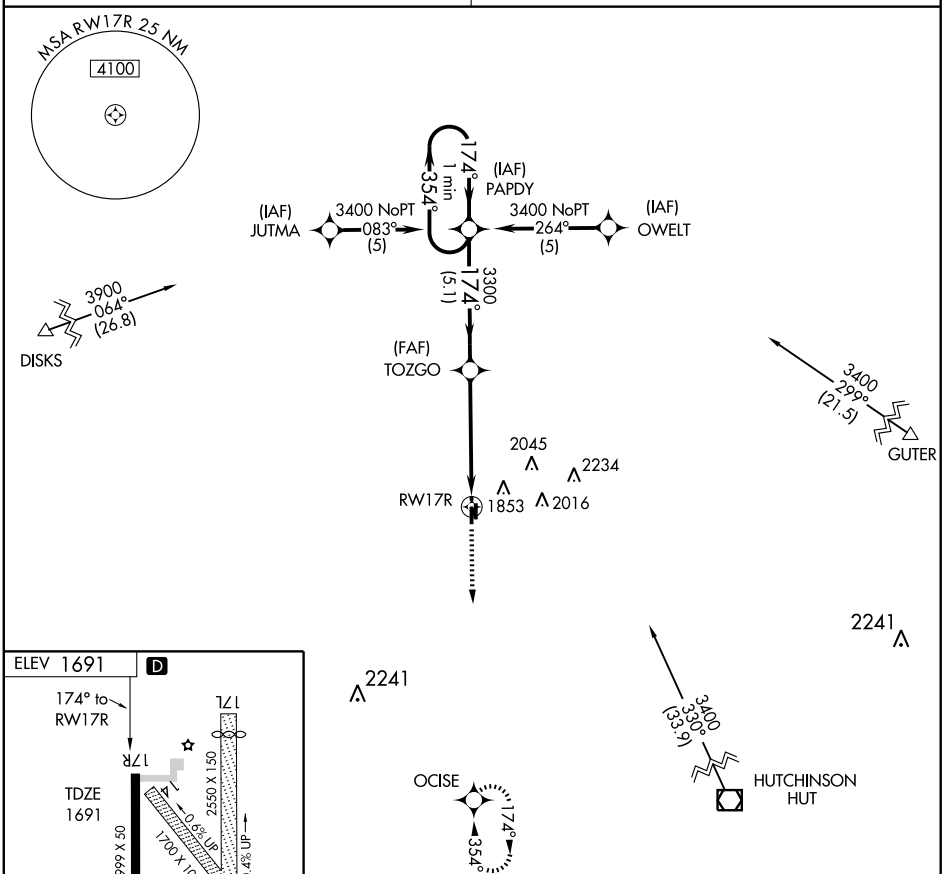
GPS RWY 17R
LYONS-RICE COUNTY MUNI (LYO)

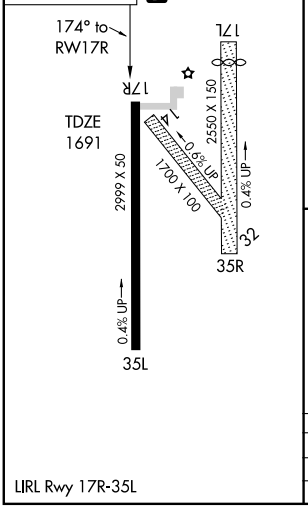
NA Use Hutchinson altimeter setting.

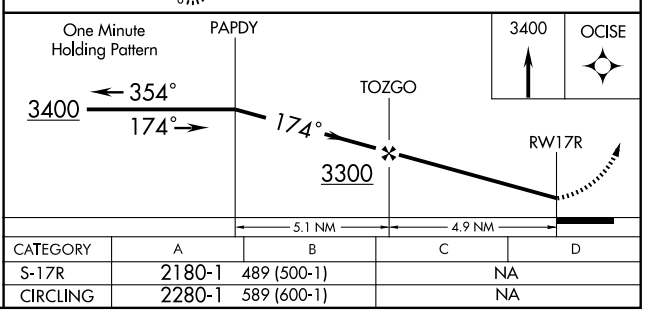
MISSED APPROACH: Climb to 3400 direct OCISE WP and hold.

KANSAS CITY CENTER
118.8 337.4

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
S-17R	2180-1	489 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
354°	Rwy Idg	2999
	TDZE	1691
	Apt Elev	1691

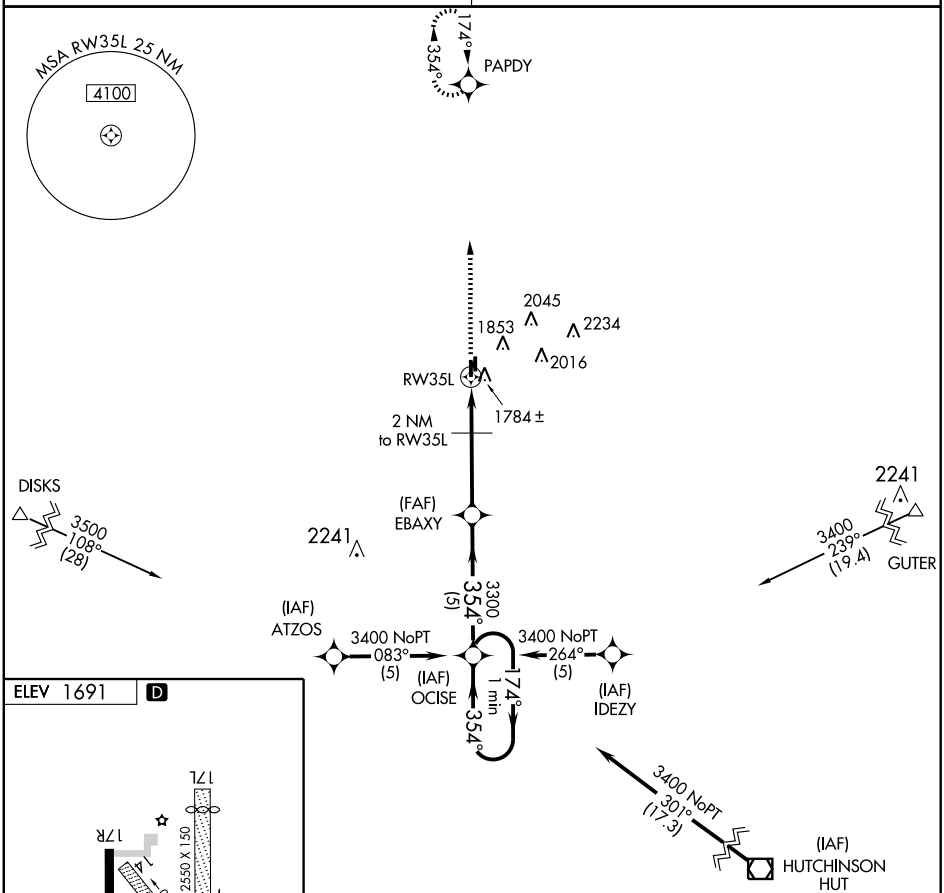
GPS RWY 35L

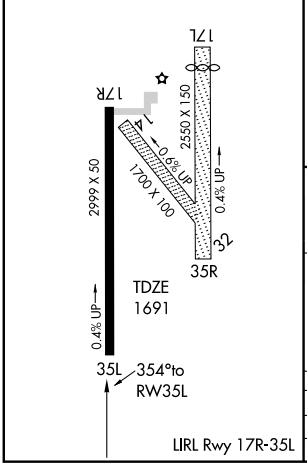
LYONS-RICE COUNTY MUNI (LYO)

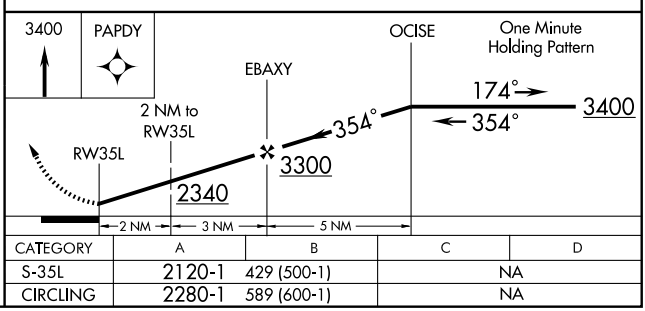
NA Use Hutchinson altimeter setting.

MISSED APPROACH: Climb to 3400 direct PAPDY WP and hold.

KANSAS CITY CENTER	UNICOM
118.8 337.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-35L	2120-1	429 (500-1)	NA	
CIRCLING	2280-1	589 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB LYO 386	APP CRS 162°	Rwy Idg 2999 TDZE 1691 Apt Elev 1691

NDB RWY 17R

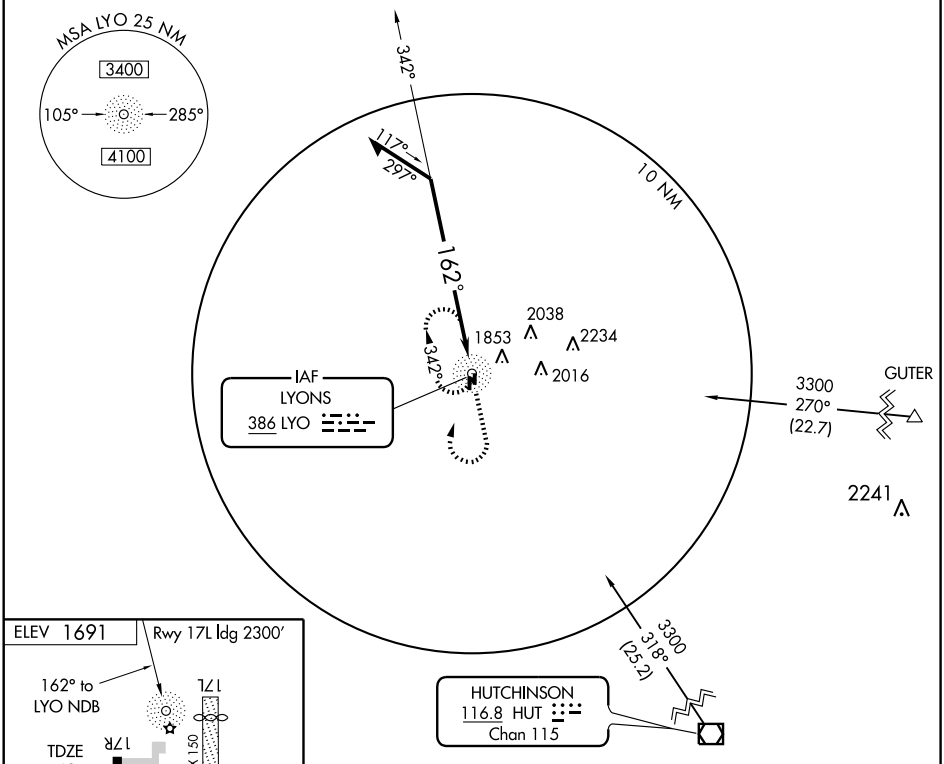
LYONS-RICE COUNTY MUNI (LYO)

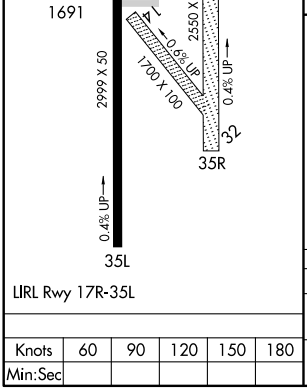
Use Hutchinson altimeter setting.

⚠ NA

MISSED APPROACH: Climb to 3300 then right turn direct LYO NDB and hold.

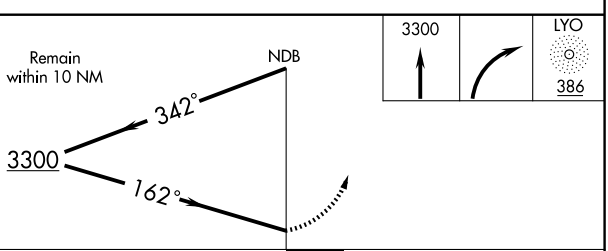
KANSAS CITY CENTER	UNICOM
118.8 337.4	122.8 (CTAF)





LIRL Rwy 17R-35L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-17R	2320-1	629 (700-1)	NA	
CIRCLING	2320-1	629 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUT	APP CRS	Rwy Idg	N/A
116.8	317°	TDZE	N/A
Chan 115		Apt Elev	1691

VOR/DME-A

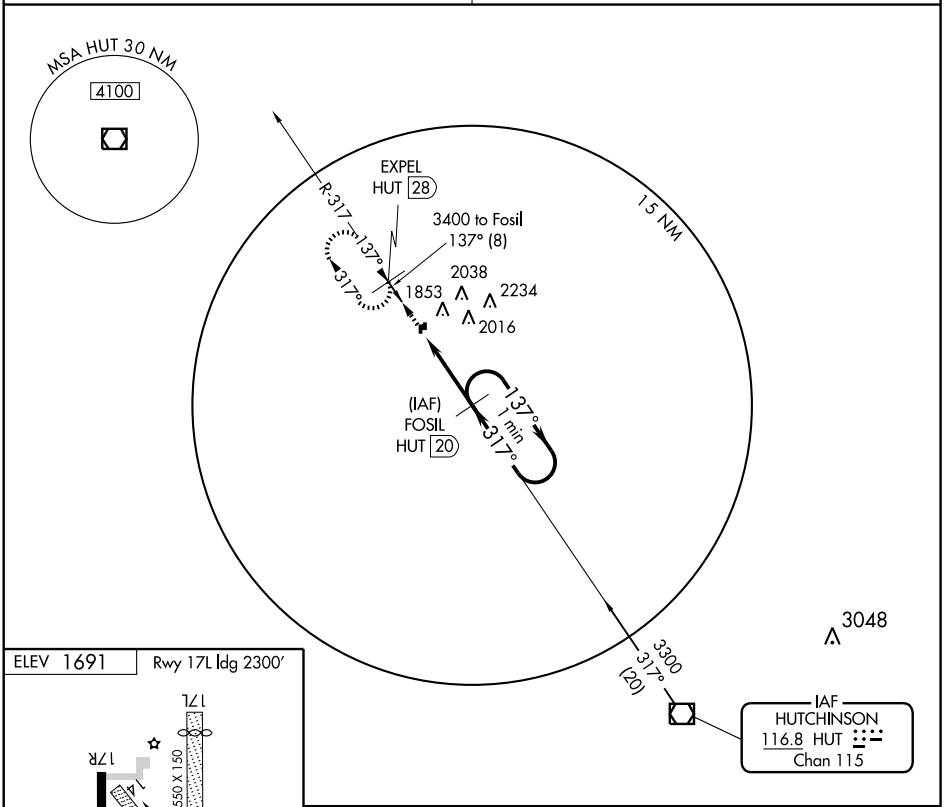
LYONS-RICE COUNTY MUNI (LYO)

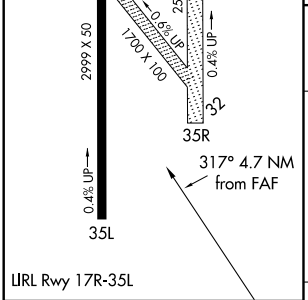
Use Hutchinson altimeter setting.

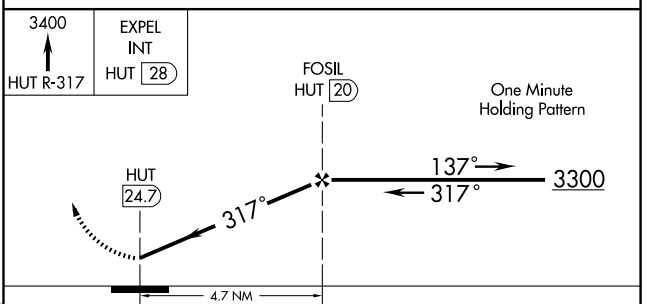
⚠ NA

MISSED APPROACH: Climb to 3400 via HUT R-317 to EXPEL 28 DME and hold.

KANSAS CITY CENTER	UNICOM
118.8 337.4	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

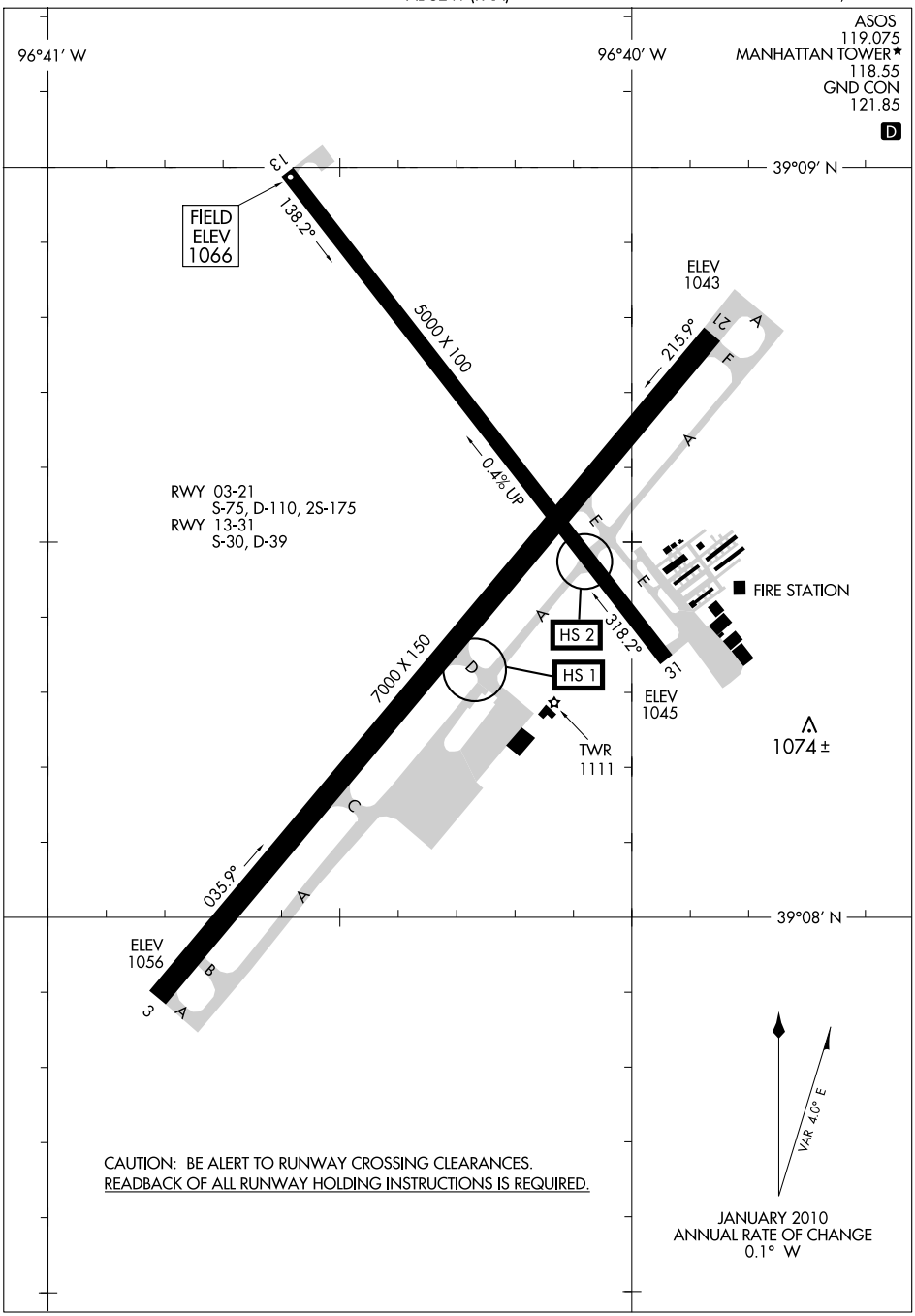
CATEGORY	A	B	C	D
CIRCLING	2340-1 649 (700-1)	2340-1¼ 649 (700-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)
MANHATTAN, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

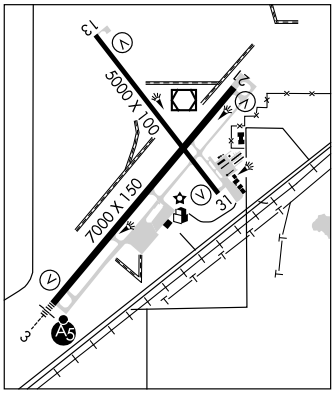
AIRPORT DIAGRAM

MANHATTAN, KANSAS
MANHATTAN RGNL (MHK)

10266

MANHATTAN RGNL (MHK) 4 SW UTC−6(−5DT) N39°08.47′ W96°40.31′ **KANSAS CITY**
1066 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks **H–5C, L–10I**
NOTAM FILE MHK **IAP, AD**

RWY 03–21: H7000X150 (CONC–GRVD) S–75, D–110, 2S–175
HIRL
RWY 03: MALSR. VASI(V4L)—GA 3.0° TCH 50′. Trees. Rgt tfc.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 35′. Trees.
RWY 13–31: H5000X100 (ASPH–CONC) S–30, D–39
MIRL 0.4% up NW
RWY 13: VASI(V4L)—GA 3.5° TCH 40′. Tree.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 42′. Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1200–0400Z‡. Coyotes and deer on and invof all rwys. Migratory birds invof arpt Mar–May and Sep–Nov. Military airfield 7 miles SW resembles this arpt. Class I, ARFF Index B. 24 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 785–587–4565. After hrs air carrier ops are not authorized in excess of 15 minutes before or after scheduled arrival or departure time without prior coordination to confirm ARFF services are avbl prior to landing or takeoff. Contact MHK ARFF 785–587–4521. Rwy 13–31 CLOSED to acft over 33,000 pounds. Non-standard air traffic control minima applied IFR arrivals with respect to high performance acft ops conducted within confines of R–3602. Index C available upon request. TPA 1909(843) light acft, 2509(1443) turbine powered acft. ACTIVATE MALSR Rwy 03—CTAF. When twr clsd ACTIVATE HIRL Rwy 03–21 and MIRL Rwy 13–31, REIL Rwy 21 and Rwy 31—CTAF. VASI Rwy 03, Rwy 21, Rwy 13 and Rwy 31 opr continuous.

WEATHER DATA SOURCES: ASOS 119.075 (785) 537–1035. **HIWAS** 110.2 MHK. LAWRS (1300–0300Z‡).
COMMUNICATIONS: CTAF 118.55
RCO 122.65 (WICHITA RADIO)
Ⓡ **MARSHALL AAF GCA APP/DEP CON** 121.25 (Mon 1300Z‡–Sat 0530Z‡ exc holidays)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.35 (Sat 0530Z‡–Mon 1300Z‡ exc holidays)
TOWER 118.55 (1300–0300Z‡) **GND CON** 121.85
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MHK.
(T) VORW/DME 110.2 MHK Chan 39 N39°08.73′ W96°40.12′ at fld. 1044/4E. **HIWAS.**
DME portion unusable 230°–360° byd 10 NM below 3,500′
VOR portion unusable 260°–282° byd 10 NM below 3,500′
ILS 111.3 I–MHK Rwy 03 Class IE.
COMM/NAV/WEATHER REMARKS: Multicom 122.85 avbl.

MANKATO (TKO) 1 NW UTC−6(−5DT) N39°48.17′ W98°13.27′ **WICHITA**
1859 NOTAM FILE ICT **L–10H**
RWY 17–35: H3540X50 (ASPH) LIRL
RWY 17: Fence.
RWY 09–27: 2505X100 (TURF)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Attended Mar–Oct Mon–Fri 1300–2300Z‡. Rwy 17–35 and twys beginning to crack and spall. At the intersection of Rwy 09–27 and Rwy 17–35 a slight change in elevation may cause a rough crossing. White painted tires delineate the 4′ fence on the AER 17. Rwy 17 tires are overgrown with weeds.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 109.8T (WICHITA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
(L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 087° 1.8 NM to fld. 1880/10E.
VORTAC unusable 305°–315° byd 35 NM, VOR portion unusable 305°–030° byd 30 NM blo 4,500′.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-MHK	APP CRS	Rwy Idg	7000
111.3	036°	TDZE	1056
		Apt Elev	1066

ILS or LOC/DME RWY 3

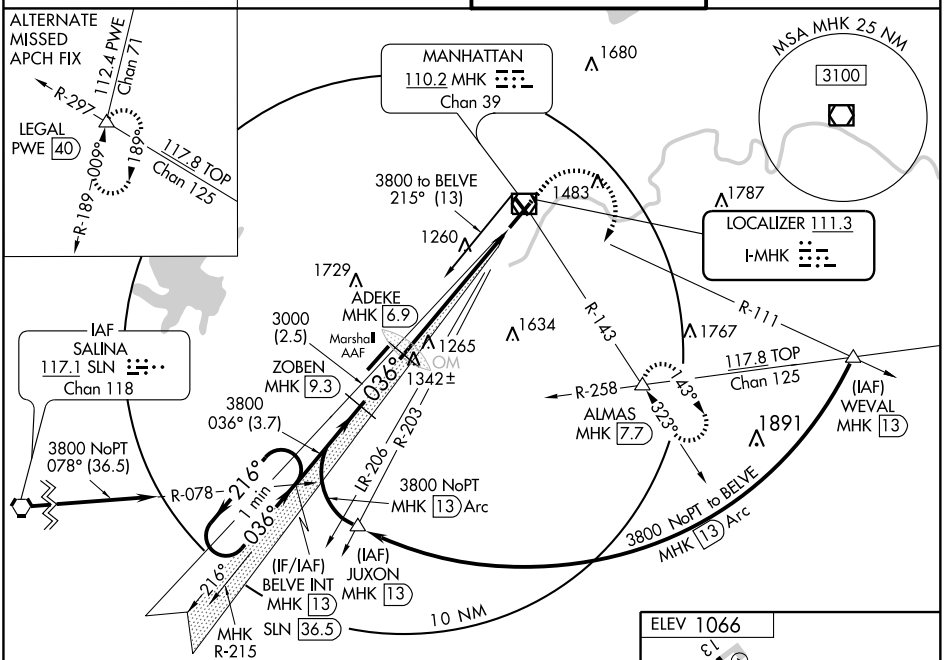
MANHATTAN RGNL (MHK)

T A For inoperative MALSR when using Marshall AAF altimeter setting, increase S-ILS 3 all Cats visibility to 1¼ mile. Circling NA west of Rwy 3-21. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet. For inoperative MALSR, increase S-LOC 3 Cats A/B visibility ¼ mile.

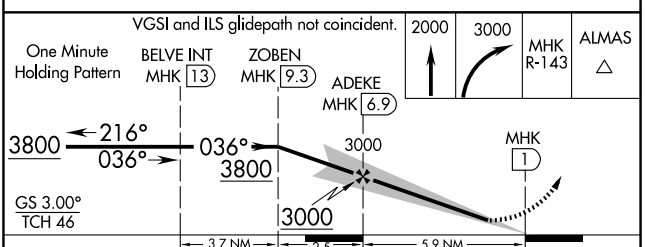
MALSR

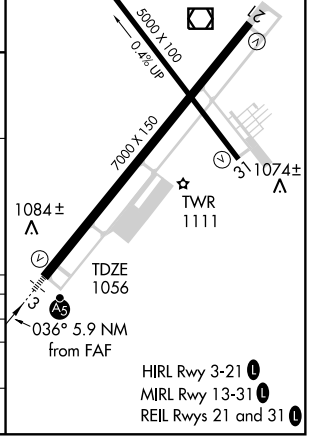
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85



DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 3	1256-¾ 200 (200-¾)			
S-LOC 3	1520-¾ 464 (500-¾)			1520-1 464 (500-1)
CIRCLING	1600-1 534 (600-1)	1700-1 634 (700-1)	1700-1¾ 634 (700-1¾)	1760-2¼ 694 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 73018	036°	TDZE	1056
W03A		Apt Elev	1066

RNAV (GPS) RWY 3

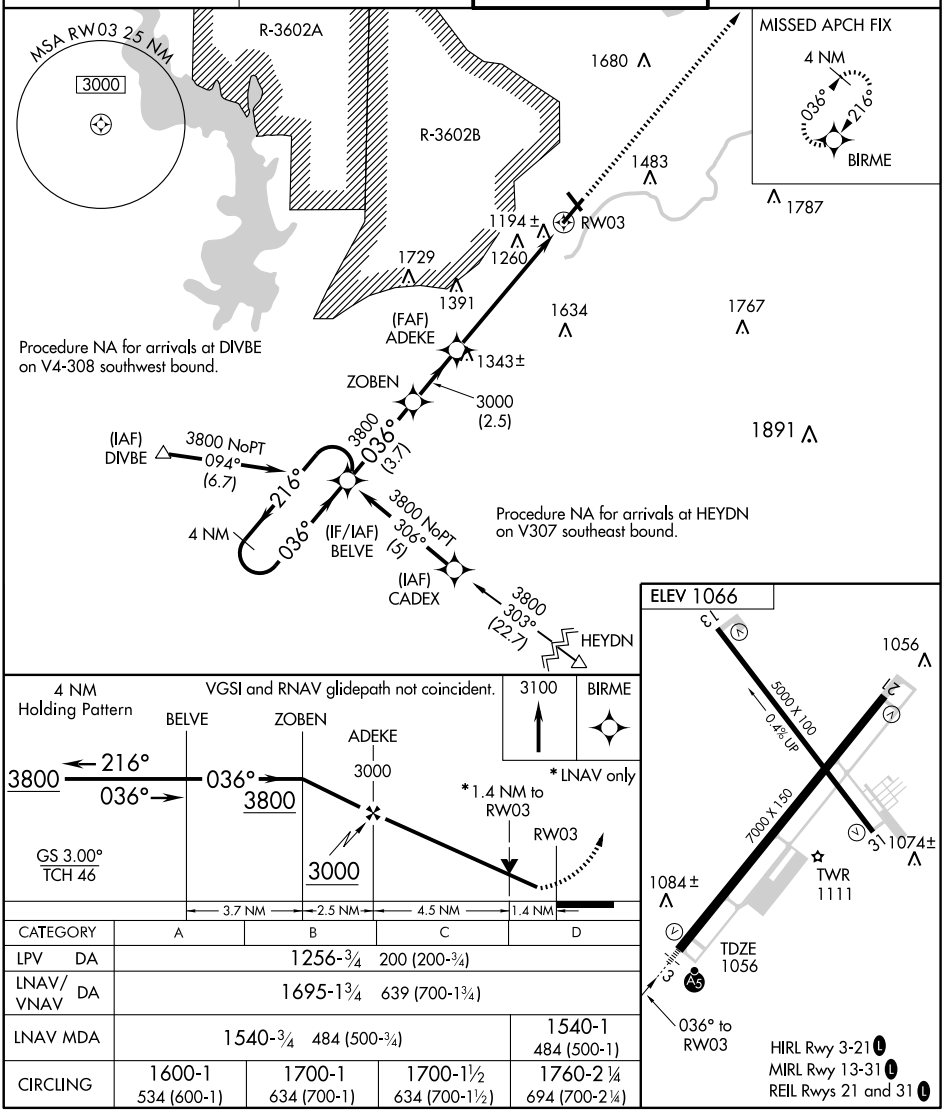
MANHATTAN RGNL (MHK)

For inoperative MALSR, increase LNAV Cats A, B visibility to 1 mile. Circling NA west of Rwy 3-21. Baro-VNAV NA when using Marshall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Inoperative table does not apply to LPV all Cats. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet, increase LNAV Cat C visibility ¼ mile. VDP NA with Marshall AAF altimeter setting.

MALSR

MISSED APPROACH: Climb to 3100 direct BIRME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85



CATEGORY	A	B	C	D
LPV DA	1256-¾ 200 (200-¾)			
LNAV/VNAV DA	1695-1¾ 639 (700-1¾)			
LNAV MDA	1540-¾ 484 (500-¾)			1540-1 484 (500-1)
CIRCLING	1600-1 534 (600-1)	1700-1 634 (700-1)	1700-1½ 634 (700-1½)	1760-2¼ 694 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 53319	216°	TDZE	1048
W21A		Apt Elev	1066

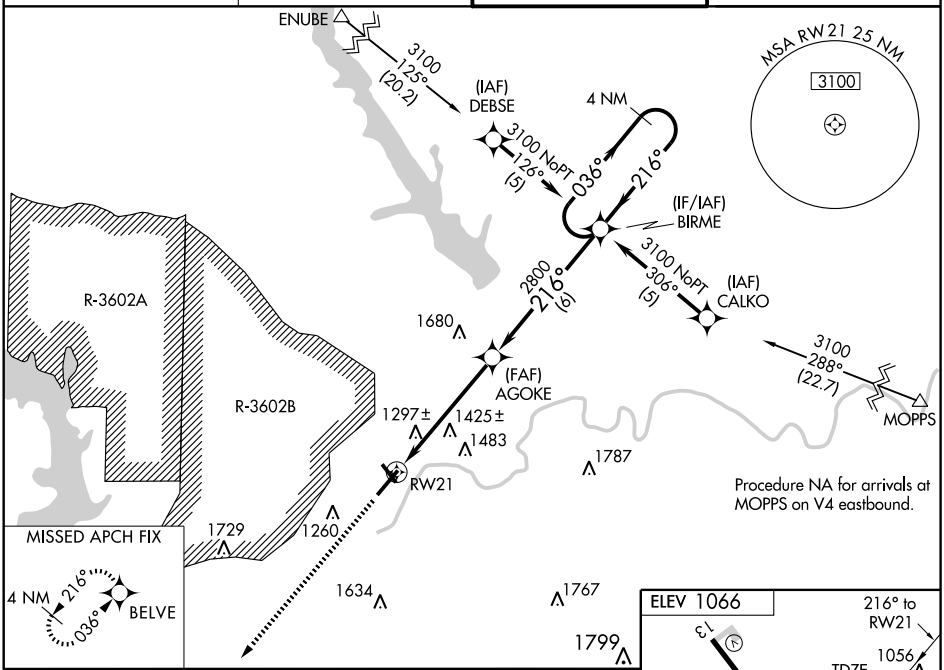
RNAV (GPS) RWY 21

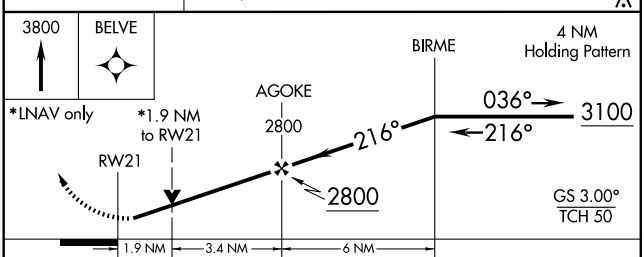
MANHATTAN RGNL (MHK)

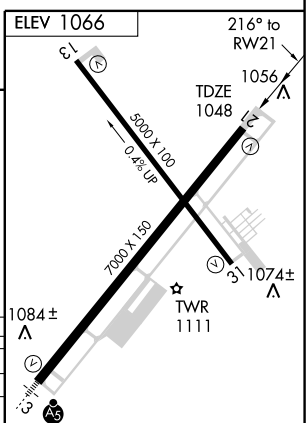
Circling NA west of Rwy 3-21. Baro-VNAV NA when using Marshall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all DA 16 feet and all MDA 20 feet, increase LNAV/VNAV visibility ¼ mile all Cats. VDP NA with Marshall AAF altimeter setting.

MISSED APPROACH: Climb to 3800 direct BELVE and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85







CATEGORY	A	B	C	D
LPV DA	1248-¾		200 (200-¾)	
LNAV/VNAV DA	1702-2¼		654 (700-2¼)	
LNAV MDA	1680-1	632 (700-1)	1680-1¾ 632 (700-1¾)	1680-2 632 (700-2)
CIRCLING	1680-1 614 (700-1)	1700-1 634 (700-1)	1700-1¾ 634 (700-1¾)	1760-2¼ 694 (700-2¼)

HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

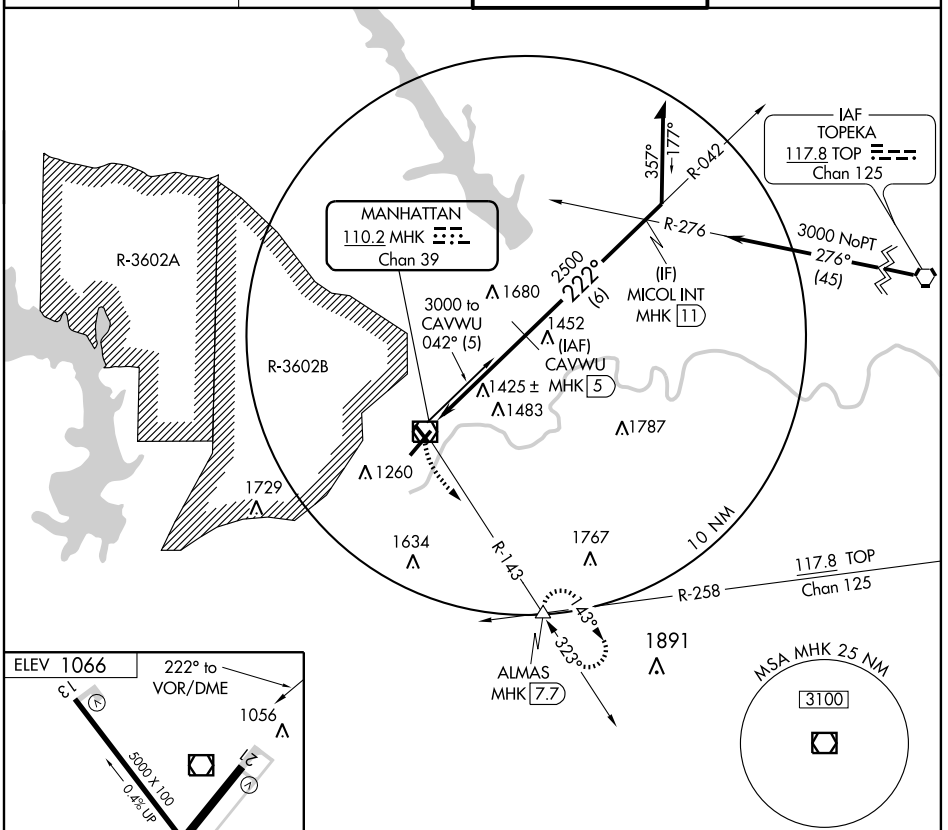
VOR/DME MHK 110.2 Chan 39	APP CRS 222°	Rwy Idg N/A TDZE N/A Apt Elev 1066

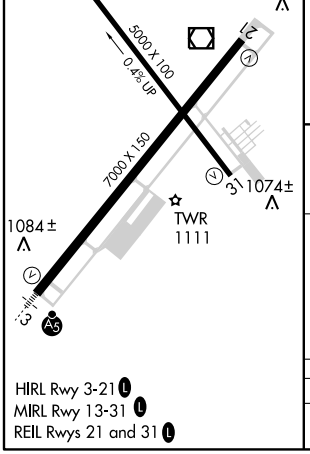
VOR/DME-F
MANHATTAN RGNL (MHK)

Circling NA west of Rwy 3-21.
When local altimeter setting not received, use Marshall AAF altimeter setting and increase all MDA 20 feet.

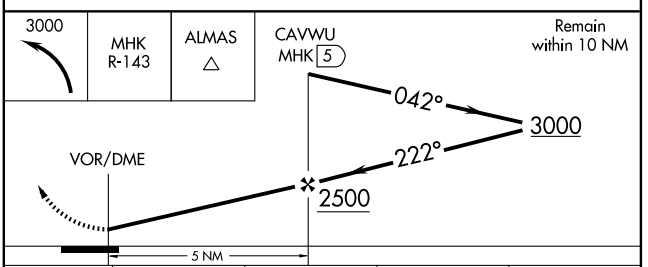
MISSED APPROACH: Climbing left turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85





HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L



CATEGORY	A	B	C	D
CIRCLING	1700-1	634 (700-1)	1700-1¾ 634 (700-1¾)	1760-2¼ 694 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHK 110.2 Chan 39	APP CRS 031°	Rwy Idg 7000 / TDZE 1056 / Apt Elev 1066

VOR RWY 3

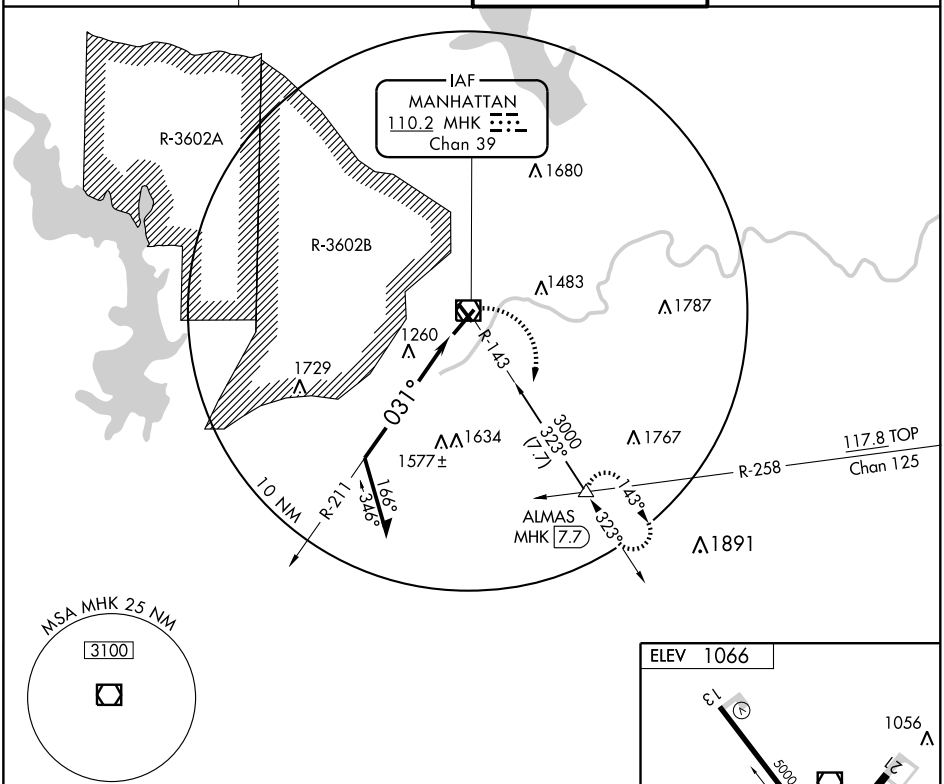
MANHATTAN RGNL (MHK)

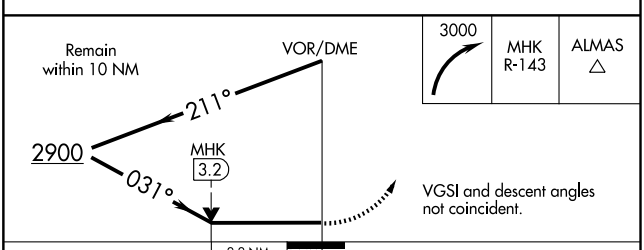
Visibility reduction by helicopters NA. Circling NA west of Rwy 3-21. When local altimeter setting not received, use Marshall AAF altimeter setting and increase all MDA 20 feet. VDP NA with Marshall AAF altimeter setting.

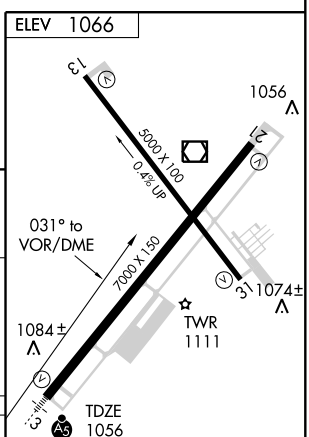
MALSR

MISSED APPROACH: Climbing right turn to 3000 via MHK VOR/DME R-143 to ALMAS INT/MHK 7.7 DME and hold.

ASOS	MARSHALL GCA	MANHATTAN TOWER ★	GND CON
119.075	121.25 254.35	118.55 (CTAF) L	121.85







CATEGORY	A	B	C	D
S-3	1820-1 764 (800-1)		1820-1¾ 764 (800-1¾)	1820-2 764 (800-2)
CIRCLING	1820-1 754 (800-1)	1820-1¼ 754 (800-1¼)	1820-2¼ 754 (800-2¼)	1820-2½ 754 (800-2½)

HIRL Rwy 3-21 L
MIRL Rwy 13-31 L
REIL Rwys 21 and 31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MARYSVILLE MUNI (MYZ) 1 NE UTC−6(−5DT) N39°51.32′ W96°37.84′ **KANSAS CITY**

1283 B NOTAM FILE ICT **L–10I**

RWY 15–33: H4200X60 (ASPH) MIRL **IAP**

RWY 15: Tree. **RWY 33:** Trees.

AIRPORT REMARKS: Unattended. TV twr +499′. 9 miles N of arpt approximately ¼ mile left of AER 15. ACTIVATE MIRL Rwy 15–33—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)

KANSAS CITY CENTER APP/DEP CON 123.8

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 219° 28.5 NM to fld. 1360/5E. **HIWAS.**

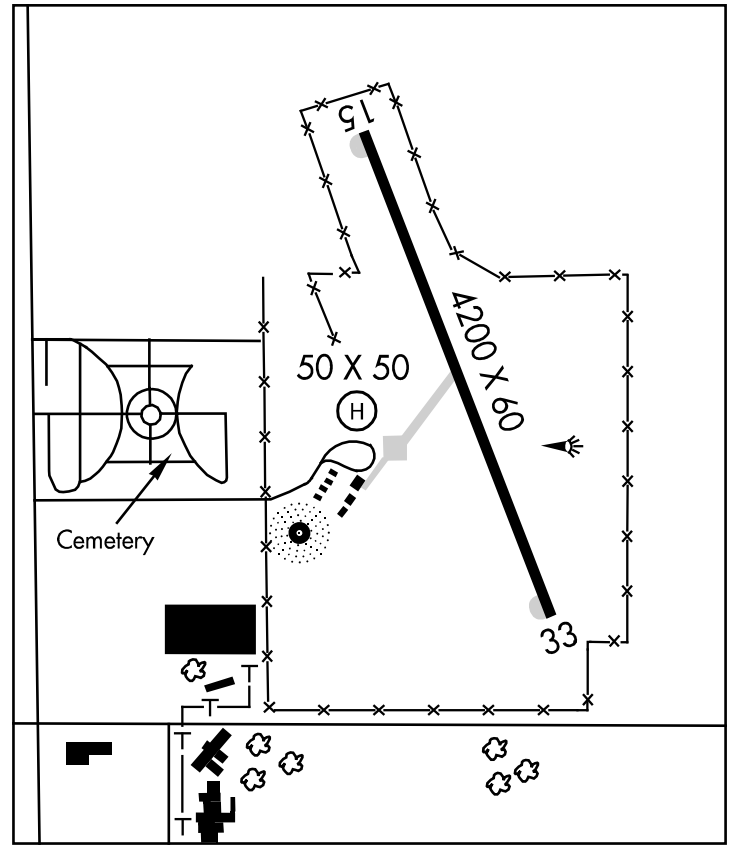
NDB (MHW) 341 MYZ N39°51.17′ W96°38.00′ at fld. NOTAM FILE ICT.

• • • • • • • • • • • • • • • •

HELIPAD H1: H50X50 (CONC)

H1: Pole.

HELIPORT REMARKS: 50′ pole 270′ SW of helipad.



NDB MYZ 341	APP CRS 320°	Rwy Idg 4200 TDZE 1283 Apt Elev 1283

NDB or GPS RWY 33

MARYSVILLE MUNI (MYZ)

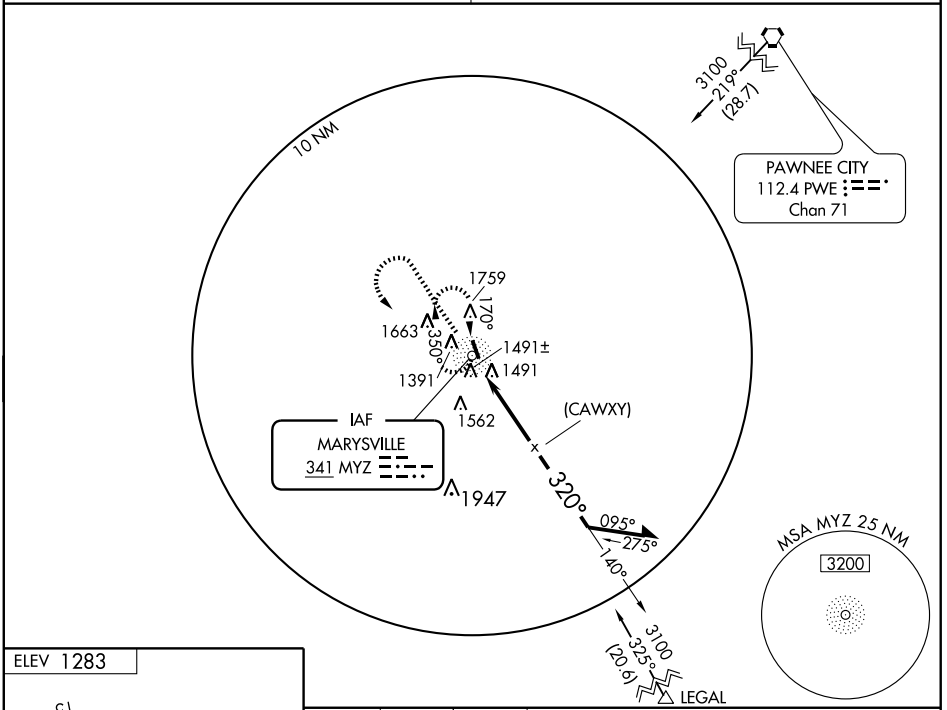
Use Beatrice, NE altimeter setting; when not received, use Concordia/Blosser Muni altimeter setting; when neither altimeter setting received, procedure not authorized.

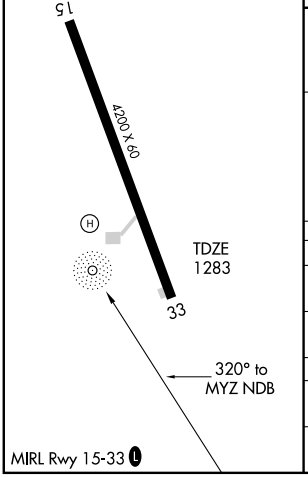
NA

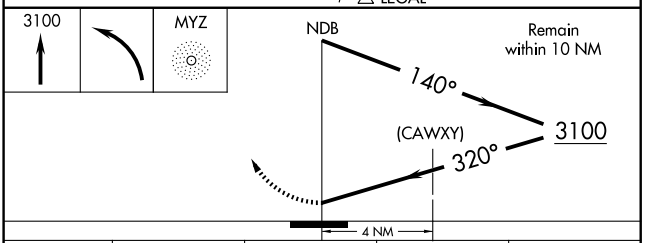
MISSED APPROACH: Climb to 3100 then left turn direct MYZ NDB and hold.

KANSAS CITY CENTER
123.8 343.7

UNICOM
122.8 (CTAF) L





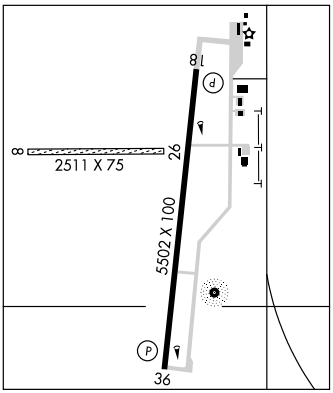


CATEGORY	A	B	C	D
S-33	2060-1 777 (800-1)	2060-1¼ 777 (800-1¼)	2060-2¼ 777 (800-2¼)	NA
CIRCLING	2180-1¼ 897 (900-1¼)		2180-2¾ 897 (900-2¾)	NA
CONCORDIA/BLOSSER ALTIMETER SETTING MINIMUMS				
S-33	2140-1 857 (900-1)	2140-1¼ 857 (900-1¼)	2140-2½ 857 (900-2½)	NA
CIRCLING	2300-1¼ 1017 (1100-1¼)	2300-1½ 1017 (1100-1½)	2300-3 1017 (1100-3)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

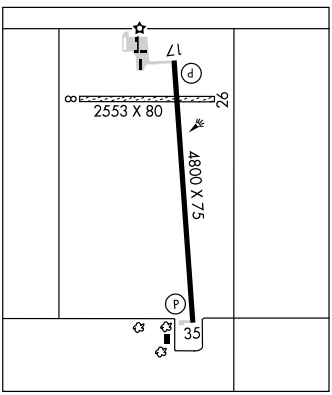
McPHERSON (MPR) 1 SW UTC−6(−5DT) N38°21.15′ W97°41.48′ **WICHITA**
1498 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT **H–5C, L–10I**
IAP

RWY 18–36: H5502X100 (CONC) S–30 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 08–26: 2511X75 (TURF)
RWY 08: P–line. **RWY 26:** P-line. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. 100LL is avbl by use of credit card. Rwy 08–26 thlds and edges marked by yellow cones. Rwy 18–36 and portions of twys and tie down areas are a combination of concrete and asph. MIRL Rwy 18–36 preset on med ints, to change ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (620) 241–2498.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (WICHITA RADIO)
Ⓡ **WICHITA APP/DEP CON** 125.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 019° 24.2 NM to fld. 1531/9E.
NDB (MHW) 227 MPR N38°20.91′ W97°41.24′ at fld. NOTAM FILE ICT.



MEADE MUNI (MEJ) 1W UTC−6(−5DT) N37°16.61′ W100°21.39′ **WICHITA**
2529 B NOTAM FILE MEJ **L–15C**
IAP

RWY 17–35: H4800X75 (CONC) MIRL 0.3% up N
RWY 17: PAPI(P2L). Road. **RWY 35:** PAPI(P2L). Road.
RWY 08–26: 2553X80 (TURF) 0.7% up W
RWY 08: Road. **RWY 26:** Post.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 08–26 rough, uneven and marked. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (620) 873–8447.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 054° 32.6 NM to fld. 2891/11E. **HIWAS.**



MEDICINE LODGE (K51) 3 SE UTC−6(−5DT) N37°15.75′ W98°32.77′ **WICHITA**
1543 NOTAM FILE ICT **L–15D**
RWY 16–34: H3200X42 (ASPH) LIRL
RWY 16: Hill.
RWY 01–19: 2270X90 (TURF)
RWY 01: Trees. **RWY 19:** Tree.
RWY 13–31: 1690X80 (TURF)
RWY 13: Trees. **RWY 31:** Fence.
AIRPORT REMARKS: Unattended. For svc and arpt information call Sheriff, 620–886–5678. Ultralights on and invof arpt. Rwy 16–34 markings NSTD; narrow centerline and no numbers.
WEATHER DATA SOURCES: AWOS–3 119.625 (620) 886–3290.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54′ W98°10.24′ 282° 19.0 NM to fld. 1390/7E.

MIAMI CO (See PAOLA)

NDB MPR	APP CRS	Rwy Idg	5502
227	173°	TDZE	1494
		Apt Elev	1497

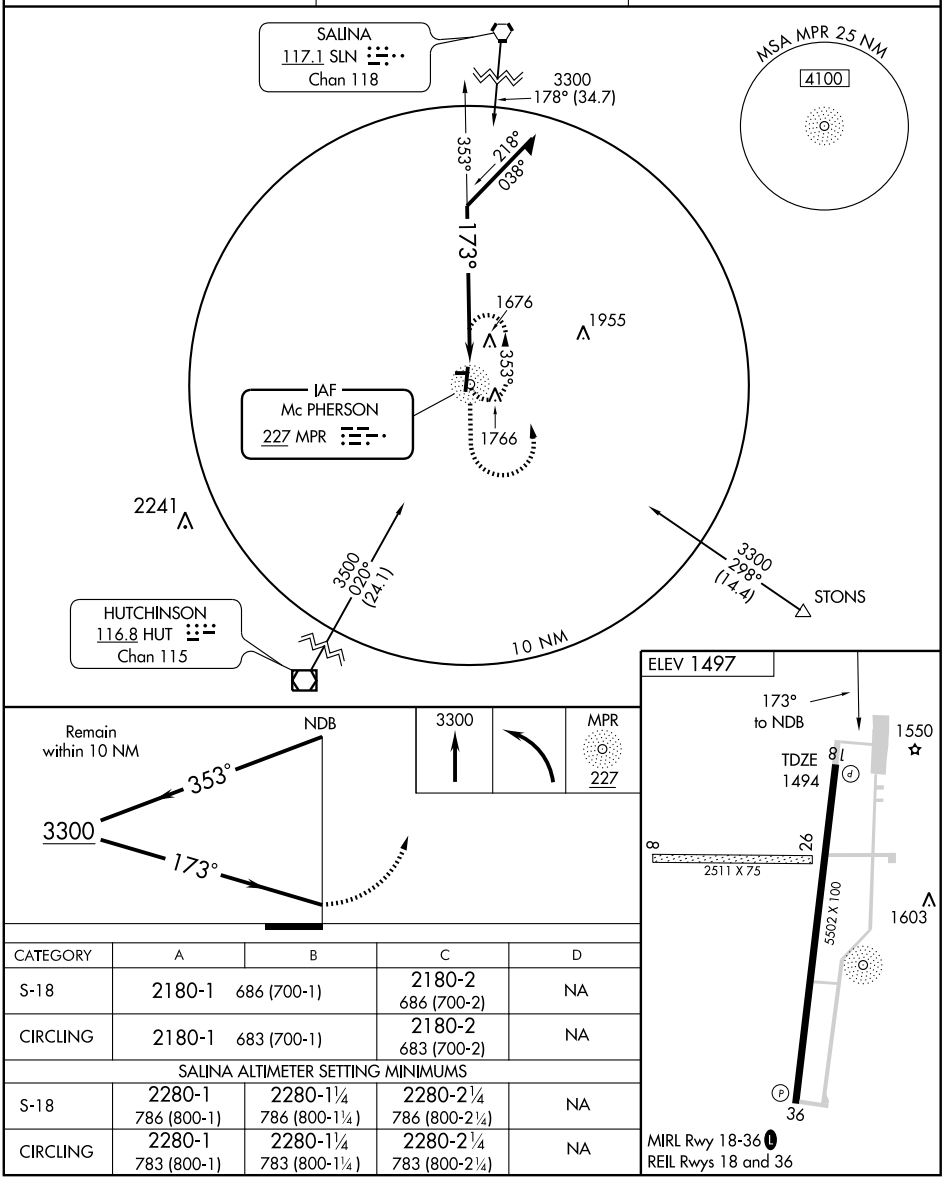
NDB RWY 18
MC PHERSON (MPR)

NA

Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MPR NDB and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-18	2180-1	686 (700-1)	2180-2 686 (700-2)	NA
CIRCLING	2180-1	683 (700-1)	2180-2 683 (700-2)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-18	2280-1 786 (800-1)	2280-1¼ 786 (800-1¼)	2280-2¼ 786 (800-2¼)	NA
CIRCLING	2280-1 783 (800-1)	2280-1¼ 783 (800-1¼)	2280-2¼ 783 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

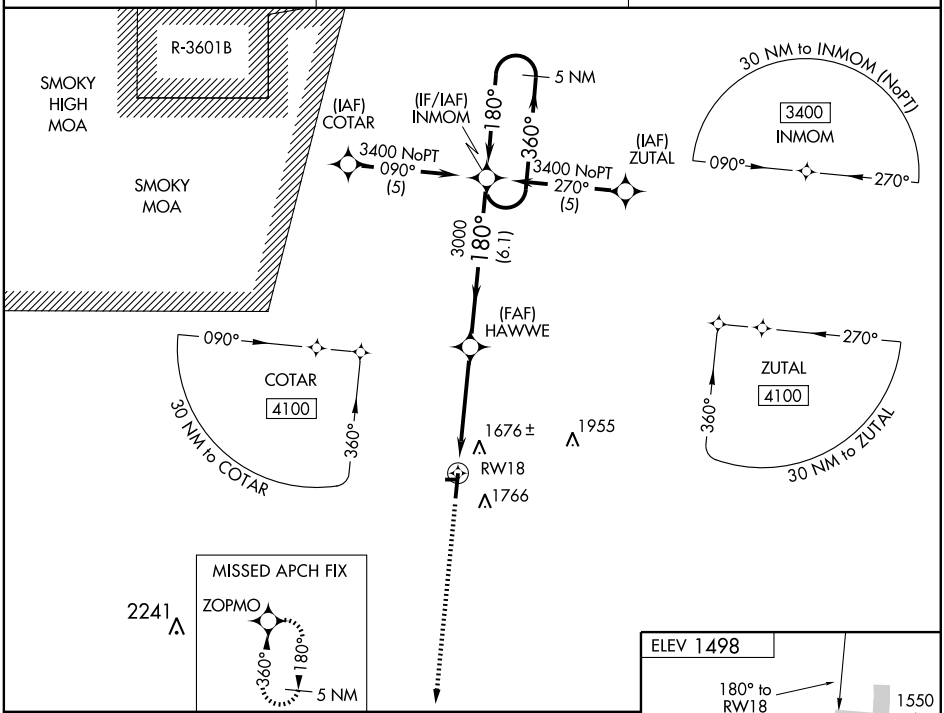
MC PHERSON (MPR)

WAAS CH 99505 W18A	APP CRS 180°	Rwy Idg 5502 TDZE 1497 Apt Elev 1498

If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct ZOPMO and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1826-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	2029-2	532 (600-2)		NA
LNAV MDA	1980-1	483 (500-1)	1980-1¼ 483 (500-1¼)	NA
CIRCLING	2080-1	582 (600-1)	2080-1½ 582 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61205 W36A	APP CRS 360°	Rwy Idg 5502 TDZE 1497 Apt Elev 1498

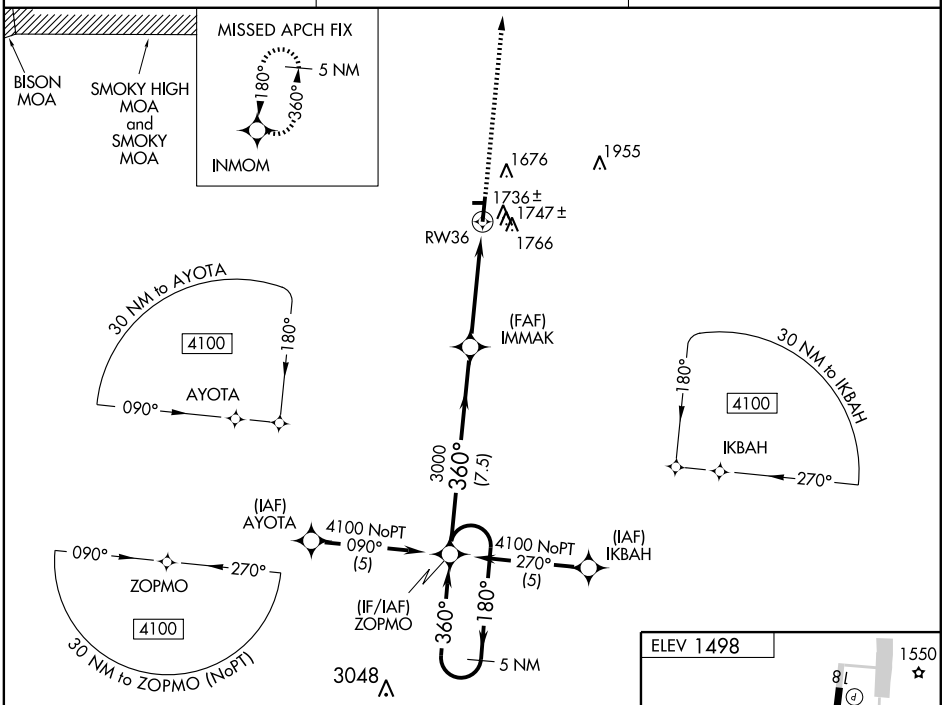
RNAV (GPS) RWY 36

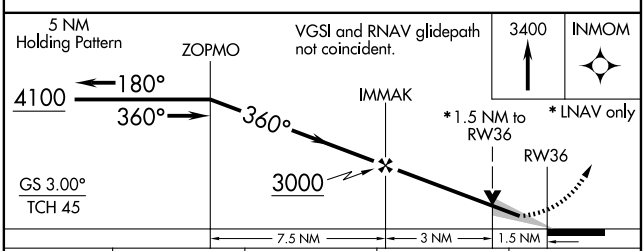
MC PHERSON (MPR)

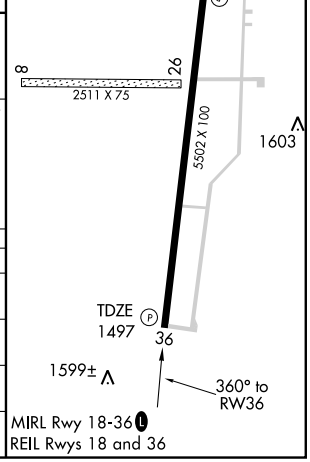
If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct INMOM and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1747-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1973-1¾ 476 (500-1¾)			NA
LNAV MDA	2020-1 523 (600-1)		2020-1½ 523 (600-1½)	NA
CIRCLING	2080-1 582 (600-1)		2080-1½ 582 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME HUT 116.8 Chan 115	APP CRS 020°	Rwy Idg 5500 TDZE 1497 Apt Elev 1497

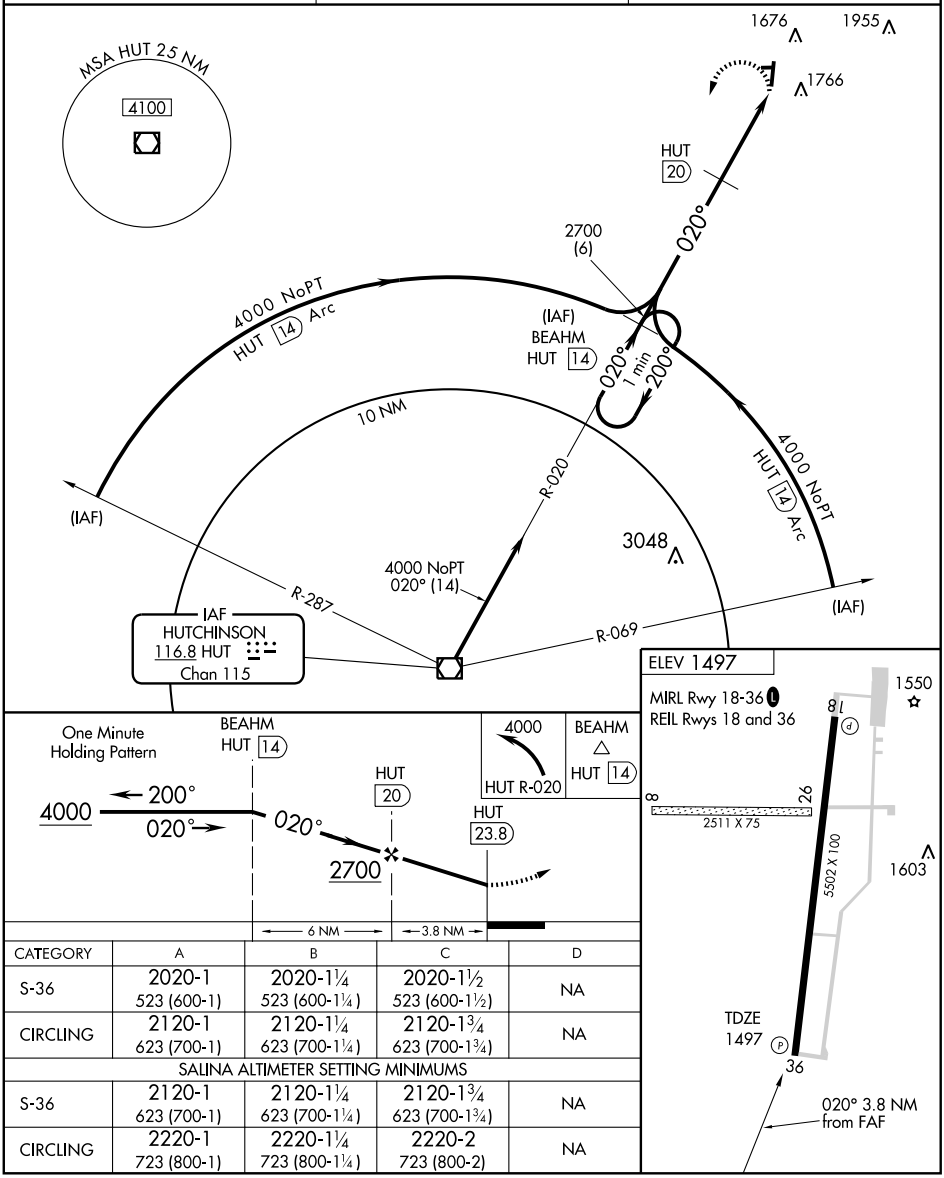
VOR/DME RWY 36
MC PHERSON (MPR)

Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 4000 via HUT R-020 to BEAHM HUT 14 DME and hold.

AWOS-3	WICHITA APP CON	UNICOM
119.025	125.5 306.2	122.8 (CTAF) L

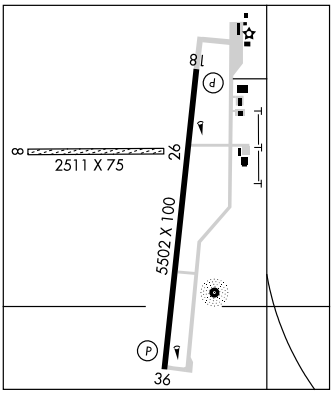


CATEGORY	A	B	C	D
S-36	2020-1 523 (600-1)	2020-1¼ 523 (600-1¼)	2020-1½ 523 (600-1½)	NA
CIRCLING	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-36	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
CIRCLING	2220-1 723 (800-1)	2220-1¼ 723 (800-1¼)	2220-2 723 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

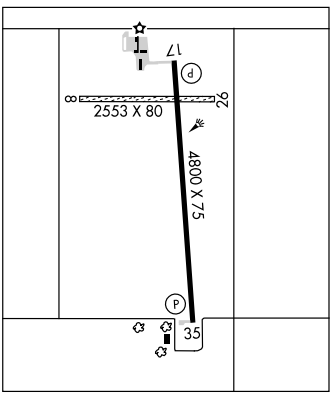
McPHERSON (MPR) 1 SW UTC−6(−5DT) N38°21.15′ W97°41.48′ **WICHITA**
1498 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE ICT **H–5C, L–10I**
IAP

RWY 18–36: H5502X100 (CONC) S–30 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 08–26: 2511X75 (TURF)
RWY 08: P–line. **RWY 26:** P-line. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. 100LL is avbl by use of credit card. Rwy 08–26 thlds and edges marked by yellow cones. Rwy 18–36 and portions of twys and tie down areas are a combination of concrete and asph. MIRL Rwy 18–36 preset on med ints, to change ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (620) 241–2498.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (WICHITA RADIO)
Ⓡ **WICHITA APP/DEP CON** 125.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 019° 24.2 NM to fld. 1531/9E.
NDB (MHW) 227 MPR N38°20.91′ W97°41.24′ at fld. NOTAM FILE ICT.



MEADE MUNI (MEJ) 1W UTC−6(−5DT) N37°16.61′ W100°21.39′ **WICHITA**
2529 B NOTAM FILE MEJ **L–15C**
IAP

RWY 17–35: H4800X75 (CONC) MIRL 0.3% up N
RWY 17: PAPI(P2L). Road. **RWY 35:** PAPI(P2L). Road.
RWY 08–26: 2553X80 (TURF) 0.7% up W
RWY 08: Road. **RWY 26:** Post.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 08–26 rough, uneven and marked. ACTIVATE MIRL Rwy 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (620) 873–8447.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 134.0
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 054° 32.6 NM to fld. 2891/11E. **HIWAS.**



MEDICINE LODGE (K51) 3 SE UTC−6(−5DT) N37°15.75′ W98°32.77′ **WICHITA**
1543 NOTAM FILE ICT **L–15D**
RWY 16–34: H3200X42 (ASPH) LIRL
RWY 16: Hill.
RWY 01–19: 2270X90 (TURF)
RWY 01: Trees. **RWY 19:** Tree.
RWY 13–31: 1690X80 (TURF)
RWY 13: Trees. **RWY 31:** Fence.
AIRPORT REMARKS: Unattended. For svc and arpt information call Sheriff, 620–886–5678. Ultralights on and invof arpt. Rwy 16–34 markings NSTD; narrow centerline and no numbers.
WEATHER DATA SOURCES: AWOS–3 119.625 (620) 886–3290.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ANTHONY (L) VORTAC 112.9 ANY Chan 76 N37°09.54′ W98°10.24′ 282° 19.0 NM to fld. 1390/7E.

MIAMI CO (See PAOLA)

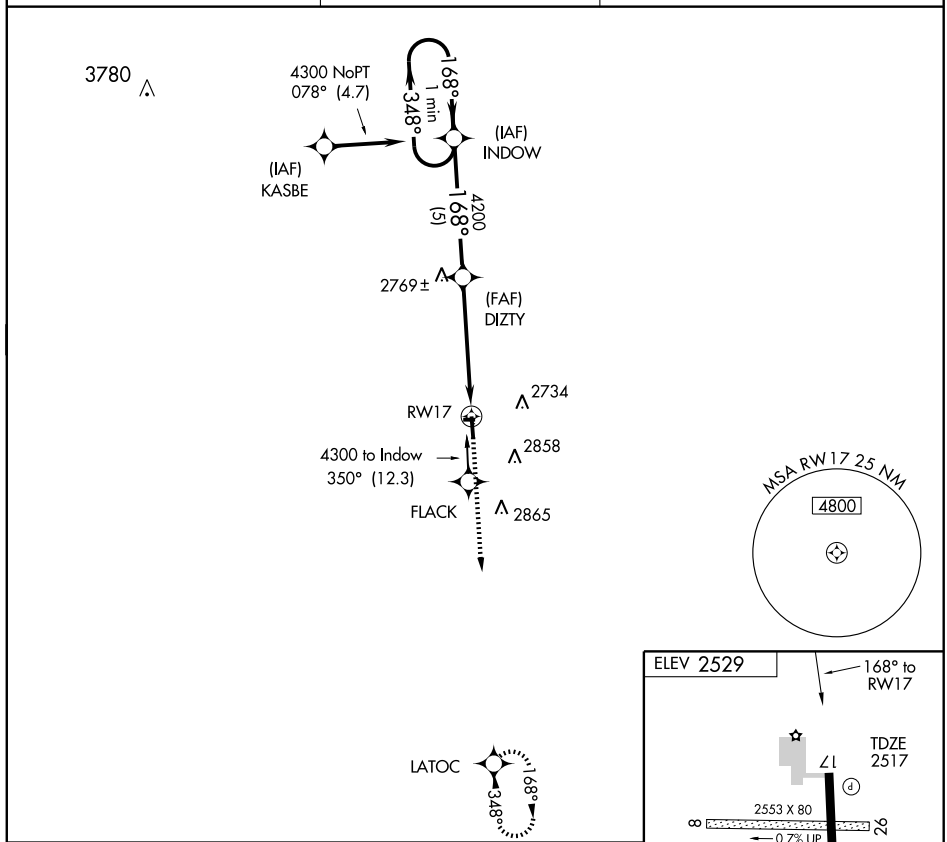
APP CRS	Rwy Idg	4800
168°	TDZE	2517
	Apt Elev	2529

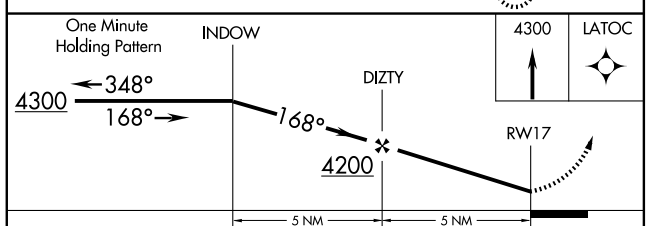
GPS RWY 17
MEADE MUNI (MEJ)

NA — Use Liberal altimeter setting.

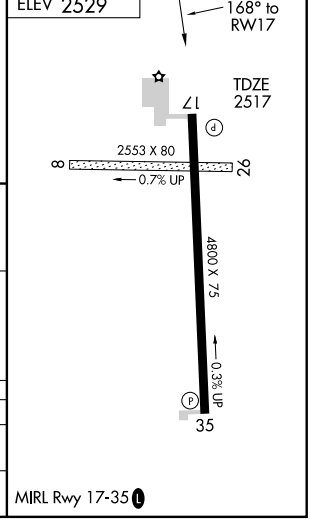
MISSED APPROACH: Climb to 4300 direct LATOC WP and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	134.0 290.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	3140-1 623 (700-1)		NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

GPS RWY 35
MEADE MUNI (MEJ)

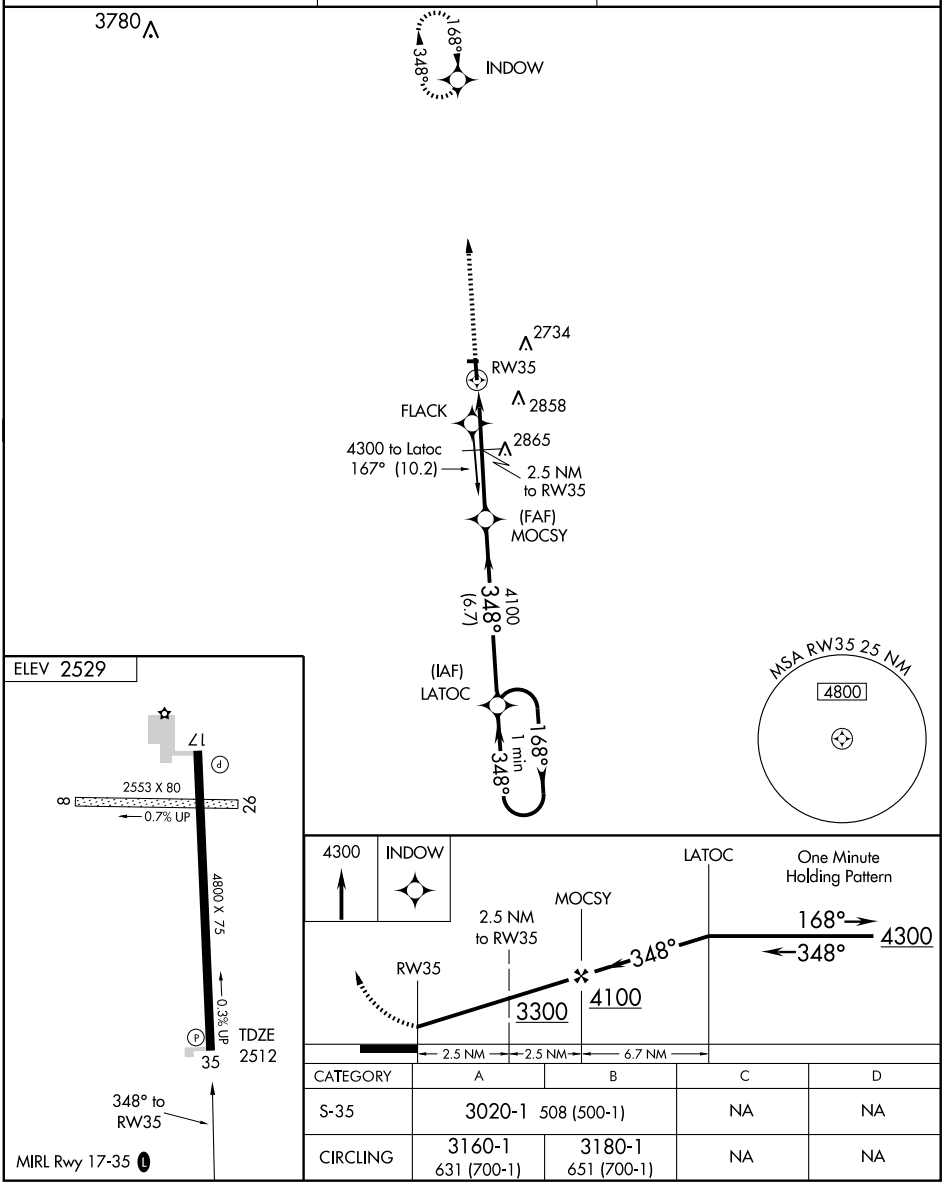
APP CRS	Rwy Idg	4800
348°	TDZE	2512
	Apt Elev	2529

NA

Use Liberal altimeter setting.

MISSED APPROACH: Climb to 4300 direct INDOW WP and hold.

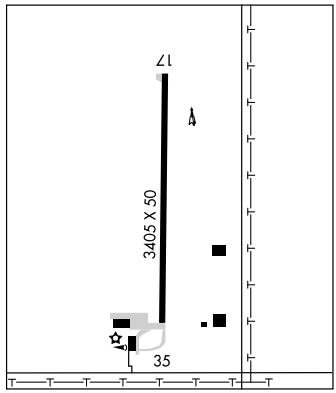
AWOS-3	KANSAS CITY CENTER	UNICOM
119.425	134.0 290.8	122.8 (CTAF) L



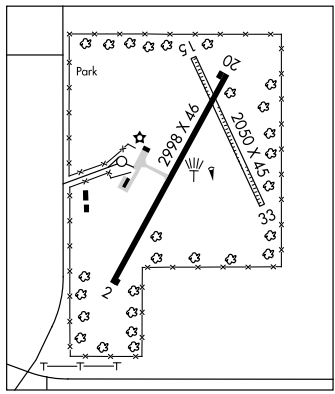
CATEGORY	A	B	C	D
S-35	3020-1 508 (500-1)		NA	NA
CIRCLING	3160-1 631 (700-1)	3180-1 651 (700-1)	NA	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MOUNDRIDGE MUNI (47K) 1 E UTC−6(−5DT) N38°12.55′ W97°30.16′ WICHITA
1489 B **FUEL** 100LL, MOGAS NOTAM FILE ICT L–10I, 15D
RWY 17–35: H3405X50 (ASPH) LIRL IAP
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Mon-Fri 1400–2300Z‡. Self svc fuel avbl by credit card. Twy and tiedown areas soft.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WICHITA APP/DEP CON** 125.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 049° 24.1 NM to fld. 1531/9E.



NEODESHA MUNI (2K7) 2 NE UTC−6(−5DT) N37°26.12′ W95°38.77′ KANSAS CITY
841 B **FUEL** 100LL, MOGAS NOTAM FILE ICT L–15E
RWY 02–20: H2998X46 (ASPH) S–11 LIRL (NSTD) 0.6% up N IAP
RWY 02: REIL. Trees. **RWY 20:** REIL. Fence.
RWY 15–33: 2050X45 (TURF) 0.7% up N
RWY 15: Fence. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rwy 02–20 rwy wavy. Rwy 15–33 white barrel markers on both ends. Rwy 02–20 NSTD LIRL, all clear lenses.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 187° 11.7 NM to fld. 1080/5E.



NESS CITY MUNI (48K) 1 N UTC−6(−5DT) N38°28.27′ W99°54.48′ WICHITA
2308 B NOTAM FILE ICT L–10H
RWY 17–35: H3156X48 (ASPH) LIRL
RWY 17: P-line. **RWY 35:** Bldg.
AIRPORT REMARKS: Unattended. Rwy edges and twys soft. Rwy 35 apch is obstructed by bldgs L and R of centerline, a lgtd windsock and rotating bcn atop a hangar L of rwy centerline.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 359° 37.5 NM to fld. 2565/8E.
HIWAS.

NETTE N38°46.15′ W99°15.08′ NOTAM FILE HYS. WICHITA
NDB (LOM) 374 HY 339° 4.7 NM to Hays Rgnl.

NEWBN N38°54.83′ W95°09.29′ NOTAM FILE LWC. KANSAS CITY
NDB (LOM) 338 JZ 329° 6.5 NM to Lawrence Muni.

NEW CENTURY AIRCENTER (See OLATHE)

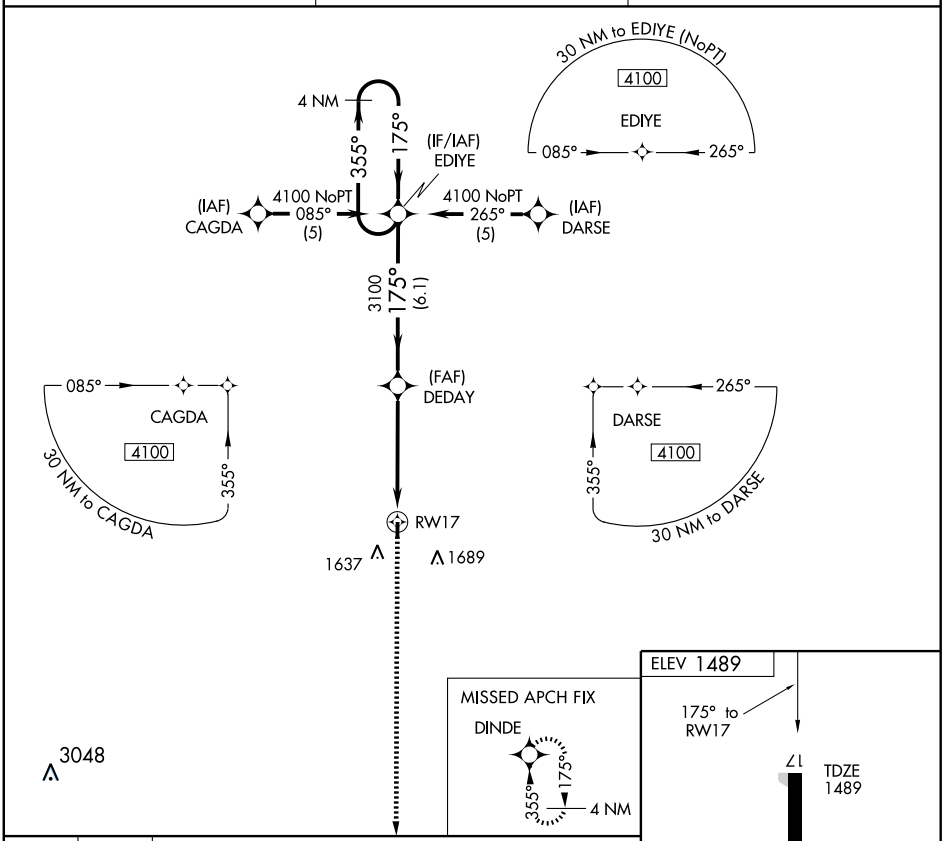
APP CRS	Rwy Idg	3405
175°	TDZE	1489
	Apt Elev	1489

RNAV (GPS) RWY 17
MOUNDRIDGE MUNI (47K)

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McPherson altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4100 direct DINDE WP and hold.

McPHERSON AWOS-3	WICHITA APP CON	CTAF
119.025	125.5 306.2	122.9



CATEGORY	A	B	C	D
LNAV MDA	1940-1	451 (500-1)	NA	
CIRCLING	2020-1	531 (600-1)	NA	

LIRL Rwy 17-35

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

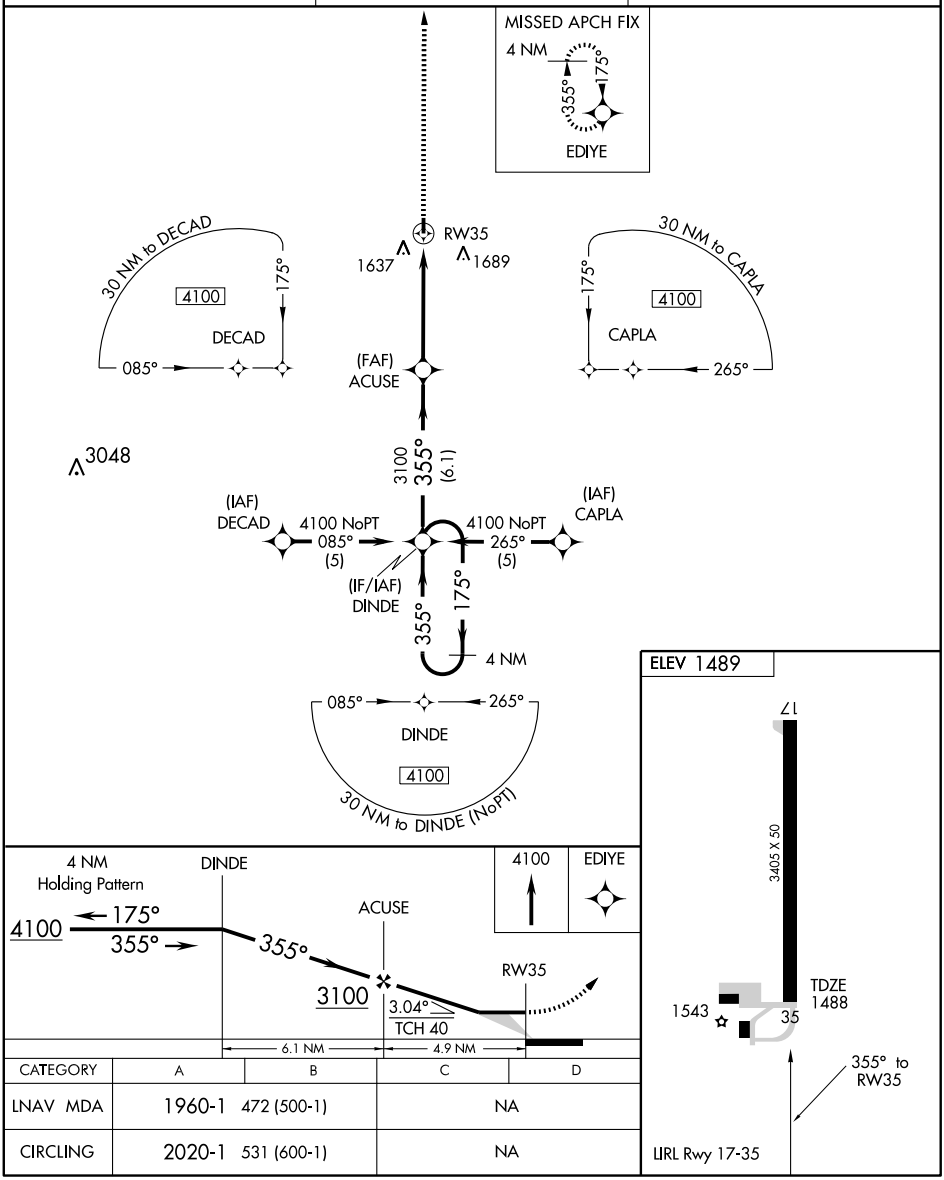
MOUNDRIDGE MUNI (47K)

APP CRS	Rwy Idg	3405
355°	TDZE	1488
	Apt Elev	1489

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McPherson altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4100 direct EDIYE WP and hold.

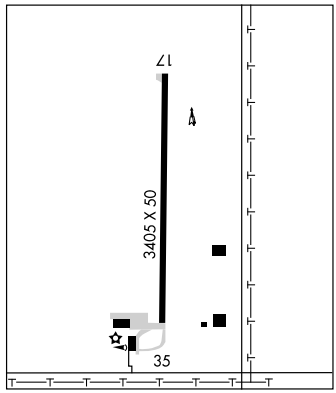
McPHERSON AWOS-3	WICHITA APP CON	CTAF
119.025	125.5 306.2	122.9



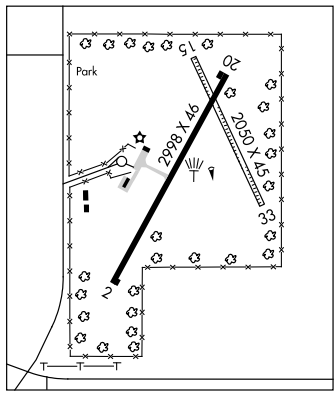
CATEGORY	A	B	C	D
LNAV MDA	1960-1 472 (500-1)		NA	
CIRCLING	2020-1 531 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MOUNDRIDGE MUNI (47K) 1 E UTC−6(−5DT) N38°12.55′ W97°30.16′ WICHITA
1489 B **FUEL** 100LL, MOGAS NOTAM FILE ICT L–10I, 15D
RWY 17–35: H3405X50 (ASPH) LIRL IAP
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Mon-Fri 1400–2300Z‡. Self svc fuel avbl by credit card. Twy and tiedown areas soft.
COMMUNICATIONS: CTAF 122.9
Ⓡ **WICHITA APP/DEP CON** 125.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 049° 24.1 NM to fld. 1531/9E.



NEODESHA MUNI (2K7) 2 NE UTC−6(−5DT) N37°26.12′ W95°38.77′ KANSAS CITY
841 B **FUEL** 100LL, MOGAS NOTAM FILE ICT L–15E
RWY 02–20: H2998X46 (ASPH) S–11 LIRL (NSTD) 0.6% up N IAP
RWY 02: REIL. Trees. **RWY 20:** REIL. Fence.
RWY 15–33: 2050X45 (TURF) 0.7% up N
RWY 15: Fence. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Rwy 02–20 rwy wavy. Rwy 15–33 white barrel markers on both ends. Rwy 02–20 NSTD LIRL, all clear lenses.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 187° 11.7 NM to fld. 1080/5E.



NESS CITY MUNI (48K) 1 N UTC−6(−5DT) N38°28.27′ W99°54.48′ WICHITA
2308 B NOTAM FILE ICT L–10H
RWY 17–35: H3156X48 (ASPH) LIRL
RWY 17: P-line. **RWY 35:** Bldg.
AIRPORT REMARKS: Unattended. Rwy edges and twys soft. Rwy 35 apch is obstructed by bldgs L and R of centerline, a lgtd windsock and rotating bcn atop a hangar L of rwy centerline.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DDC.
DODGE CITY (L) VORTACW 108.2 DDC Chan 19 N37°51.04′ W100°00.34′ 359° 37.5 NM to fld. 2565/8E.
HIWAS.

NETTE N38°46.15′ W99°15.08′ NOTAM FILE HYS. WICHITA
NDB (LOM) 374 HY 339° 4.7 NM to Hays Rgnl.

NEWBN N38°54.83′ W95°09.29′ NOTAM FILE LWC. KANSAS CITY
NDB (LOM) 338 JZ 329° 6.5 NM to Lawrence Muni.

NEW CENTURY AIRCENTER (See OLATHE)

VOR/DME CNU 109.2 Chan 29	APP CRS 008°	Rwy Idg 2998 TDZE 841 Apt Elev 841

VOR or GPS RWY 2

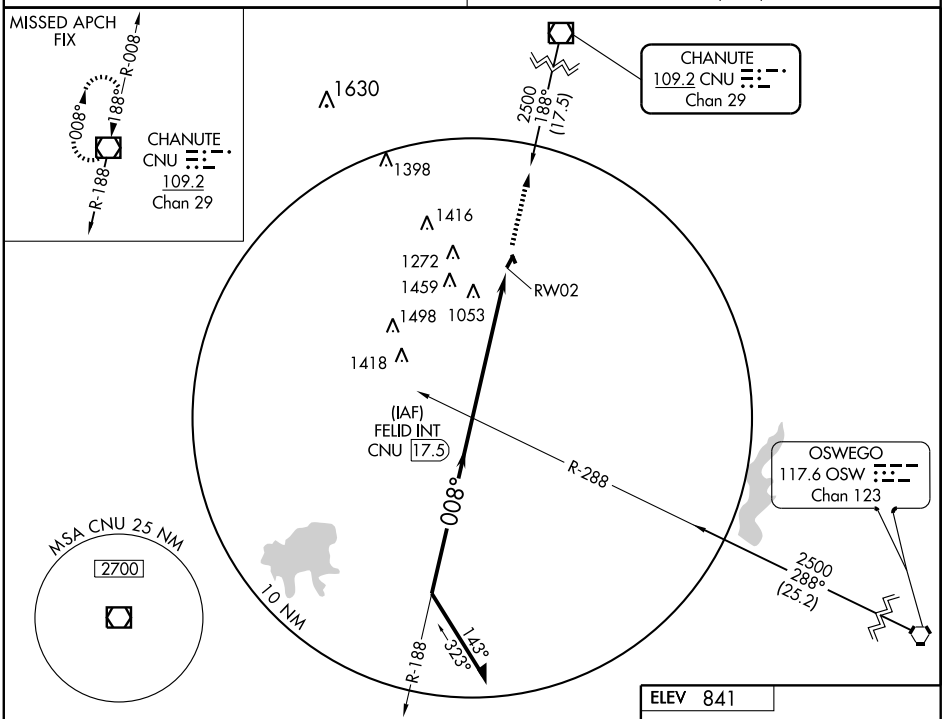
NEODESHA MUNI (2K7)

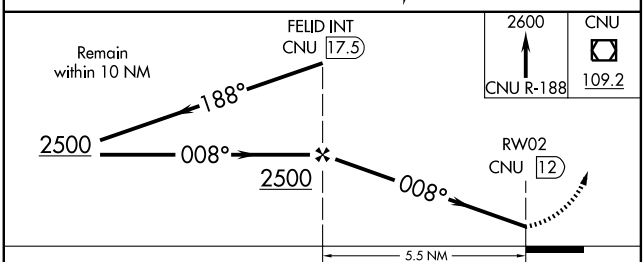
NA Use Chanute altimeter setting; when not received, use Joplin Rgnl altimeter setting.

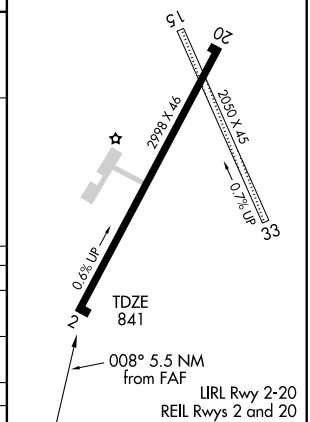
MISSED APPROACH: Climb to 2600 via CNU R-188 to CNU VOR/DME and hold.

KANSAS CITY CENTER 132.9 279.5

UNICOM 122.8 (CTAF)







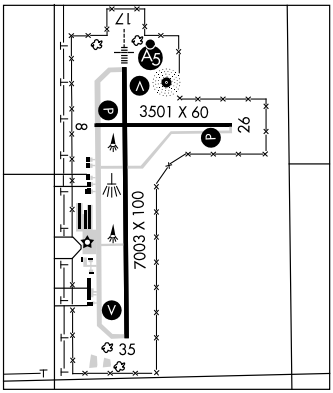
CATEGORY	A	B	C	D
S-2	1500-1 659 (700-1)		1500-1¾ 659 (700-1¾)	NA
CIRCLING	1500-1 659 (700-1)		1500-1¾ 659 (700-1¾)	NA
JOPLIN RGNL ALTIMETER SETTING MINIMUMS				
S-2	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA

FAF to MAP 5.5 NM

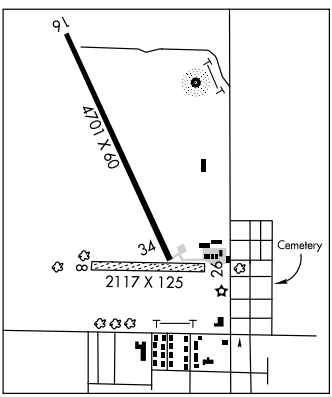
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NEWTON–CITY–CO (EWK) 3 E UTC–6(–5DT) N38°03.49′ W97°16.47′ **WICHITA**
1533 B S4 **FUEL** 100LL, JET A, MOGAS OX 2 NOTAM FILE EWK **H–5C, L–10I, 15D**
RWY 17–35: H7003X100 (ASPH) S–50, D–75, 2S–95, 2D–135 HIRL **IAP**
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 55′.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 08–26: H3501X60 (ASPH) S–13 MIRL
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–3501 TODA–3501 ASDA–3501 LDA–3501
RWY 17: TORA–7003 TODA–7003 ASDA–6705 LDA–6705
RWY 26: TORA–3501 TODA–3501 ASDA–3501 LDA–3501
RWY 35: TORA–7003 TODA–7003 ASDA–7003 LDA–7003
AIRPORT REMARKS: Attended 1300–0500Z‡. Phone number for fuel after hrs posted at arpt. Touchdown area of Rwy 26 is not visible from touchdown area of either Rwy 17 or Rwy 35. Rwy 26 PAPI OTS indef. ACTIVATE HIRL, VASI Rwy 17 and Rwy 35, PAPI Rwy 08 and Rwy 26, REIL Rwy 08, Rwy 26 and Rwy 35 and MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (316) 283–8789.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **WICHITA APP/DEP CON** 125.5 **CLNC DEL** 126.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 031° 23.8 NM to fld. 1471/7E. **HIWAS.**
NDB (MHW) 281 EWK N38°03.85′ W97°16.41′ at fld. NOTAM FILE EWK.
HARVS NDB (LOM) 395 CA N38°08.70′ W97°16.57′ 173° 5.2 NM to fld.
ILS 111.7 I–CAC Rwy 17. LOM HARVS NDB. ILS unmonitored.



NORTON MUNI (NRN) 1 N UTC–6(–5DT) N39°51.03′ W99°53.68′ **WICHITA**
2384 B **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 16–34: H4701X60 (CONC) HIRL 0.5% up NW **IAP**
RWY 08–26: 2117X125 (TURF)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 785–877–2201/3447. Rotating beacon OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.275 (785) 874–4277.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 132.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 015° 38.7 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 230 NRN N39°51.32′ W99°53.42′ at fld. Unusable byd 20 NM. NOTAM FILE ICT.



NORWICH (49K) 1 E UTC–6(–5DT) N37°27.33′ W97°50.02′ **WICHITA**
1494 NOTAM FILE ICT
RWY17–35: 3230X80 (TURF) LIRL (NSTD)
RWY 17: P-line. **RWY 35:** Thld dsplcd 180′. Railroad.
AIRPORT REMARKS: Unattended. Rwy 35 dsplcd thld marked with 2 lgts either side with painted tires. Irrigation pump and fuel tank 75′ left of centerline Rwy 17 150′ S of thld. NSTD LIRL Rwy 17–35, incorrect spacing.
COMMUNICATIONS: CTAF 122.9

LOC I-CAC	APP CRS	Rwy Idg	6705
111.7	174°	TDZE	1530
		Apt Elev	1533

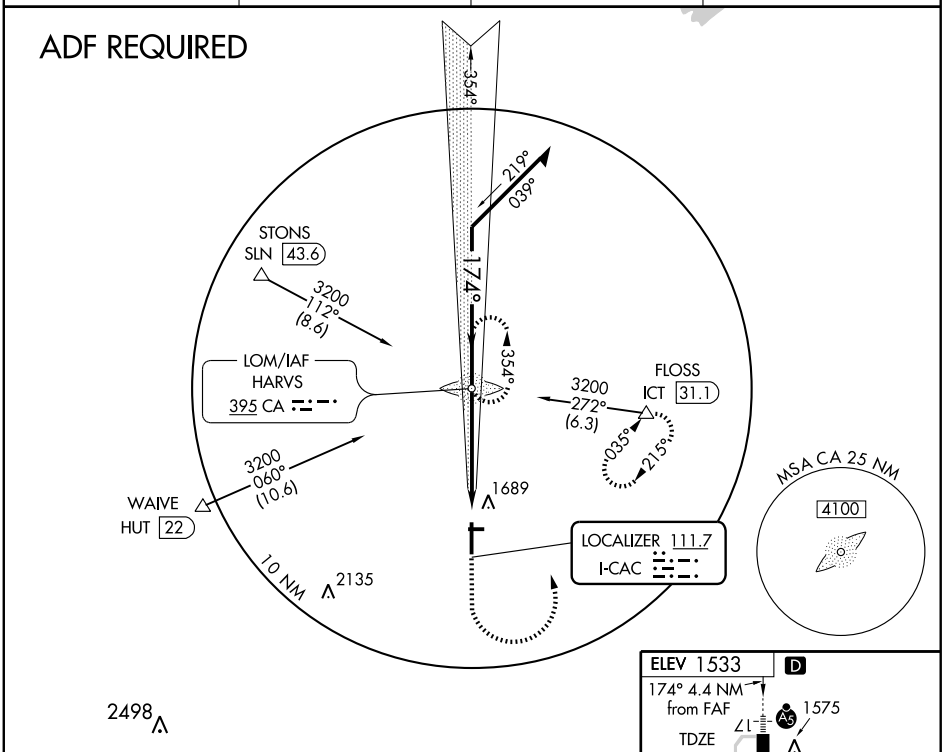
ILS or LOC RWY 17
NEWTON-CITY-COUNTY (EWK)

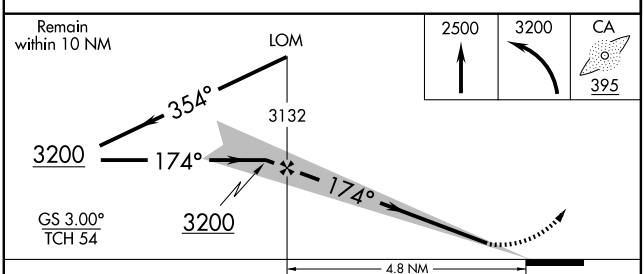
A If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase DA to 1817/MDAs 100 feet. For inoperative MALSR increase S-LOC 17 Cat D visibility to 1¼ mile. ADF Required.

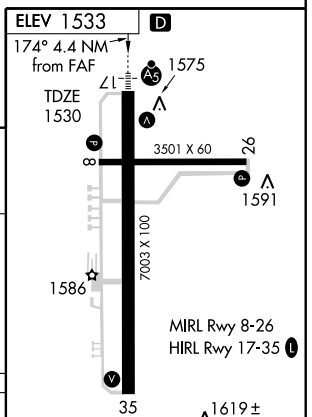
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct HARVS LOM and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 17	1730-½ 200 (200-½)			
S-LOC 17	1900-½ 370 (400-½)			1900-¾ 370 (400-¾)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-2, 21 OCT 2010 to 18 NOV 2010

NDB EWK 281	APP CRS 359°	Rwy Idg 7003 TDZE 1527 Apt Elev 1533

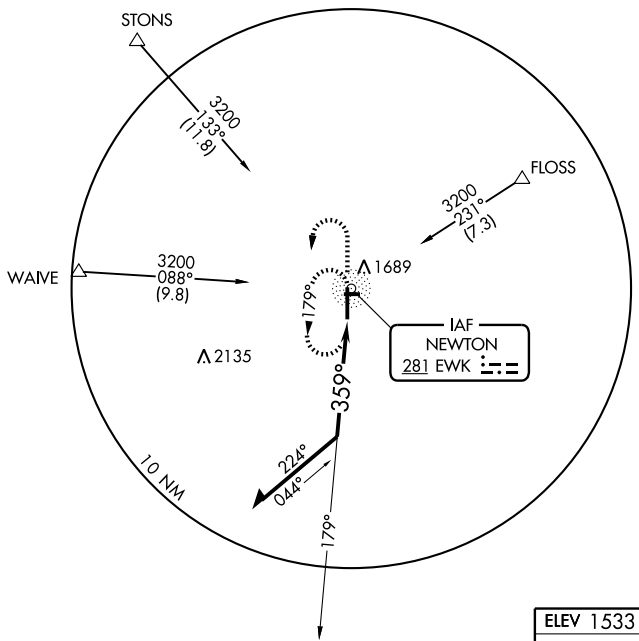
NDB RWY 35

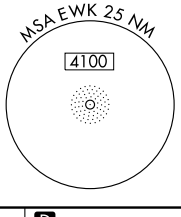
NEWTON-CITY-COUNTY (EWK)

NA

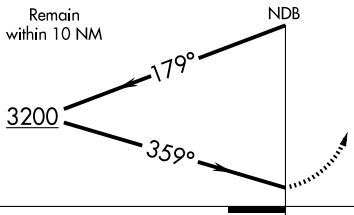
MISSED APPROACH: Climb to 2500, then climbing left turn to 3200 direct EWK NDB and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L





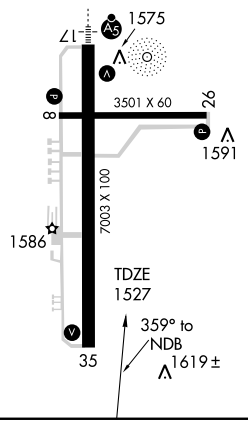
2549
2549



2500	3200	EWK 281

ELEV 1533 D

REIL Rwys 8, 26, and 35 L
HIRL Rwy 17-35 L
MIRL Rwy 8-26



CATEGORY	A	B	C	D
S-35	1960-1	433 (500-1)	1960-1¼ 433 (500-1¼)	1960-1½ 433 (500-1½)
CIRCLING	2000-1	467 (500-1)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6705
CH 50109	174°	TDZE	1530
W17A		Apt Elev	1533

RNAV (GPS) RWY 17

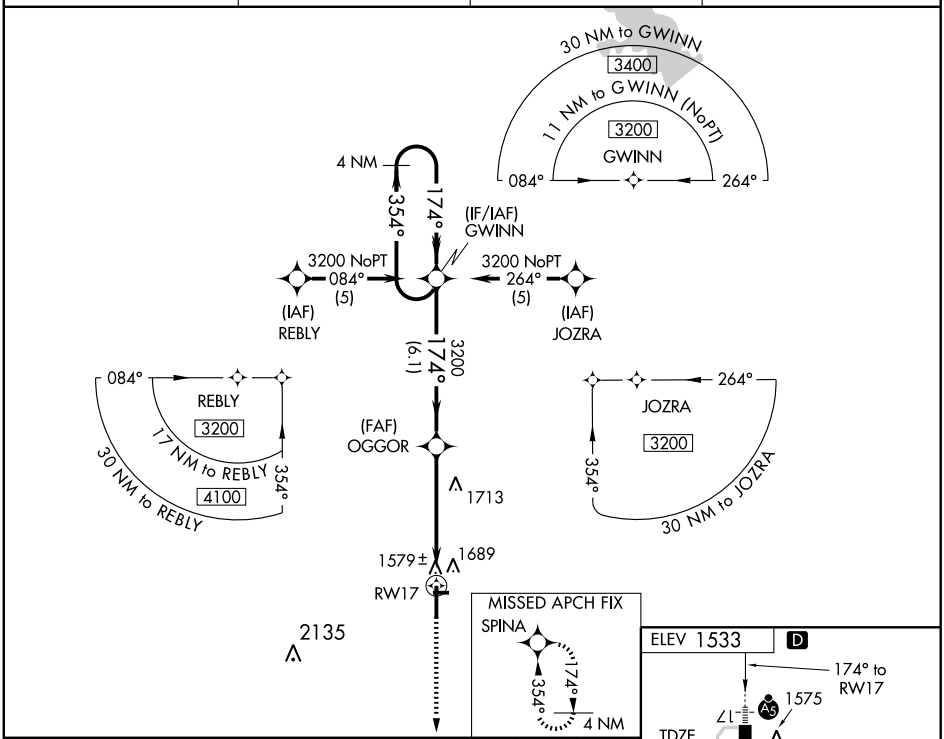
NEWTON-CITY-COUNTY (EWK)

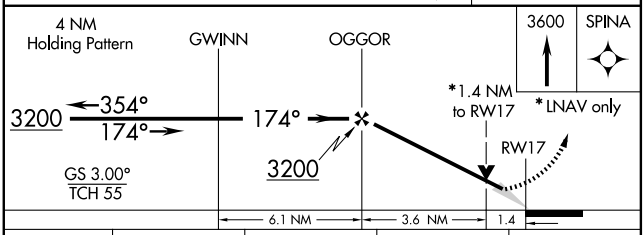
⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DAs/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting. For inoperative MALSR, increase LPV visibility to 1.

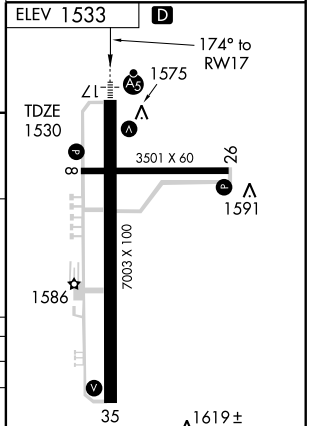
MALSR

MISSED APPROACH: Climb to 3600 direct SPINA and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1791-½	261 (300-½)		
LNAV/VNAV DA	NA			
LNAV MDA	2020-½ 490 (500-½)		2020-¾ 490 (500-¾)	2020-1 490 (500-1)
CIRCLING	2020-1 487 (500-1)		2020-1½ 487 (500-1½)	2100-2 567 (600-2)

REIL Rwys 8, 26, and 35 L
HIRL Rwy 17-35 L
MIRL Rwy 8-26

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

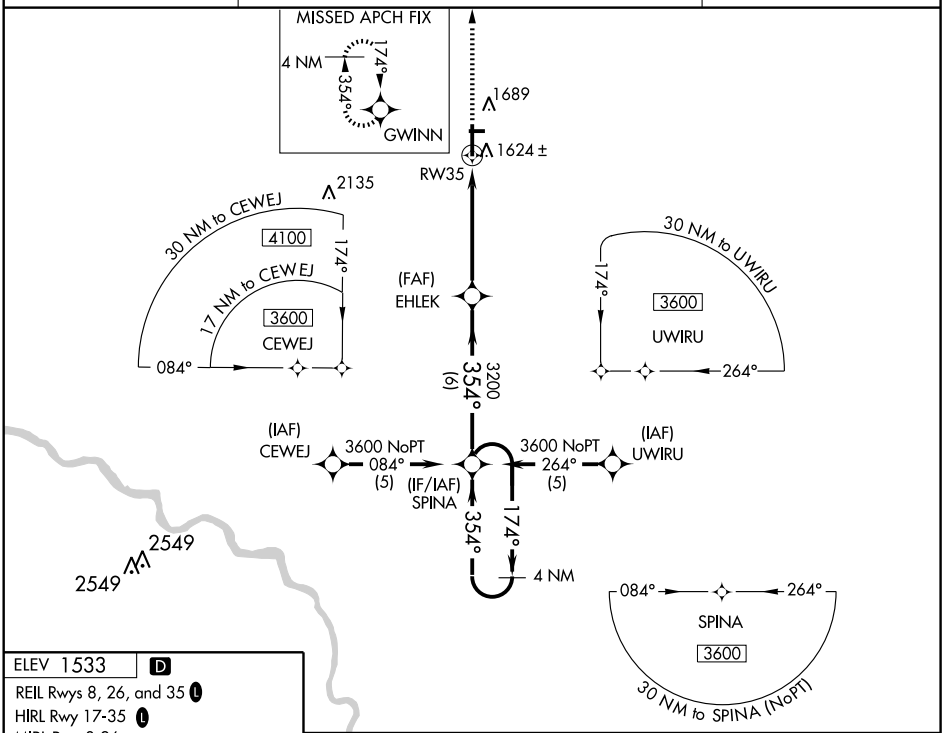
WAAS	APP CRS	Rwy Idg 7003
CH 56229	354°	TDZE 1528
W35A		Apt Elev 1533

RNAV (GPS) RWY 35
NEWTON-CITY-COUNTY (EWK)

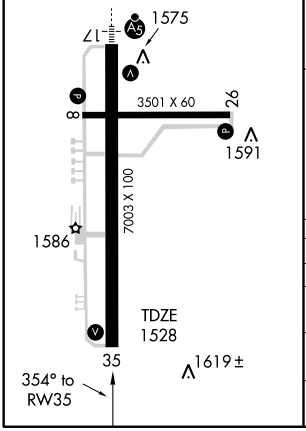
A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DA/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

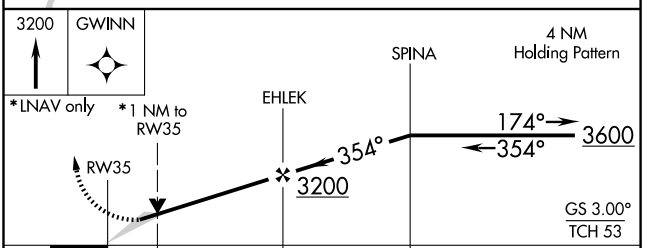
MISSED APPROACH: Climb to 3200 direct GWINN and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L



ELEV 1533 D
REIL Rwys 8, 26, and 35 L
HIRL Rwy 17-35 L
MIRL Rwy 8-26





CATEGORY	A	B	C	D
LPV DA	1778-¾ 250 (300-¾)			
LNAV/VNAV DA	NA			
LNAV MDA	1880-1 352 (400-1)			1880-1¼ 352 (400-1¼)
CIRCLING	2000-1 467 (500-1)		2000-1½ 467 (500-1½)	2100-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT 113.8 Chan 85	APP CRS 031°	Rwy Idg N/A TDZE N/A Apt Elev 1533

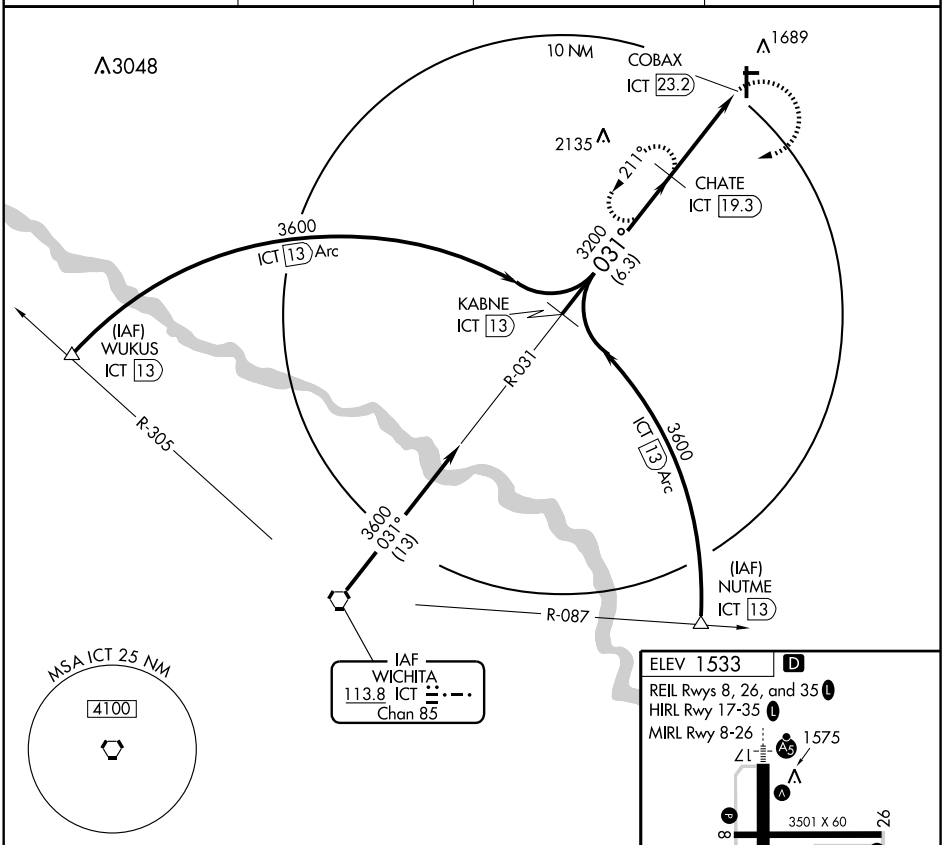
VOR/DME-A

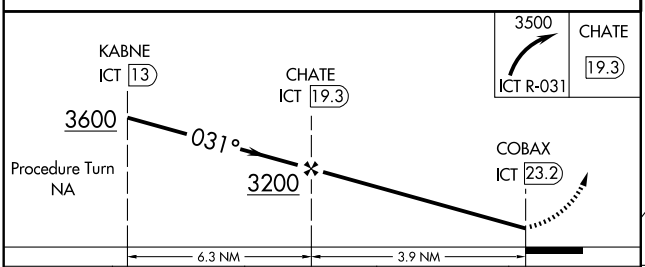
NEWTON-CITY-COUNTY (EWK)

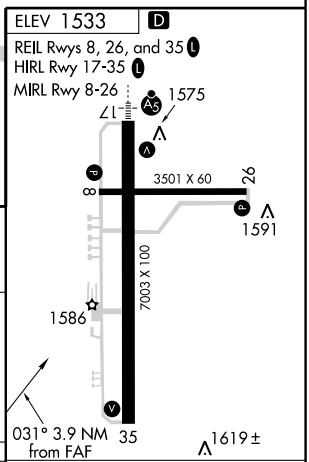
A If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3500 via ICT R-031 to CHATE 19.3 DME and hold.

AWOS-3	WICHITA APP CON	CLNC DEL	UNICOM
123.875	125.5 306.2	126.55	123.0 (CTAF) L





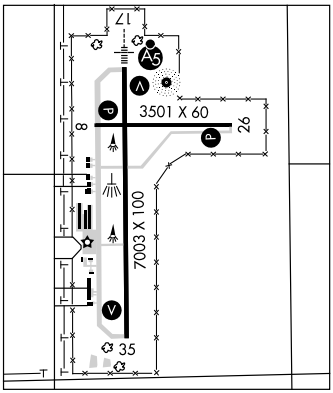


CATEGORY	A	B	C	D
CIRCLING	2000-1 467 (500-1)	2000-1¼ 467 (500-1¼)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)

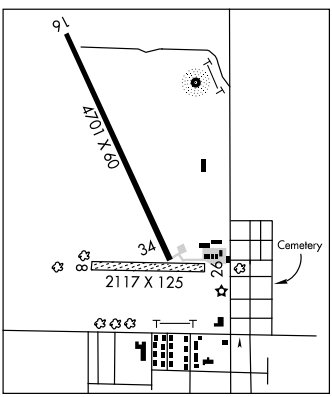
FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NEWTON–CITY–CO (EWK) 3 E UTC–6(–5DT) N38°03.49′ W97°16.47′ **WICHITA**
1533 B S4 **FUEL** 100LL, JET A, MOGAS OX 2 NOTAM FILE EWK **H–5C, L–10I, 15D**
RWY 17–35: H7003X100 (ASPH) S–50, D–75, 2S–95, 2D–135 HIRL **IAP**
RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 55′.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 50′.
RWY 08–26: H3501X60 (ASPH) S–13 MIRL
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–3501 TODA–3501 ASDA–3501 LDA–3501
RWY 17: TORA–7003 TODA–7003 ASDA–6705 LDA–6705
RWY 26: TORA–3501 TODA–3501 ASDA–3501 LDA–3501
RWY 35: TORA–7003 TODA–7003 ASDA–7003 LDA–7003
AIRPORT REMARKS: Attended 1300–0500Z‡. Phone number for fuel after hrs posted at arpt. Touchdown area of Rwy 26 is not visible from touchdown area of either Rwy 17 or Rwy 35. Rwy 26 PAPI OTS indef. ACTIVATE HIRL, VASI Rwy 17 and Rwy 35, PAPI Rwy 08 and Rwy 26, REIL Rwy 08, Rwy 26 and Rwy 35 and MALSR Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (316) 283–8789.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **WICHITA APP/DEP CON** 125.5 **CLNC DEL** 126.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 031° 23.8 NM to fld. 1471/7E. **HIWAS.**
NDB (MHW) 281 EWK N38°03.85′ W97°16.41′ at fld. NOTAM FILE EWK.
HARVS NDB (LOM) 395 CA N38°08.70′ W97°16.57′ 173° 5.2 NM to fld.
ILS 111.7 I–CAC Rwy 17. LOM HARVS NDB. ILS unmonitored.



NORTON MUNI (NRN) 1 N UTC–6(–5DT) N39°51.03′ W99°53.68′ **WICHITA**
2384 B **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 16–34: H4701X60 (CONC) HIRL 0.5% up NW **IAP**
RWY 08–26: 2117X125 (TURF)
RWY 08: Fence. **RWY 26:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 785–877–2201/3447. Rotating beacon OTS indef.
WEATHER DATA SOURCES: AWOS–3 118.275 (785) 874–4277.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 132.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 015° 38.7 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 230 NRN N39°51.32′ W99°53.42′ at fld. Unusable byd 20 NM. NOTAM FILE ICT.



NORWICH (49K) 1 E UTC–6(–5DT) N37°27.33′ W97°50.02′ **WICHITA**
1494 NOTAM FILE ICT
RWY17–35: 3230X80 (TURF) LIRL (NSTD)
RWY 17: P-line. **RWY 35:** Thld dsplcd 180′. Railroad.
AIRPORT REMARKS: Unattended. Rwy 35 dsplcd thld marked with 2 lgts either side with painted tires. Irrigation pump and fuel tank 75′ left of centerline Rwy 17 150′ S of thld. NSTD LIRL Rwy 17–35, incorrect spacing.
COMMUNICATIONS: CTAF 122.9

NDB NRN	APP CRS	Rwy Idg	4701
230	139°	TDZE	2384
		Apt Elev	2384

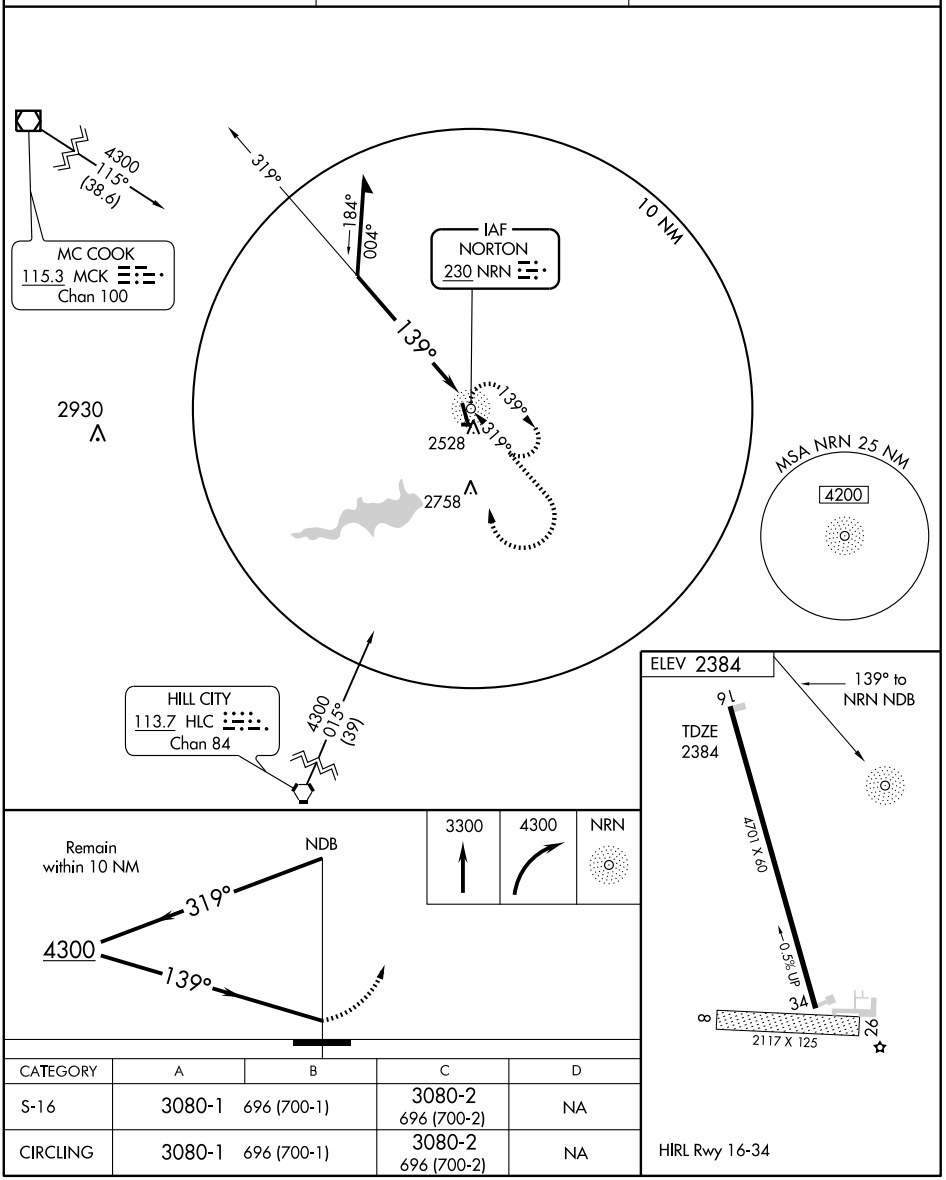
NDB RWY 16
NORTON MUNI (NRN)

NA

Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hill City Muni altimeter setting and increase all MDA 100 feet, increase S-16/ circling Cat B visibility ½ mile, Cat C visibility 1 mile.

MISSED APPROACH: Climb to 3300, then climbing right turn to 4300 direct NRN NDB and hold, continue climb-in-hold to 4300.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9



CATEGORY	A	B	C	D
S-16	3080-1	696 (700-1)	3080-2 696 (700-2)	NA
CIRCLING	3080-1	696 (700-1)	3080-2 696 (700-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NRN NDB	APP CRS	Rwy Idg	4701
230	351°	TDZE	2376
		Apt Elev	2384

NDB RWY 34

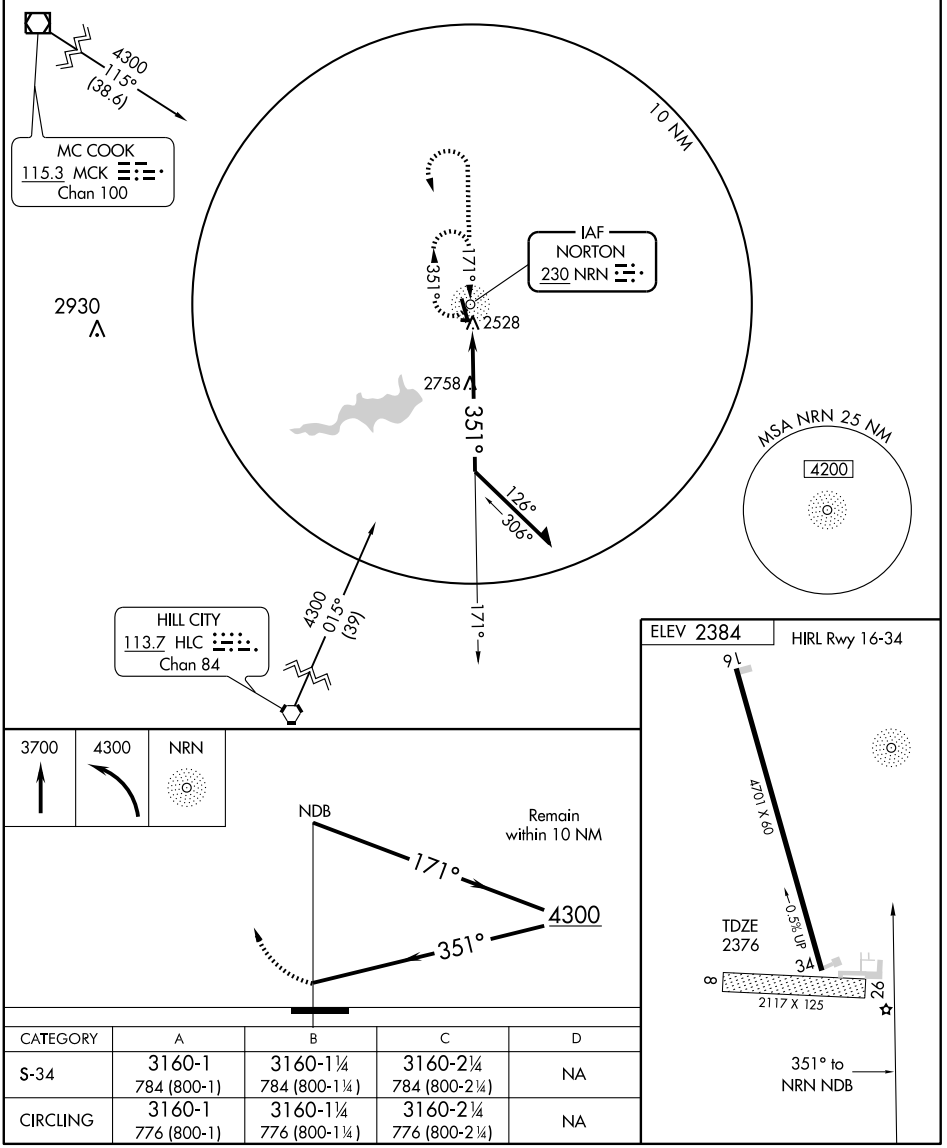
NORTON MUNI (NRN)

Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hill City Muni altimeter setting and increase all MDA 100 feet, increase S-34/Circling Cat A visibility ¼ mile, Cat C visibility ½ mile.

NA

MISSED APPROACH: Climb to 3700, then climbing left turn to 4300 direct NRN NDB and hold, continue climb-in-hold-to 4300.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9



CATEGORY	A	B	C	D
S-34	3160-1 784 (800-1)	3160-1¼ 784 (800-1¼)	3160-2¼ 784 (800-2¼)	NA
CIRCLING	3160-1 776 (800-1)	3160-1¼ 776 (800-1¼)	3160-2¼ 776 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4701
CH 99519	156°	TDZE	2384
W16A		Apt Elev	2384

RNAV (GPS) RWY 16

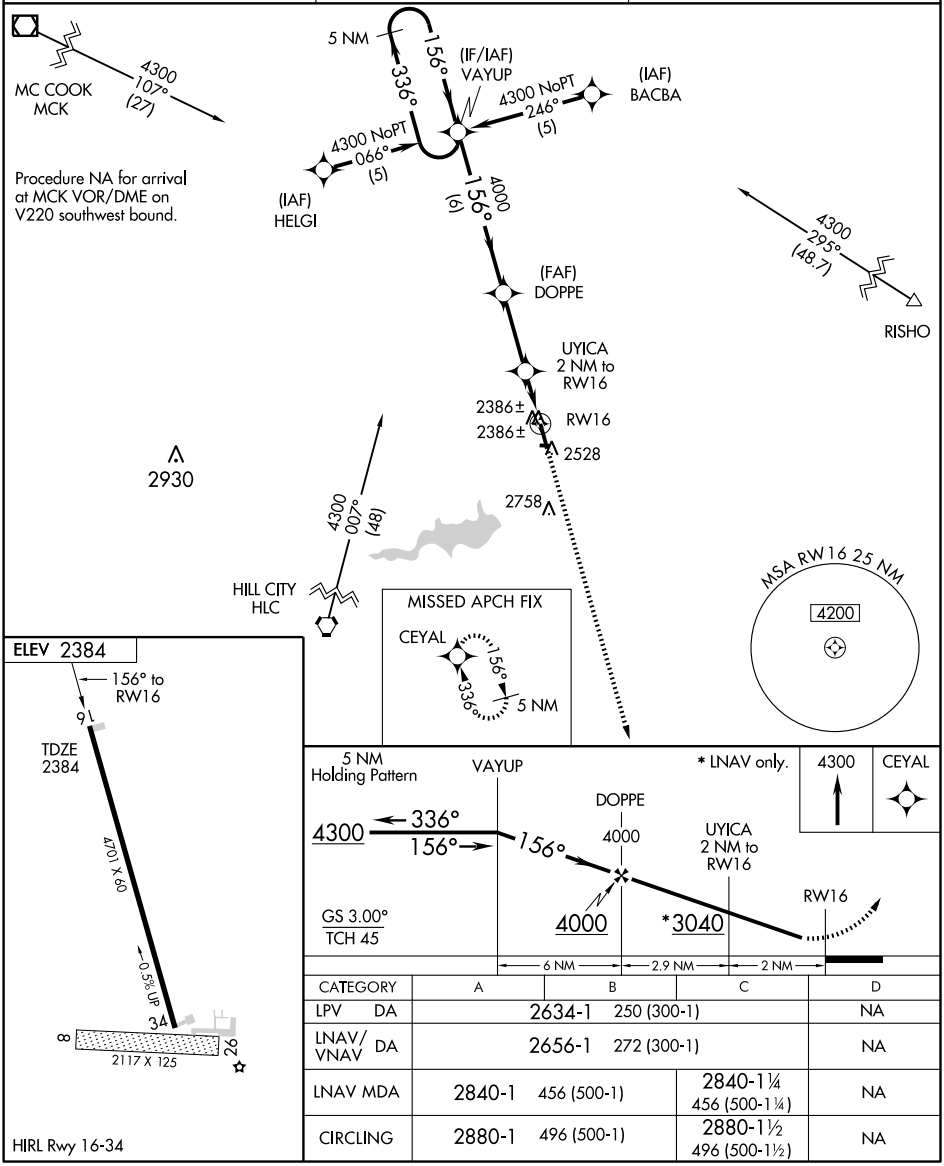
NORTON MUNI (NRN)

NA

Baro-VNAV NA when using Hill City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Hill City Muni altimeter setting and increase all DA 86 feet, all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4300 direct CEYAL and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9



CATEGORY	A	B	C	D
LPV DA	2634-1	250 (300-1)		NA
LNAV/VNAV DA	2656-1	272 (300-1)		NA
LNAV MDA	2840-1	456 (500-1)	2840-1¼ 456 (500-1¼)	NA
CIRCLING	2880-1	496 (500-1)	2880-1½ 496 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 4701
CH 70619	336°	TDZE 2376
W34A		Apt Elev 2384

RNAV (GPS) RWY 34

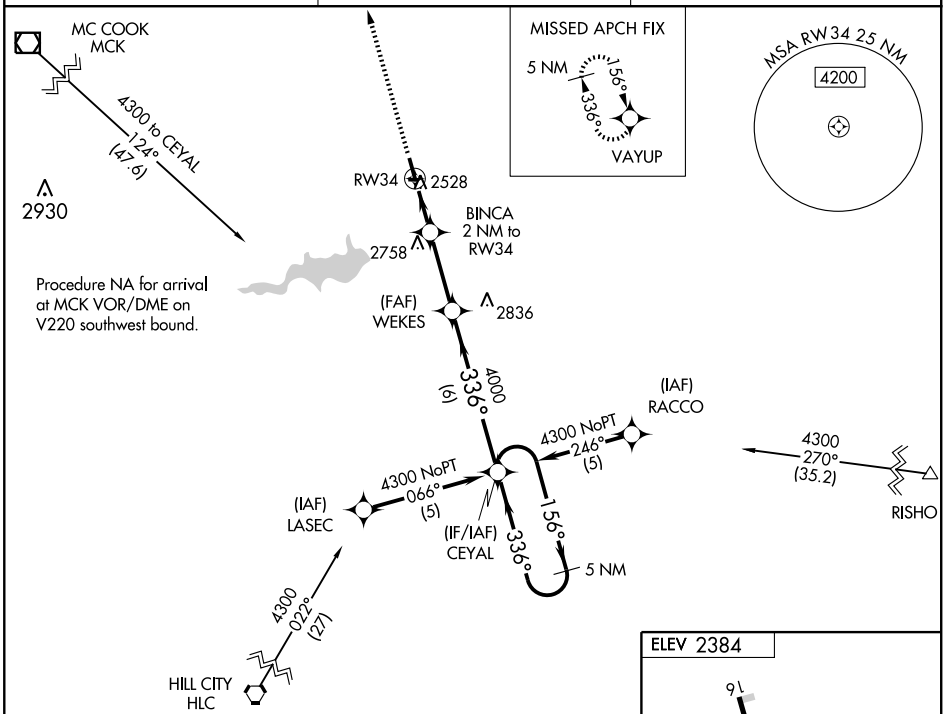
NORTON MUNI (NRN)

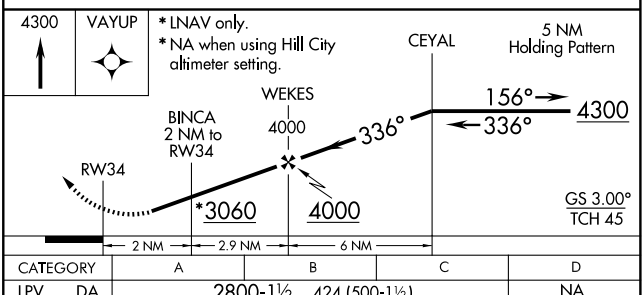
NA

Baro-VNAV NA when using Hill City altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -19°C (-7°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Hill City Muni altimeter setting and increase all DA 86 feet, all MDA 100 feet, increase LPV all Cats ¼ mile.

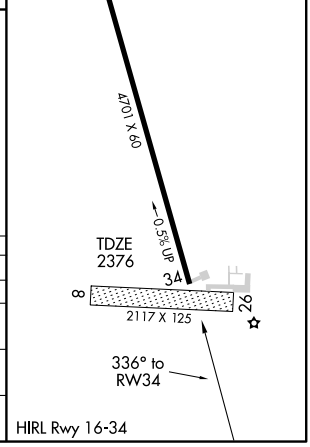
MISSED APPROACH: Climb to 4300 direct VAYUP and hold.

AWOS-3	DENVER CENTER	CTAF
118.275	132.5 379.15	122.9



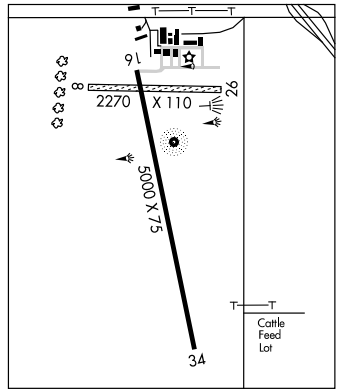


CATEGORY	A	B	C	D
LPV DA	2800-1½ 424 (500-1½)			NA
LNAV/VNAV DA	2828-1¾ 452 (500-1¾)			NA
LNAV MDA	2840-1 464 (500-1)		2840-1¼ 464 (500-1¼)	NA
CIRCLING	2880-1 496 (500-1)		2880-1½ 496 (500-1½)	NA

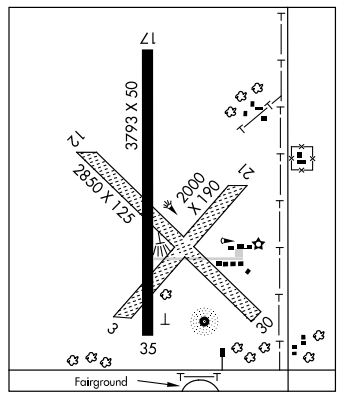


NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

OAKLEY MUNI (OEL) 2 SE UTC−6(−5DT) N39°06.60′ W100°48.99′ **WICHITA**
3045 B S4 **FUEL** 100LL NOTAM FILE ICT **H–5B, L–10G**
RWY 16–34: H5000X75 (CONC) S–30 MIRL 0.5% up NW **IAP**
RWY 08–26: 2270X110 (TURF)
RWY 08: Antenna. **RWY 26:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs, call 785–672–4270. For fuel after hrs call 785–672–4111. MIRL Rwy 16–34 preset low ints dusk–0430Z‡, to increase ints ACTIVATE—CTAF, after 0430Z‡ ACTIVATE MIRL Rwy 16–34—CTAF. Key mike 5 times–low, 7 times–medium and 9 times–high.
WEATHER DATA SOURCES: AWOS–3 118.325 (785) 671–4194.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 244° 28.9 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 380 OEL N39°06.75′ W100°48.92′ at fld. NOTAM FILE ICT.



OBERLIN MUNI (OIN) 1 NW UTC−6(−5DT) N39°50.04′ W100°32.36′ **WICHITA**
2703 B S4 **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 17–35: H3793X50 (ASPH) S–4 LIRL 0.9% up N **IAP**
RWY 17: Tree. **RWY 35:** Pole.
RWY 12–30: 2850X125 (TURF) 1.2% up NW
RWY 30: Trees.
RWY 03–21: 2000X190 (TURF) 0.3% up NE
RWY 03: Tree. **RWY 21:** Road.
AIRPORT REMARKS: Attended dawn–dusk.Rwy 12–30 rough when crossing Rwy 17–35.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 329° 37.4 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 341 OIN N39°49.78′ W100°32.26′ at fld. NOTAM FILE ICT.



OLATHE

CEDAR AIR PARK (51K) 4 NW UTC−6(−5DT) N38°55.88′ W94°53.10′ **KANSAS CITY**
1020 NOTAM FILE COU
RWY 17–35: 2440X75 (TURF)
RWY 17: Tree. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Trees both sides of rwy. Golf course N end of Rwy 17 can be mistaken for arpt. Rwy 17 outlined with concrete pads at 300′ intervals. Rwy 17 ends marked with yellow concrete pads.
COMMUNICATIONS: CTAF/UNICOM 122.7

NDB OEL 380	APP CRS 341°	Rwy Idg 5000 TDZE 3035 Apt Elev 3045

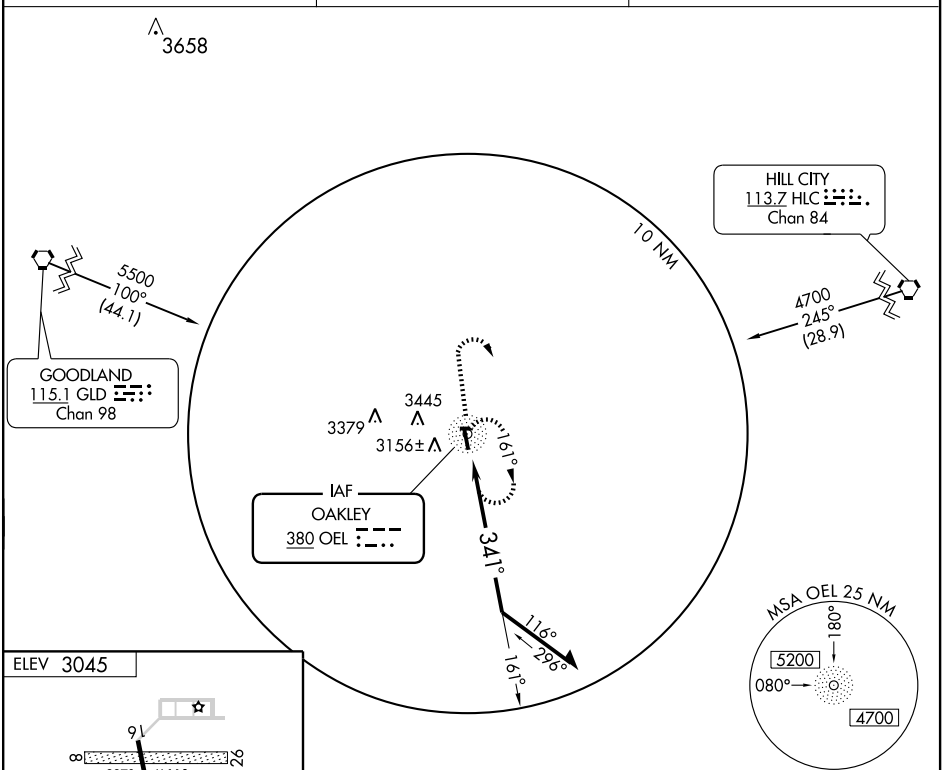
NDB RWY 34
OAKLEY MUNI (OEL)

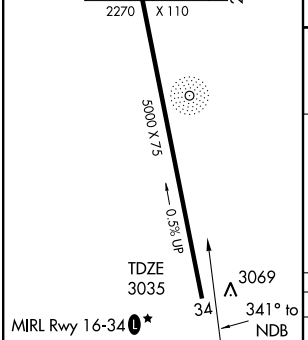
If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all MDAs 200 feet. Visibility reduction by helicopters NA.

NA

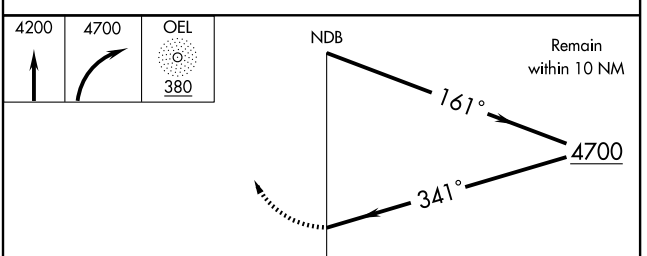
MISSED APPROACH: Climb to 4200, then climbing right turn to 4700 direct OEL NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	132.5 379.15	122.8 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-34	3640-1 605 (600-1)		3640-1¾ 605 (600-1¾)	NA
CIRCLING	3640-1 595 (600-1)		3800-2¼ 755 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AL-6682 (FAA)

WAAS	APP CRS	Rwy Idg	5000
CH 69500	341°	TDZE	3035
W34A		Apt Elev	3045

RNAV (GPS) RWY 34

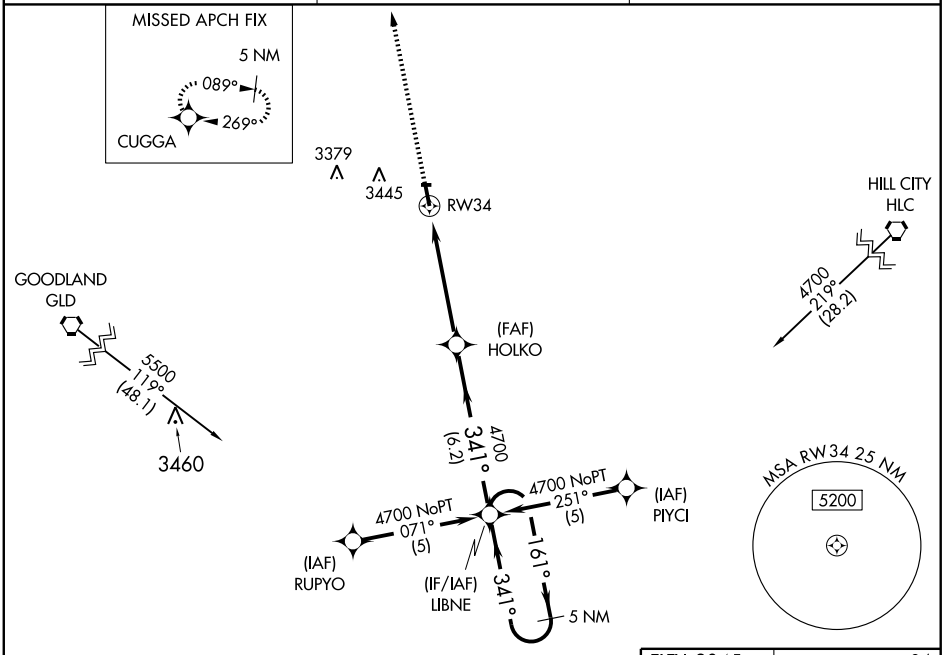
OAKLEY MUNI (OEL)

NA

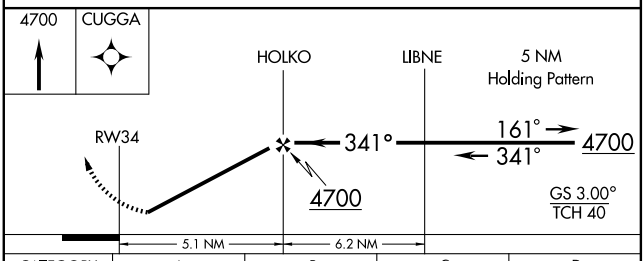
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting.

MISSED APPROACH: Climb to 4700 direct CUGGA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	132.5 379.15	122.8 (CTAF) L

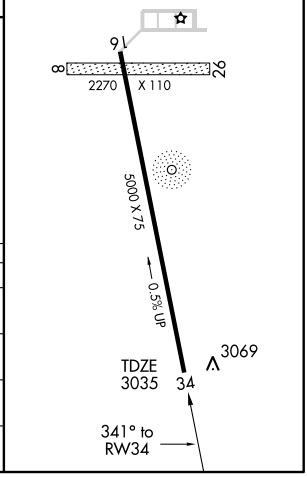


Procedure NA for arrival at HLC VORTAC on V216 northeast bound.
Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.



CATEGORY	A	B	C	D
LPV DA	3285-1 250 (300-1)			NA
LNAV/VNAV DA	3472-1½ 437 (500-1½)			NA
LNAV MDA	3320-1 285 (300-1)			NA
CIRCLING	3480-1½ 435 (500-1½)	3500-1½ 455 (500-1½)	3800-2¼ 755 (800-2¼)	NA

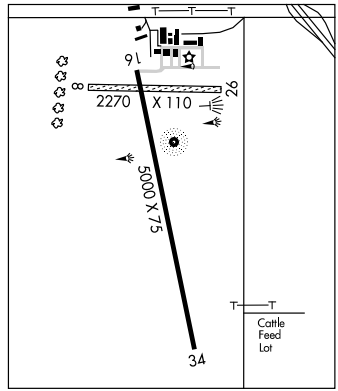
ELEV 3045 MIRL RWY 16-34 L ★



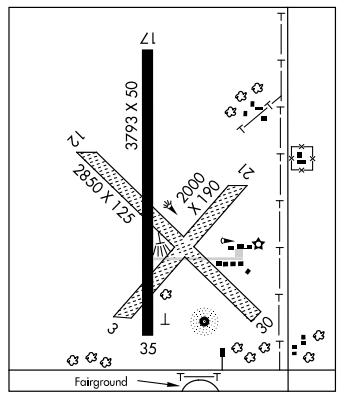
39°07'N - 100°49'W

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

OAKLEY MUNI (OEL) 2 SE UTC−6(−5DT) N39°06.60′ W100°48.99′ **WICHITA**
3045 B S4 **FUEL** 100LL NOTAM FILE ICT **H–5B, L–10G**
RWY 16–34: H5000X75 (CONC) S–30 MIRL 0.5% up NW **IAP**
RWY 08–26: 2270X110 (TURF)
RWY 08: Antenna. **RWY 26:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs, call 785–672–4270. For fuel after hrs call 785–672–4111. MIRL Rwy 16–34 preset low ints dusk–0430Z‡, to increase ints ACTIVATE—CTAF, after 0430Z‡ ACTIVATE MIRL Rwy 16–34—CTAF. Key mike 5 times–low, 7 times–medium and 9 times–high.
WEATHER DATA SOURCES: AWOS–3 118.325 (785) 671–4194.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 244° 28.9 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 380 OEL N39°06.75′ W100°48.92′ at fld. NOTAM FILE ICT.



OBERLIN MUNI (OIN) 1 NW UTC−6(−5DT) N39°50.04′ W100°32.36′ **WICHITA**
2703 B S4 **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 17–35: H3793X50 (ASPH) S–4 LIRL 0.9% up N **IAP**
RWY 17: Tree. **RWY 35:** Pole.
RWY 12–30: 2850X125 (TURF) 1.2% up NW
RWY 30: Trees.
RWY 03–21: 2000X190 (TURF) 0.3% up NE
RWY 03: Tree. **RWY 21:** Road.
AIRPORT REMARKS: Attended dawn–dusk.Rwy 12–30 rough when crossing Rwy 17–35.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 329° 37.4 NM to fld. 2690/8E. **HIWAS.**
NDB (MHW) 341 OIN N39°49.78′ W100°32.26′ at fld. NOTAM FILE ICT.



OLATHE

CEDAR AIR PARK (51K) 4 NW UTC−6(−5DT) N38°55.88′ W94°53.10′ **KANSAS CITY**
1020 NOTAM FILE COU
RWY 17–35: 2440X75 (TURF)
RWY 17: Tree. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Trees both sides of rwy. Golf course N end of Rwy 17 can be mistaken for arpt. Rwy 17 outlined with concrete pads at 300′ intervals. Rwy 17 ends marked with yellow concrete pads.
COMMUNICATIONS: CTAF/UNICOM 122.7

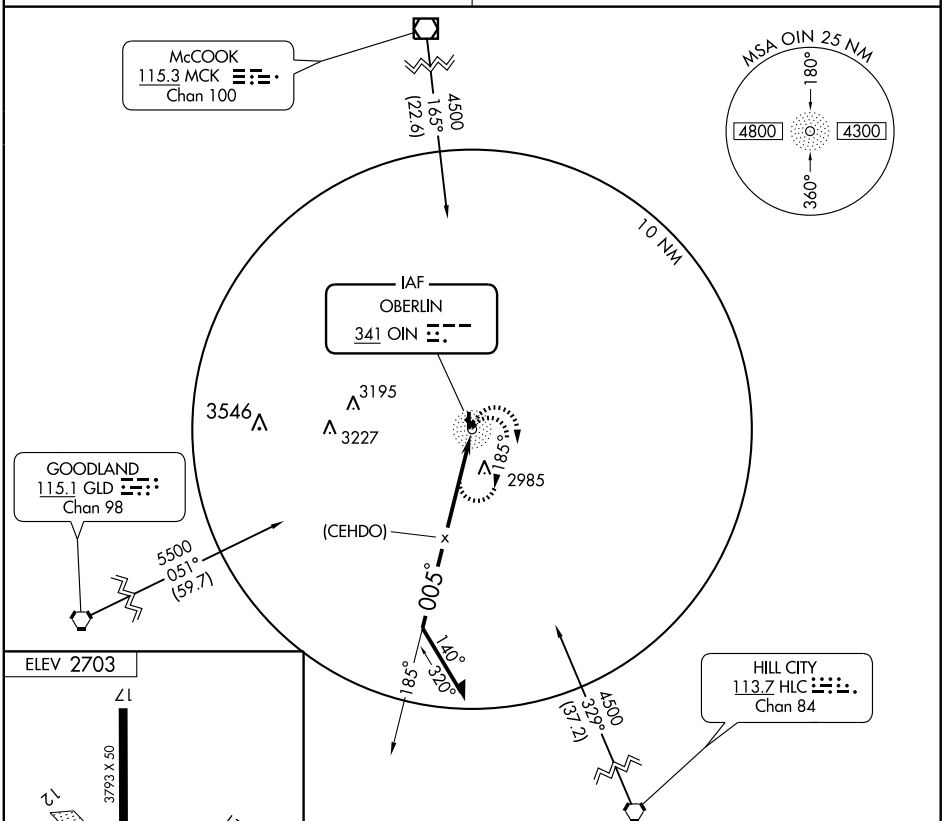
NDB OIN 341	APP CRS 005°	Rwy Idg 3793 TDZE 2703 Apt Elev 2703

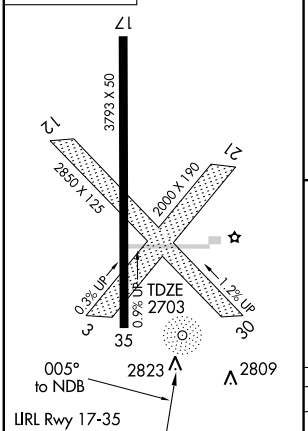
NDB or GPS RWY 35
OBERLIN MUNI (OIN)

Use McCook altimeter setting; when not available use Goodland altimeter setting and increase all MDAs 200 feet.
NA

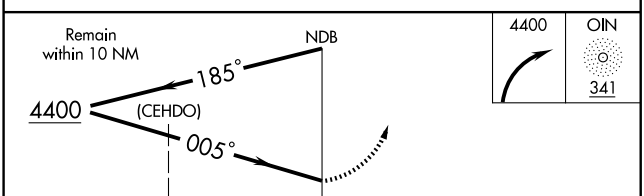
MISSED APPROACH: Climbing right turn to 4400 in OIN NDB holding pattern.

DENVER CENTER	UNICOM
132.5 379.15	122.8 (CTAF)





Knots	60	90	120	150	180
Min:Sec					



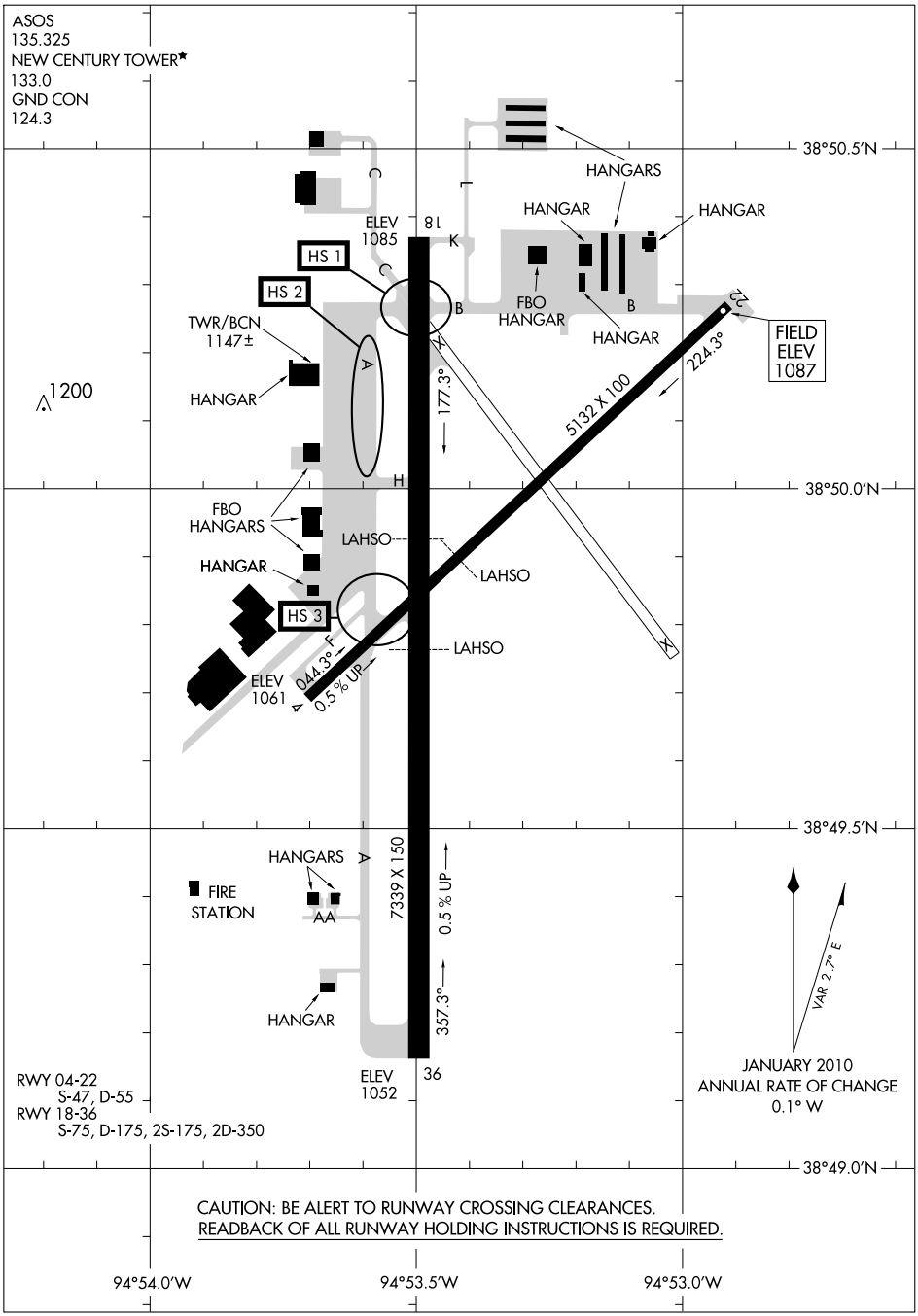
CATEGORY	A	B	C	D
S-35	3420-1	717 (800-1)	3420-2 717 (800-2)	NA
CIRCLING	3420-1	717 (800-1)	3420-2 717 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-302 (FAA)

OLATHE/NEW CENTURY AIRCENTER (IXD)
OLATHE, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

OLATHE, KANSAS
OLATHE/NEW CENTURY AIRCENTER (IXD)

10266

JOHNSON CO EXECUTIVE (OJC) 4 SE UTC−6(−5DT) N38°50.86′ W94°44.26′ **KANSAS CITY**
1096 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE OJC **L–10J, A**
RWY 18–36: H4098X75 (CONC) S–12.5 MIRL 1.1% up N **IAP, AD**
RWY 18: VASI(V2R)—GA 3.0° TCH 25′. **RWY 36:** MALSR. VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended continuously. Birds and waterfowl on and invof arpt. Acft exceeding 12,500 lbs must ctc arpt manager at 913–715–6000 for PPR. Upon takeoff for Rwys 18 and 36 maintain rwy heading until passing 1,600′ MSL. TPA low performance acft 2096(1000), high performance acft 2596(1500). ACTIVATE VASI Rwy 18, MALSR Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS (913) 780–6969. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.35 (913)764–9272 **UNICOM** 122.95
RCO 122.15 (COLUMBIA RADIO)
Ⓡ **KANSAS CITY APP/DEP CON** 118.9
EXECUTIVE TOWER 126.0 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.
(T) VORW/DME 113.0 OJC Chan 77 N38°50.44′ W94°44.21′ at fld. 1034/6E.
DUSTT NDB (LOM) 368 IX N38°44.32′ W94°53.51′ 044° 9.8 NM to fld. NOTAM FILE IXD.
FUROR NDB (LOM) 526 OJ N38°56.12′ W94°44.28′ 176° 5.2 NM to fld.
HERBB NDB (LOM) 420 PK N38°45.19′ W94°44.21′ 356° 5.7 NM to fld. LOM unmonitored.
ILS 111.1 I–OJC Rwy 18. LOM FUROR NDB. Loc only. Unmonitored when twr clsd.
ILS 108.3 I–PKX Rwy 36. LOM HERBB NDB. Loc only. Loc unusable byd 17 NM blo 3000′. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not available at tower.

• • • •

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

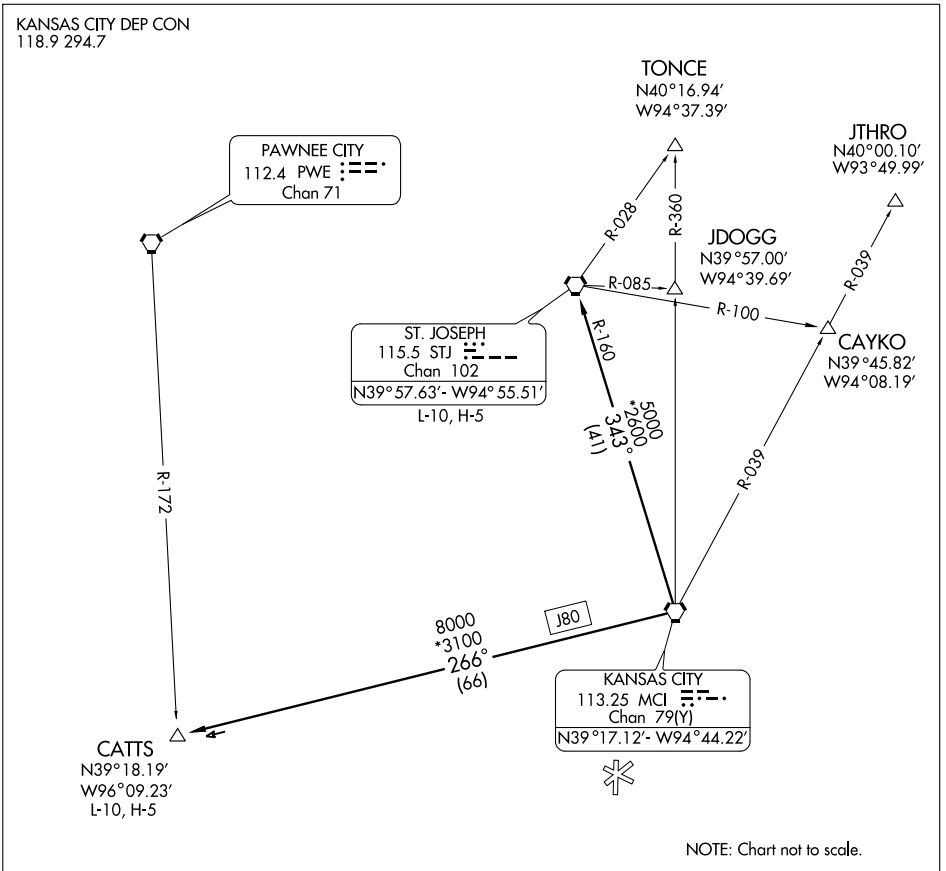
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-IXD	APP CRS	Rwy Idg	7339
110.9	356°	TDZE	1066
Chan 46		Apt Elev	1087

ILS or LOC RWY 36

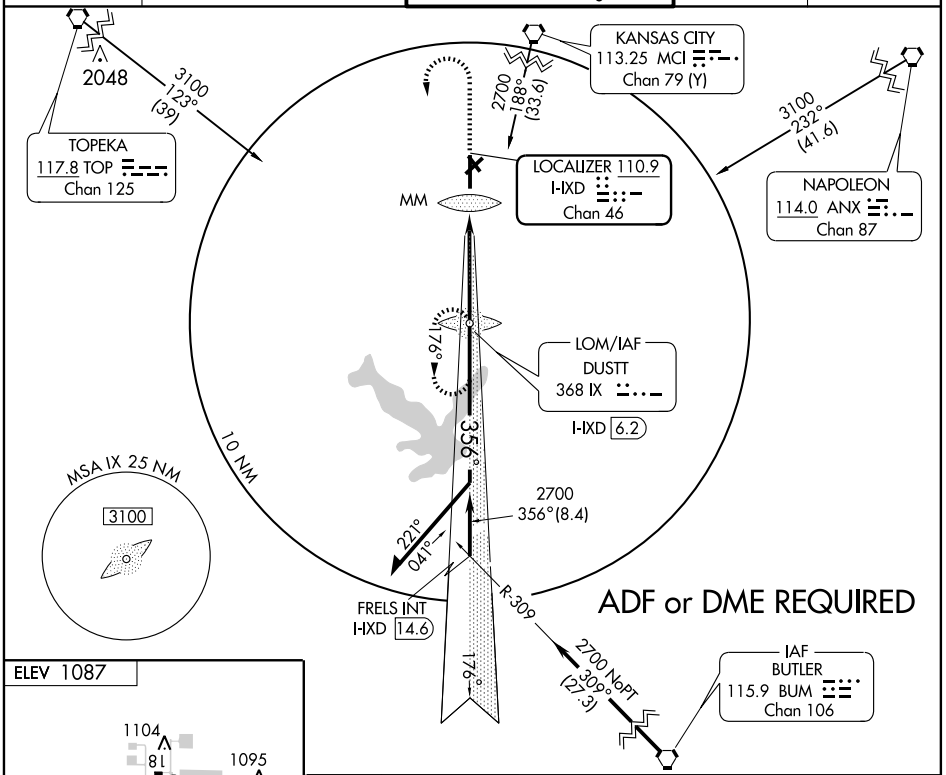
OLATHE/NEW CENTURY AIRCENTER (IXD)

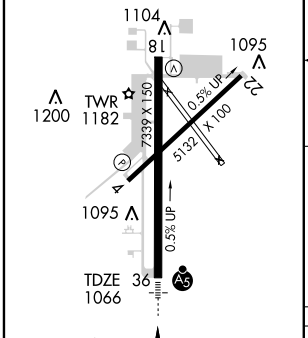
If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting. ADF required.

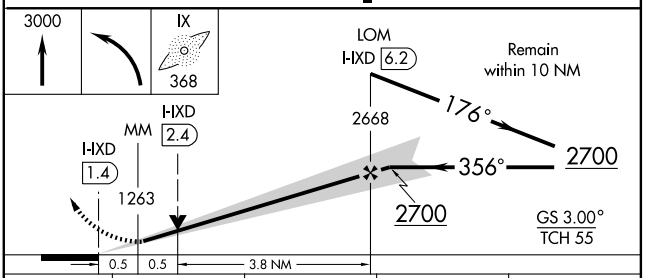
MALSR

MISSED APPROACH: Climb to 3000 then left turn direct DUSTT LOM and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF) L	124.3	122.95







CATEGORY	A	B	C	D
S-ILS 36	1266-½ 200 (200-½)			
S-LOC 36	1440-½ 374 (400-½)			1440-¾ 374 (400-¾)
CIRCLING	1560-1 473 (500-1)		1560-1½ 473 (500-1½)	1640-2 553 (600-2)

FAF to MAP 4.8 NM

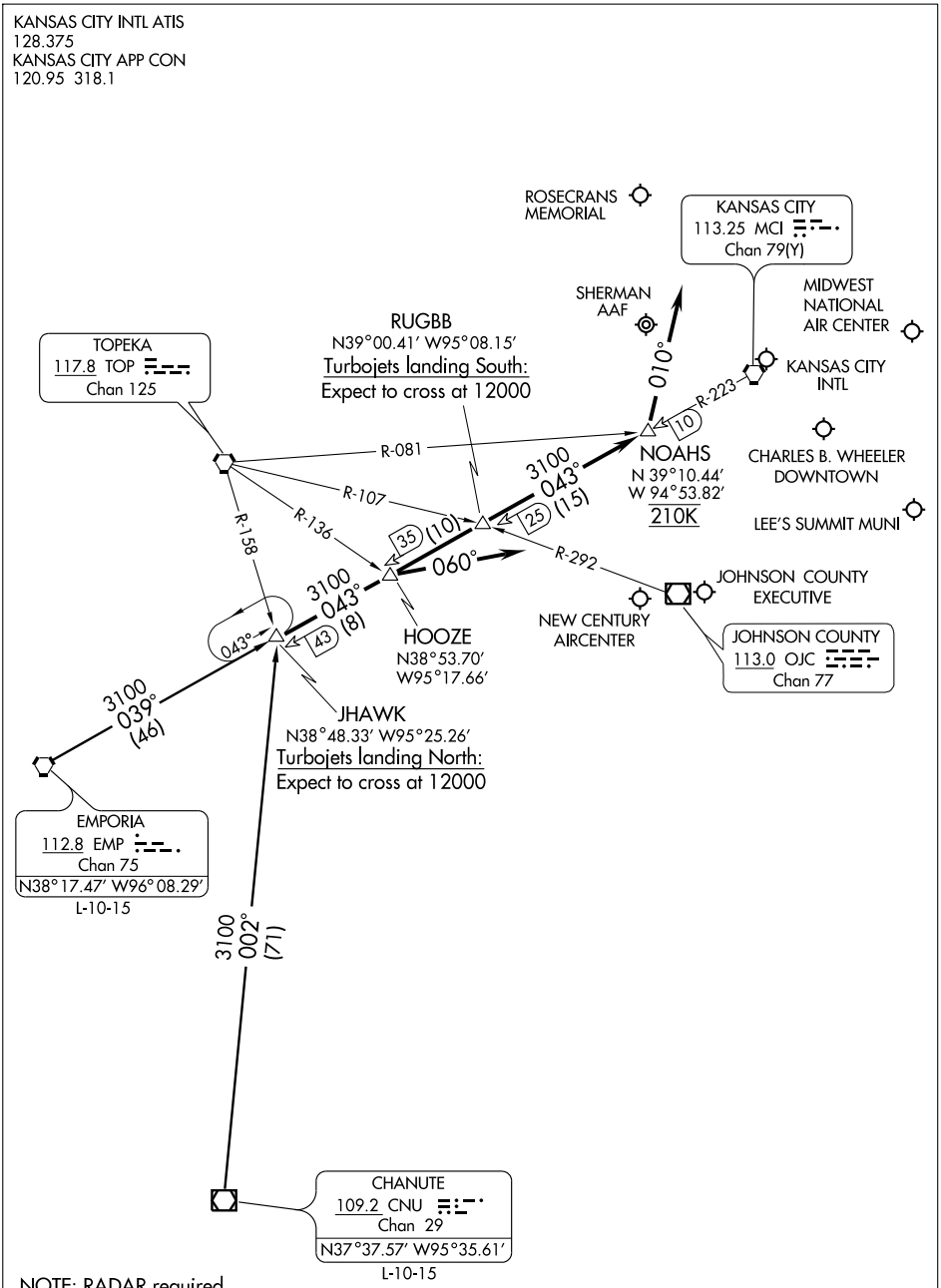
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

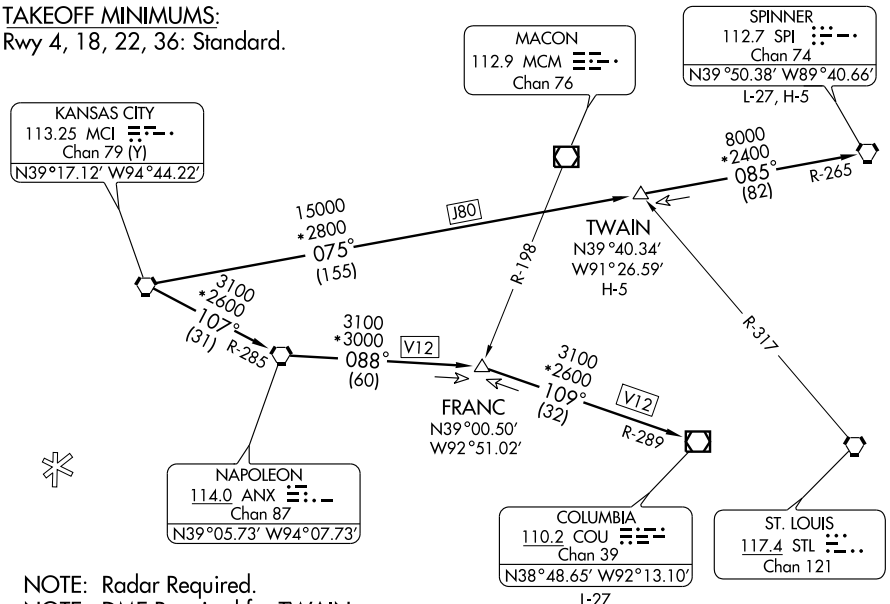
CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

21 OCT 2010 to 18 NOV 2010

KANSAS CITY DEP CON
118.9 294.7

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 4, 18, 22, 36: Standard.



NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER, 125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL.
Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL.
Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline, 1088' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

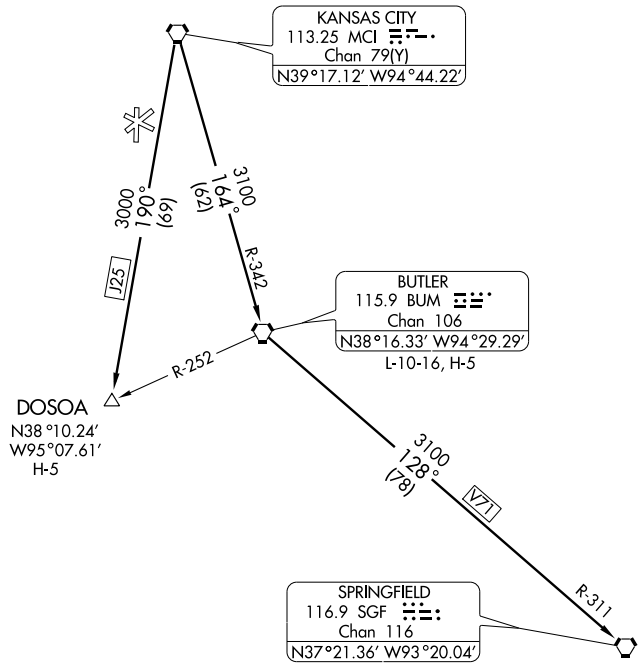
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

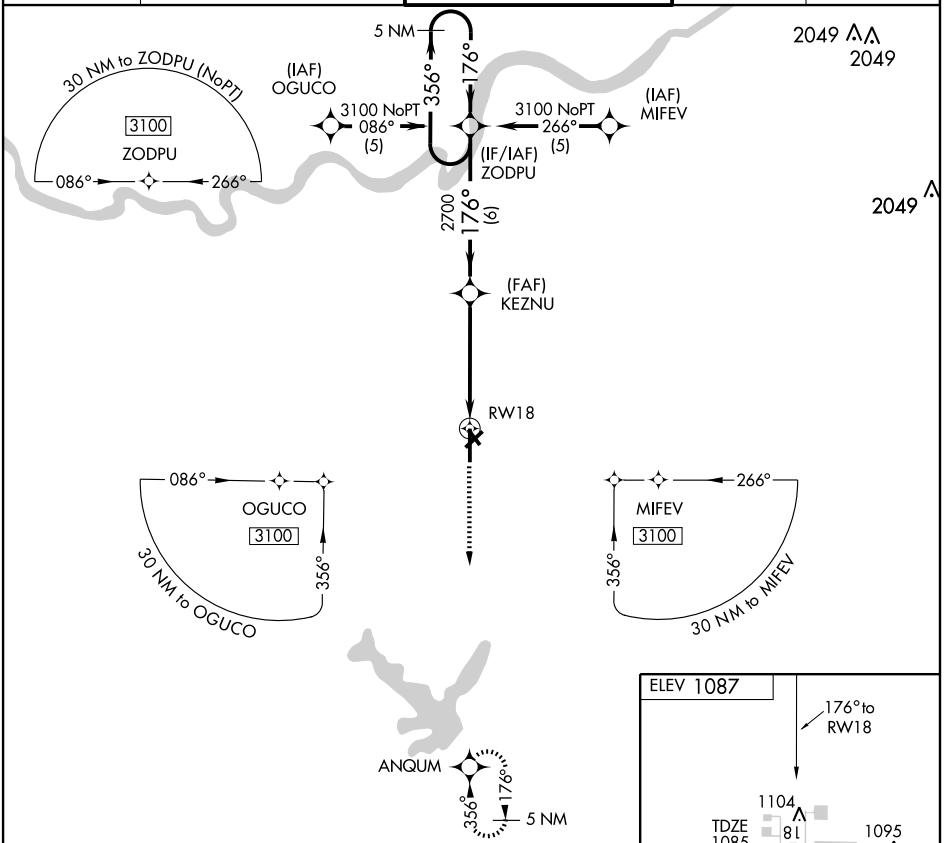
OLATHE/ NEW CENTURY AIRCENTER (IXD)

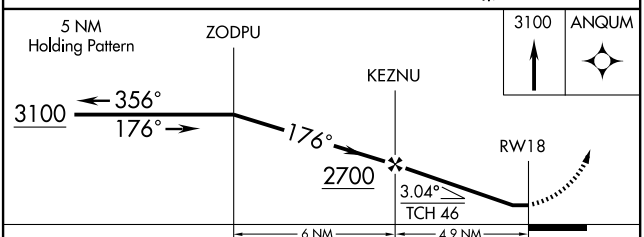
APP CRS	Rwy Idg	7339
176°	TDZE	1085
	Apt Elev	1087

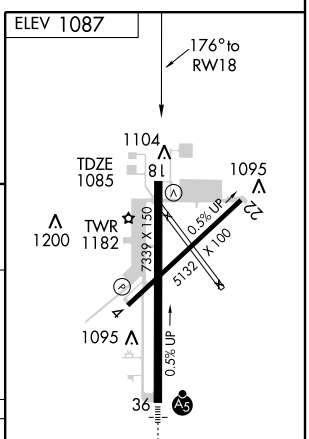
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3100 direct ANQUM and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF) L	124.3	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1	415 (500-1)	1500-1¼	415 (500-1¼)
CIRCLING	1560-1	473 (500-1)	1560-1½ 473 (500-1½)	1640-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7339
CH 81807	356°	TDZE	1066
W36A		Apt Elev	1087

RNAV (GPS) RWY 36

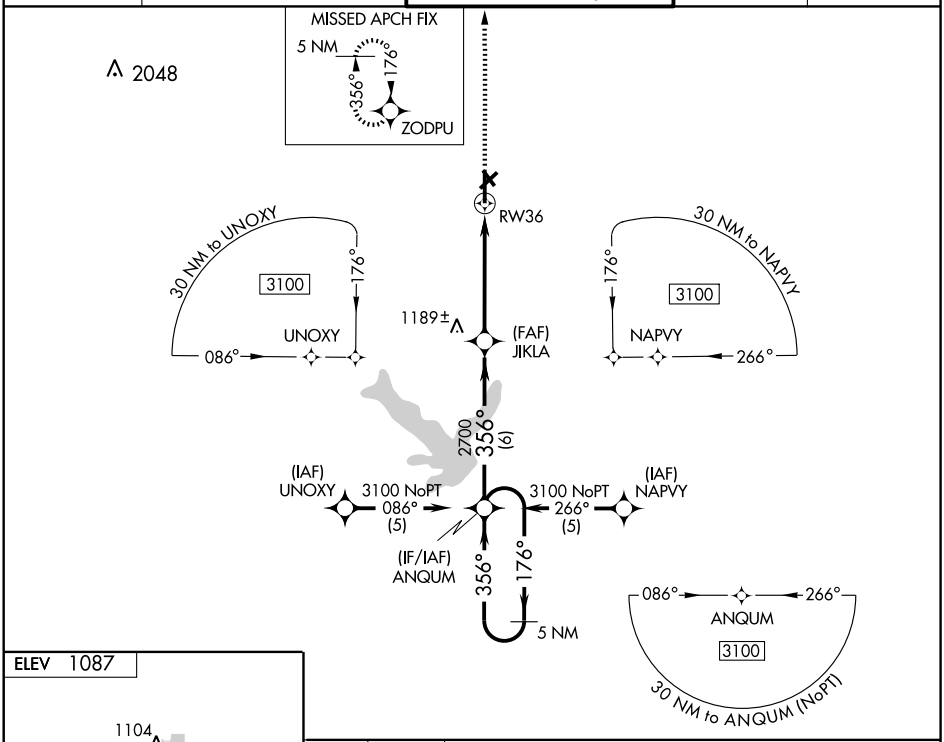
OLATHE/ NEW CENTURY AIRCENTER (IXD)

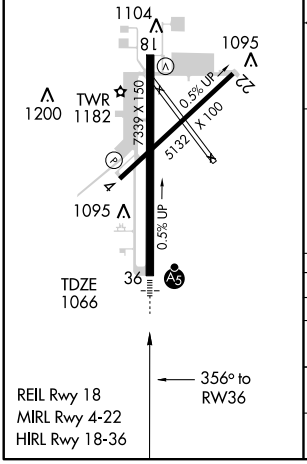
DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ and LPV visibility to 1 all categories. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting.

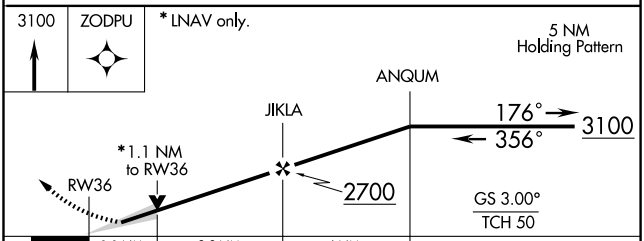
MALSR

MISSED APPROACH: Climb to 3100 direct ZODPU and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF)	124.3	122.95







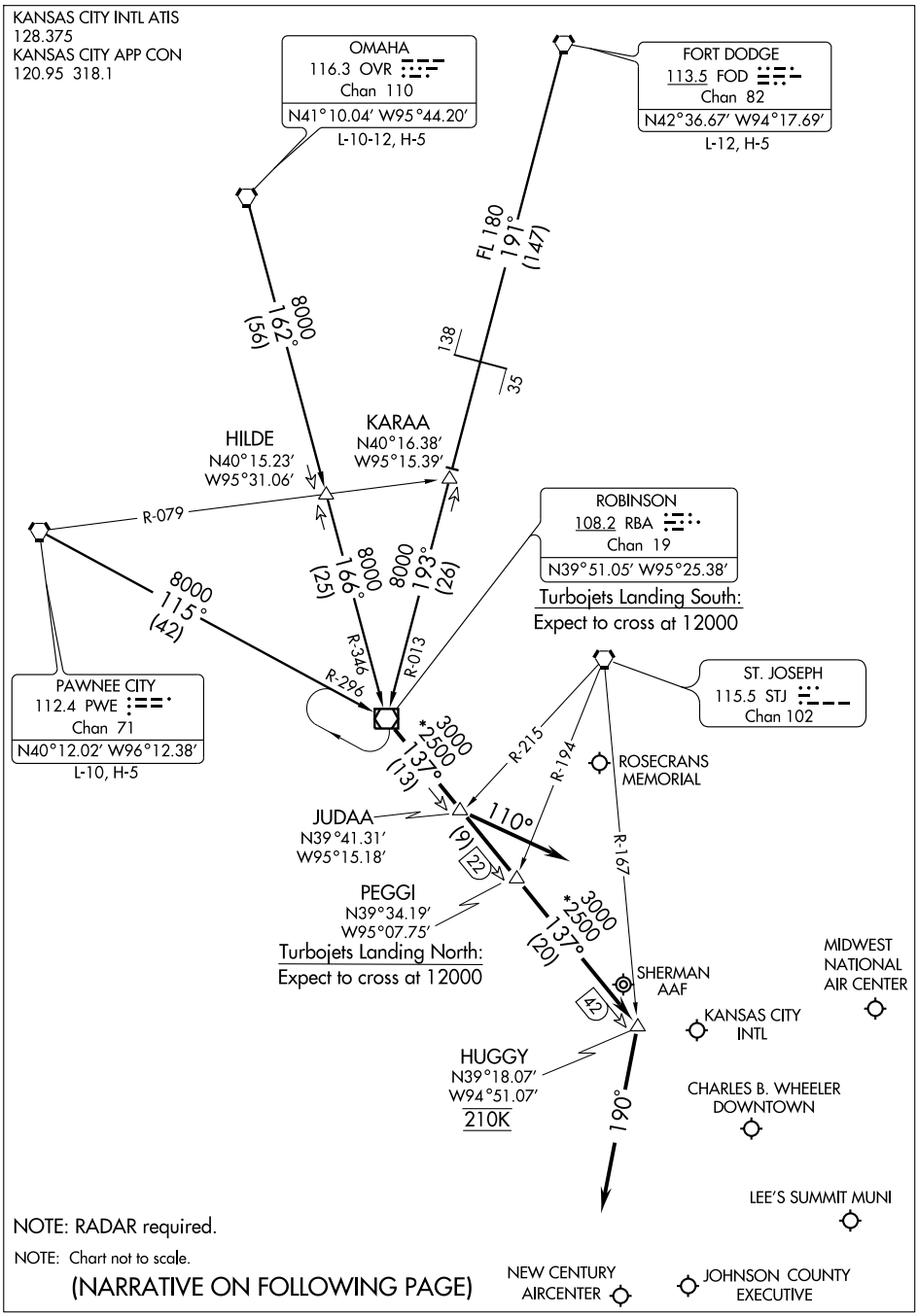
CATEGORY	A	B	C	D
LPV DA	1316-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1440-½ 374 (400-½)			1440-1 374 (400-1)
CIRCLING	1560-1 473 (500-1)		1560-1½ 473 (500-1½)	1640-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

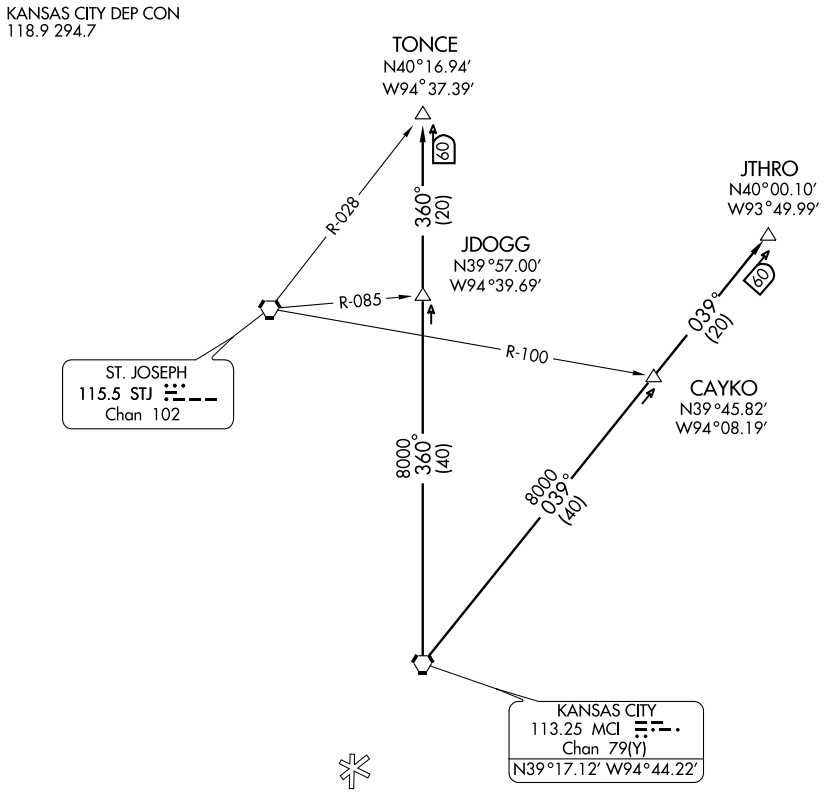
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

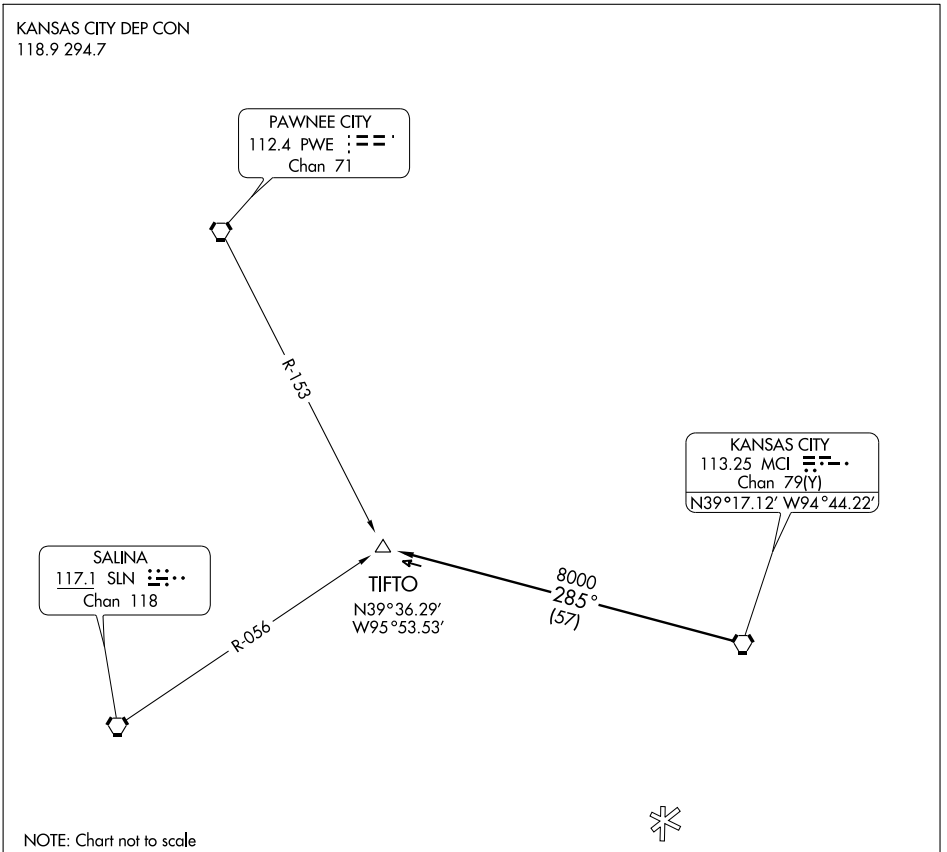
NC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

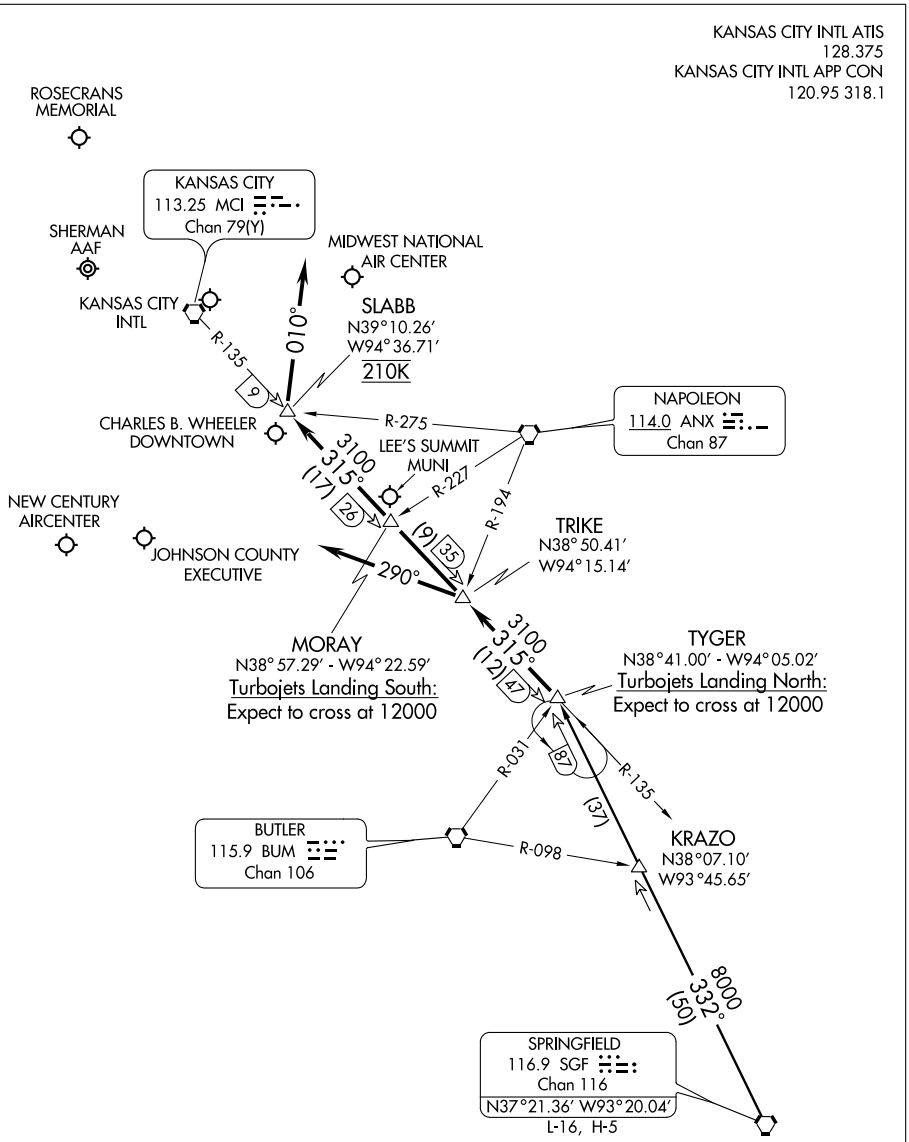


NC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME OJC	APP CRS	Rwy Idg N/A
113.0	260°	TDZE N/A
Chan 77		Apt Elev 1087

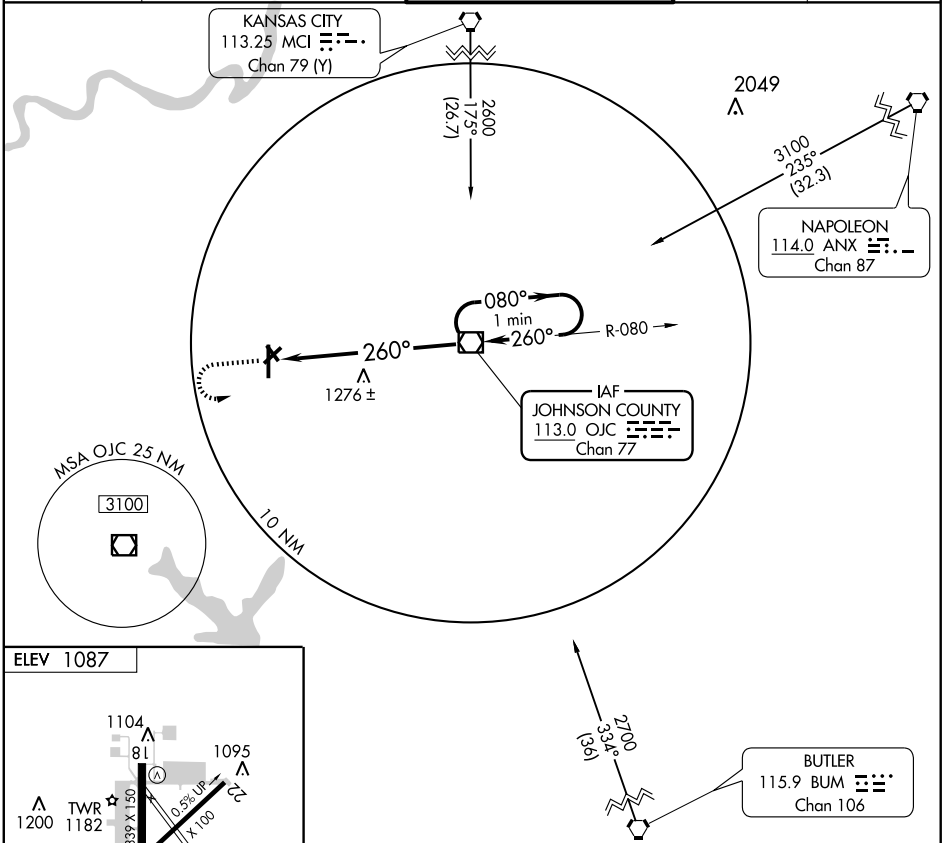
VOR-A

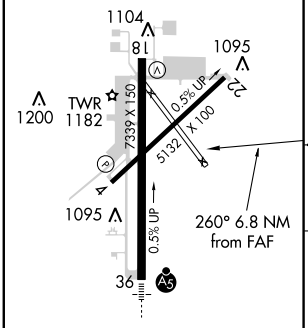
OLATHE/NEW CENTURY AIRCENTER (IXD)

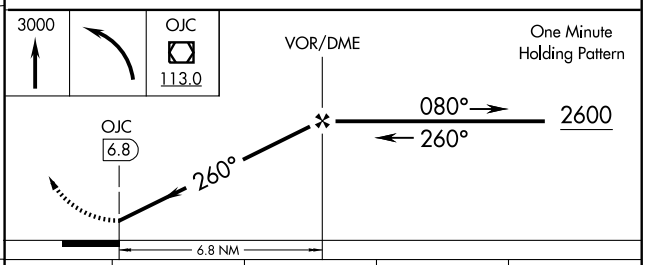
If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 then left turn direct OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	NEW CENTURY TOWER ★	GND CON	UNICOM
135.325	118.9 294.7	133.0 (CTAF)	124.3	122.95



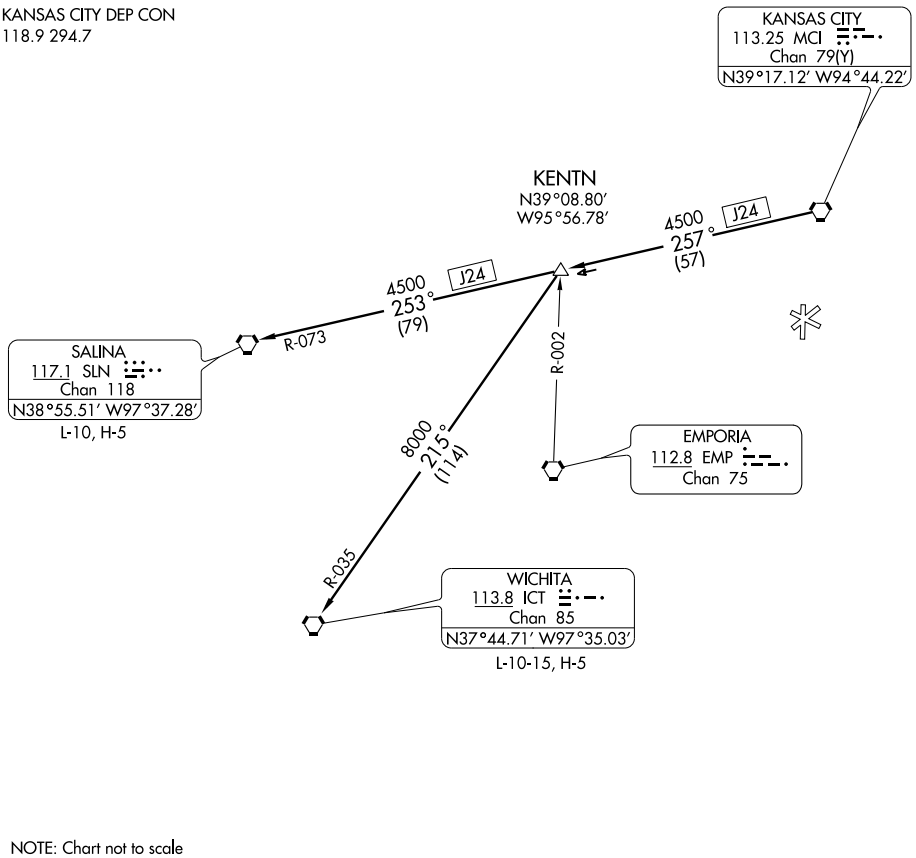




FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
CIRCLING	1820-1	733 (800-1)	1820-2 733 (800-2)	1820-2¼ 733 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

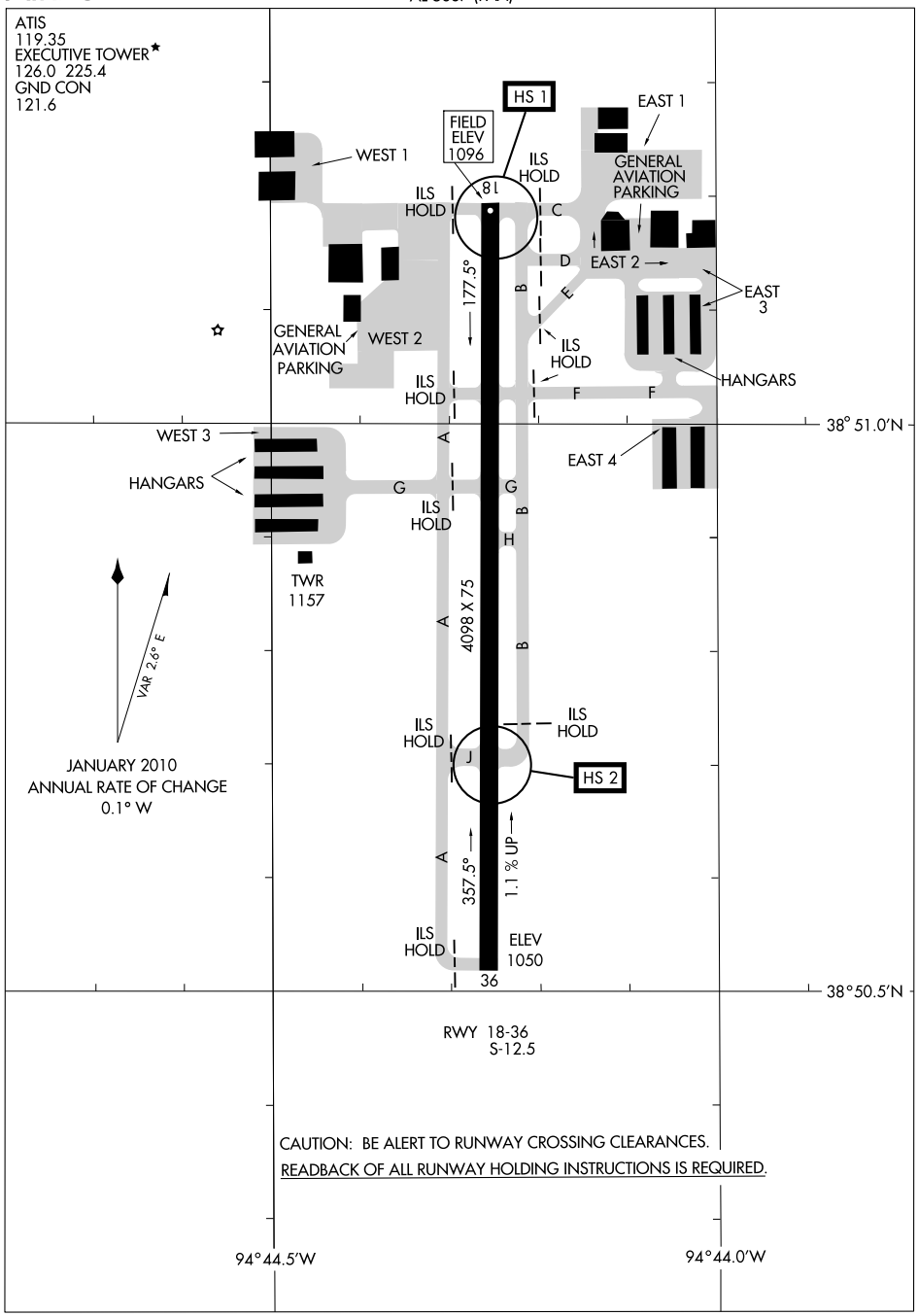
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

AIRPORT DIAGRAM

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)
OLATHE, KANSAS

AL-5687 (FAA)



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM
10266
OLATHE, KANSAS
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

JOHNSON CO EXECUTIVE (OJC) 4 SE UTC−6(−5DT) N38°50.86′ W94°44.26′ **KANSAS CITY**
1096 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—See Remarks NOTAM FILE OJC **L–10J, A**
RWY 18–36: H4098X75 (CONC) S–12.5 MIRL 1.1% up N **IAP, AD**
RWY 18: VASI(V2R)—GA 3.0° TCH 25′. **RWY 36:** MALSR. VASI(V4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended continuously. Birds and waterfowl on and invof arpt. Acft exceeding 12,500 lbs must ctc arpt manager at 913–715–6000 for PPR. Upon takeoff for Rwys 18 and 36 maintain rwy heading until passing 1,600′ MSL. TPA low performance acft 2096(1000), high performance acft 2596(1500). ACTIVATE VASI Rwy 18, MALSR Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS (913) 780–6969. LAWRS.
COMMUNICATIONS: CTAF 126.0 **ATIS** 119.35 (913)764–9272 **UNICOM** 122.95
RCO 122.15 (COLUMBIA RADIO)
Ⓡ **KANSAS CITY APP/DEP CON** 118.9
EXECUTIVE TOWER 126.0 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.
(T) VORW/DME 113.0 OJC Chan 77 N38°50.44′ W94°44.21′ at fld. 1034/6E.
DUSTT NDB (LOM) 368 IX N38°44.32′ W94°53.51′ 044° 9.8 NM to fld. NOTAM FILE IXD.
FUROR NDB (LOM) 526 OJ N38°56.12′ W94°44.28′ 176° 5.2 NM to fld.
HERBB NDB (LOM) 420 PK N38°45.19′ W94°44.21′ 356° 5.7 NM to fld. LOM unmonitored.
ILS 111.1 I–OJC Rwy 18. LOM FUROR NDB. Loc only. Unmonitored when twr clsd.
ILS 108.3 I–PKX Rwy 36. LOM HERBB NDB. Loc only. Loc unusable byd 17 NM blo 3000′. Unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not available at tower.

• • • •

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

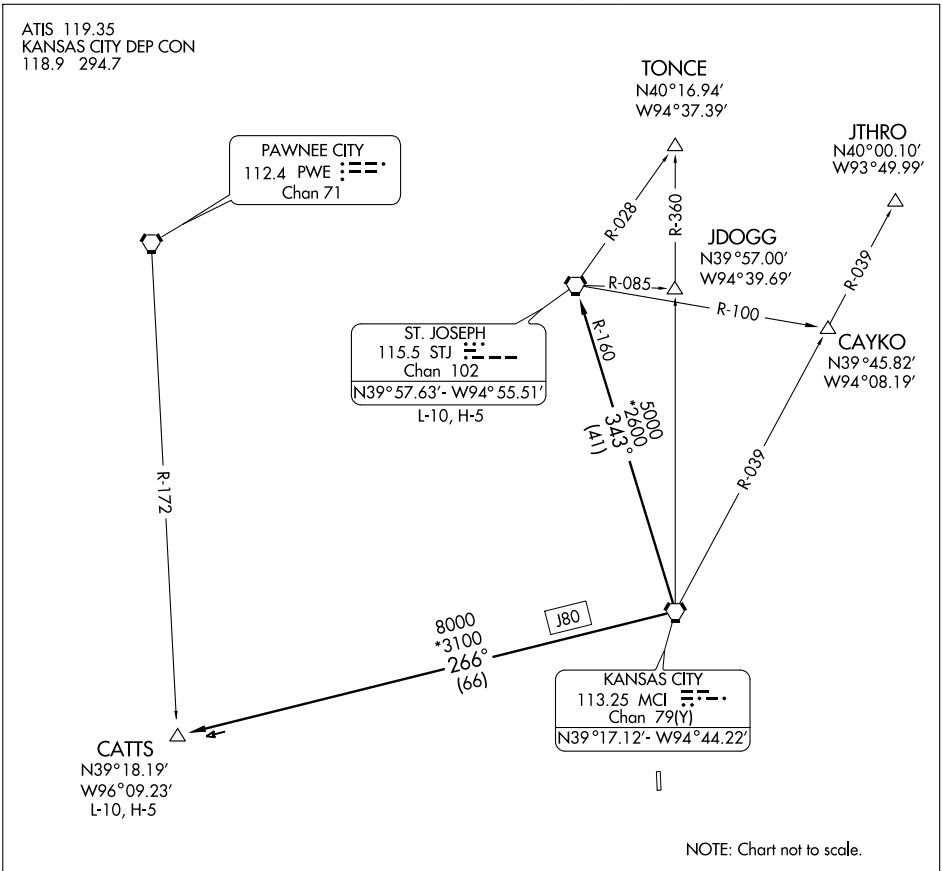
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

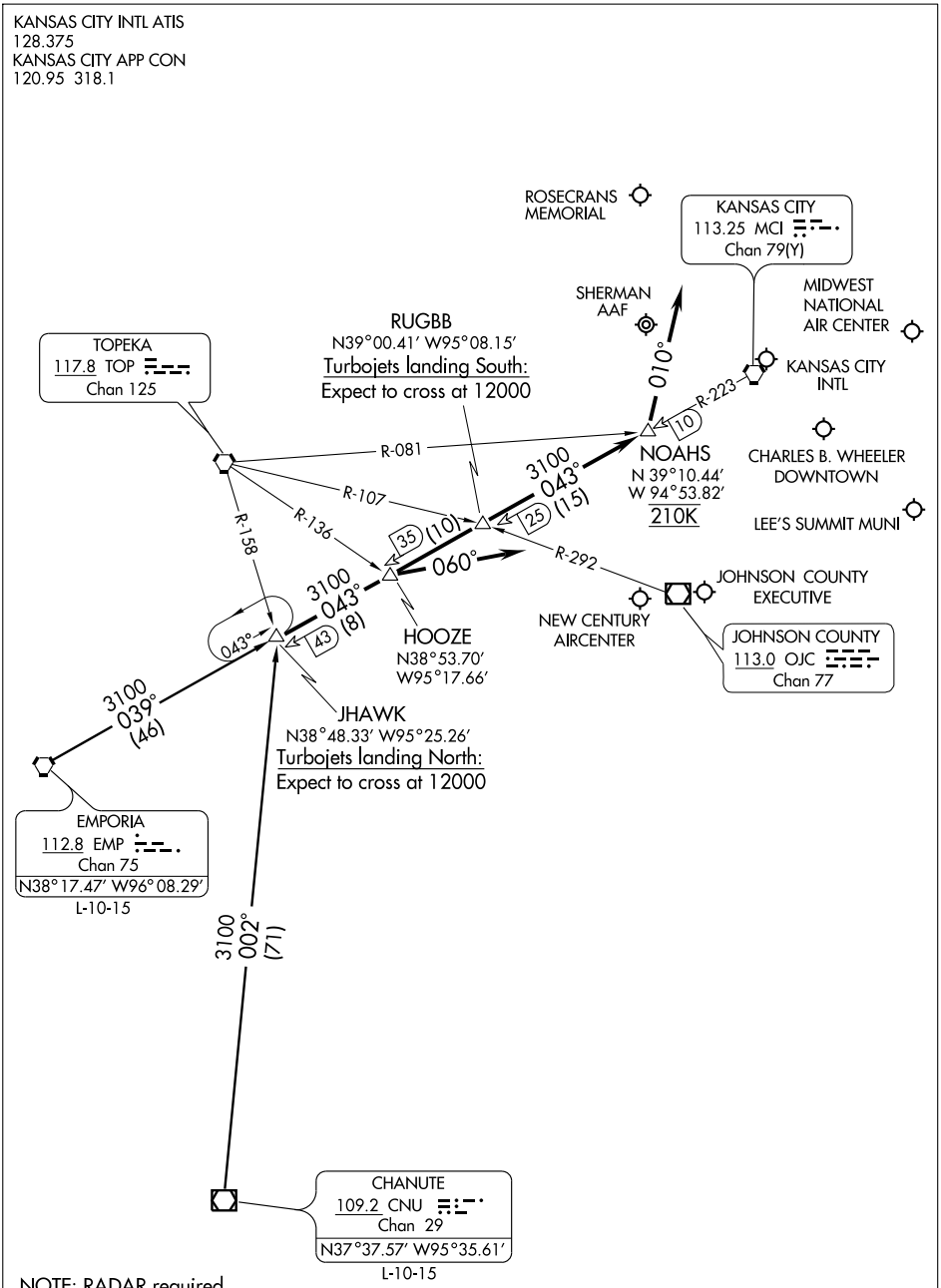
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

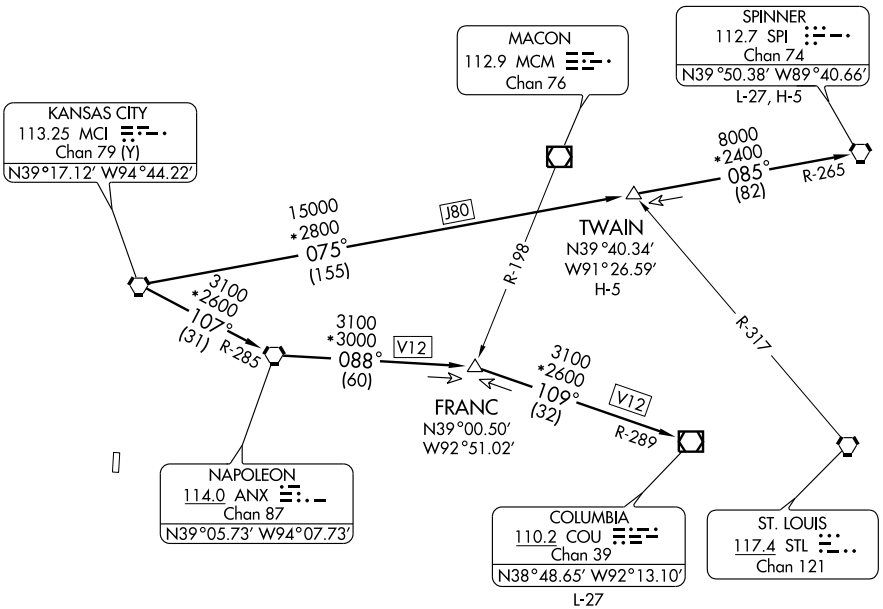
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



TAKEOFF MINIMUMS:
Rwy 18, 36: Standard.

NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 18, multiple trees 622 feet from DER, 192 feet right of centerline, up to 73' AGL/1084' MSL. Rwy 36, antenna 335 feet from DER, 263 feet left of centerline, 20' AGL/1110' MSL. Tree 1008 feet from DER, 612 feet right of centerline, 57' AGL/1130' MSL. Tree 1544 feet from DER, 810 feet left of centerline, 71' AGL/1144' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-OJC	APP CRS	Rwy Idg	4098
111.1	176°	TDZE	1096
		Apt Elev	1096

LOC RWY 18

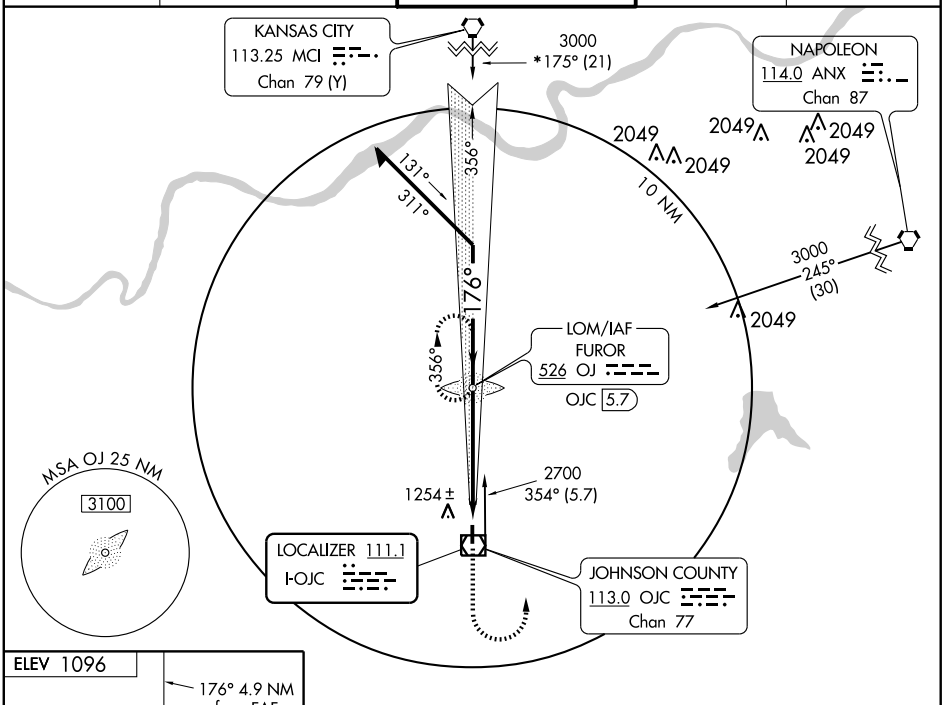
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

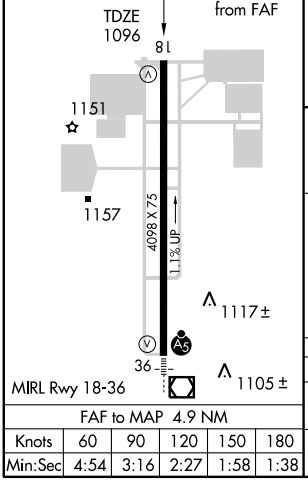
T
A NA

* MCI VORTAC feeder course is a flight check value.

MISSED APPROACH: Climb to 1700 then left climbing turn to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

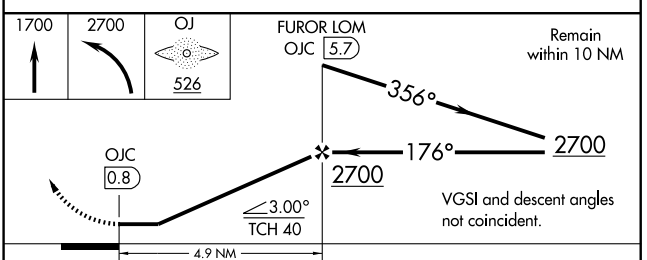
ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER *	GND CON	UNICOM
119.35	118.9 294.7	126.0 (CTAF) L 225.4	121.6	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ADF REQUIRED



CATEGORY	A	B	C	D
S-18	1440-1 344 (400-1)			NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-PKX	APP CRS	Rwy Idg	4098
108.3	356°	TDZE	1085
		Apt Elev	1096

LOC RWY 36

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

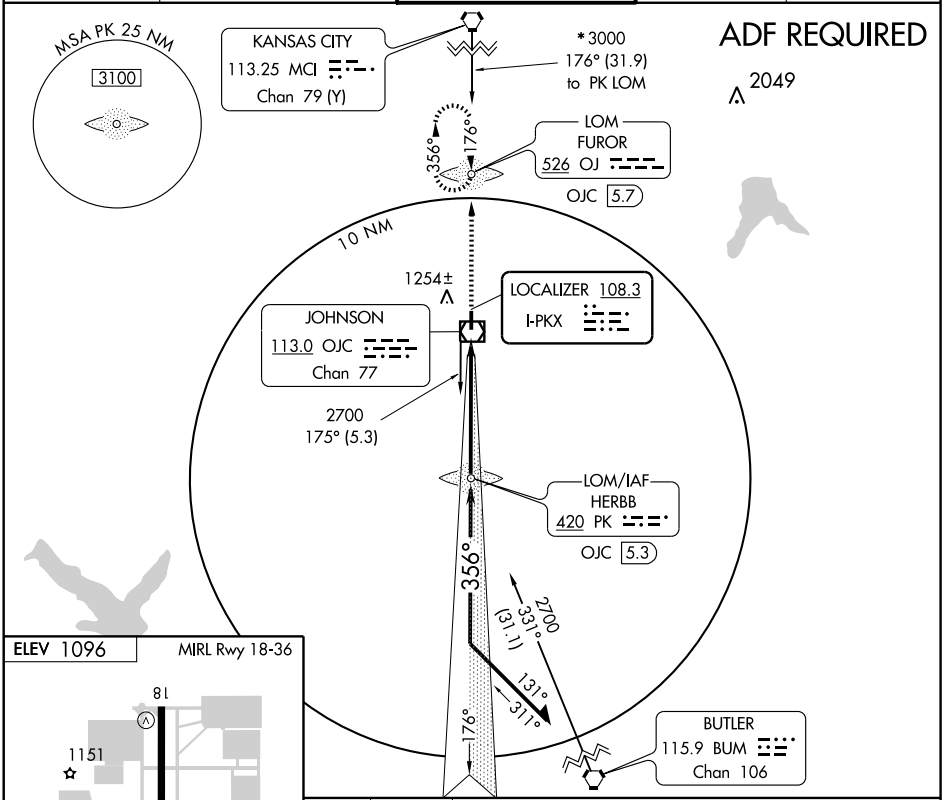
* MCI VORTAC feeder course is a flight check value. For inoperative MALSR, increase S-36 Cats A/B/C visibility to 1 mile.

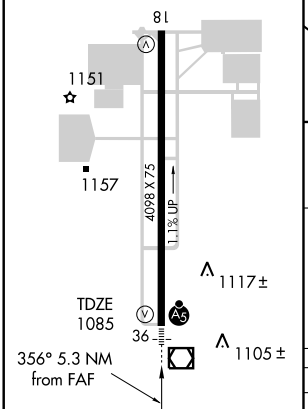
NA

MALSR

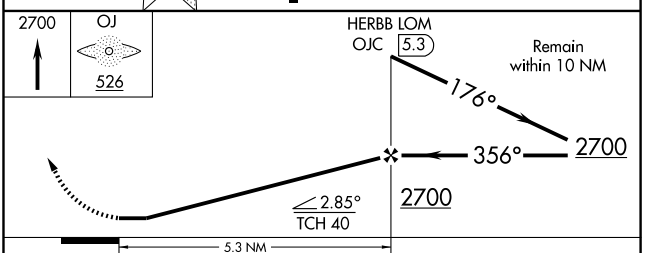
MISSED APPROACH: Climb to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER *	GND CON	UNICOM
119.35	118.9 294.7	126.0 (CTAF) L 225.4	121.6	122.95





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-36	1480-¾ 395 (400-¾)			NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM IX	APP CRS	Rwy Idg	NA
368	044°	TDZE	NA
		Apt Elev	1096

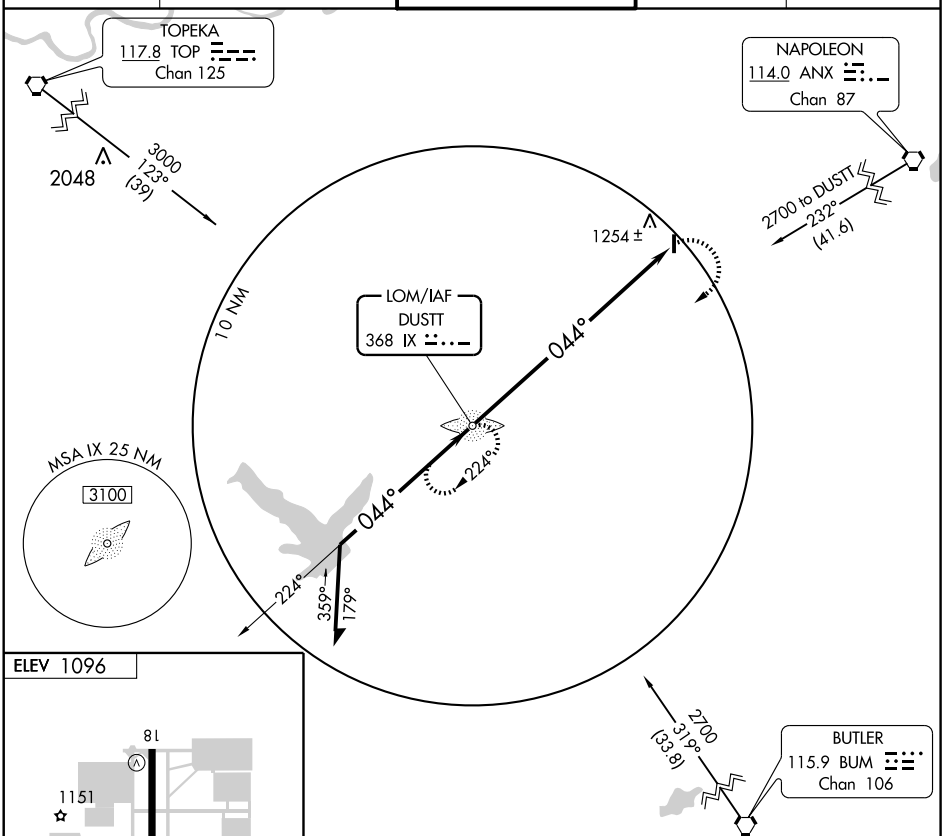
NDB-B

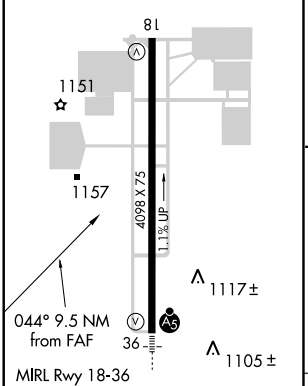
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

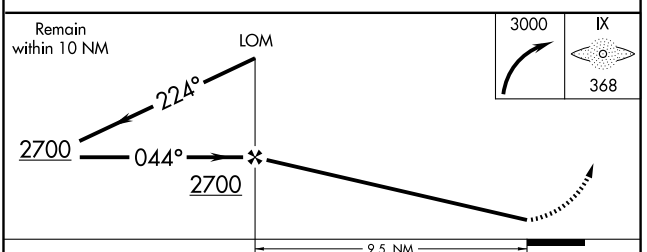
NA

MISSED APPROACH: Climbing right turn to 3000 direct IX LOM and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER ★	GND CON	UNICOM
119.35	118.9 294.7	126.0 (CTAF) L 225.4	121.6	122.95





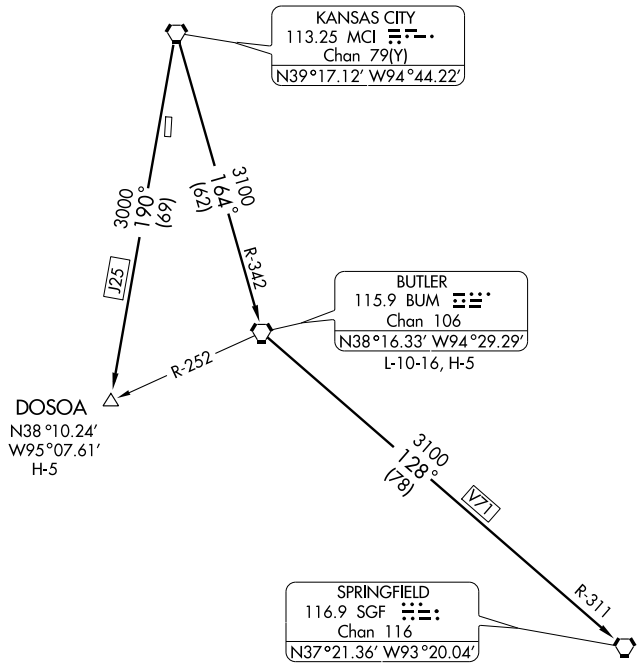


FAF to MAP 9.5 NM					
Knots	60	90	120	150	180
Min:Sec	9:30	6:20	4:45	3:48	3:10

CATEGORY	A	B	C	D
CIRCLING	1820-1 724 (800-1)		1820-2 724 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4098
CH 53700	176°	TDZE	1096
W18A		Apt Elev	1096

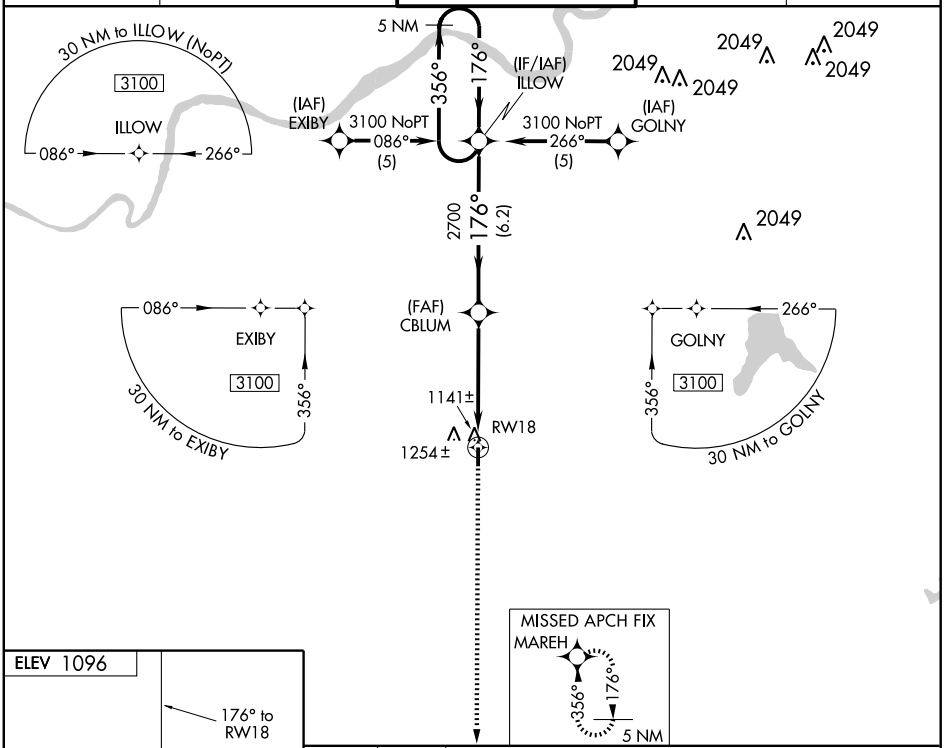
RNAV (GPS) RWY 18

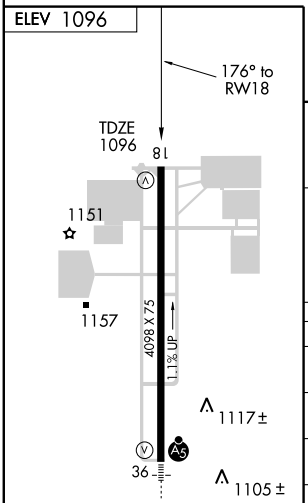
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

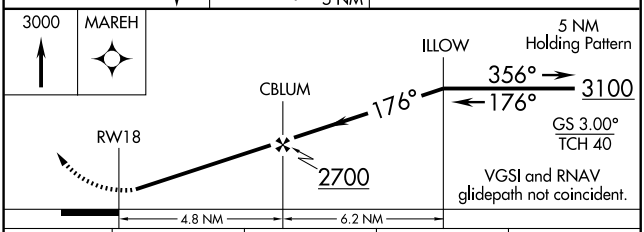
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct MAREH and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER*	GND CON	UNICOM
119.35	118.9 294.7	126.0(CTAF) L 225.4	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1346-1 250 (300-1)			NA
LNAV/VNAV DA	1527-1½ 431 (500-1½)			NA
LNAV MDA	1560-1 464 (500-1)		1560-1¼ 464 (500-1¼)	NA
CIRCLING	1620-1 524 (600-1)		1620-1½ 524 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4098
CH 82700	356°	TDZE	1086
W36A		Apt Elev	1096

RNAV (GPS) RWY 36

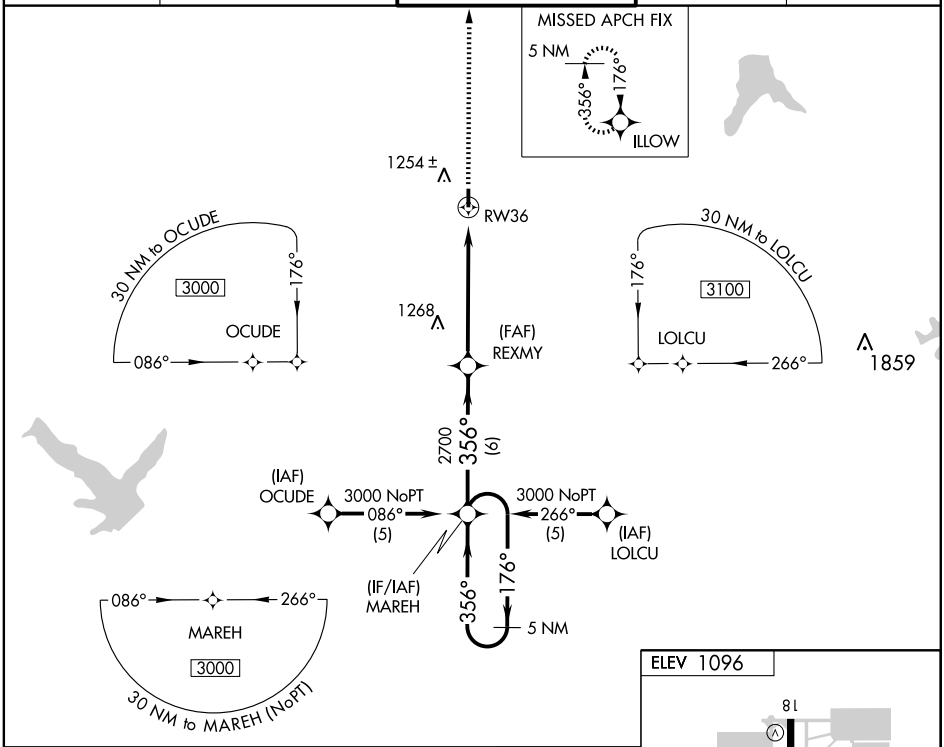
OLATHE/ JOHNSON COUNTY EXECUTIVE (OJC)

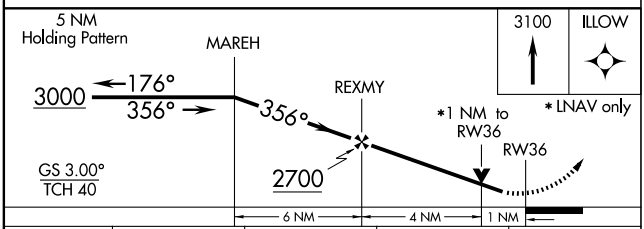
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats visibility to 1 mile.

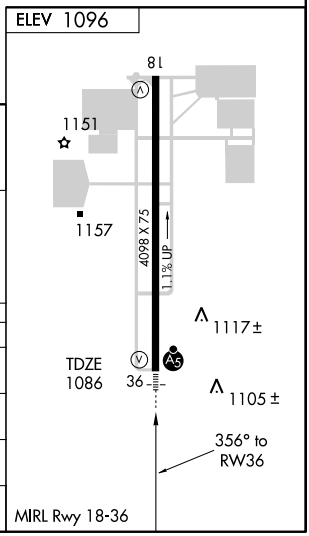
MALSR

MISSED APPROACH: Climb to 3100 direct ILLOW and hold.

ATIS	KANSAS CITY APP CON	EXECUTIVE TOWER*	GND CON	UNICOM
119.35	118.9 294.7	126.0(CTAF) L 225.4	121.6	122.95







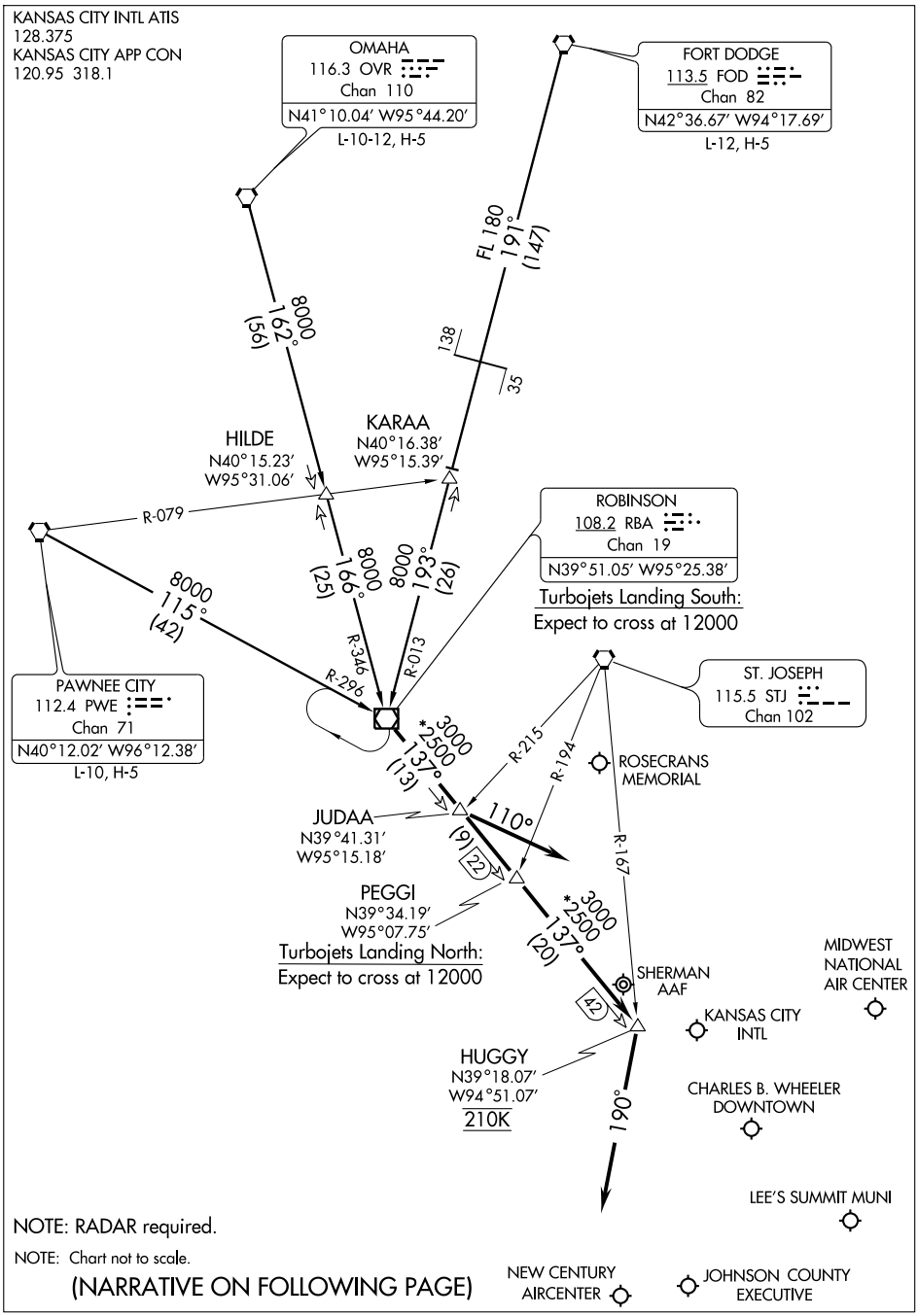
CATEGORY	A	B	C	D
LPV DA	1336-¾ 250 (300-¾)			NA
LNAV/VNAV DA	1355-¾ 269 (300-¾)			NA
LNAV MDA	1400-¾ 314 (400-¾)			NA
CIRCLING	1540-1 444 (500-1)	1560-1 464 (500-1)	1560-1½ 464 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

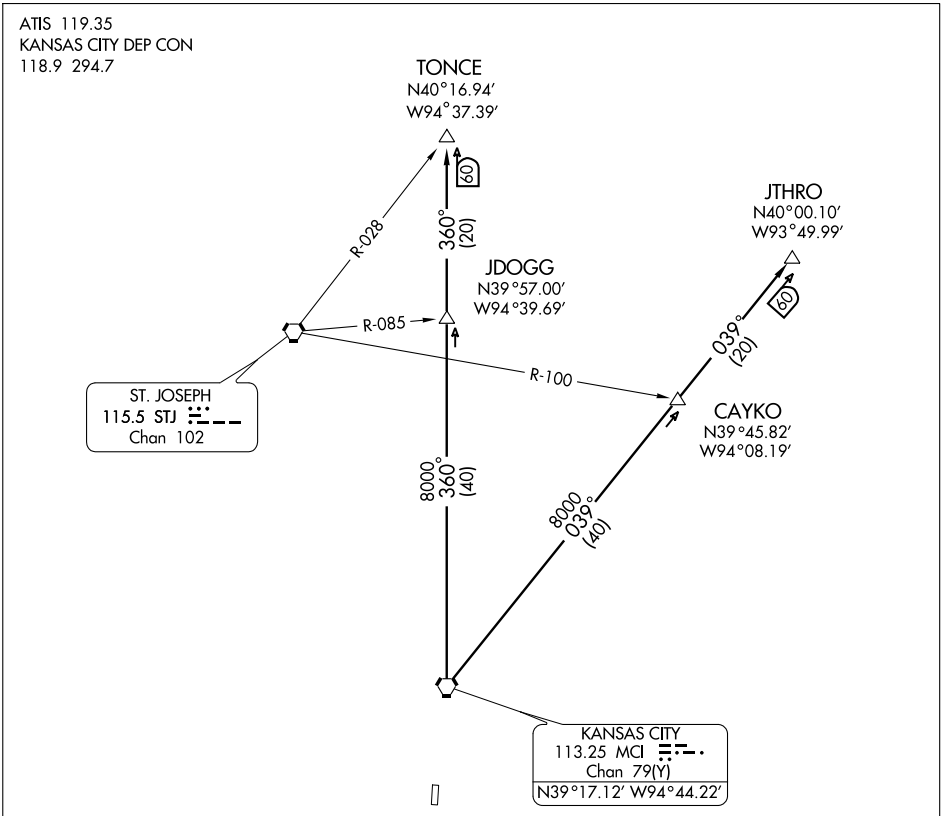
KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

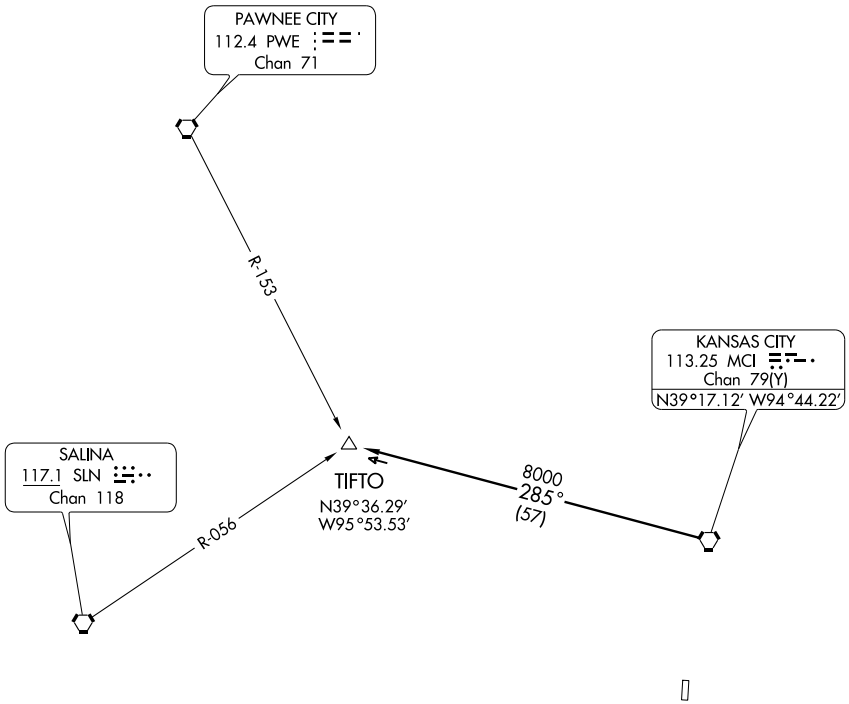
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7

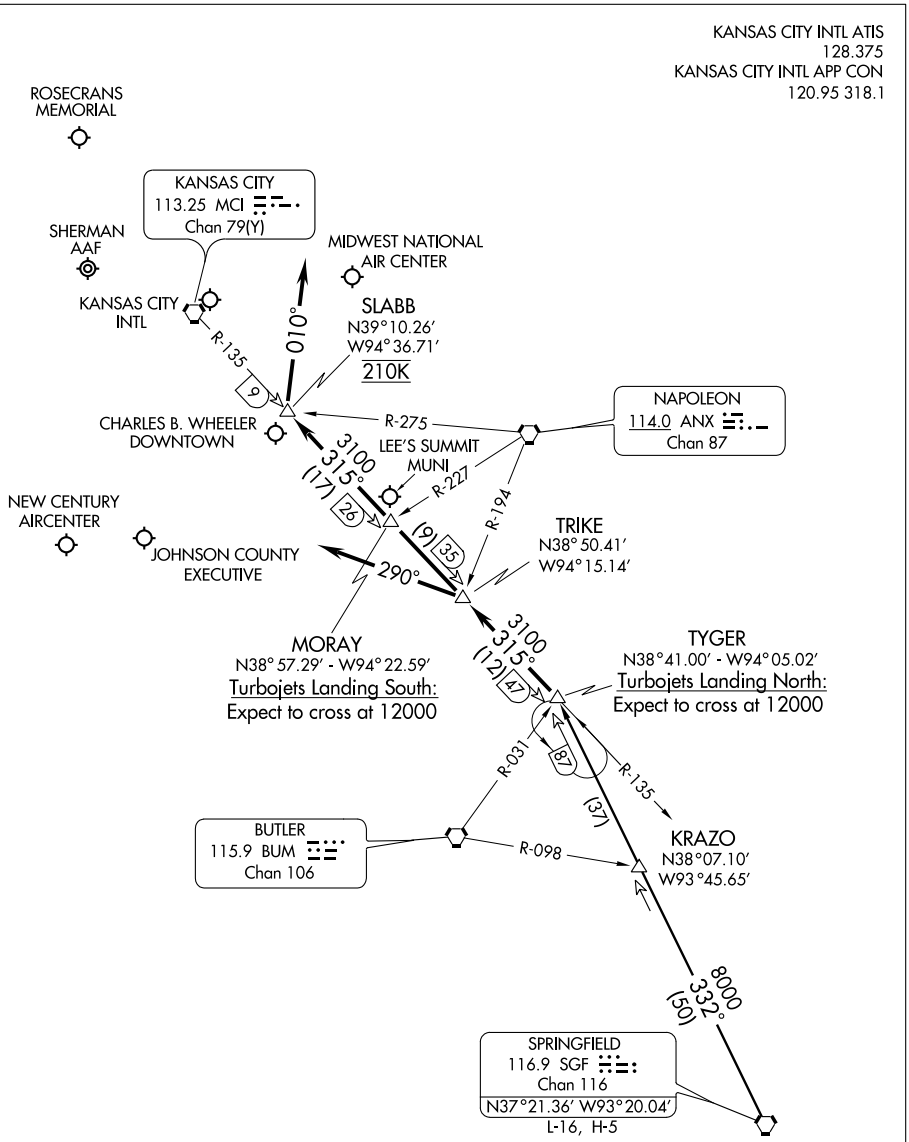


NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

NC-2, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

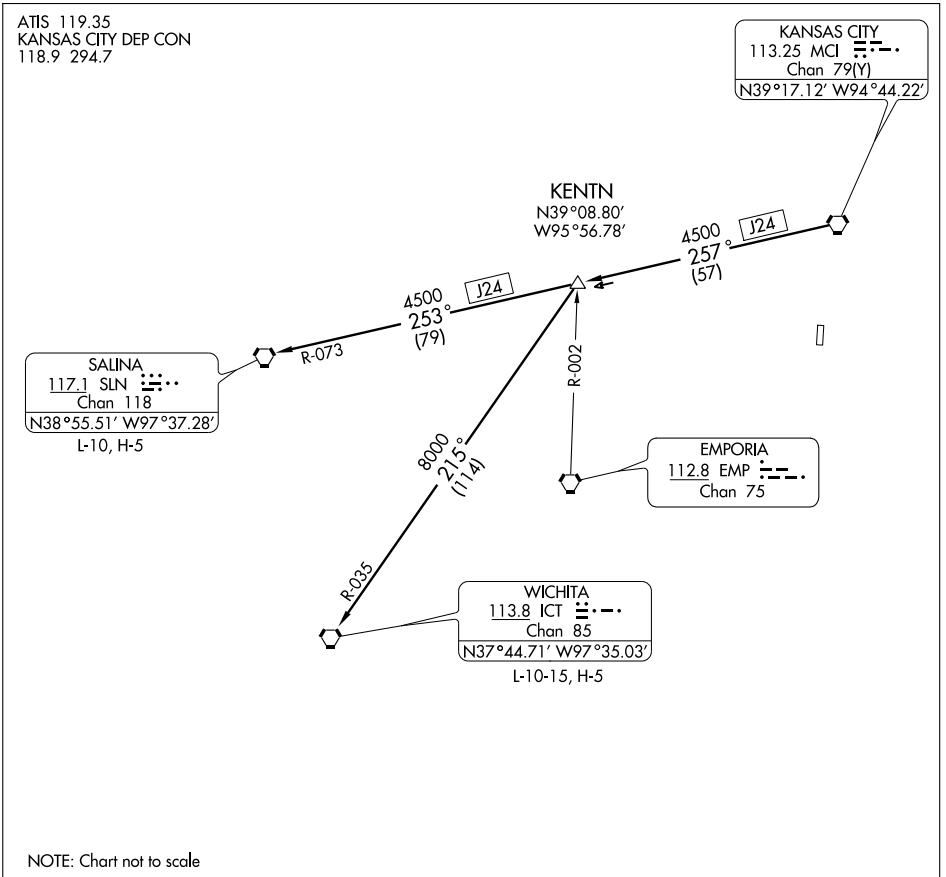
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

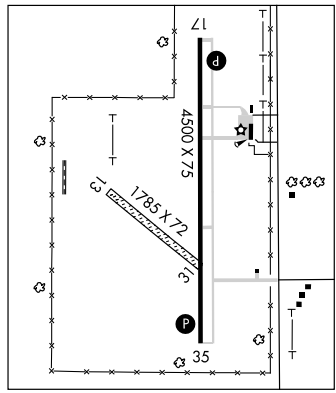
KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

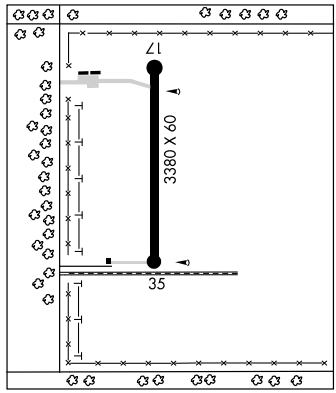
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

OTTAWA MUNI (OWI) 4 S UTC−6(−5DT) N38°32.34′ W95°15.17′ KANSAS CITY L–10J IAP
966 B **FUEL** 100LL NOTAM FILE ICT
RWY 17–35: H4500X75 (ASPH) S–25, D–30 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 26′. Tree.
RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 28′.
RWY 13–31: 1785X72 (TURF)
RWY 13: Tree. **RWY 31:** P–line.
AIRPORT REMARKS: Attended 1400–2300Z‡. CLOSED Christmas day. Wildlife on and invof arpt. Rwy 13–31 uneven, rough grass surface. Ultralight activity on and invof arpt. +75′ poles 1700′ N of AER 17 marked with red lights. P–line marked with red balls. Rwy 13–31 marked with red and white cones; intersections marked with corrugated panels. Twys marked with blue reflectors. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 154° 38.4 NM to fld. 1070/5E.



OXFORD MUNI (55K) 4 E UTC−6(−5DT) N37°16.15′ W97°05.60′ WICHITA L–15D
1194 NOTAM FILE ICT
RWY 17–35: H3380X60 (ASPH)
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79′ W97°09.61′ 360° 31.5 NM to fld. 1060/6E.



PANCK N36°57.87′ W100°57.38′ NOTAM FILE LBL. WICHITA
NDB (LOM) 383 LB 348° 4.8 NM to Liberal Mid-America Rgnl.

PAOLA

MIAMI CO (K81) 3 SW UTC−6(−5DT) N38°32.42′ W94°55.20′ KANSAS CITY L–10J IAP
940 B S4 **FUEL** 100LL TPA—1740(800) NOTAM FILE ICT
RWY 03–21: H3400X60 (ASPH) MIRL
RWY 03: REIL PAPI(P4L)–GA 3.0° TCH 37′. Tree. **RWY 21:** REIL PAPI(P4L)–GA 3.0° TCH 36′. Tree.
RWY 15–33: 1550X60 (TURF) 0.8% up SE
RWY 15: Tree. **RWY 33:** Pole.
AIRPORT REMARKS: Attended irregularly. For svc after hrs call 913–755–2345. Fuel avbl 24 hrs, automated self–service, credit card. Rwy 15–33 W of Rwy 03–21 CLOSED indef. Rwy 15–33 rough near intersection with Rwy 03–21. NW 1500′ Rwy 15–33 CLOSED indef. Public phone avbl. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21 PAPI Rwy 03 and Rwy 21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY APP/DEP CON 118.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.
JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44′ W94°44.21′ 200° 20.0 NM to fld. 1034/6E.

APP CRS	Rwy Idg	4500
176°	TDZE	964
	Apt Elev	966

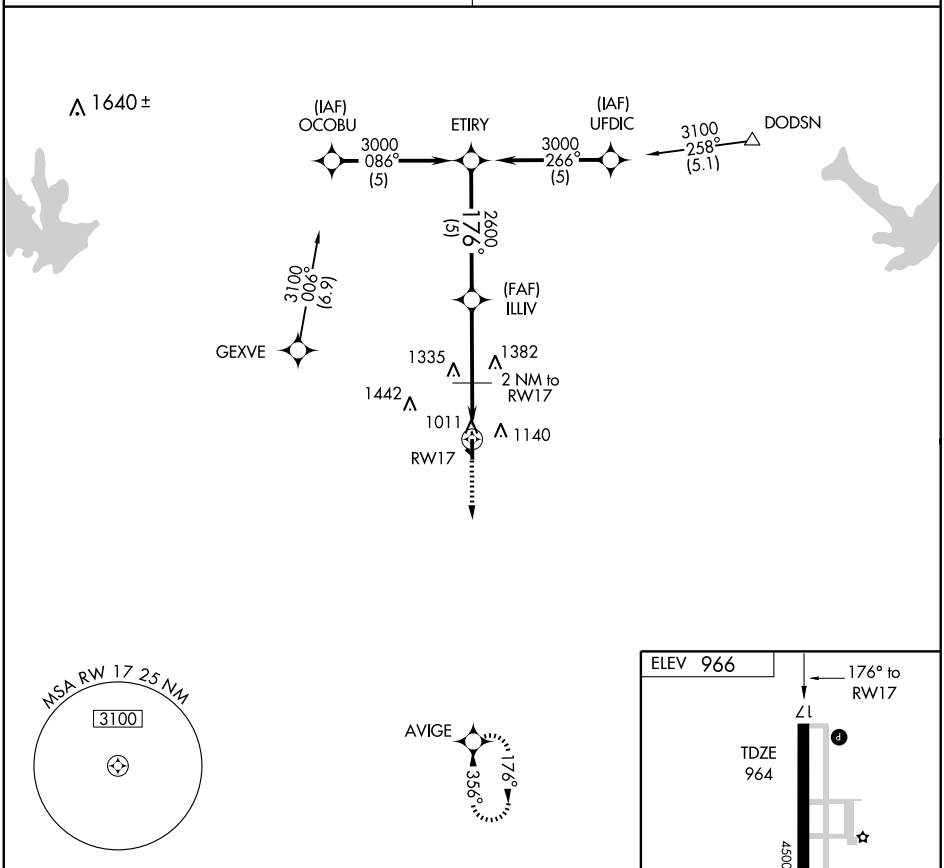
GPS RWY 17
OTTAWA MUNI (OWI)

Use Topeka/Philip Billard altimeter setting.
NA

MISSED APPROACH: Climb to 3000 direct AVIGE and hold.

KANSAS CITY CENTER
127.725 270.25

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	1440-1	476 (500-1)	NA	
CIRCLING	1600-1	634 (700-1)	NA	

REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
356°	Rwy Idg	4500
	TDZE	964
	Apt Elev	966

GPS RWY 35
OTTAWA MUNI (OWI)

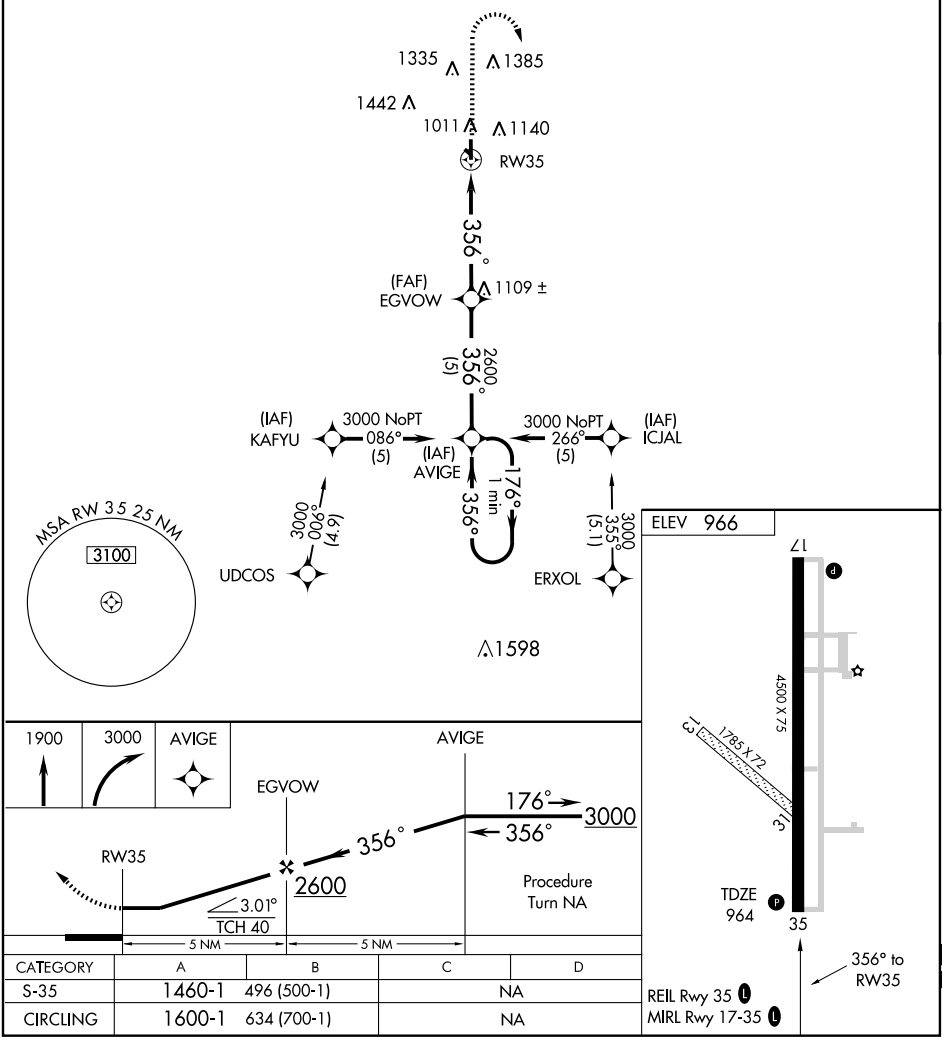
Use Topeka/Philip Billard altimeter setting.

NA

MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 direct AVIGE and hold.

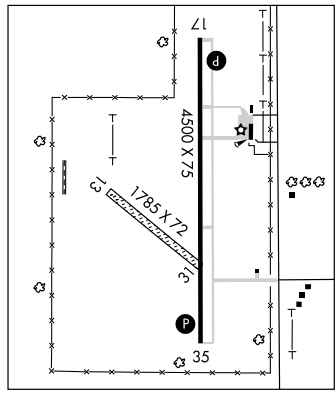
KANSAS CITY CENTER	UNICOM
127.725 270.25	122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010

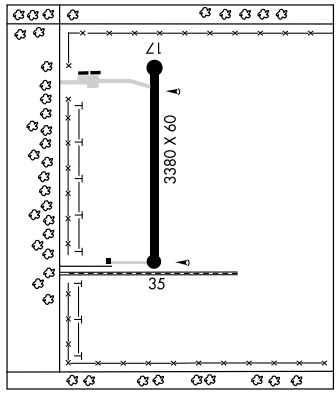


CATEGORY	A	B	C	D
S-35	1460-1	496 (500-1)	NA	
CIRCLING	1600-1	634 (700-1)	NA	

OTTAWA MUNI (OWI) 4 S UTC−6(−5DT) N38°32.34′ W95°15.17′ KANSAS CITY L–10J IAP
966 B **FUEL** 100LL NOTAM FILE ICT
RWY 17–35: H4500X75 (ASPH) S–25, D–30 MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 26′. Tree.
RWY 35: REIL PAPI(P2L)—GA 3.0° TCH 28′.
RWY 13–31: 1785X72 (TURF)
RWY 13: Tree. **RWY 31:** P–line.
AIRPORT REMARKS: Attended 1400–2300Z‡. CLOSED Christmas day. Wildlife on and invof arpt. Rwy 13–31 uneven, rough grass surface. Ultralight activity on and invof arpt. +75′ poles 1700′ N of AER 17 marked with red lights. P–line marked with red balls. Rwy 13–31 marked with red and white cones; intersections marked with corrugated panels. Twys marked with blue reflectors. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 127.725
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 154° 38.4 NM to fld. 1070/5E.



OXFORD MUNI (55K) 4 E UTC−6(−5DT) N37°16.15′ W97°05.60′ WICHITA L–15D
1194 NOTAM FILE ICT
RWY 17–35: H3380X60 (ASPH)
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.
PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79′ W97°09.61′ 360° 31.5 NM to fld. 1060/6E.



PANCK N36°57.87′ W100°57.38′ NOTAM FILE LBL. WICHITA
NDB (LOM) 383 LB 348° 4.8 NM to Liberal Mid-America Rgnl.

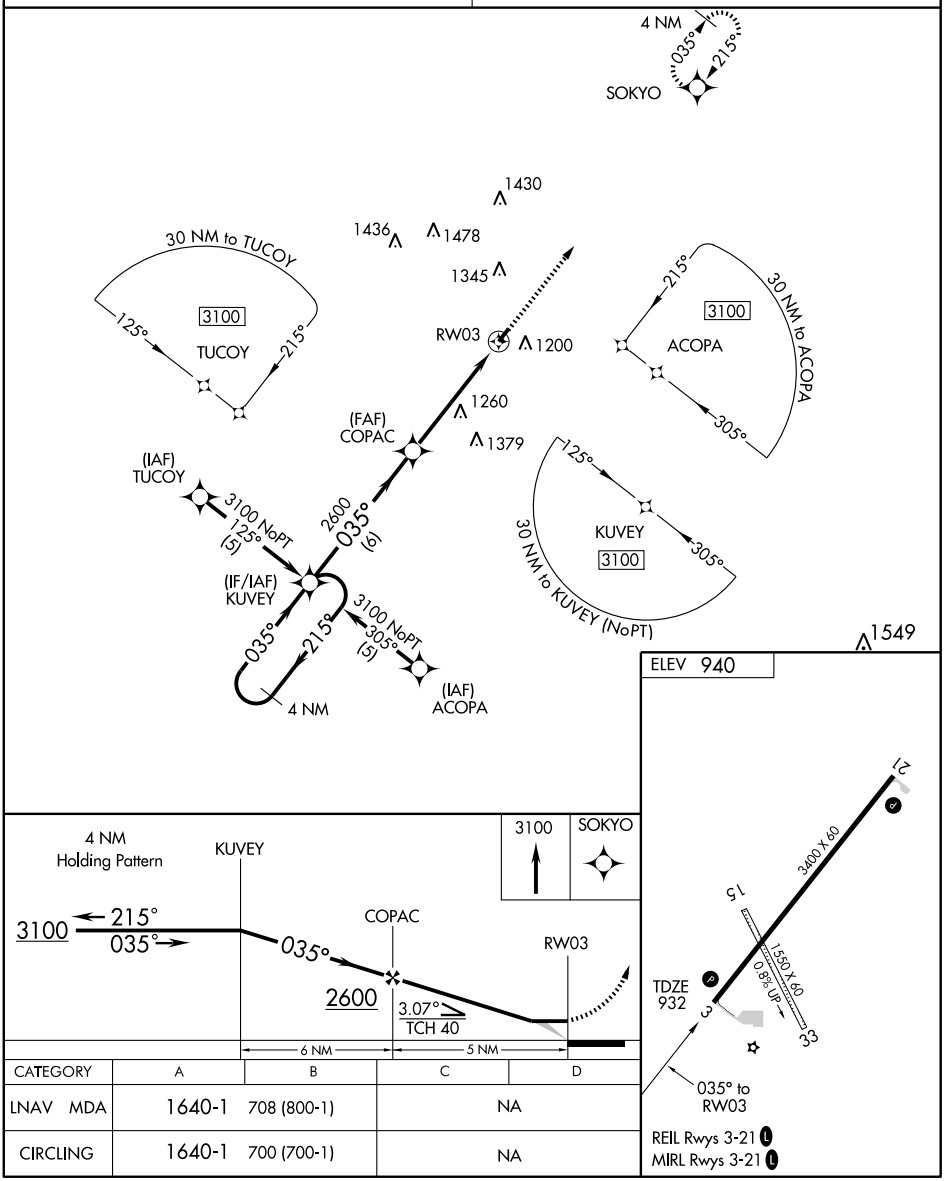
PAOLA

MIAMI CO (K81) 3 SW UTC−6(−5DT) N38°32.42′ W94°55.20′ KANSAS CITY L–10J IAP
940 B S4 **FUEL** 100LL TPA—1740(800) NOTAM FILE ICT
RWY 03–21: H3400X60 (ASPH) MIRL
RWY 03: REIL PAPI(P4L)–GA 3.0° TCH 37′. Tree. **RWY 21:** REIL PAPI(P4L)–GA 3.0° TCH 36′. Tree.
RWY 15–33: 1550X60 (TURF) 0.8% up SE
RWY 15: Tree. **RWY 33:** Pole.
AIRPORT REMARKS: Attended irregularly. For svc after hrs call 913–755–2345. Fuel avbl 24 hrs, automated self–service, credit card. Rwy 15–33 W of Rwy 03–21 CLOSED indef. Rwy 15–33 rough near intersection with Rwy 03–21. NW 1500′ Rwy 15–33 CLOSED indef. Public phone avbl. ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21 PAPI Rwy 03 and Rwy 21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY APP/DEP CON 118.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OJC.
JOHNSON CO (T) VORW/DME 113.0 OJC Chan 77 N38°50.44′ W94°44.21′ 200° 20.0 NM to fld. 1034/6E.

APP CRS	Rwy Idg	3400
035°	TDZE	932
	Apt Elev	940

RNAV (GPS) RWY 3
PAOLA/MIAMI COUNTY (K81)

⚠ NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 3100 direct SOKYO WP and hold.
KANSAS CITY APP CON **118.9 294.7**	UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	708 (800-1)	NA	
CIRCLING	1640-1	700 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

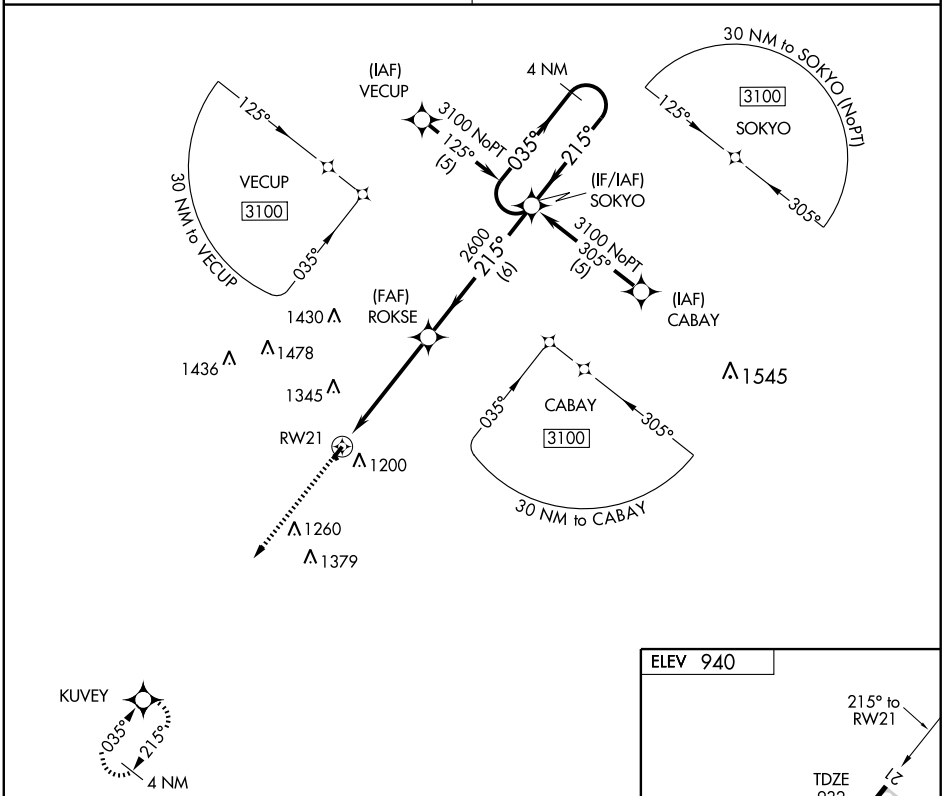
PAOLA/MIAMI COUNTY (K81)

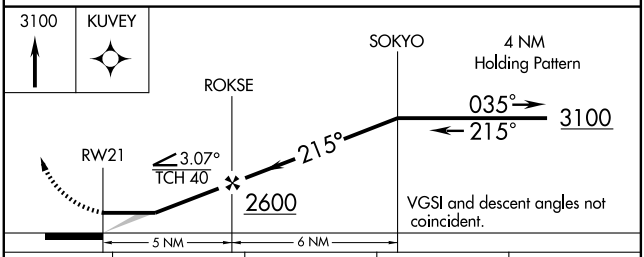
APP CRS	Rwy Idg	3400
215°	TDZE	932
	Apt Elev	940

NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting. GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA. Procedure NA at night.

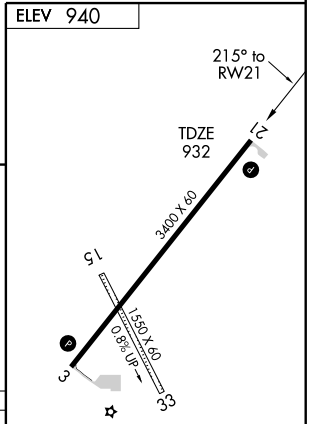
MISSED APPROACH: Climb to 3100 direct KUVEY WP and hold.

KANSAS CITY APP CON	UNICOM
118.9 294.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1	588 (600-1)	NA	
CIRCLING	1580-1	640 (700-1)	NA	

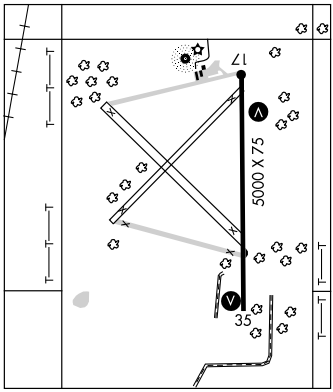


REIL Rwys 3-21 L
MIRL Rwys 3-21 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

PARSONS

TRI–CITY (PPF) 11 W UTC–6(–5DT) N37°19.85′ W95°30.37′ KANSAS CITY
900 B S2 **FUEL** 100LL, JET A NOTAM FILE PPF H–5C, L–15E
RWY 17–35: H5000X75 (CONC) S–25, D–45 MIRL 0.7% up N IAP
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 35′. Road.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Weekends and holidays, call out, no charge. Deer on and invof rwys. MIRL Rwy 17–35 ops dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE VASI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.175 (620) 336–3834.
COMMUNICATIONS: CTAF/UNICOM 123.0
PARSONS RCO 122.075 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 162° 18.2 NM to fld. 1080/5E.
NOTAM FILE PPF.

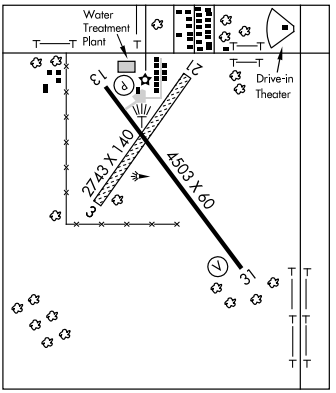


PATTY FLD (See EL DORADO)

PAUL WINDLE MUNI (See GREENSBURG)

PHILIP BILLARD MUNI (See TOPEKA)

PHILLIPSBURG MUNI (PHG) 1 S UTC–6(–5DT) N39°44.15′ W99°19.03′ WICHITA
1907 B **FUEL** 100LL, JET A NOTAM FILE ICT L–10H
RWY 13–31: H4503X60 (ASPH) S–12 MIRL 0.5% up NW IAP
RWY 13: REIL. PAPI(P2L). Road.
RWY 31: REIL. VASI(V2L). P–line.
RWY 03–21: 2743X140 (TURF) 0.3% up NE
RWY 21: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1530–2330Z‡. Rwy 03 and Rwy 21 delineated with red and white markers.
WEATHER DATA SOURCES: AWOS–3 119.125 (785) 543–8960.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 255° 49.1 NM to fld. 1880/10E.
NDB (MHW) 368 PHG N39°42.37′ W99°17.31′ 315° 2.2 NM to fld.



PICHE N37°34.69′ W97°27.35′ NOTAM FILE ICT. WICHITA
NDB (HW/LOM) 332 IC 007° 4.4 NM to Wichita Mid–Continent. L–10I, 15D

PIEVE N37°49.74′ W100°43.46′ NOTAM FILE GCK. WICHITA
NDB (MHW/LOM) 347 GC 351° 5.9 NM to Garden City Rgnl. Unmonitored. L–10G, 15C

PITTSBURG N37°26.55′ W94°43.59′ NOTAM FILE ICT. KANSAS CITY
NDB (MHW) 365 PTS at Atkinson Muni. SHUTDOWN. L–16F
RCO 122.15 (WICHITA RADIO) Frequency is used for communications only at Atkinson Muni.

WAAS	APP CRS	Rwy Idg 5000
CH 86508	174°	TDZE 900
W17A		Apt Elev 900

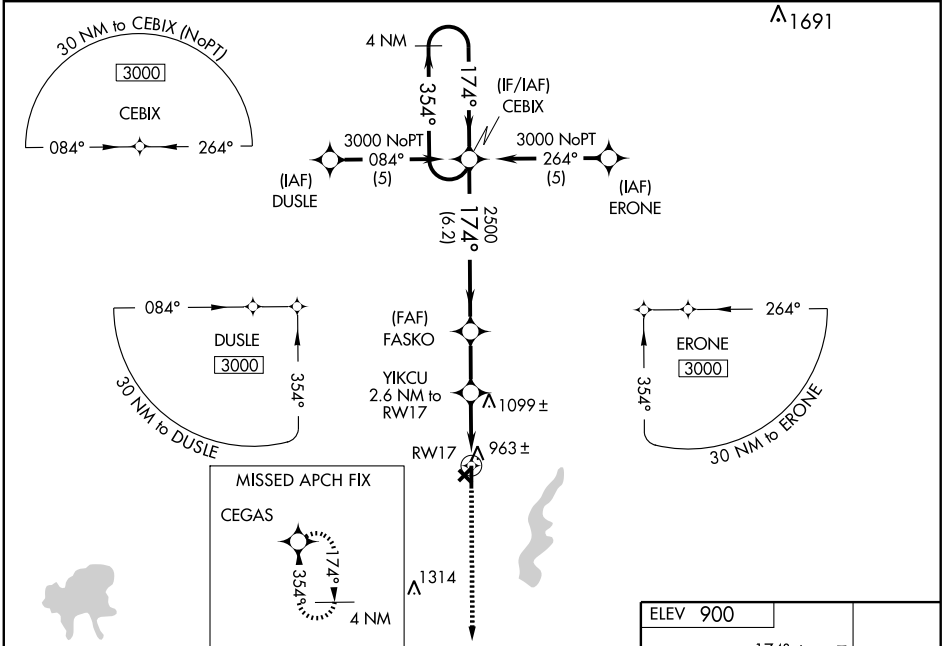
RNAV (GPS) RWY 17

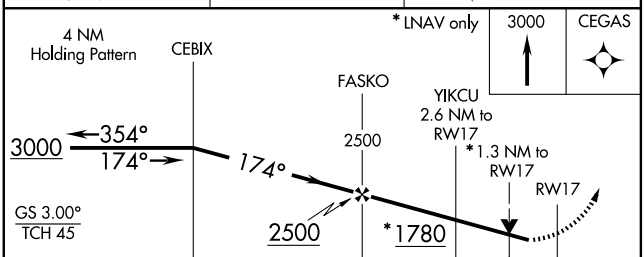
PARSONS/ TRI-CITY (PPF)

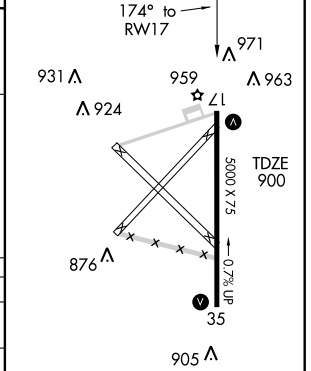
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Coffeyville Muni altimeter setting. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LPV, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CEGAS and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1193-1 293 (300-1)			NA
LNAV/VNAV DA	1255-1¼ 355 (400-1¼)			NA
LNAV MDA	1360-1 460 (500-1)		1360-1¼ 460 (500-1¼)	NA
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	NA

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 78208	354°	TDZE	879
W35A		Apt Elev	900

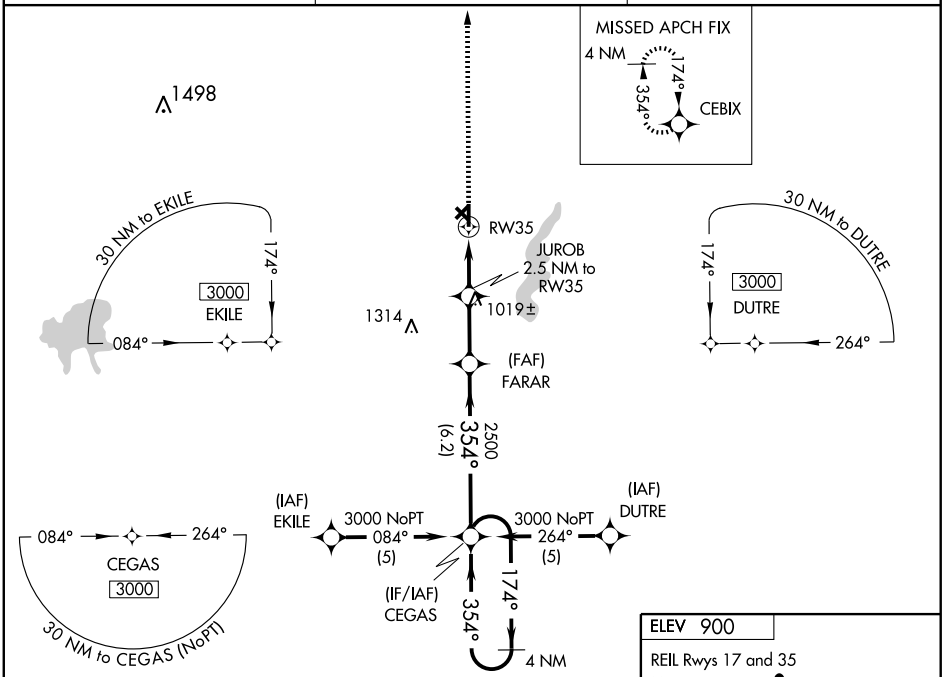
RNAV (GPS) RWY 35

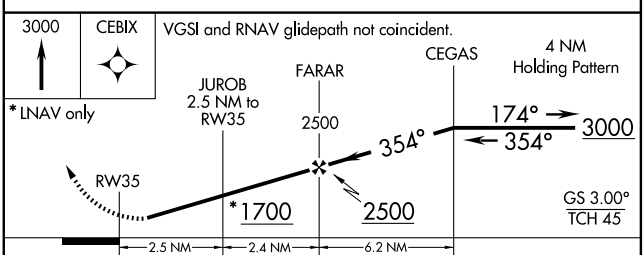
PARSONS/ TRI-CITY (PPF)

Baro-VNAV NA when using Coffeyville Muni altimeter setting. For uncompensated Baro-VNAVsystems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet.

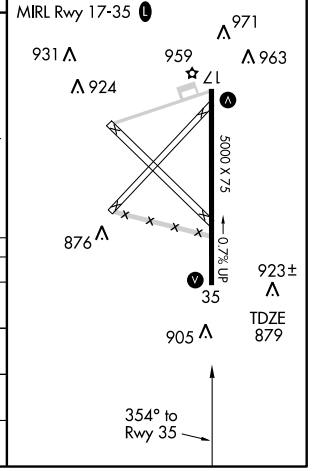
MISSED APPROACH: Climb to 3000 direct CEBIX and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1129-1 250 (300-1)			NA
LNAV/VNAV DA	1173-1 294 (300-1)			NA
LNAV MDA	1300-1 421 (400-1)		1300-1¼ 421 (400-1¼)	NA
CIRCLING	1340-1 440 (500-1)	1360-1 460 (500-1)	1360-1½ 460 (500-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CNU 109.2 Chan 29	APP CRS 161°	Rwy Idg 5000 TDZE 899 Apt Elev 899

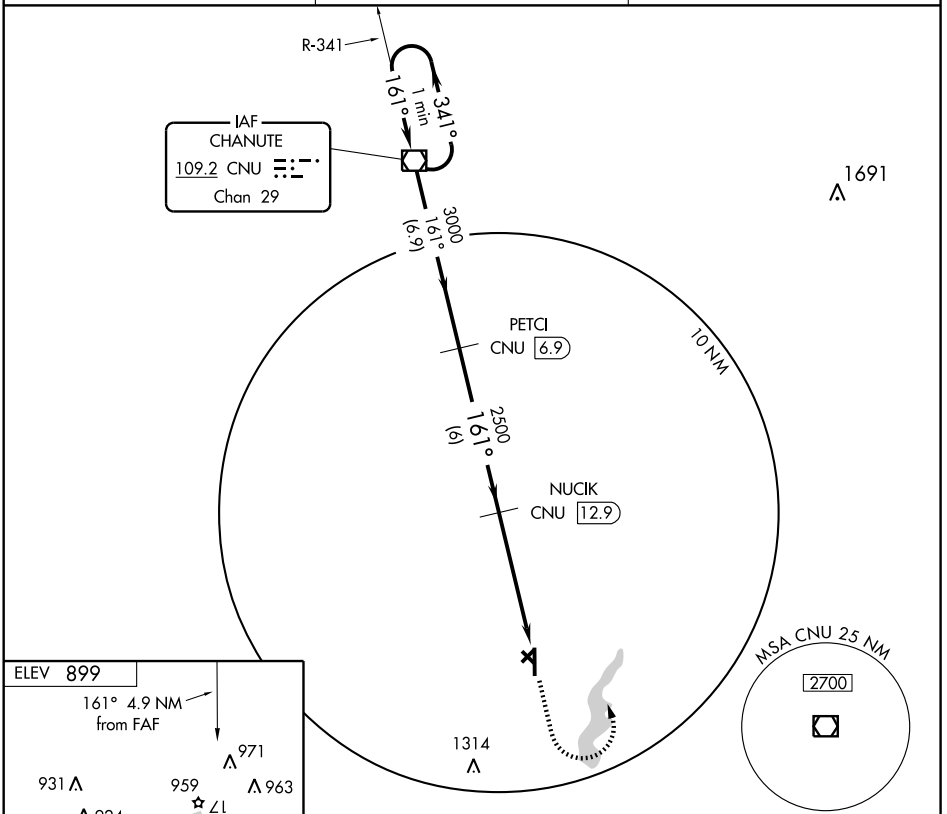
VOR/DME RWY 17

PARSONS/ TRI-CITY (PPF)

If local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all MDAs 60 feet.
VDP NA with Coffeyville Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CNU VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.175	132.9 279.5	123.0 (CTAF) L



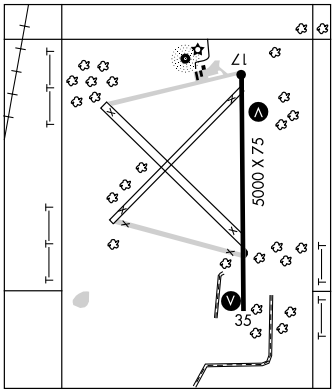
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-17	1380-1	481 (500-1)	1380-1¼ 481 (500-1¼)	NA
CIRCLING	1380-1	481 (500-1)	1380-1½ 481 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

PARSONS

TRI–CITY (PPF) 11 W UTC–6(–5DT) N37°19.85′ W95°30.37′ KANSAS CITY
900 B S2 **FUEL** 100LL, JET A NOTAM FILE PPF H–5C, L–15E
RWY 17–35: H5000X75 (CONC) S–25, D–45 MIRL 0.7% up N IAP
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 35′. Road.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Weekends and holidays, call out, no charge. Deer on and invof rwys. MIRL Rwy 17–35 ops dusk–0500Z‡, after 0500Z‡ ACTIVATE—CTAF. ACTIVATE VASI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.175 (620) 336–3834.
COMMUNICATIONS: CTAF/UNICOM 123.0
PARSONS RCO 122.075 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 132.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CNU.
CHANUTE (L) VORW/DME 109.2 CNU Chan 29 N37°37.57′ W95°35.61′ 162° 18.2 NM to fld. 1080/5E.
NOTAM FILE PPF.

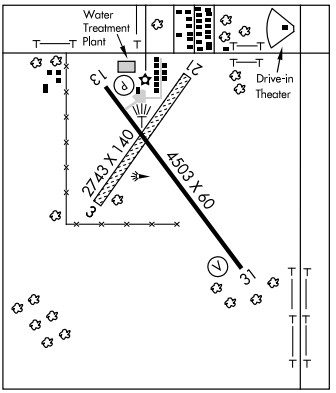


PATTY FLD (See EL DORADO)

PAUL WINDLE MUNI (See GREENSBURG)

PHILIP BILLARD MUNI (See TOPEKA)

PHILLIPSBURG MUNI (PHG) 1 S UTC–6(–5DT) N39°44.15′ W99°19.03′ WICHITA
1907 B **FUEL** 100LL, JET A NOTAM FILE ICT L–10H
RWY 13–31: H4503X60 (ASPH) S–12 MIRL 0.5% up NW IAP
RWY 13: REIL. PAPI(P2L). Road.
RWY 31: REIL. VASI(V2L). P–line.
RWY 03–21: 2743X140 (TURF) 0.3% up NE
RWY 21: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1530–2330Z‡. Rwy 03 and Rwy 21 delineated with red and white markers.
WEATHER DATA SOURCES: AWOS–3 119.125 (785) 543–8960.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP** 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 255° 49.1 NM to fld. 1880/10E.
NDB (MHW) 368 PHG N39°42.37′ W99°17.31′ 315° 2.2 NM to fld.



PICHE N37°34.69′ W97°27.35′ NOTAM FILE ICT. WICHITA
NDB (HW/LOM) 332 IC 007° 4.4 NM to Wichita Mid–Continent. L–10I, 15D

PIEVE N37°49.74′ W100°43.46′ NOTAM FILE GCK. WICHITA
NDB (MHW/LOM) 347 GC 351° 5.9 NM to Garden City Rgnl. Unmonitored. L–10G, 15C

PITTSBURG N37°26.55′ W94°43.59′ NOTAM FILE ICT. KANSAS CITY
NDB (MHW) 365 PTS at Atkinson Muni. SHUTDOWN. L–16F
RCO 122.15 (WICHITA RADIO) Frequency is used for communications only at Atkinson Muni.

NDB PHG	APP CRS	Rwy Idg	N/A
368	315°	TDZE	N/A
		Apt Elev	1907

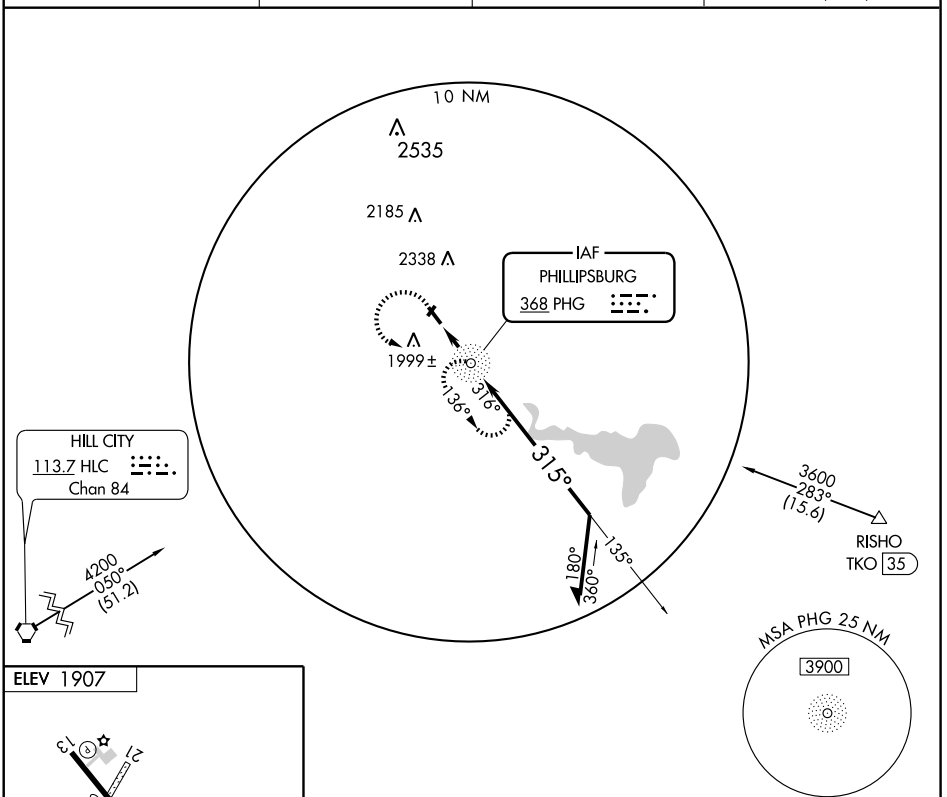
NDB-A

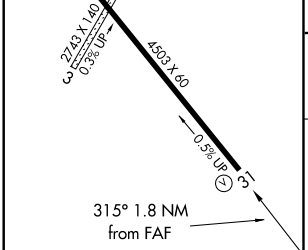
PHILLIPSBURG MUNI (PHG)

If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet.
NA Circling not authorized northeast of Rwy 13-31.

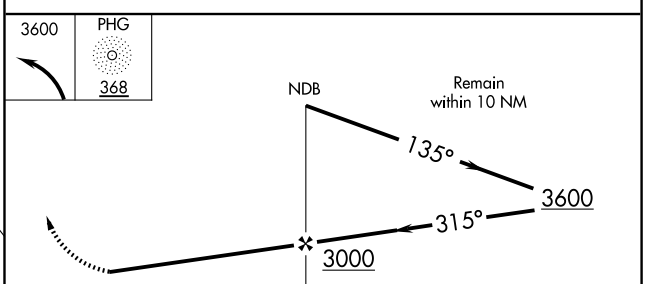
MISSED APPROACH: Climbing left turn to 3600 direct PHG NDB and hold, continue climb-in-hold to 3600.

HAYS AWOS-3	AWOS-3	DENVER CENTER	UNICOM
125.525	119.125	132.5 379.15	122.8 (CTAF)





MIRL Rwy 13-31
REIL Rwys 13 and 31



FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

CATEGORY	A	B	C	D
CIRCLING	2380-1	473 (500-1)	2380-1½ 473 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4503
135°	TDZE	1907
	Apt Elev	1907

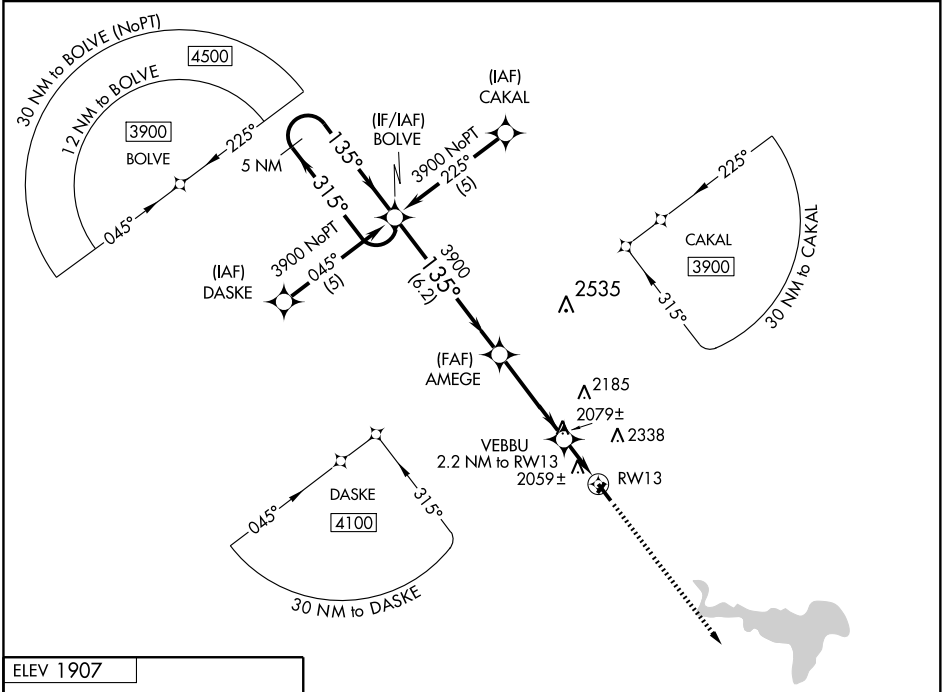
RNAV (GPS) RWY 13

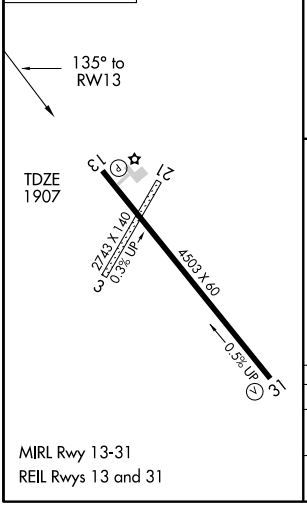
PHILLIPSBURG MUNI (PHG)

▼ ⚠ NA — If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. Circling NA northeast of Rwys 13-31.

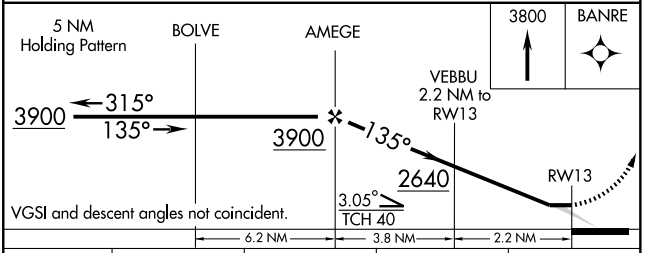
MISSED APPROACH: Climb to 3800 direct BANRE and hold.

AWOS-3	DENVER CENTER	UNICOM
119.125	132.5 379.15	122.8 (CTAF)









MIRL Rwy 13-31
REIL Rwys 13 and 31

CATEGORY	A	B	C	D
LNAV MDA	2320-1	413 (500-1)	2320-1¼ 413 (500-1¼)	NA
CIRCLING	2360-1	453 (500-1)	2380-1½ 473 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

PHILLIPSBURG MUNI (PHG)

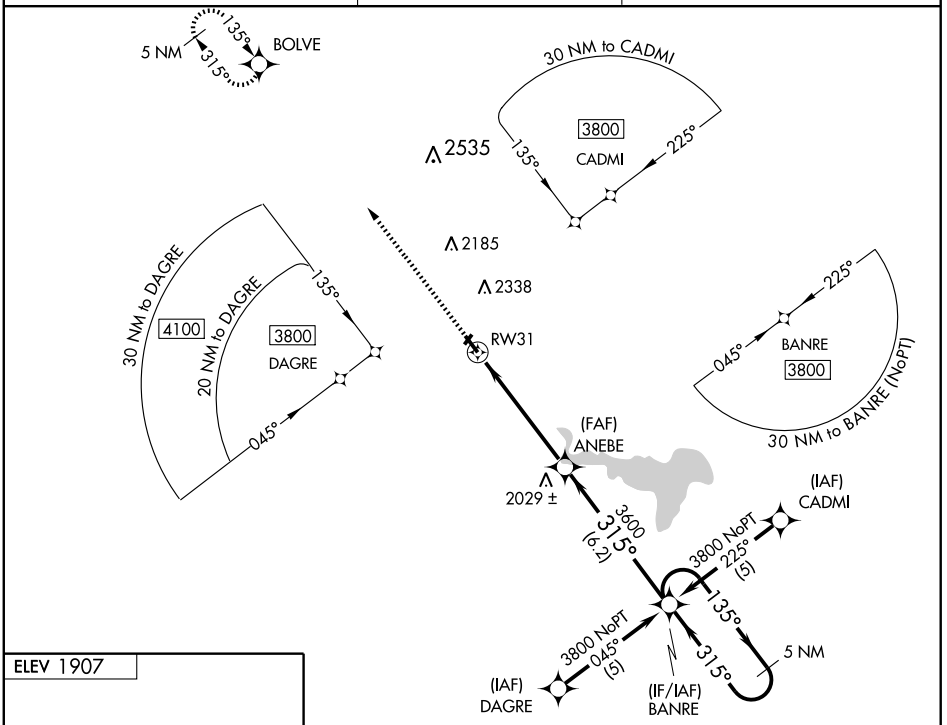
APP CRS	Rwy Idg	4503
315°	TDZE	1899
	Apt Elev	1907

If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. Circling NA northeast of Rwys 13-31.

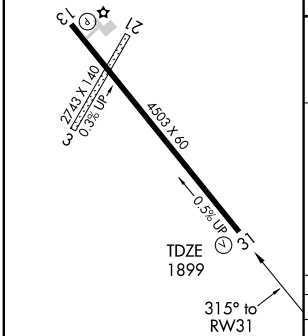
NA

MISSED APPROACH: Climb to 3900 direct BOLVE and hold.

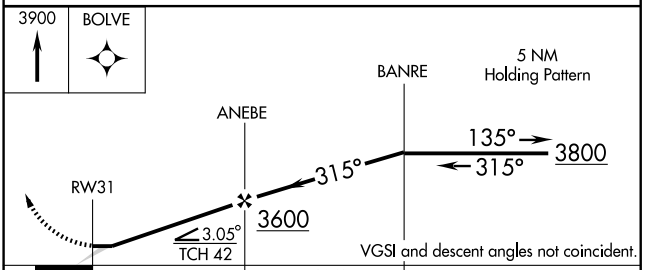
AWOS-3	DENVER CENTER	UNICOM
119.125	132.5 379.15	122.8 (CTAF)



ELEV 1907



MIRL Rwy 13-31
REIL Rwys 13 and 31

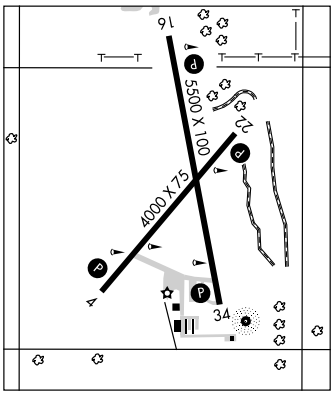


CATEGORY	A	B	C	D
LNAV MDA	2460-1	561 (600-1)	2460-1½ 561 (600-1½)	NA
CIRCLING	2460-1	553 (600-1)	2460-1½ 553 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

PITTSBURG

ATKINSON MUNI (PTS) 3 NW UTC−6(−5DT) N37°26.97′ W94°43.87′ KANSAS CITY
950 B S4 **FUEL** 100LL, JET A 0X3, 4 TPA—1750(800) NOTAM FILE ICT H–5C, L–16F
RWY 16–34: H5500X100 (ASPH) S–30, D–45 MIRL IAP
RWY 16: REIL. PAPI(P4L). Trees.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 04–22: H4000X75 (ASPH) S–12.5 0.5% up SW
RWY 04: Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1300–0100Z‡. Birds on and invof arpt. No line of sight Rwy 04–22. ACTIVATE MIRL Rwy 04–22 and Rwy 16–34, PAPI and REIL Rwy 16, Rwy 34, Rwy 04 and Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.775 (620) 230–5654.
COMMUNICATIONS: CTAF/UNICOM 123.0
PITTSBURG RCO 122.15 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
OSWEGO (L) VORTAC 117.6 OSW Chan 123 N37°09.45′ W95°12.22′ 044° 28.6 NM to fld. 930/8E.
HIWAS.
PITTSBURG NDB (MHW) 365 PTS N37°26.55′ W94°43.59′ at fld. SHUTDOWN.



PLAINVILLE ARPK (ØR9) 3 S UTC−6(−5DT) N39°11.65′ W99°18.18′ WICHITA
2182 NOTAM FILE ICT
RWY 17–35: 2600X120 (TURF)
RWY 35: Thld dsplcd 330′. Road.
AIRPORT REMARKS: Unattended. Arpt open dalgt only. Rwy marked with barrels.
COMMUNICATIONS: CTAF 122.9

PLEASANTON

GILMORE (57K) 3 SW UTC−6(−5DT) N38°07.70′ W94°44.85′ KANSAS CITY
900 NOTAM FILE ICT
RWY 03–21: H2870X35 (ASPH)
RWY 03: Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Tall grass and weeds growing immediately adjacent to rwy. Tall weeds growing in rwy pavement cracks. Linn county provides minimum maintenance to airstrip.
COMMUNICATIONS: CTAF 122.9

POMONA LAKE (See LYNDON)

PRAIRIE VIEW

VAN PAK (ØP1) 0 E UTC−6(−5DT) N39°49.90′ W99°34.11′ WICHITA
2213 NOTAM FILE ICT
RWY 16–34: 2590X128 (TURF)
RWY 16: Ground. **RWY 34:** Road.
AIRPORT REMARKS: Unattended. Rwy 16–34 12 inch weeds cover entire rwy.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 4

PITTSBURG/ ATKINSON MUNI (PTS)

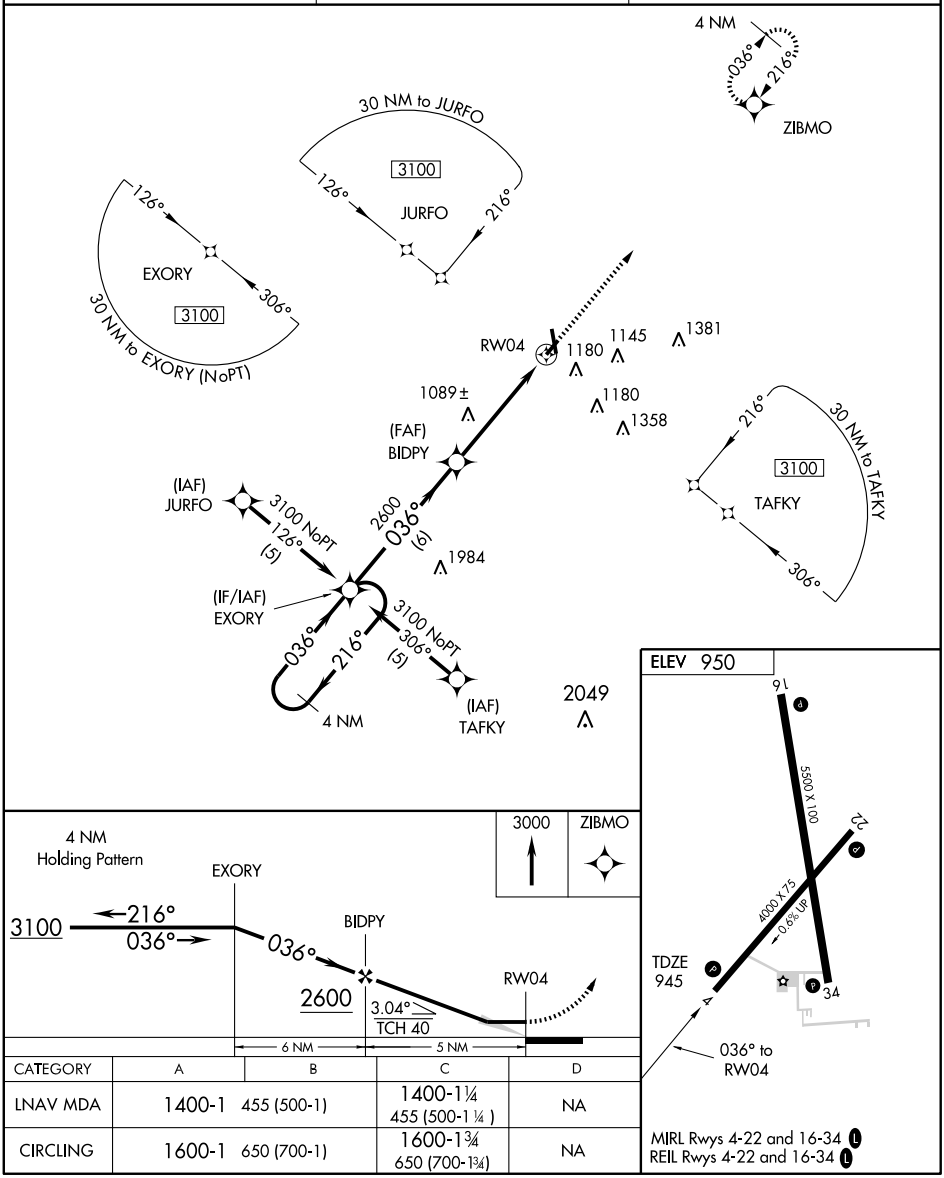
APP CRS	Rwy Idg	4000
036°	TDZE	945
	Apt Elev	950

When local altimeter setting not received, use Joplin altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct ZIBMO and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1400-1 455 (500-1)		1400-1¼ 455 (500-1¼)	NA
CIRCLING	1600-1 650 (700-1)		1600-1¾ 650 (700-1¾)	NA

MIRL Rwys 4-22 and 16-34 L
REIL Rwys 4-22 and 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 16

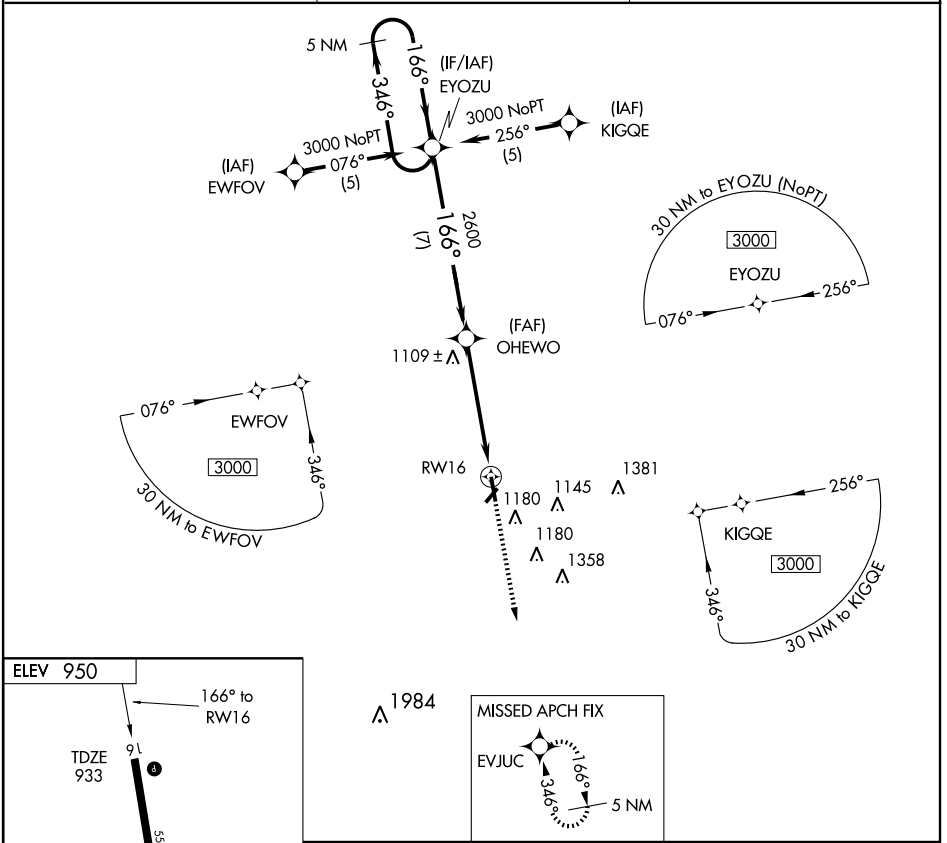
PITTSBURG/ATKINSON MUNI (PTS)

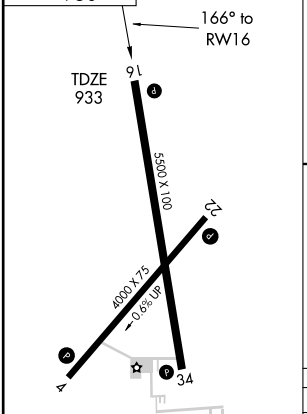
APP CRS	Rwy Idg	5500
166°	TDZE	933
	Apt Elev	950

DME/DME RNP-0.3 NA. If local altimeter setting not received, use JOPLIN altimeter setting and increase all MDAs 60 feet. VDP NA when using JOPLIN altimeter setting.

MISSED APPROACH: Climb to 3100 direct EVJUC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L

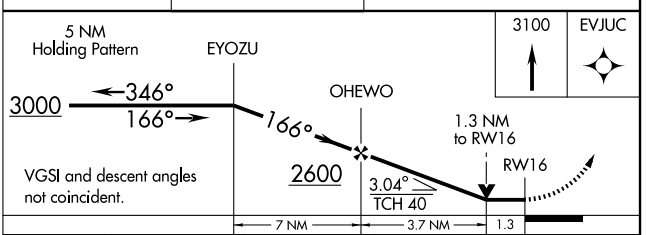




MIRL Rwys 4-22 and 16-34 L
REIL Rwys 4-22 and 16-34 L

1984

MISSED APCH FIX
EVJUC
166°
346°
5 NM



CATEGORY	A	B	C	D
LNAV MDA	1360-1	427 (500-1)	1360-1¼ 427 (500-1¼)	NA
CIRCLING	1540-1	590 (600-1)	1540-1½ 590 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

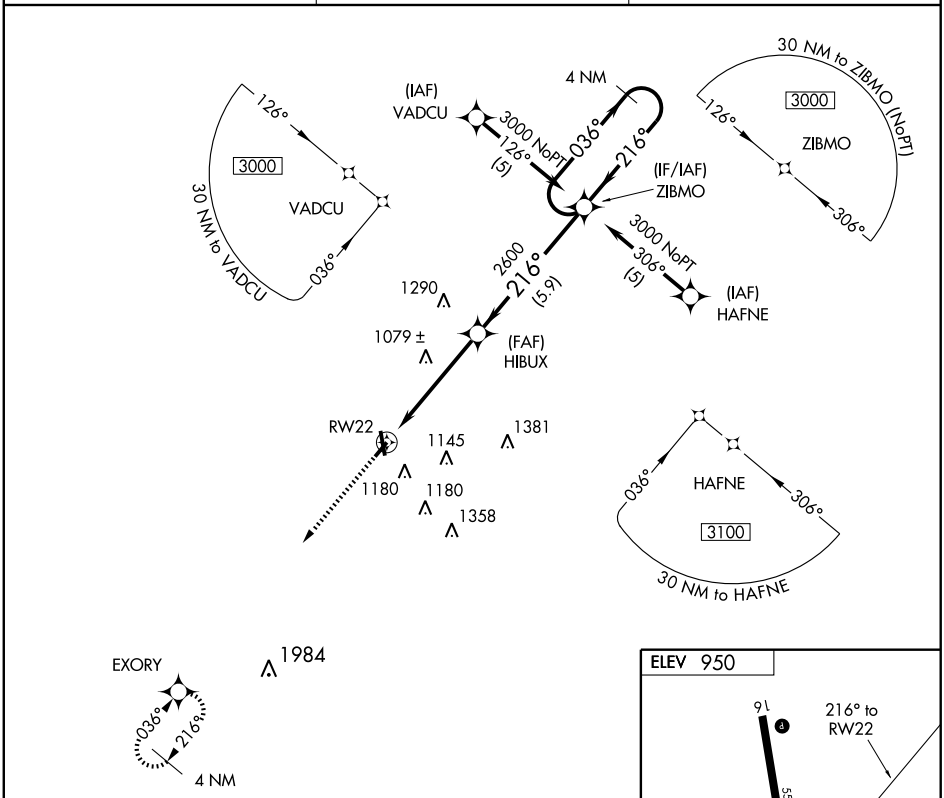
PITTSBURG/ATKINSON MUNI (PTS)

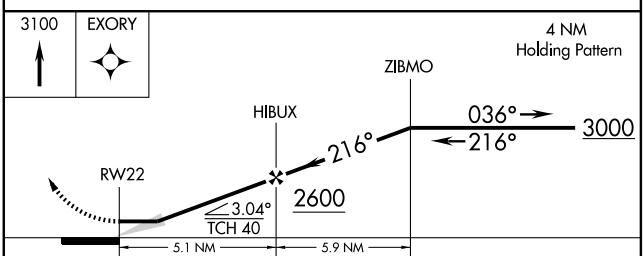
APP CRS	Rwy Idg	4000
216°	TDZE	945
	Apt Elev	950

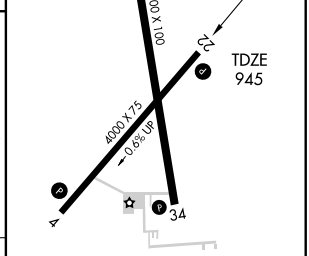
When local altimeter setting not received, use Joplin altimeter setting.

MISSED APPROACH: Climb to 3100 direct EXORY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1460-1 515 (600-1)		1460-1½ 515 (600-1½)	NA
CIRCLING	1600-1 650 (700-1)		1600-1¾ 650 (700-1¾)	NA

MIRL Rwys 4-22 and 16-34 L

REIL Rwys 4-22 and 16-34 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5500
Ch 77600	346°	TDZE 929
W34A		Apt Elev 950

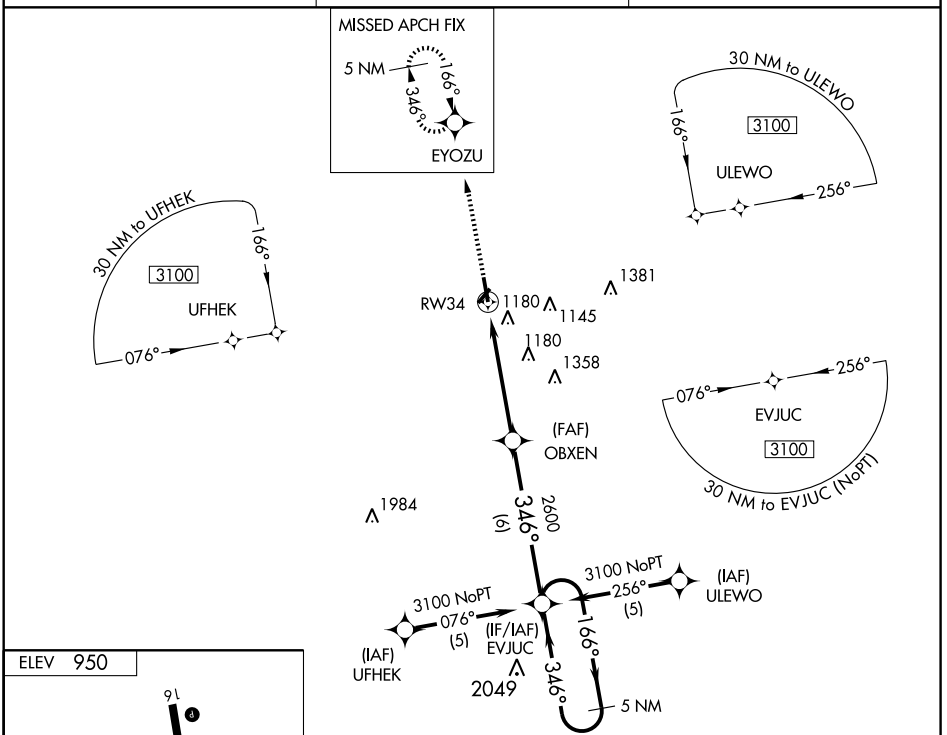
RNAV (GPS) RWY 34

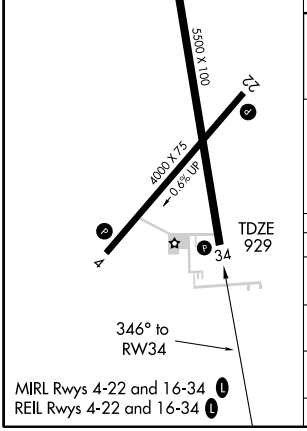
PITTSBURG/ATKINSON MUNI (PTS)

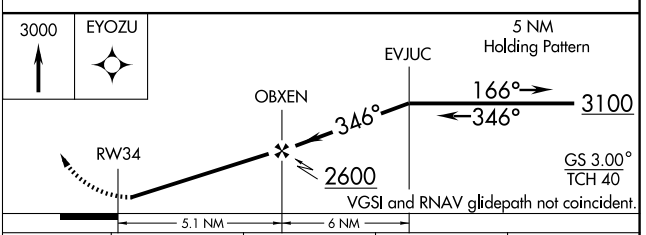
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use JOPLIN altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using JOPLIN altimeter setting.

MISSED APPROACH: Climb to 3000 direct EYOZU and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1211-1 282 (300-1)			NA
LNAV/VNAV DA	1549-2 620 (600-2)			NA
LNAV MDA	1480-1 551 (600-1)		1480-1½ 551 (600-1½)	NA
CIRCLING	1540-2 590 (600-2)			NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OSW	APP CRS	Rwy Idg	4000
117.6	044°	TDZE	945
Chan 123		Apt Elev	950

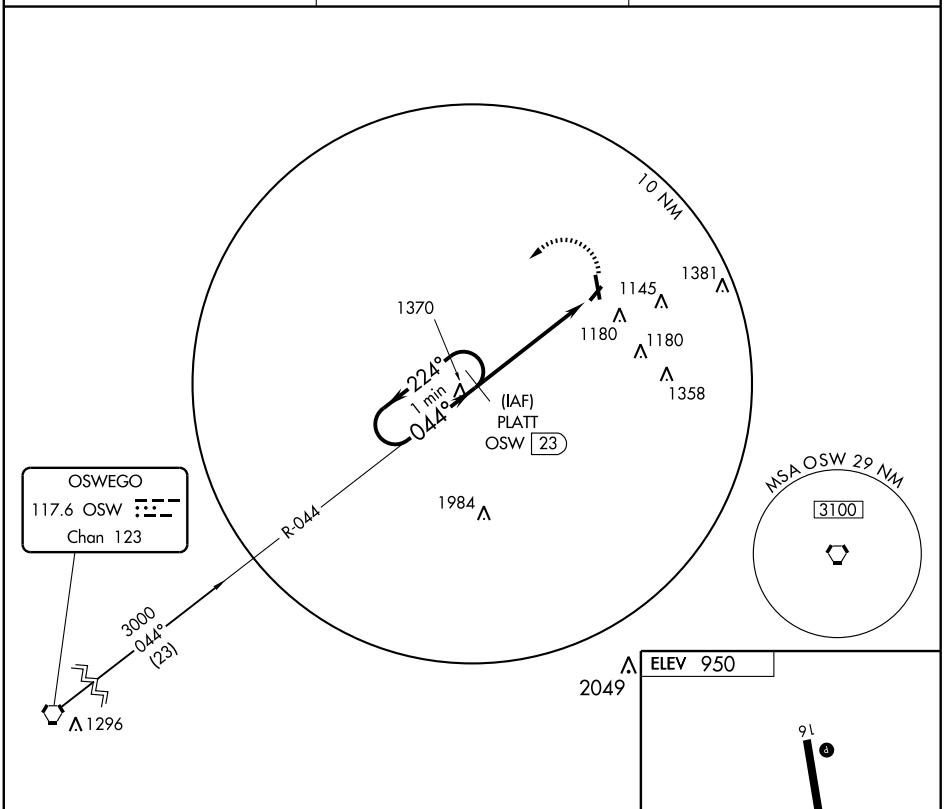
VOR/DME RWY 4

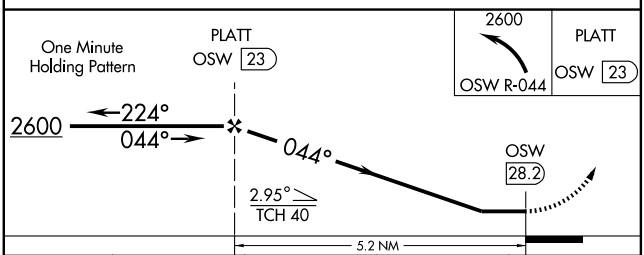
PITTSBURG/ATKINSON MUNI (PTS)

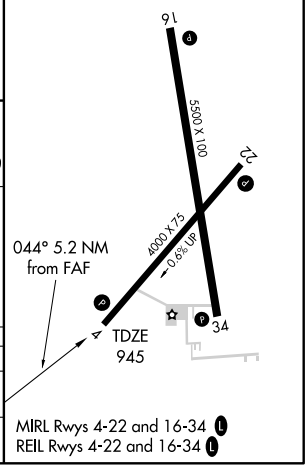
When local altimeter setting not received, use Joplin altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via OSW R-044 PLATT 23 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.775	128.6 282.325	123.0 (CTAF)





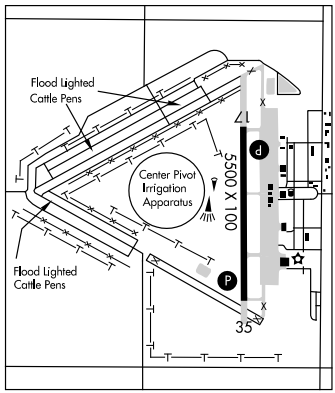


CATEGORY	A	B	C	D
S-4	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	NA
CIRCLING	1600-1 650 (700-1)	1600-1¼ 650 (700-1¼)	1600-1¾ 650 (700-1¾)	NA

MIRL Rwys 4-22 and 16-34 (L)
REIL Rwys 4-22 and 16-34 (L)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

PRATT INDUSTRIAL (PTT) 4 N UTC−6(−5DT) N37°42.15′ W98°44.82′ **WICHITA**
1953 B S4 **FUEL** 100LL, JET A NOTAM FILE PTT **H–5B, L–10H, 15D**
RWY 17–35: H5500X100 (CONC) S–30, D–42 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1400Z‡–SS. Watch for migrating birds on and invof arpt. Do not mistake lgtd cattle pens for lgtd rwys. Ultra-lights and gyro-copters use rgt tfc Rwy 17–35 not to exceed 500′ AGL. Rwy 17 is calm wind rwy. MIRL Rwy 17–35 preset on low ints, to increase ints ACTIVATE—CTAF. For PAPI Rwy 17 and Rwy 35 during dalgt hrs ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (620) 672–2793.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HUT.
HUTCHINSON (L) VORW/DME 116.8 HUT Chan 115 N37°59.82′ W97°56.05′ 237° 42.5 NM to fld. 1531/9E.
NDB (MHW) 356 PTT N37°43.58′ W98°44.82′ 173° 1.4 NM to fld. NOTAM FILE ICT.



RENNER FLD–GOODLAND MUNI (See GOODLAND)

REPUBLICAN N39°48.79′ W97°39.50′ NOTAM FILE ICT. **WICHITA**
NDB (MHW) 414 RPB at Belleville Muni. **L–10I**

RIPLY N38°53.09′ W95°34.89′ NOTAM FILE FOE. **KANSAS CITY**
NDB (LOM) 326 FO 309° 5.5 NM to Forbes Fld.

RIVERSIDE (See WICHITA)

ROBINSON N39°51.05′ W95°25.38′ NOTAM FILE ICT. **KANSAS CITY**
(L) VORW/DME 108.2 RBA Chan 19 326° 15.7 NM to Brenner Fld. 1126/4E. **H–5C, L–10J**

ROSE HILL

COOK AIRFIELD (K5Ø) 2 W UTC−6(−5DT) N37°38.98′ W97°10.47′ **WICHITA**
1345 **FUEL** 100LL NOTAM FILE ICT
RWY 17–35: H2507X40 (ASPH) S–2 MIRL
RWY 17: PAPI(P2L)—GA 4.0° TCH 40′. Trees. **RWY 35:** Thld dsplcd 153′.
RWY 01–19: 1600X50 (TURF)
RWY 01: Road. **RWY 19:** Tree.
AIRPORT REMARKS: Unattended. For fuel call 316–706–6131 or 316–650–6581. Parachute Jumping. Rwy 19 marked with orange cones. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17—123.5.
COMMUNICATIONS: CTAF/UNICOM 122.8

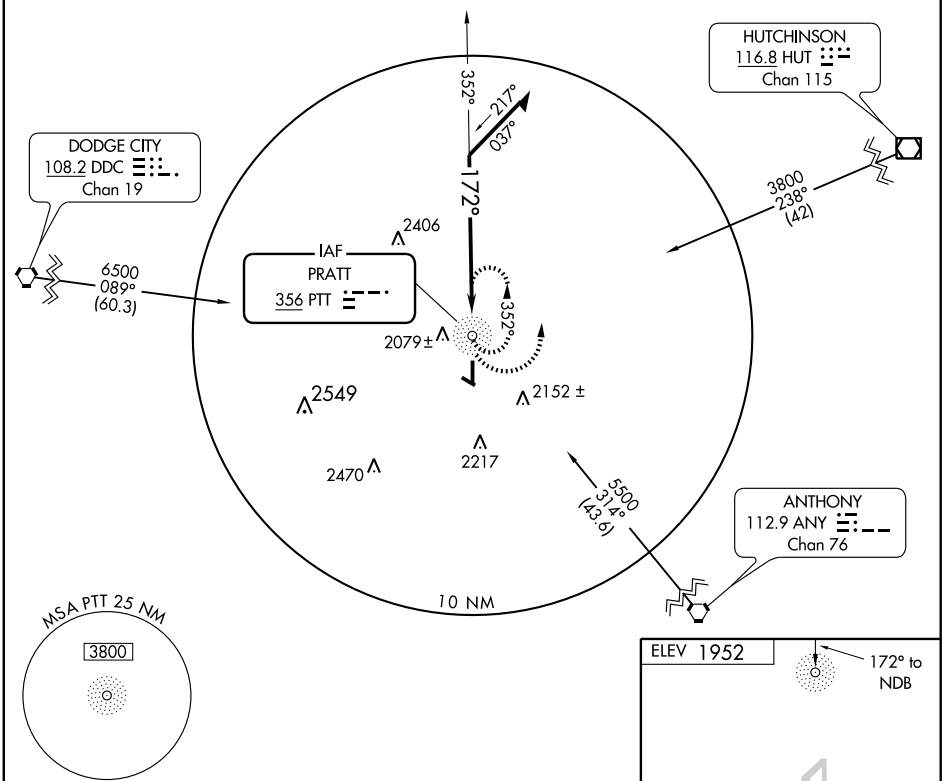
RUSH CO (See LA CROSSE)

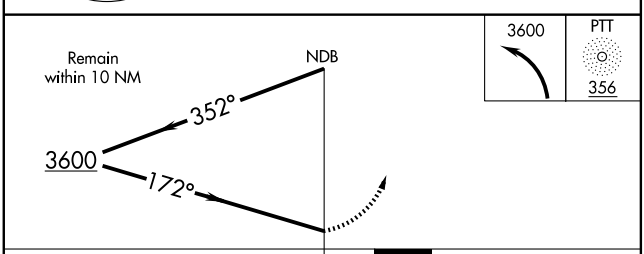
NDB PTT	APP CRS	Rwy Idg	5500
356	172°	TDZE	1952
		Apt Elev	1952

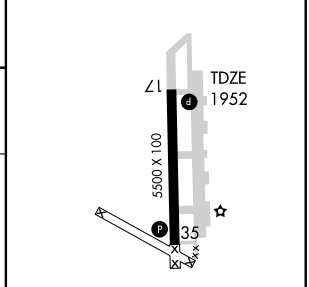
NDB RWY 17
PRATT INDUSTRIAL (PTT)

MISSED APPROACH: Climbing left turn to 3600 in PTT NDB holding pattern.

AWOS-3	WICHITA RADIO	UNICOM
118.725	122.65	122.8 (CTAF) L







REIL Rwys 17 and 35
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	2440-1¼ 488 (500-1¼)			NA
CIRCLING	2440-1¼ 488 (500-1¼)		2440-1½ 488 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 99607	173°	TDZE	1953
W17A		Apt Elev	1953

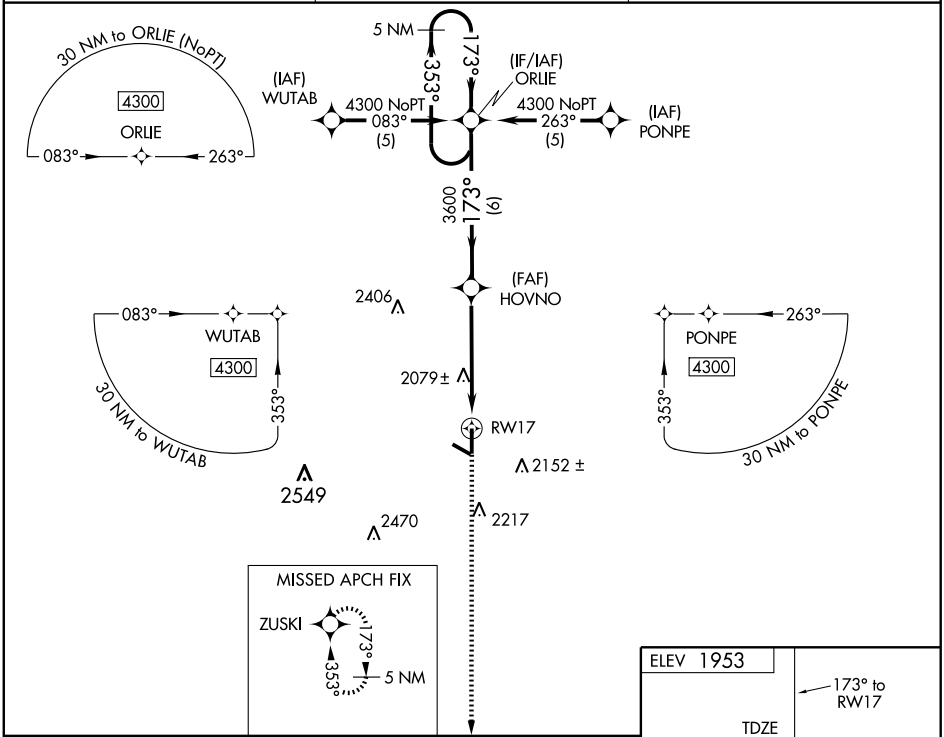
RNAV (GPS) RWY 17

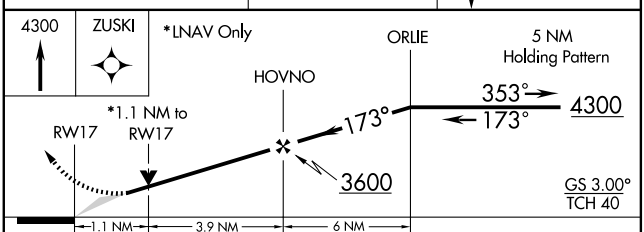
PRATT INDUSTRIAL (PTT)

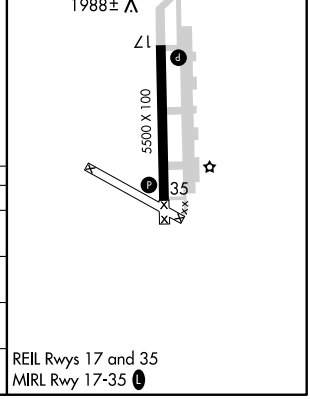
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300 direct ZUSKI and hold.

AWOS-3	WICHITA RADIO	UNICOM
118.725	122.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2203-1 250 (300-1)			NA
LNAV/VNAV DA	2258-1 305 (400-1)			NA
LNAV MDA	2340-1 387 (400-1)			NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA

REIL Rwys 17 and 35
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

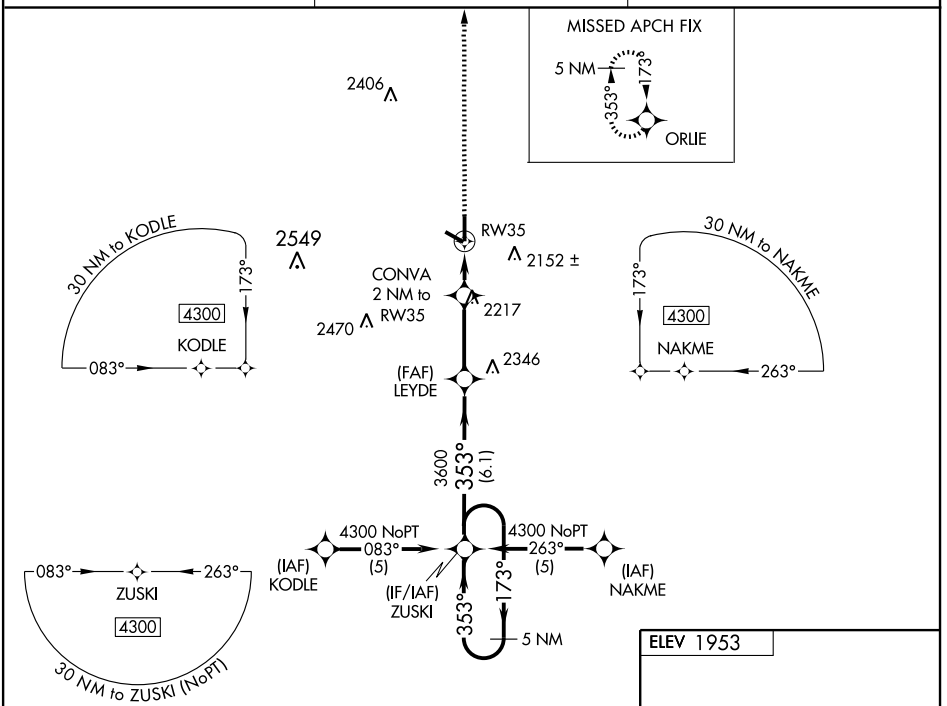
WAAS	APP CRS	Rwy Idg	5500
CH 86607	353°	TDZE	1953
W35A		Apt Elev	1953

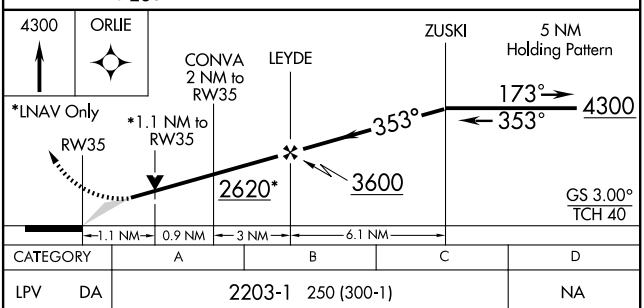
RNAV (GPS) RWY 35
PRATT INDUSTRIAL (PTT)

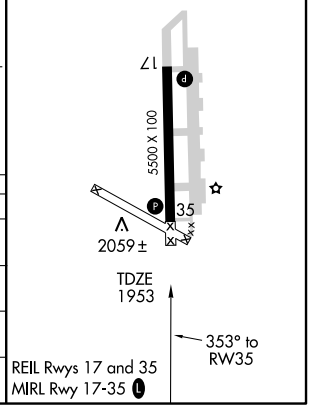
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH: Climb to 4300 direct ORLIE and hold.

AWOS-3	WICHITA RADIO	UNICOM
118.725	122.65	122.8 (CTAF) L



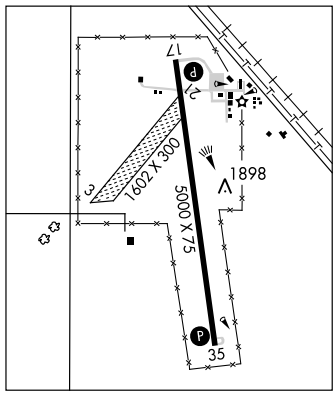




CATEGORY	A	B	C	D
LPV DA	2203-1 250 (300-1)			NA
LNAV/VNAV DA	2329-1¼ 376 (400-1¼)			NA
LNAV MDA	2320-1 367 (400-1)			NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
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RUSSELL MUNI (RSL) 2 SE UTC−6(−5DT) N38°52.28′ W98°48.69′ **WICHITA**
1862 B S4 **FUEL** 100LL NOTAM FILE RSL **H–5B, L–10H**
RWY 17–35: H5000X75 (CONC) S–30, D–30 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Railroad.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 03–21: 1602X300 (TURF)
RWY 03: Trees. **RWY 21:** Antenna.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡ Sat and Sun on call. After hrs fuel avbl by credit card or calling 785–483–6911. Rwy 03–21 marked with half barrels on posts painted black and yellow. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, and REIL Rwy 17 and Rwy 35.—CTAF.
WEATHER DATA SOURCES: ASOS 128.325 (785) 483–5770.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.6 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.
HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86′ W99°16.61′ 076° 21.9 NM to fld. 1990/10E.
HIWAS.

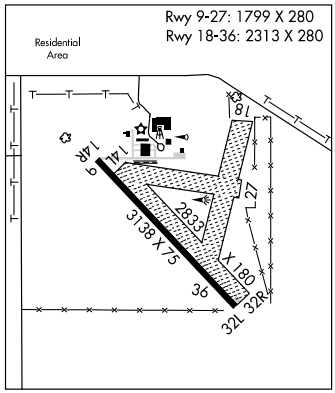


SABETHA MUNI (K83) 1 E UTC−6(−5DT) N39°54.25′ W95°46.77′ **KANSAS CITY**
1330 B **FUEL** 100LL NOTAM FILE ICT **L–10I**
RWY 01–19: H3100X40 (ASPH) S–6 LIRL
RWY 01: Pole.
RWY 12–30: 1440X70 (TURF)
RWY 12: Bldg. **RWY 30:** P–line.
AIRPORT REMARKS: Unattended. For fuel 785–284–2158/2113. Rwy 01–19 end lgts 2′ fm thld. Rwy 12–30 sfc rough above buried drain pipe at midfield. Rwy 12–30 usable width limited to 70′ distance between exposed culvert ends at midfield. Culvert ends marked with yellow and black posts. Rwy 30 p–line marked with red balls.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ROBINSON (L) VORW/DME 108.2 RBA Chan 19 277° 16.8 NM to fld. 1126/4E.

ST FRANCIS N39°43.62′ W101°45.89′ NOTAM FILE ICT. **WICHITA**
NDB (MHW) 386 SYF 315° 2.5 NM to Cheyenne Co Muni. **L–10G**

ST FRANCIS

CHEYENNE CO MUNI (SYF) 1 S UTC−6(−5DT) N39°45.66′ W101°47.76′ **WICHITA**
3413 B **FUEL** 100LL NOTAM FILE ICT **L–10G**
RWY 14R–32L: H3138X75 (CONC) MIRL 0.7% up SW **IAP**
RWY 14R: Trees.
RWY 14L–32R: 2833X180 (TURF) 0.6% up SW
RWY 14L: Trees.
RWY 18–36: 2313X280 (TURF) 1.2% up S
RWY 18: Fence.
RWY 09–27: 1799X280 (TURF) 0.3% up E
RWY 27: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡, Sat 1400–1800Z‡. For svc call 785–332–2251. Parachute Jumping. ACTIVATE MIRL Rwy 14R–32L—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (785) 332–2691.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.
GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27′ W101°41.54′
336° 22.9 NM to fld. 3650/12E. **HIWAS.**
ST FRANCIS NDB (MHW) 386 SYF N39°43.62′ W101°45.89′
315° 2.5 NM to fld. NOTAM FILE ICT.



WAAS	APP CRS	Rwy Idg	5000
Ch 93904	167°	TDZE	1864
W17A		Apt Elev	1864

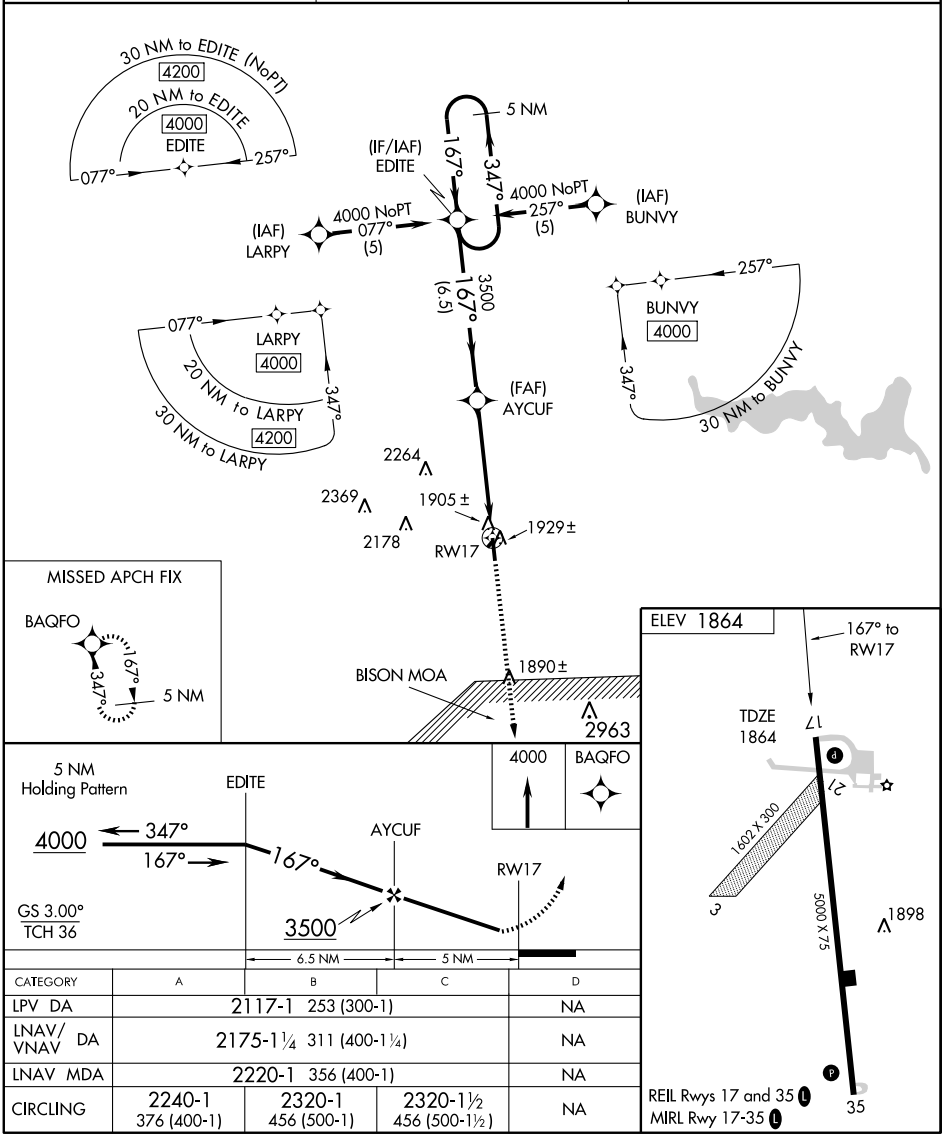
RNAV (GPS) RWY 17

RUSSELL MUNI (RSL)

BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct BAQFO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2117-1 253 (300-1)			NA
LNAV/VNAV DA	2175-1¼ 311 (400-1¼)			NA
LNAV MDA	2220-1 356 (400-1)			NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 99704	347°	TDZE	1861
W35A		Apt Elev	1864

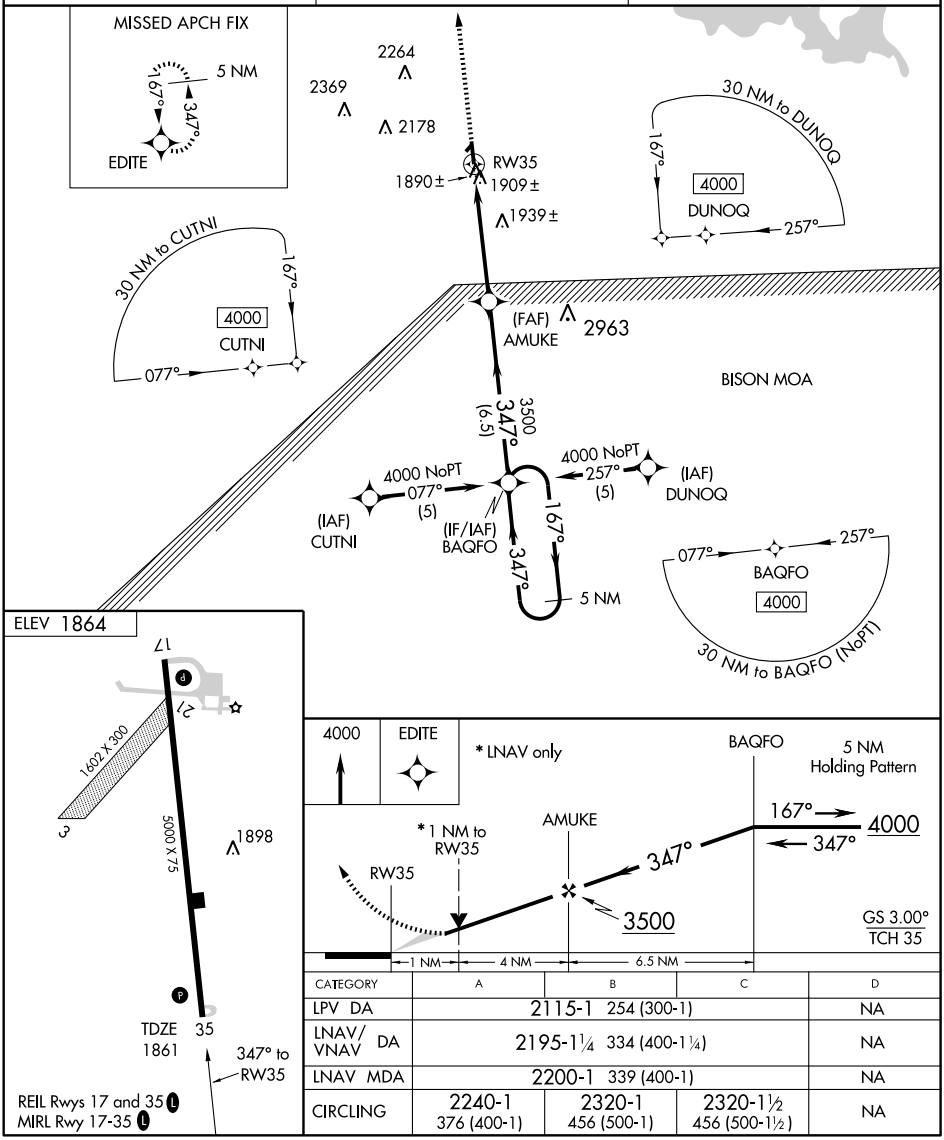
RNAV (GPS) RWY 35

RUSSELL MUNI (RSL)

BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct EDITE and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2115-1 254 (300-1)			NA
LNAV/VNAV DA	2195-1¼ 334 (400-1¼)			NA
LNAV MDA	2200-1 339 (400-1)			NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC HYS 110.4 Chan 41	APP CRS 076°	Rwy Idg N/A TDZE N/A Apt Elev 1864

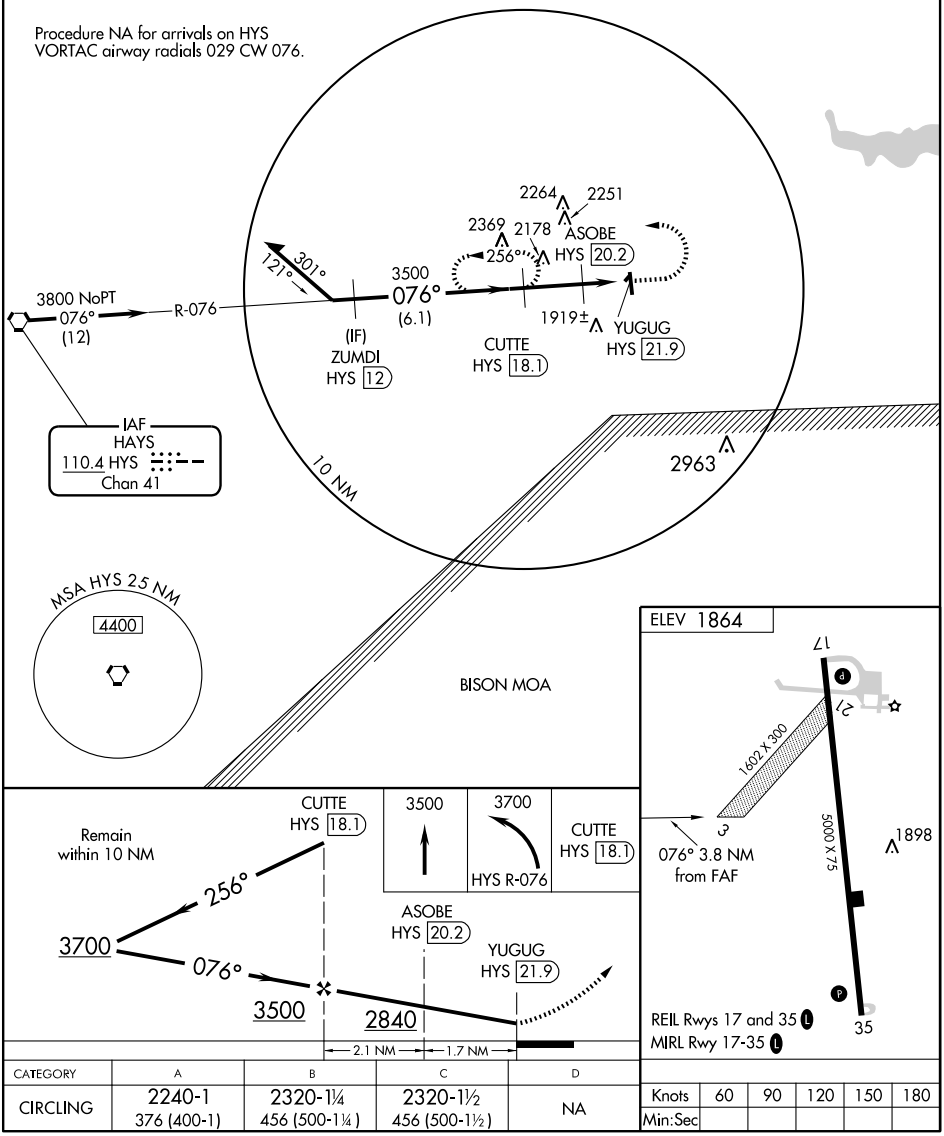
VOR/DME-A
RUSSELL MUNI (RSL)

If local altimeter setting not received, use Hays altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE 18.1 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
128.325	124.4 322.4	122.7 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010



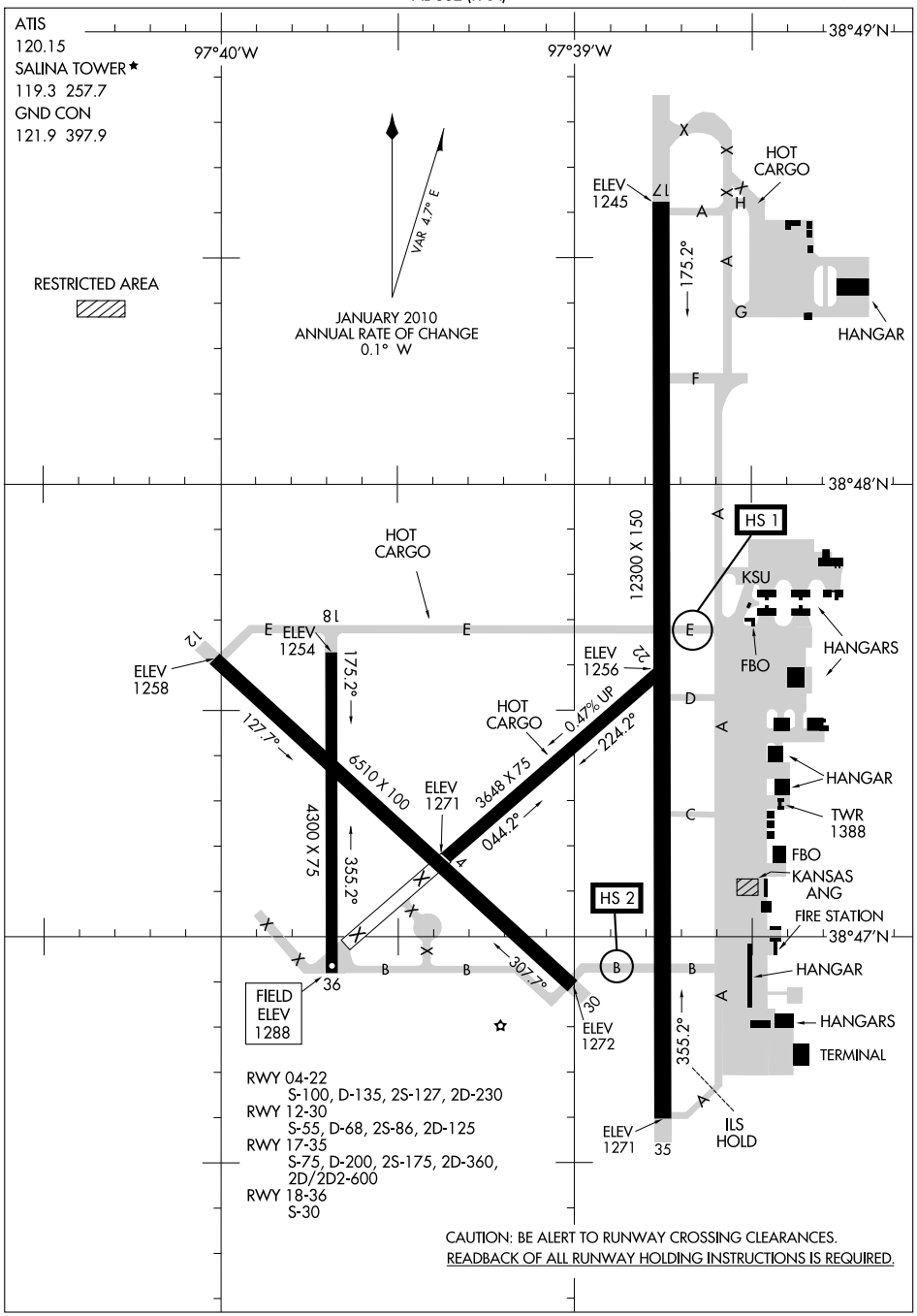
CATEGORY	A	B	C	D
CIRCLING	2240-1 376 (400-1)	2320-1¼ 456 (500-1¼)	2320-1½ 456 (500-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

AIRPORT DIAGRAM

AL-362 (FAA)

SALINA MUNI (SLN)
SALINA, KANSAS



NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

SALINA, KANSAS
SALINA MUNI (SLN)

ST MARY'S AIRPARK (8K4) 4 N UTC−6(−5DT) N39°16.35′ W96°03.68′ **KANSAS CITY**

1220 NOTAM FILE ICT

RWY 18–36: 2514X60 (TURF–GRVL)

RWY 18: Tree. **RWY 36:** Tree. Rgt tfc.

AIRPORT REMARKS: Unattended. All traffic remain east of rwy. 440′ tower 3 NM south and 680′ smoke stacks 3.2 NM west-northwest of arpt. 168′ tower 1.2 NM south-southwest of Rwy 36. Numerous small trees along east edge of rwy in primary sfc. Uneven surface, line of sight obstructed between rwy ends.

COMMUNICATIONS: CTAF 122.9

SALINA MUNI (SLN) 3 SW UTC−6(−5DT) N38°47.46′ W97°39.13′ **WICHITA**

1288 B S4 **FUEL** 100LL, JET A, MOGAS OX 1 ARFF Index—See Remarks **H–5C, L–10I**

NOTAM FILE SLN **IAP, AD**

RWY 17–35: H12300X150 (ASPH) S–75, D–200, 2S–175, 2D–360, 2D/2D2–600 HIRL

RWY 17: MALS. PAPI (P4L)—GA 3.0° TCH 52′.

RWY 35: MALSR. Ground.

RWY 12–30: H6510X100 (ASPH) S–55, D–68, 2S–86, 2D–125 MIRL

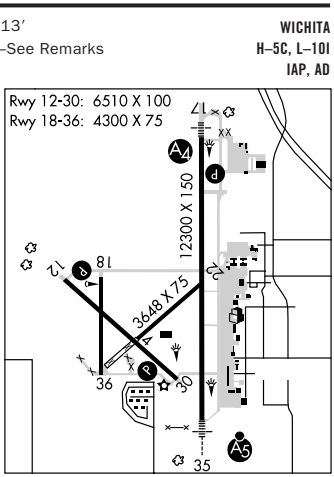
RWY 12: PAPI(P4L)—GA 3.0° TCH 48′. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 48′.

RWY 18–36: H4300X75 (ASPH) S–30

RWY 04–22: H3648X75 (ASPH) S–100, D–135, 2S–127, 2D–230 0.5% up SW

RWY 22: Bldg.



AIRPORT REMARKS: Attended continuously. No line of sight, all rwys due to gradient, topography and trees. Seasonal mowing ops adjacent to rwys and twys. Calm wind Rwy 35. Air carrier operations involving acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager to confirm that ARFF services are avbl prior to landing or takeoff. Call arpt manager 785–827–3914. PPR 24 hrs for unscheduled air carrier operations with more than 30 passenger seats call arpt manager 785–827–3914. Class IV, ARFF Index A. ARFF avbl Mon–Sun 1200–0500Z‡. ARFF Index B provided. When twr clsd ACTIVATE MIRL Rwy 12–30, PAPI Rwy 12 and Rwy 30, HIRL Rwy 17–35, MALS and PAPI Rwy 17 and MALSR Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (785) 823–3402. **HIWAS** 117.1 SLN. LAWRS (1900–0500Z‡).

COMMUNICATIONS: CTAF 119.3 **ATIS** 120.15 **UNICOM** 122.95

RCO 122.4 (WICHITA RADIO)

KANSAS CITY CENTER APP/DEP CON 134.9

TOWER 119.3 (1300–0500Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE SLN.

(H) VORTACW 117.1 SLN Chan 118 N38°55.51′ W97°37.28′ 183° 8.2 NM to fld. 1315/7E. **HIWAS.**

VOR portion unusable 324°–011° byd 25 NM blo 4500′.

FLORY NDB (LOM) 344 SL N38°40.89′ W97°38.70′ 350° 6.6 NM to fld.

ILS 108.9 I–SLN Rwy 35 Class IE. LOM FLORY NDB. LOC unusable byd 25° left of course.

COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

SALTT N38°07.42′ W97°55.62′ NOTAM FILE HUT. **WICHITA**

NDB (LOM) 404 HU 132° 4.7 NM to Hutchinson Muni.

SATANTA MUNI (1K9) 1 N UTC−6(−5DT) N37°27.40′ W100°59.08′ **WICHITA**

2976 B **FUEL** 100LL NOTAM FILE ICT **L–10G, 15C**

RWY 03–21: H3250X40 (ASPH) LIRL (NSTD)

AIRPORT REMARKS: Unattended. For fuel call 620–649–2230. Pay phone avbl 24 hours. Oil well 160′ S of Rwy 03, Grain elevators 1 NM S, Twr 1 NM SW. NSTD LIRL due to spacing. ACTIVATE LIRL Rwy 03–21—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.

LIBERAL (H) VORTACW 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 348° 24.7 NM to fld. 2891/11E. **HIWAS.**

SAWCY N37°05.38′ W97°02.18′ NOTAM FILE WLD. **WICHITA**

NDB (LOM) 353 SO 353° 4.7 NM to Strother Fld.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SLN	APP CRS	Rwy Idg	12300
108.9	353°	TDZE	1271
		Apt Elev	1288

ILS or LOC RWY 35

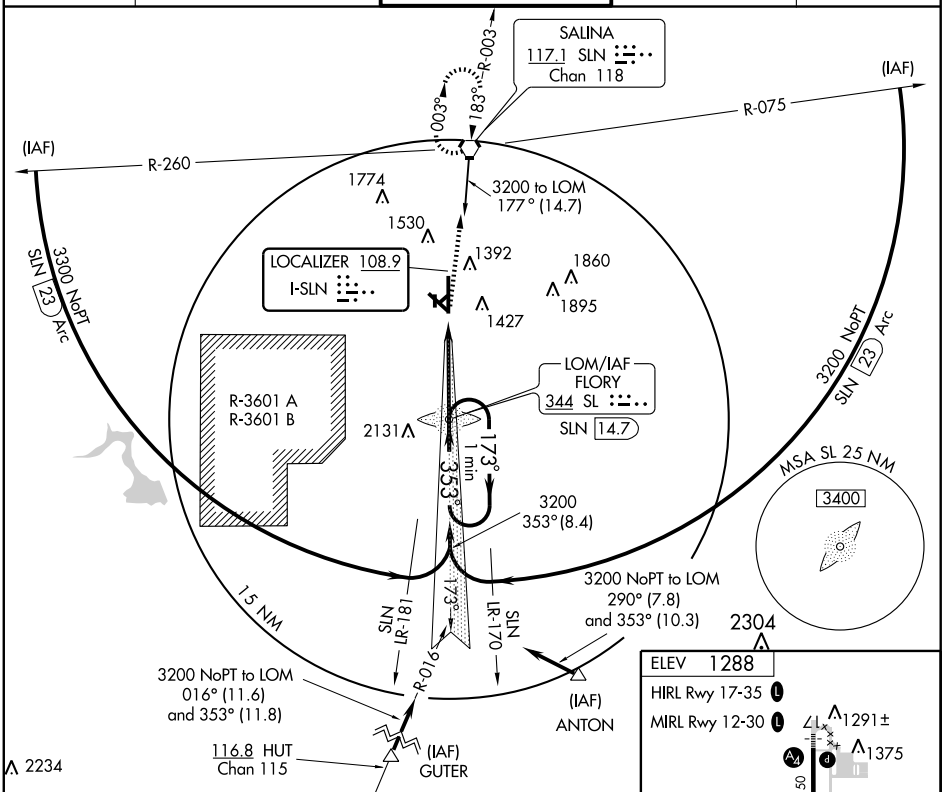
SALINA MUNI (SLN)

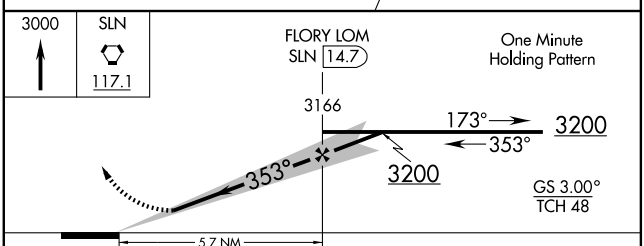
Cat D and E circling NA southwest or Rwy 12-30. For inoperative MALSR, increase S-LOC 35 Cat D visibility to 1¼ miles and Cat E to 1½ mile.

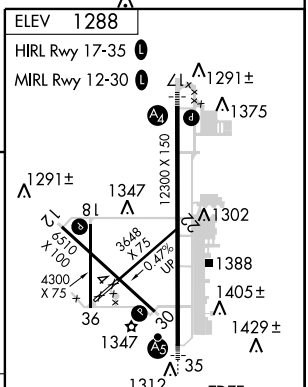
MALSR

MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	1471-½ 200 (200-½)				
S-LOC 35	1680-½ 409 (500-½)		1680-¾ 409 (500-¾)	1680-1 409 (500-1)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)	

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM SL	APP CRS	Rwy Idg	12300
344	353°	TDZE	1271
		Apt Elev	1288

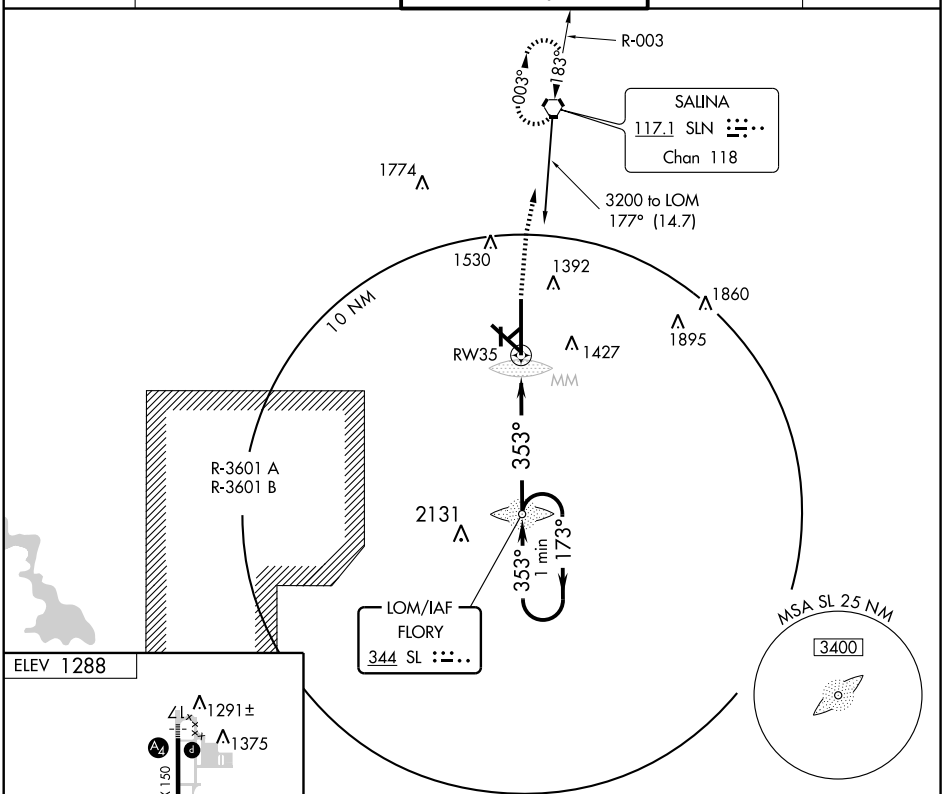
NDB RWY 35
SALINA MUNI (SLN)

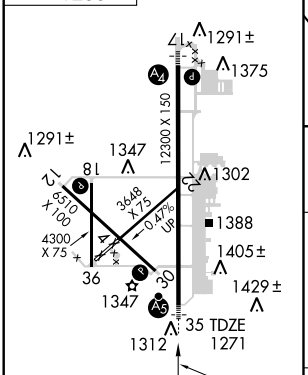
Cat D circling NA southwest of runway 12-30.

MALSR

MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

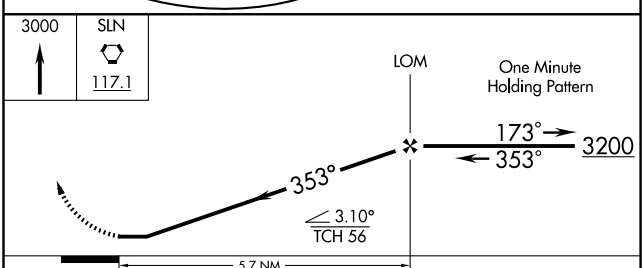
ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95





HIRL Rwy 17-35 L
MIRL Rwy 12-30 L

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-35	1740-¾ 469 (500-¾)			1740-1¼ 469 (500-1¼)
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

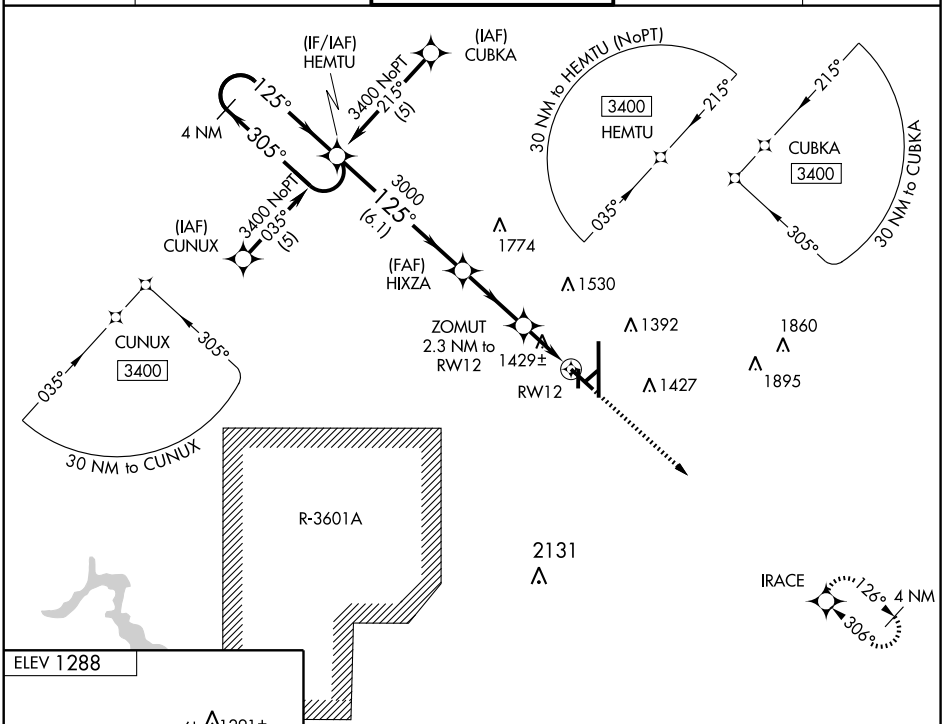
SALINA MUNI (SLN)

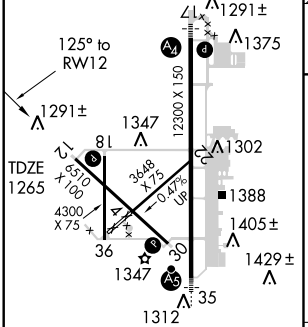
APP CRS	Rwy Idg	TDZE	Apt Elev
125°	6510	1265	1288

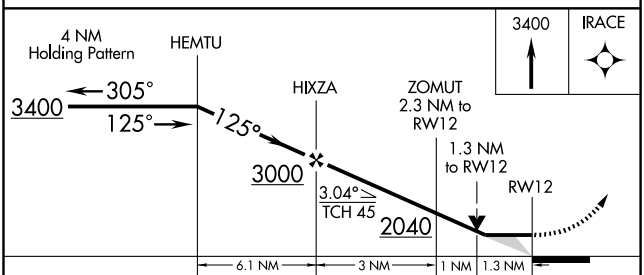
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct IRACE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1700-1	435 (500-1)	1700-1¼ 435 (500-1¼)	1700-1½ 435 (500-1½)
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12300
CH 70322	173°	TDZE	1246
W17A		Apt Elev	1288

RNAV (GPS) RWY 17

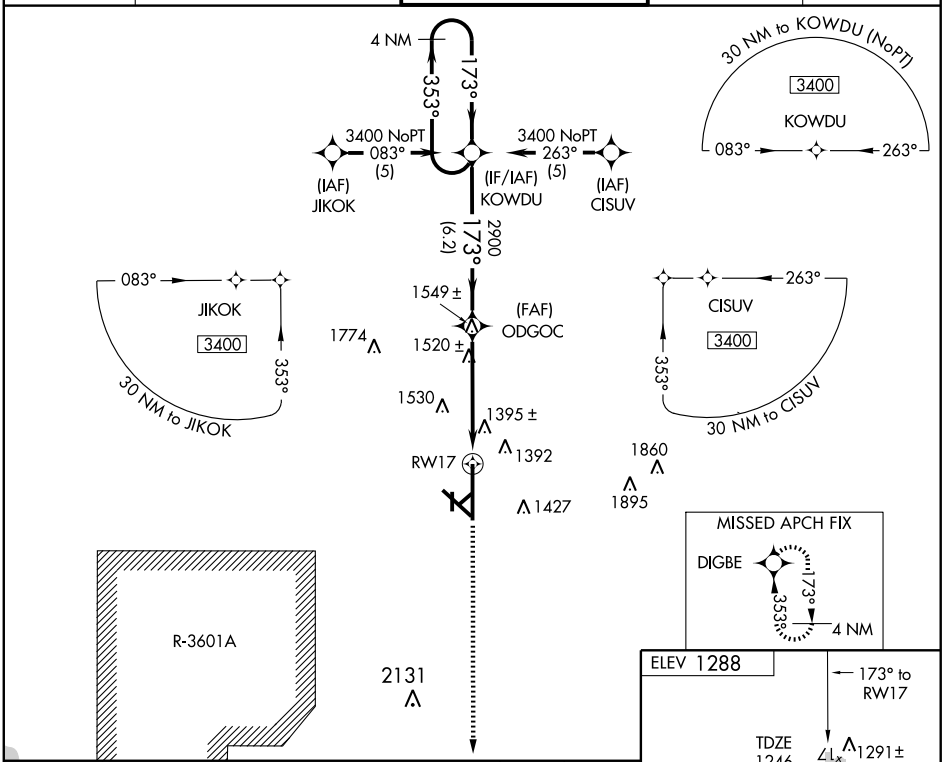
SALINA MUNI (SLN)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. Inoperative table does not apply.

MALS

MISSED APPROACH: Climb to 3400 direct DIGBE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95



CATEGORY	A	B	C	D
LPV DA	1496-1 250 (300-1)			
LNAV/VNAV DA	1741-1¾ 495 (500-1¾)			
LNAV MDA	1780-1 534 (500-1)		1780-1½ 534 (500-1½)	1780-1¾ 534 (500-1¾)
CIRCLING	1820-1¾ 532 (600-1¾)		1840-1¾ 552 (600-1¾)	1840-2 552 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6510
305°	TDZE	1273
	Apt Elev	1288

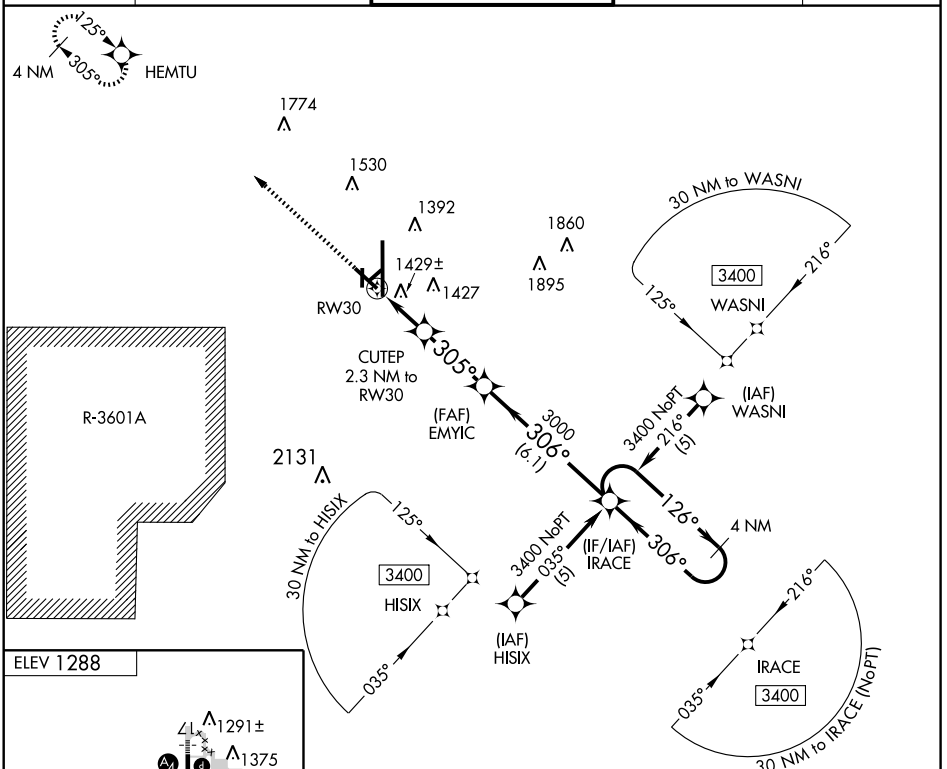
RNAV (GPS) RWY 30

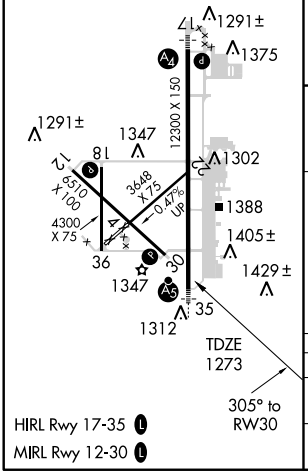
SALINA MUNI (SLN)

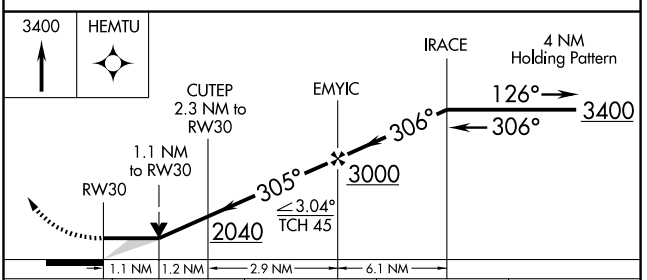
Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct HEMTU and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1680-1 407 (400-1)		1680-1¼ 407 (400-1¼)	
CIRCLING	1820-1 532 (600-1)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12300
CH 77522	353°	TDZE	1271
W35A		Apt Elev	1288

RNAV (GPS) RWY 35

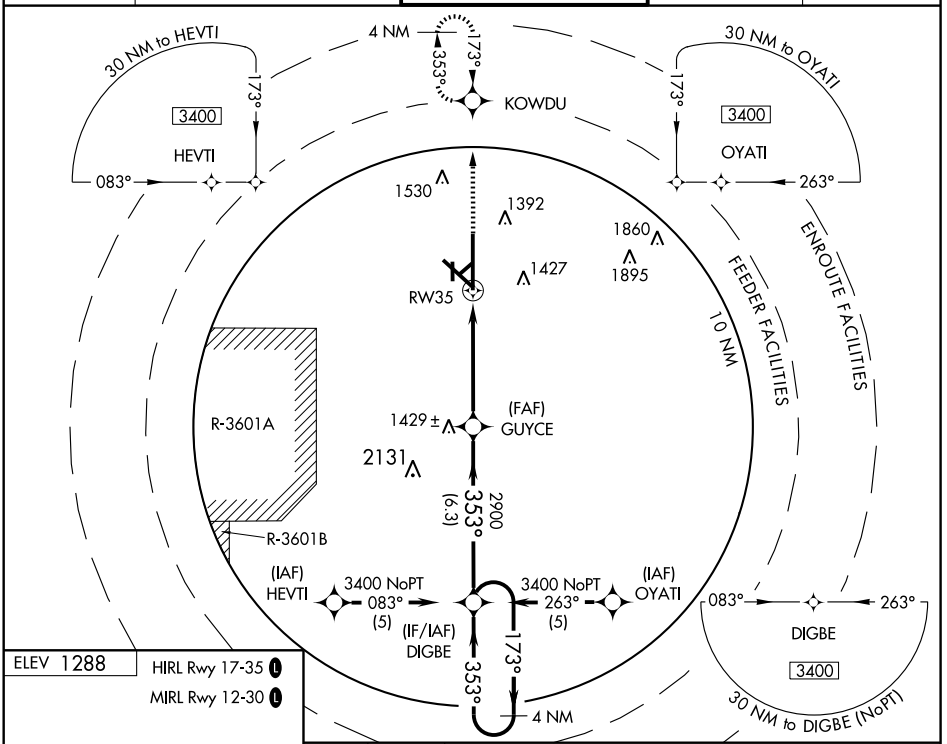
SALINA MUNI (SLN)

DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ and LPV visibility all CATs to ¾.

MALSR

MISSED APPROACH: Climb to 3400 direct KOWDU and hold.

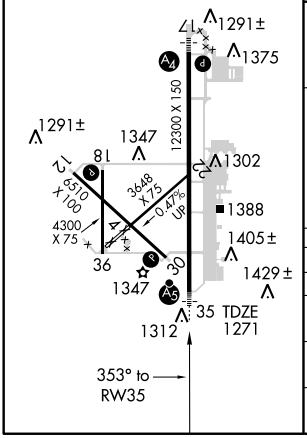
ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95

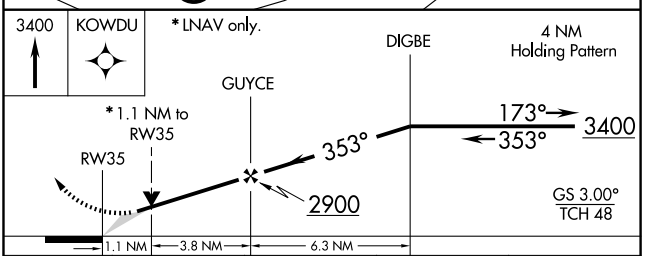


ELEV 1288

HIRL Rwy 17-35 L

MIRL Rwy 12-30 L





CATEGORY	A	B	C	D
LPV DA	1521-½ 250 (300-½)			
LNAV/VNAV DA	1623-¾ 352 (400-¾)			
LNAV MDA	1680-½ 409 (400-½)		1680-¾ 409 (400-¾)	1680-1 409 (400-1)
CIRCLING	1820-1¼ 532 (600-1¼)		1840-1½ 552 (600-1½)	1840-2 552 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SLN	APP CRS	Rwy Idg	12300
117.1	183°	TDZE	1246
Chan 118		Apt Elev	1288

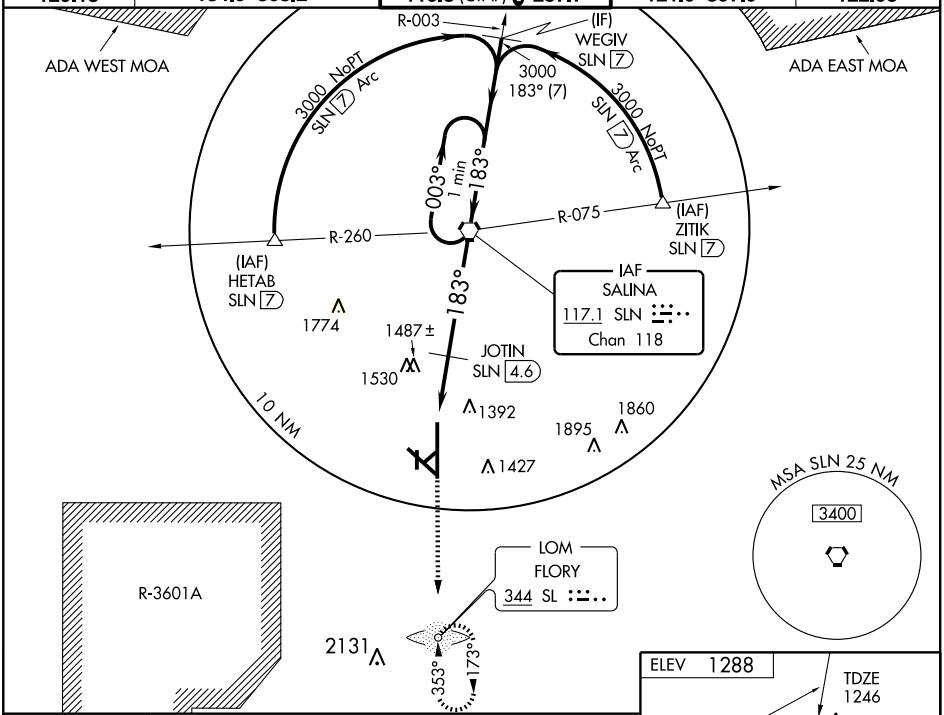
VOR RWY 17
SALINA MUNI (SLN)

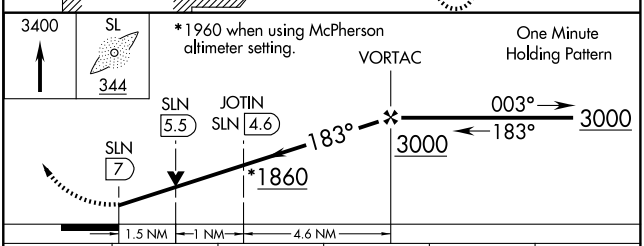
Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and Cat C/D/E visibility ¼ mile and increase JOTIN fix minimums S-17 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, circling Cat C/E visibility ¼ mile. VDP NA when using McPherson altimeter setting.

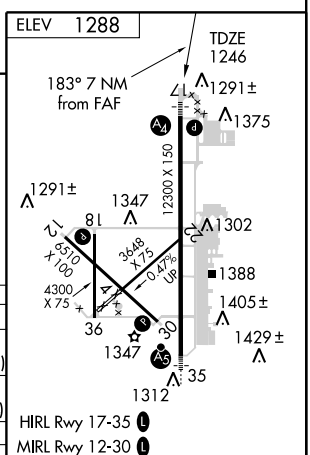
MALS

MISSED APPROACH: Climb to 3400 direct SL LOM and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) L 257.7	121.9 397.9	122.95





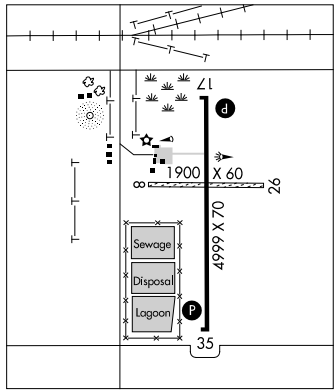


CATEGORY	A	B	C	D	E
S-17	1860-¾	614 (600-¾)	1860-1¾ 614 (600-1¾)	1860-2 614 (600-2)	1860-2¼ 614 (600-2¼)
CIRCLING	1860-1	572 (600-1)	1860-1¾ 572 (600-1¾)	1860-2 572 (600-2)	1920-2¼ 632 (700-2¼)
JOTIN FIX MINIMUMS					
S-17	1760-¾	514 (500-¾)	1760-1½ 514 (500-1½)	1760-1¾ 514 (500-1¾)	
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)	1920-2¼ 632 (700-2¼)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SCOTT CITY MUNI (TQK) 1 SE UTC−6(−5DT) N38°28.46′ W100°53.10′ WICHITA
2963 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–10G
RWY 17–35: H4999X70 (ASPH) S–13, D–16 MIRL IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 38′. Road.
RWY 35: PAPI(P2L)—GA 3.0° TCH 39′.
RWY 08–26: 1900X60 (TURF)
RWY 08: Road.
AIRPORT REMARKS: Attended 1400–2330Z‡. Rwy 08–26 rough. Rwy 08–26 marked with painted tires. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (620) 872–2233. SAWRS.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
GARDEN CITY (H) VORTACW 113.3 GCK Chan 80 N37°55.14′ W100°43.50′ 336° 34.1 NM to fld. 2877/11E.
NDB (MHW) 256 TQK N38°28.81′ W100°53.30′ at fld. NOTAM FILE ICT.



SEDAN CITY (61K) 2 N UTC−6(−5DT) N37°08.90′ W96°11.12′ KANSAS CITY
1005 NOTAM FILE ICT
RWY 18–36: 3160X51 (TURF) LIRL
RWY 18: Trees. **RWY 36:** Fence.
RWY 12–30: 1790X95 (TURF)
RWY 12: Fence. **RWY 30:** Tree.
AIRPORT REMARKS: Unattended. Rwy 12 road 20′ from rwy end, p-line at 450′. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9

SENECA MUNI (62K) 3 W UTC−6(−5DT) N39°50.83′ W96°06.77′ KANSAS CITY
1270 NOTAM FILE ICT
RWY 18–36: 2400X100 (TURF) LIRL (NSTD)
RWY 18: Fence. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy 18–36 rough at intersection with twy. Rwy 36 3.5% incline first 1,000′; remainder 2% incline. Fence AER 18 marked with white reflectors. Rwy 18–36 NSTD LIRL, spacing more than 200′ apart, rwy end lgts orange.
COMMUNICATIONS: CTAF 122.9

SHALZ FLD (See COLBY)

SHERMAN AAF (See FORT LEAVENWORTH)

SHUGR N39°17.63′ W101°36.02′ NOTAM FILE GLD. WICHITA
NDB (MHW/LOM) 414 GL 306° 6.5 NM to Renner Fld–Goodland Muni. L–10G

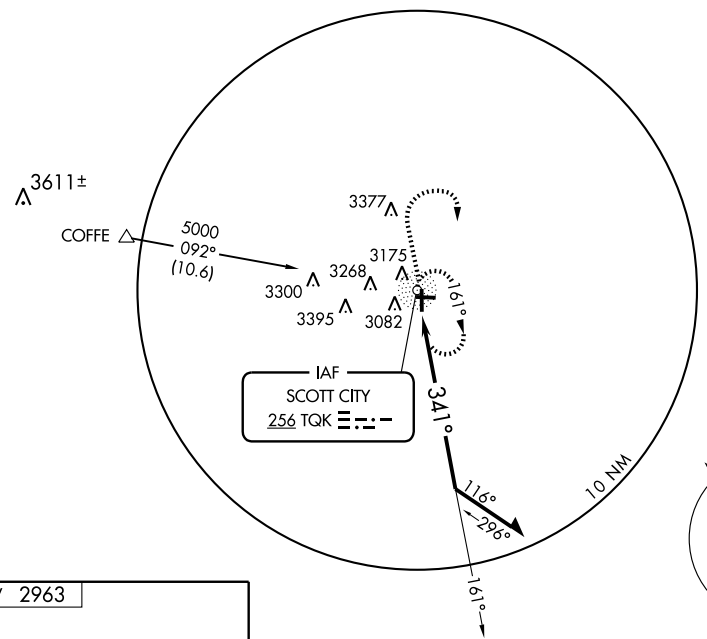
NDB TQK	APP CRS	Rwy Idg	4999
256	341°	TDZE	2963
		Apt Elev	2963

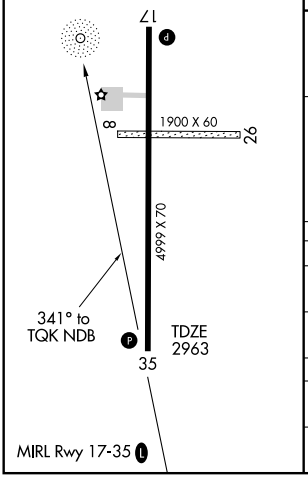
NDB RWY 35
SCOTT CITY MUNI (TQK)

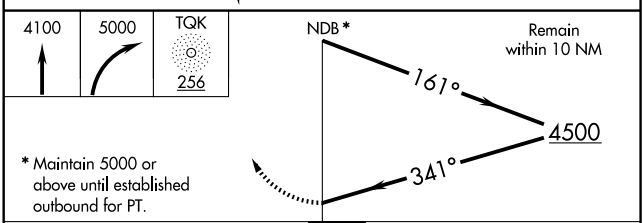
NA If local altimeter setting not received, use Garden City altimeter setting.

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 direct TQK NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	3480-1 517 (600-1)		3480-1½ 517 (600-1½)	3480-1¾ 517 (600-1¾)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)
GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS				
S-35	3580-1 617 (700-1)		3580-1¾ 617 (700-1¾)	3580-2 617 (700-2)
CIRCLING	3580-1 617 (700-1)	3600-1 637 (700-1)	3600-1¾ 637 (700-1¾)	3720-2½ 757 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4999
171°	TDZE	2963
	Apt Elev	2963

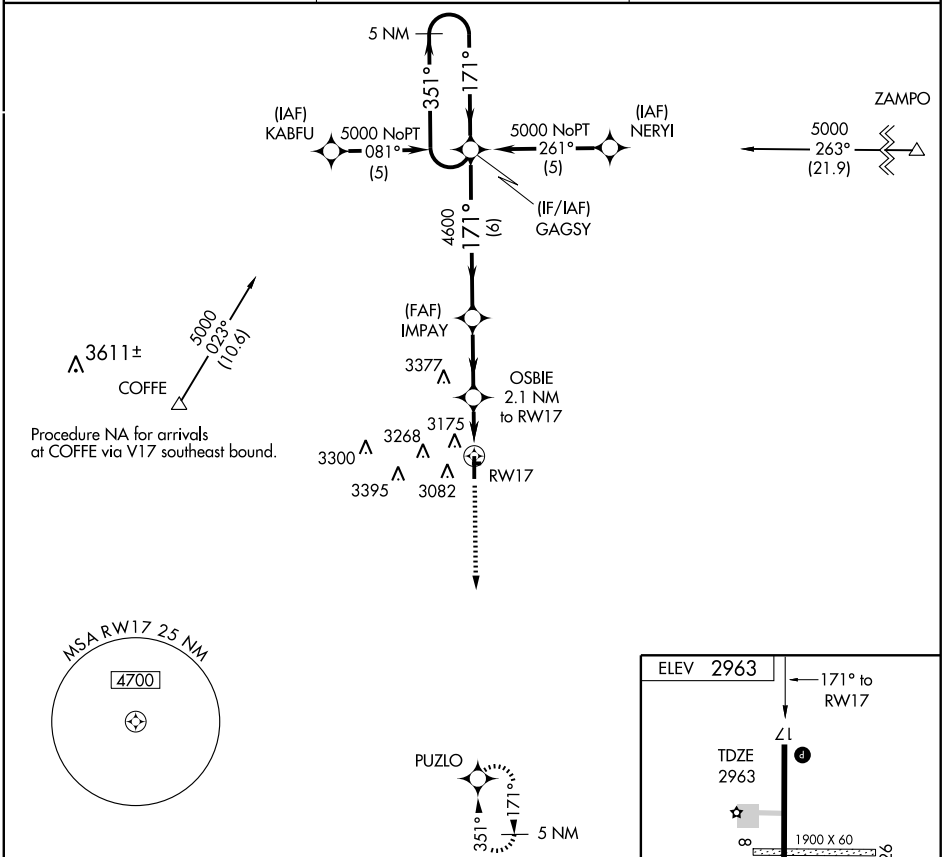
RNAV (GPS) RWY 17
SCOTT CITY MUNI (TQK)

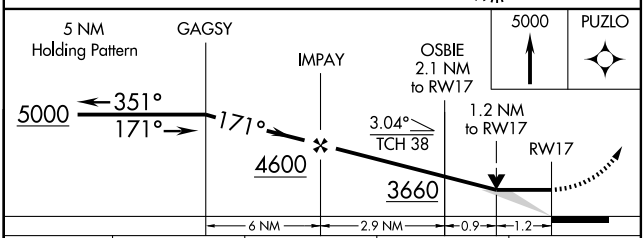
NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 100 feet. VDP NA when using Garden City altimeter setting.

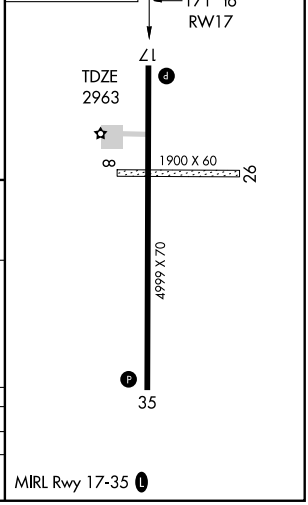
MISSED APPROACH: Climb to 5000 direct PUZLO and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3380-1 417 (500-1)		3380-1¼ 417 (500-1¼)	
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	4999
CH 99301	351°	TDZE	2963
W35A		Apt Elev	2963

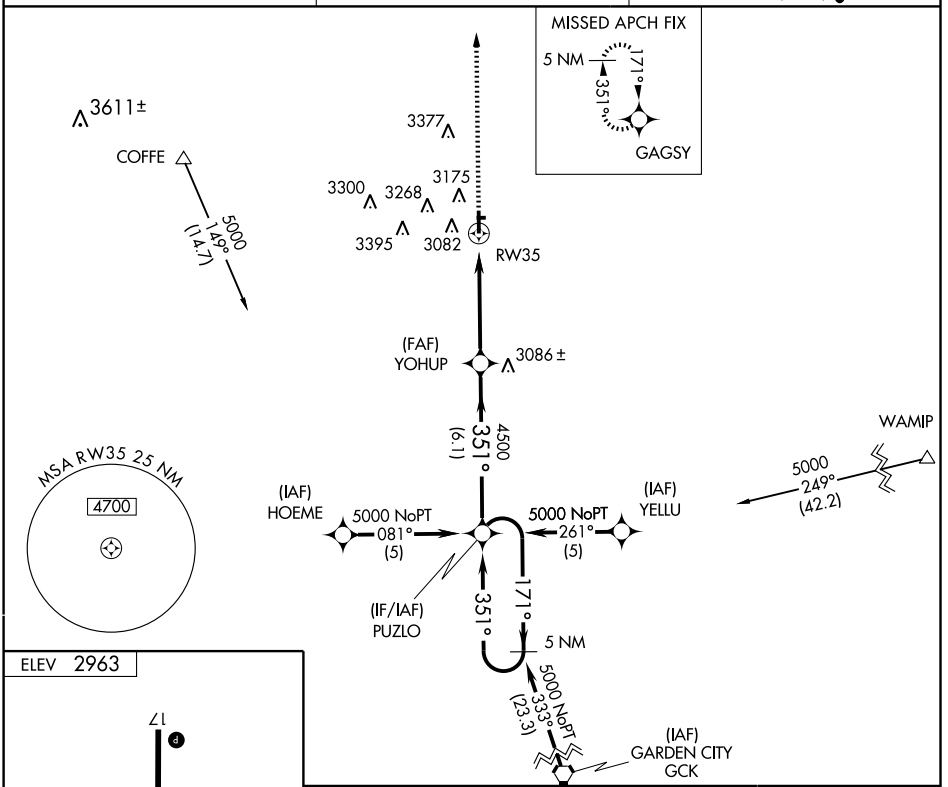
RNAV (GPS) RWY 35

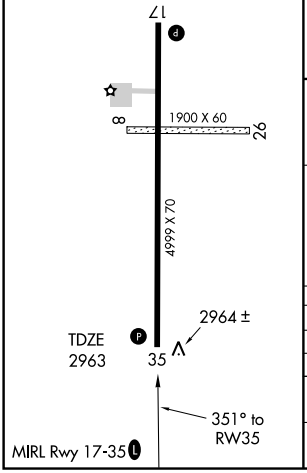
SCOTT CITY MUNI (TQK)

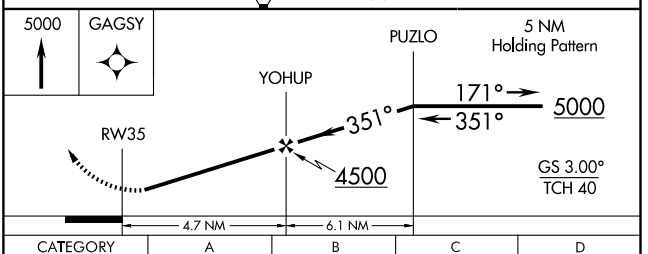
NA DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (109°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV NA when using Garden City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct GAGSY and hold.

AWOS-3	DENVER CENTER	UNICOM
120.0	132.5 379.15	122.8 (CTAF) L





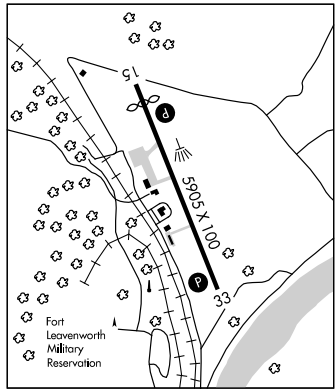


CATEGORY	A	B	C	D
LPV DA	3213-1 250 (300-1)			
LNAV/VNAV DA	3361-1½ 398 (400-1½)			
LNAV MDA	3400-1 437 (500-1)		3400-1¼ 437 (500-1¼)	3400-1½ 437 (500-1½)
CIRCLING	3480-1½ 517 (600-1½)	3520-1½ 557 (600-1½)		3620-2 657 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

FORT LEAVENWORTH

SHERMAN AAF (FLV)(KFLV) CIV/MIL 3 N UTC−6(−5DT) N39°22.10′ W94°54.88′ **KANSAS CITY**
772 B **FUEL** 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE ICT **H–5C, L–10J, A**
RWY 15–33: H5905X100 (ASPH–CONC) S–32, D–39, 2D–97, 2D/2D2–99 PCN 31 F/C/W/T HIRL **IAP**
RWY 15: PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 586′. Trees.
RWY 33: PAPI(P4L)—GA 3.0° TCH 41′. Trees. Rgt tfc.

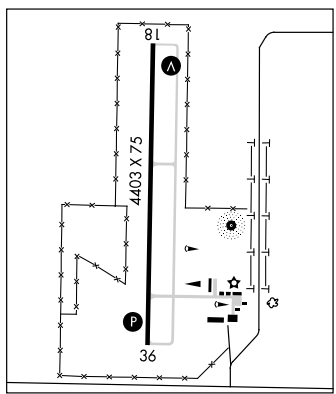


MILITARY SERVICE: FUEL J8 (Mil) Avbl 1330–2230Z‡, 24 hr PPR. Svc other times only for code 4 and above. General aviation fuel avbl 1500–2200Z‡, other times by request.
AIRPORT REMARKS: Attended Mon–Fri 1500–0200Z‡. Limited svc after hrs and Federal holidays. General aviation ramp attended 1500–2200Z‡, call 913–651–0111. Fuel avbl 1500–0200Z‡ and after hrs by request. General aviation ramp associated with City of Leavenworth. Joint use airfield, FBO attended Mon–Fri 1500–2200Z‡; All others by prior arrangements. Caution wildlife on rwys. Numerous migratory birds on and invof arpt Apr–Oct. Calm wind use Rwy 15. ACTIVATE HIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 and twy lgts—CTAF.
MILITARY REMARKS: Opr Mon–Fri 1330–2230Z‡. Limited scv other times and Federal holidays. **RSTD** Military ramp 48 hour PPR, call DSN 552–6045 or C913–684–6045. No hazardous cargo. **TFC PAT** Rotary wing acft 1470(698), fixed wing acft 1800(1028). **MISC** Base Ops attended Mon–Fri 1330–2230Z‡, except holidays, other times code 4 and above by PPR. No tran alert, lavatory svc or de-ice capability. All acft with code 4 or above ctc Sherman Base OPS (126.2/140.50) at least 20 min prior to ldg. Civilian acft on non-government business use City of Leavenworth ramp Inc C913–651–0111 on south end of fld opr 1500–2200Z‡.
COMMUNICATIONS: CTAF 126.2
FORT LEAVENWORTH RCO 122.35 255.4 (WICHITA RADIO)
Ⓡ **KANSAS CITY APP/DEP CON** 124.7 (191°–009°) 126.6 (010°–190°) 318.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.
KANSAS CITY (H) VORTAC 113.25 MCI Chan 79Y N39°17.12′ W94°44.22′ 296° 9.6 NM to fld. 1017/5E. **HIWAS.**
HUGGY NDB (LOM) 416 RN N39°18.12′ W94°51.07′ 318° 5.0 NM to fld. NOTAM FILE MCI. Unmonitored.

FORT RILEY (See MARSHALL AAF)

FORT RILEY N38°58.21′ W96°51.66′ NOTAM FILE ICT. **KANSAS CITY**
VORW 109.4 FRI 036° 6.7 NM to Marshall AAF. **L–10I**
VOR unmonitored Mon–Sat 0530–1400Z‡ and holidays. VOR unusable 282°–292°.

FORT SCOTT MUNI (FSK) 4 SW UTC−6(−5DT) N37°47.90′ W94°46.16′ **KANSAS CITY**
918 B **FUEL** 100LL, JET A1 + TPA—1718(800) NOTAM FILE ICT **L–10J, 16F**
RWY 18–36: H4403X75 (ASPH) S–12.5 MIRL 0.3% up S **IAP**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Road.



AIRPORT REMARKS: Attended 1400–2300Z‡, closed Sun Oct–Apr. Deer fence around airport perimeter. Ground drops rapidly 250′ fm rwy end. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18, PAPI Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–3 124.425 (620) 223–0655.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 198° 31.4 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 379 FSK N37°47.81′ W94°45.93′ at fld. NOTAM FILE ICT.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

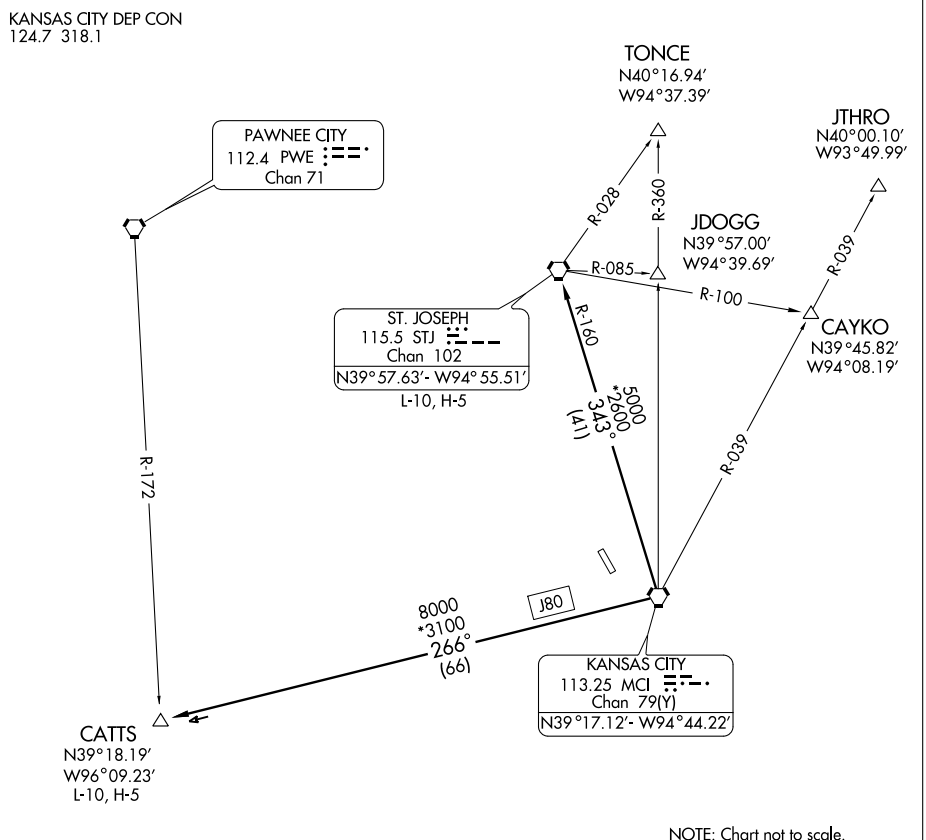
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

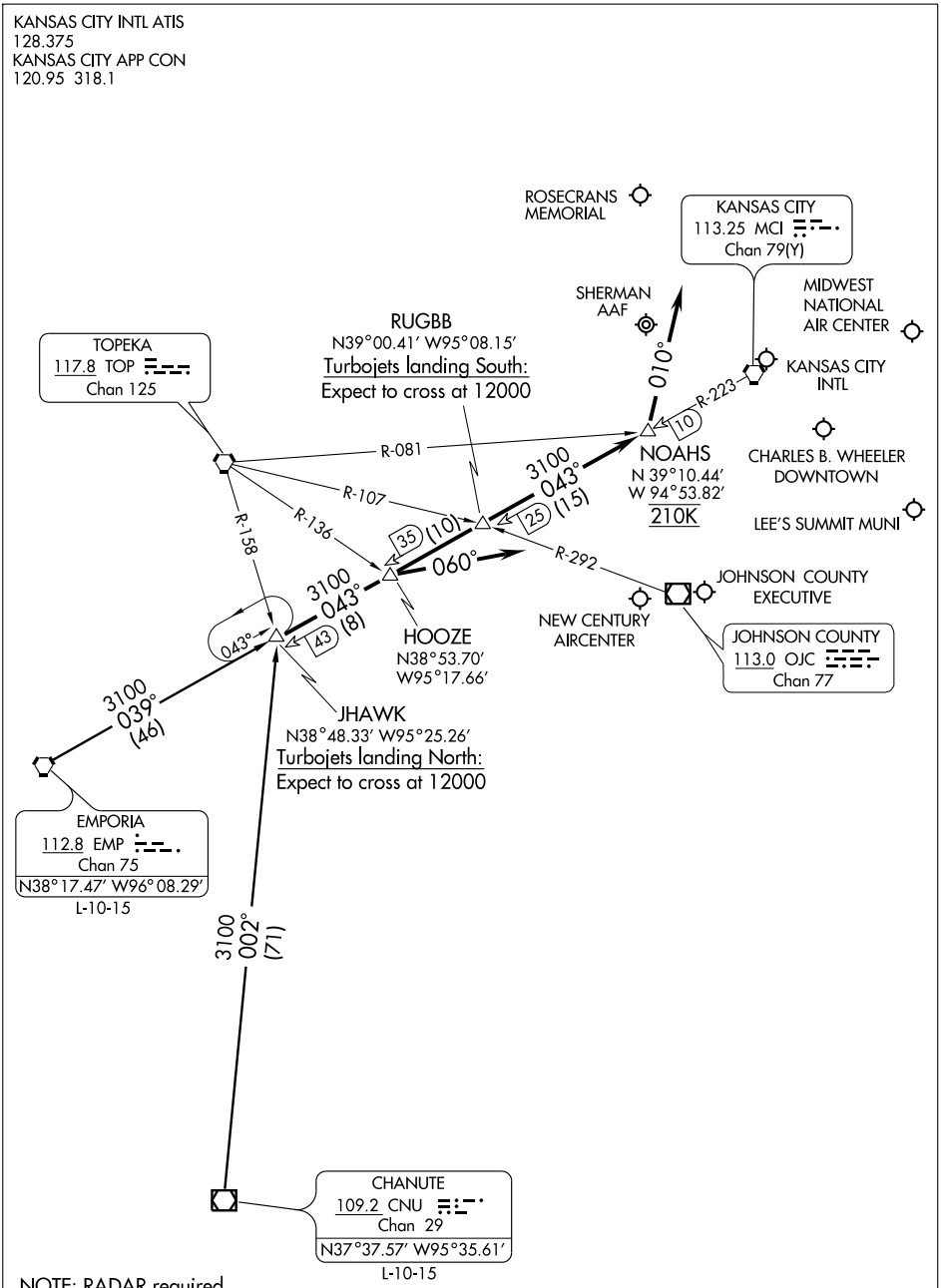
ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

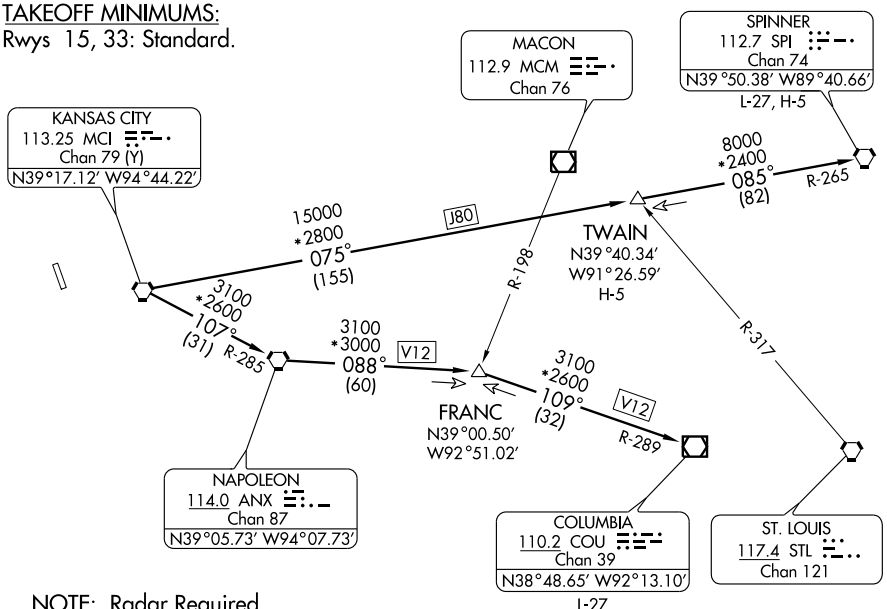
....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

KANSAS CITY DEP CON
124.7 318.1

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.



NOTE: Radar Required.
NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:
Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL.
Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/879' MSL. Levee187 feet from DER, on centerline, 35' AGL/782' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM RN	APP CRS	Rwy Idg	5905
416	316°	TDZE	769
		Apt Elev	772

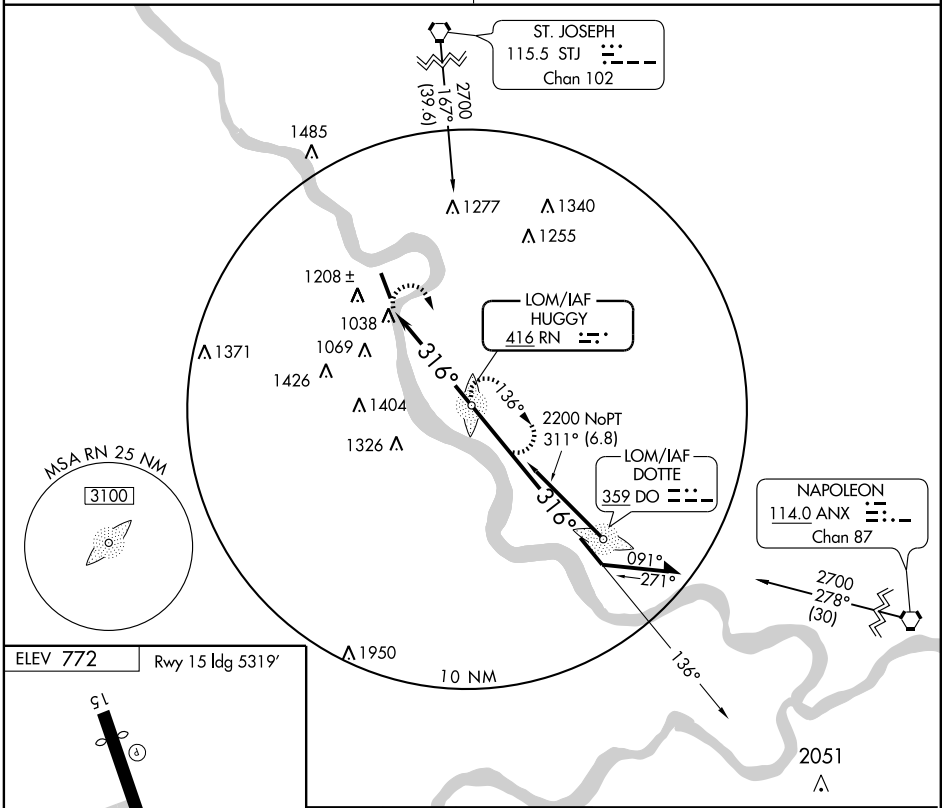
NDB RWY 33
SHERMAN AAF (FLV)

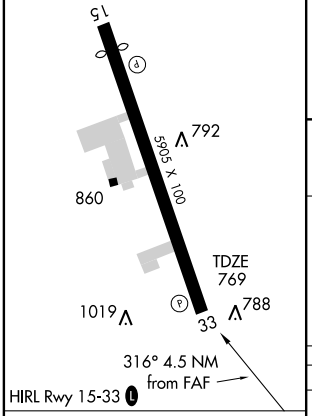
Use Kansas City Intl altimeter setting.
Circling not authorized west of Rwy 15-33.
NA

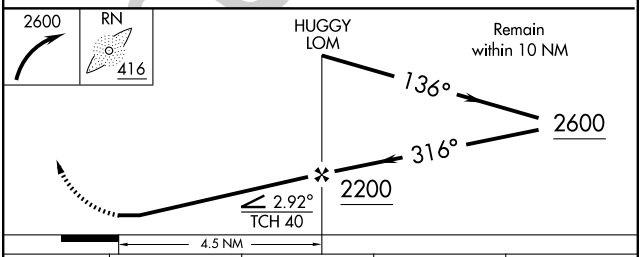
MISSED APPROACH: Climbing right turn to 2600 direct to RN LOM and hold.

KANSAS CITY APP CON
124.7 318.1

CTAF
126.2 L ★







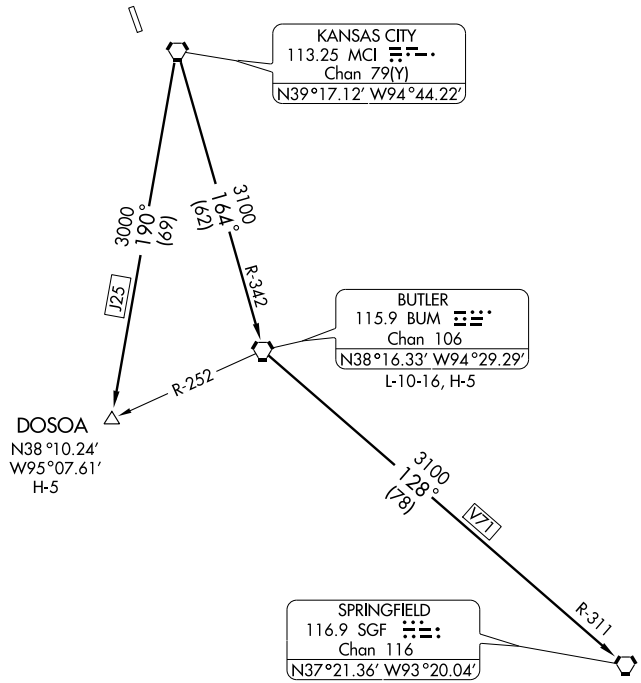
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-33	1520-1 751 (800-1)	1520-1¼ 751 (800-1¼)	1520-2¼ 751 (800-2¼)	NA
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5319
155°	TDZE	772
	Apt Elev	772

RNAV (GPS) RWY 15

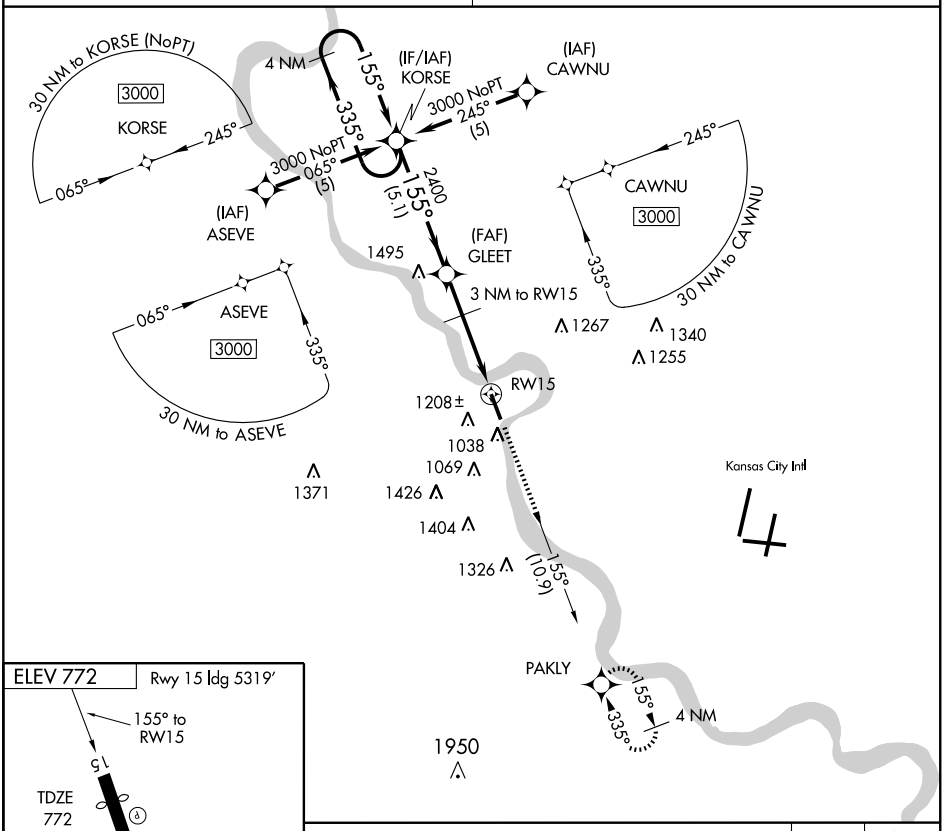
SHERMAN AAF (FLV)

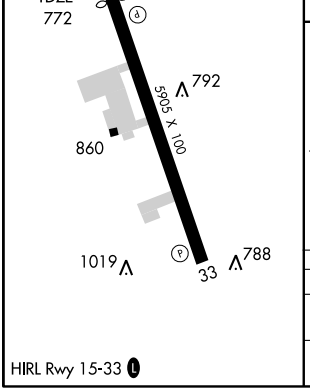
DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

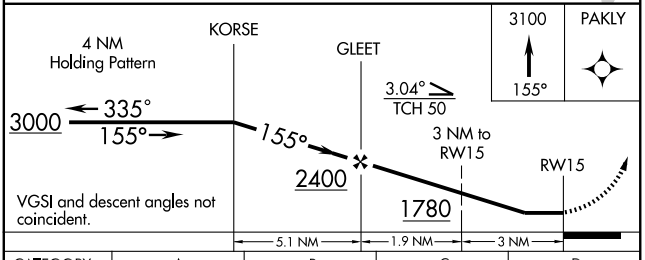
NA

MISSED APPROACH: Climb to 3100 via 155° course to PAKLY WP and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 L ★







CATEGORY	A	B	C	D
LNAV MDA	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA
CIRCLING	1520-1 748 (800-1)	1520-1¼ 748 (800-1¼)	1520-2¼ 748 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

SHERMAN AAF (FLV)

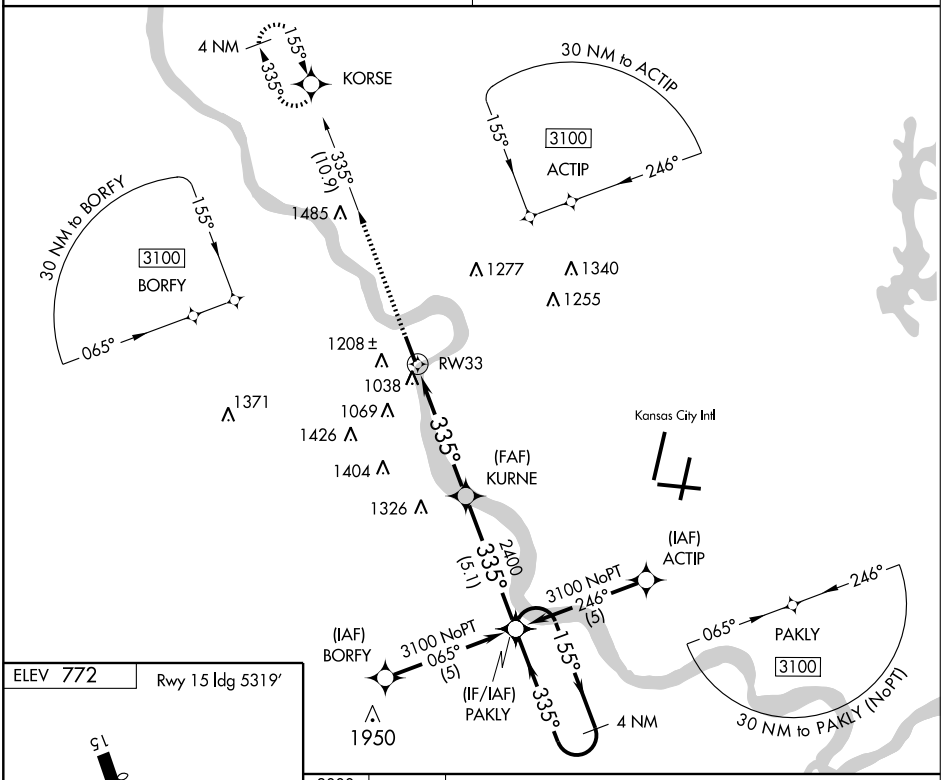
APP CRS	Rwy Idg	5905
335°	TDZE	769
	Apt Elev	772

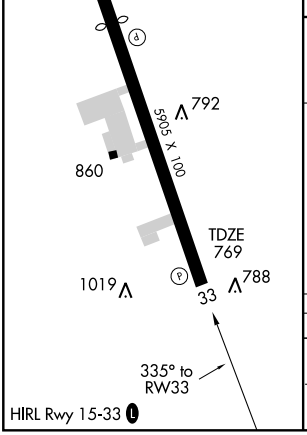
DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

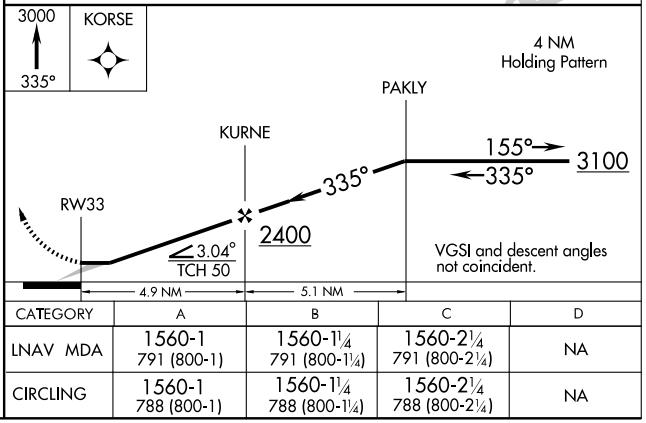
NA

MISSED APPROACH: Climb to 3000 via 335° course to KORSE WP and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 L ★







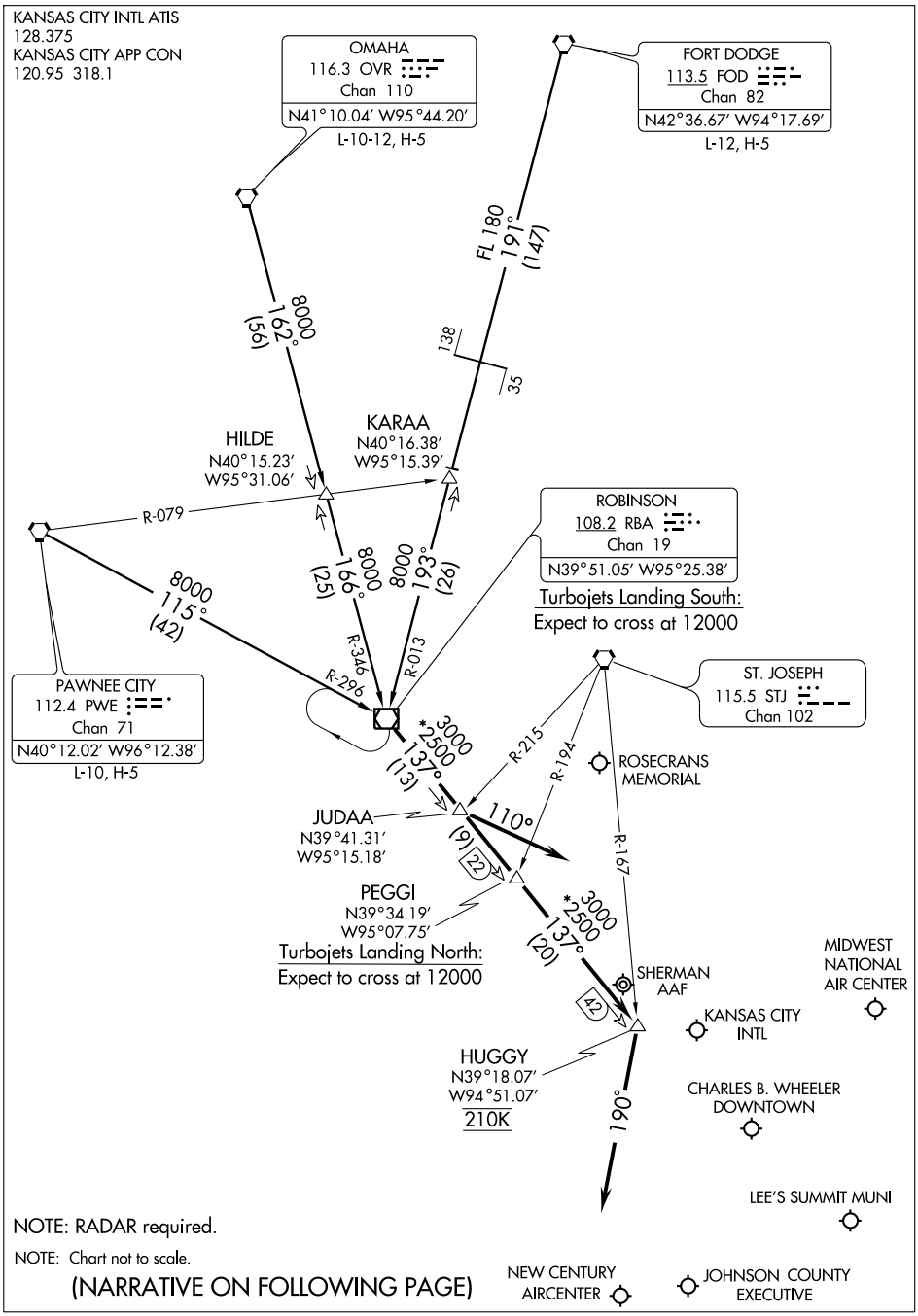
CATEGORY	A	B	C	D
LNAV MDA	1560-1 791 (800-1)	1560-1¼ 791 (800-1¼)	1560-2¼ 791 (800-2¼)	NA
CIRCLING	1560-1 788 (800-1)	1560-1¼ 788 (800-1¼)	1560-2¼ 788 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

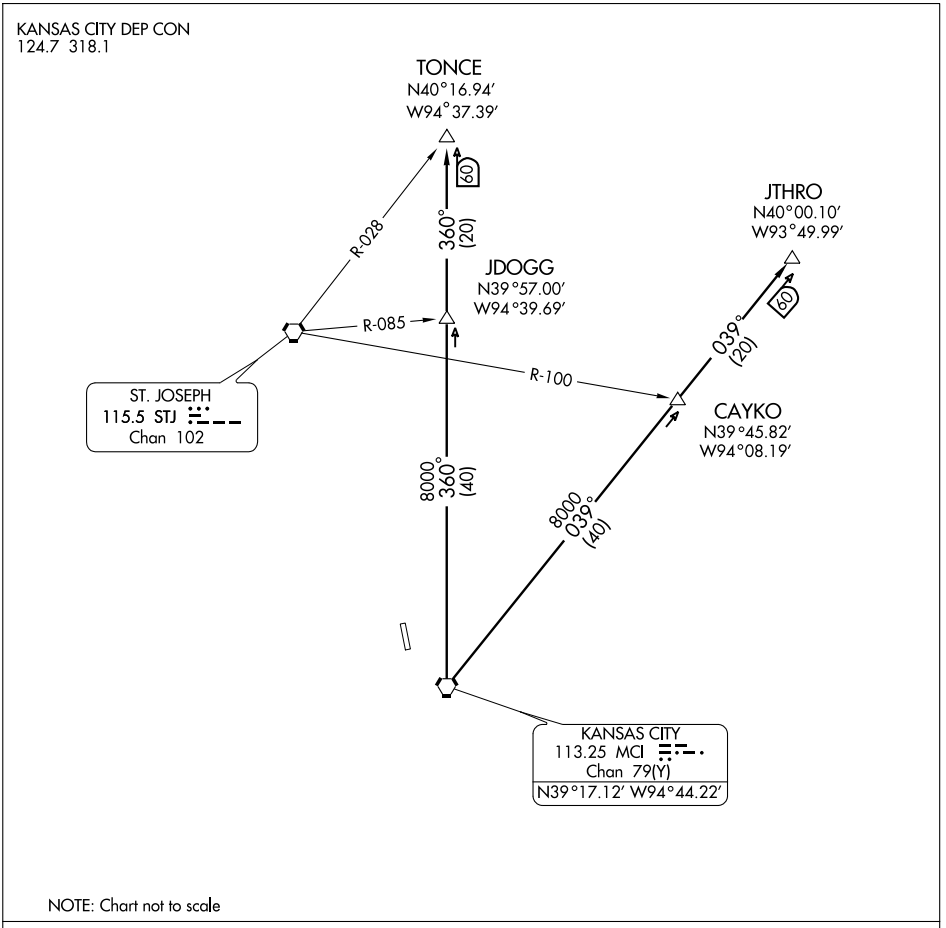
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

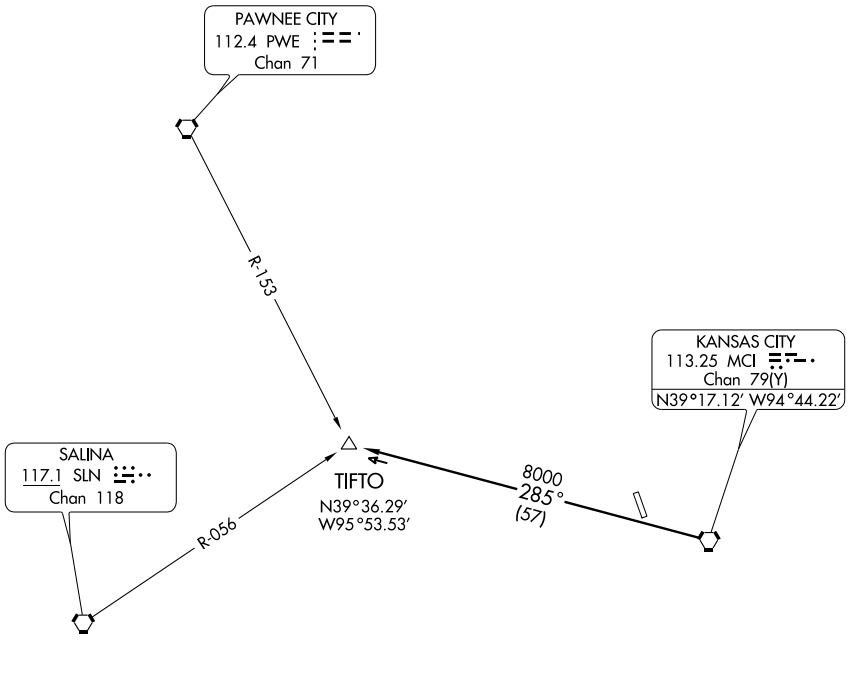
TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TIFTO TWO DEPARTURE

SL-152 (FAA)

KANSAS CITY DEP CON
124.7 318.1



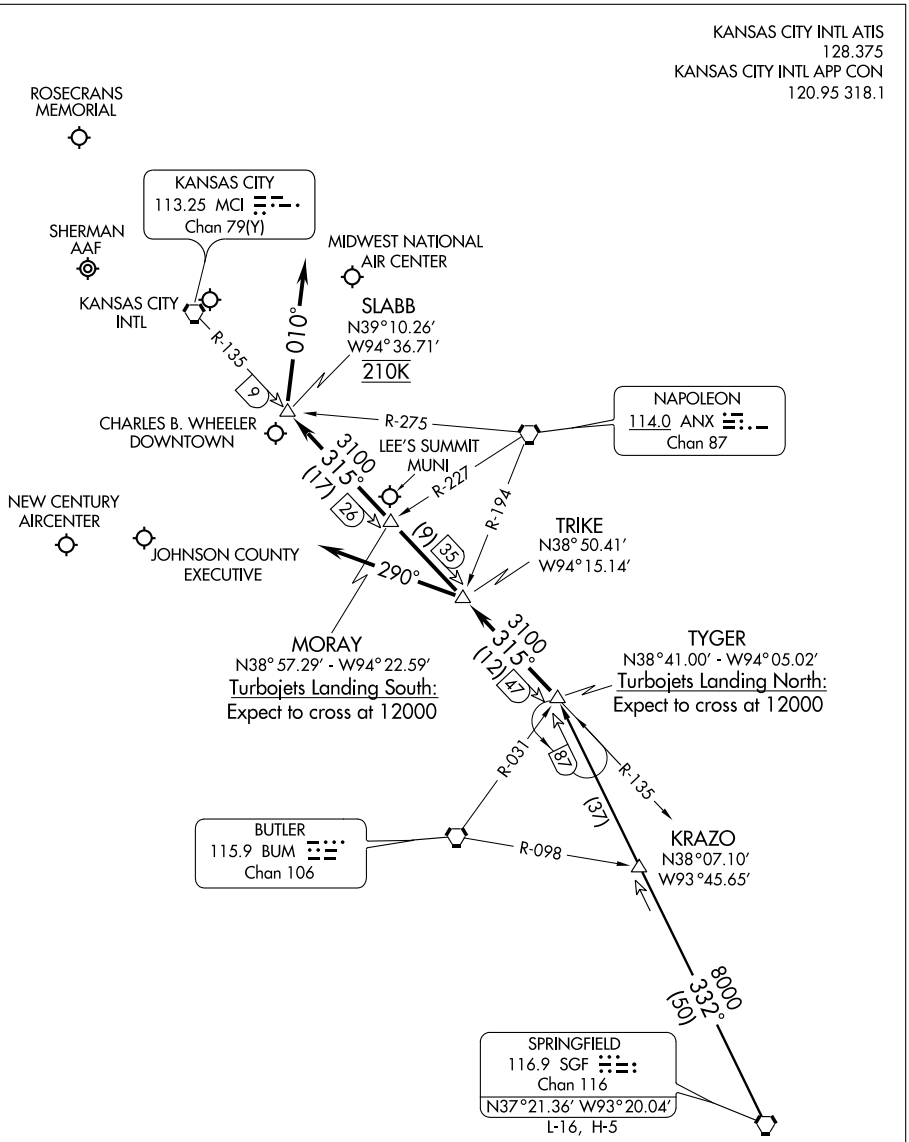
NOTE: Chart not to scale

NC-2, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MCI	APP CRS	Rwy Idg	N/A
113.25	296°	TDZE	N/A
Chan 79(Y)		Apt Elev	772

VOR/DME-A

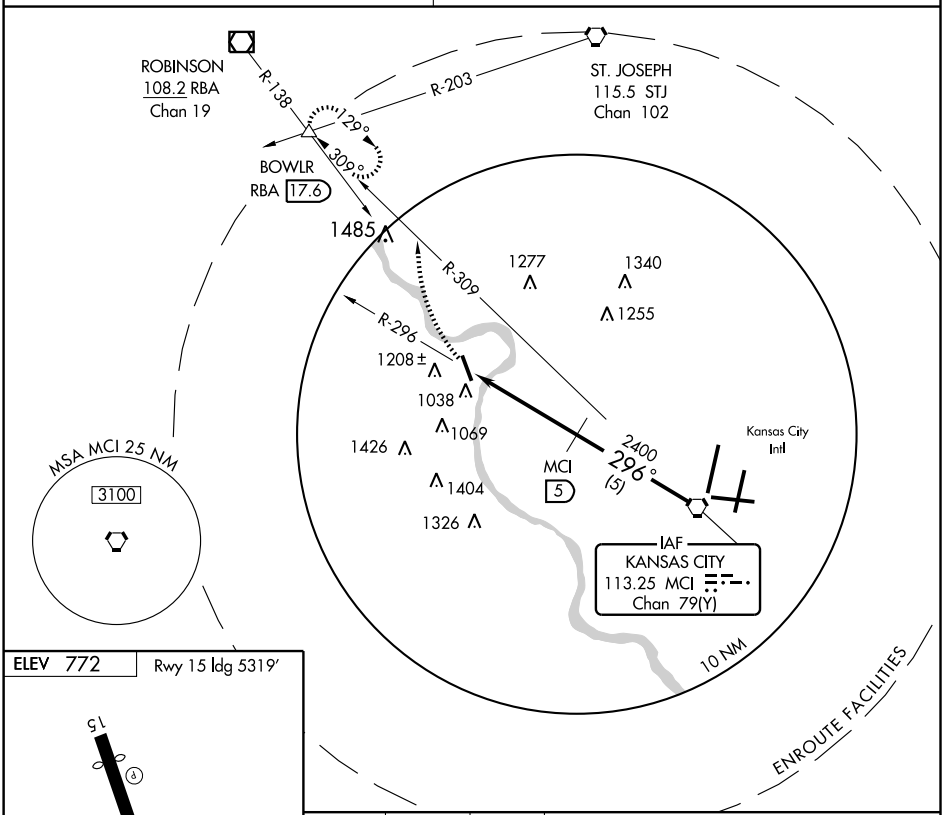
SHERMAN AAF (FLV)

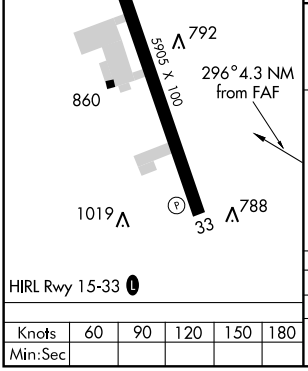
Use Kansas City Intl altimeter setting.
Circling NA West of Rwy 15-33

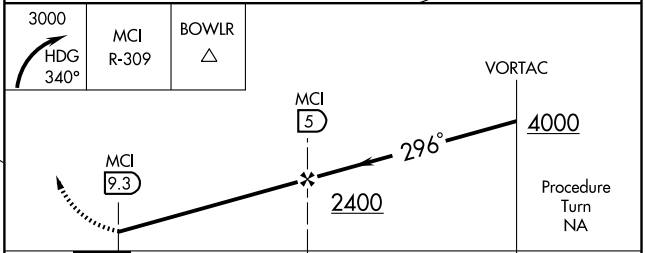
NA

MISSED APPROACH: Climbing right turn to 3000 via heading 340° and MCI R-309 to BOWLR Int and hold.

KANSAS CITY APP CON	CTAF
124.7 318.1	126.2 L ★





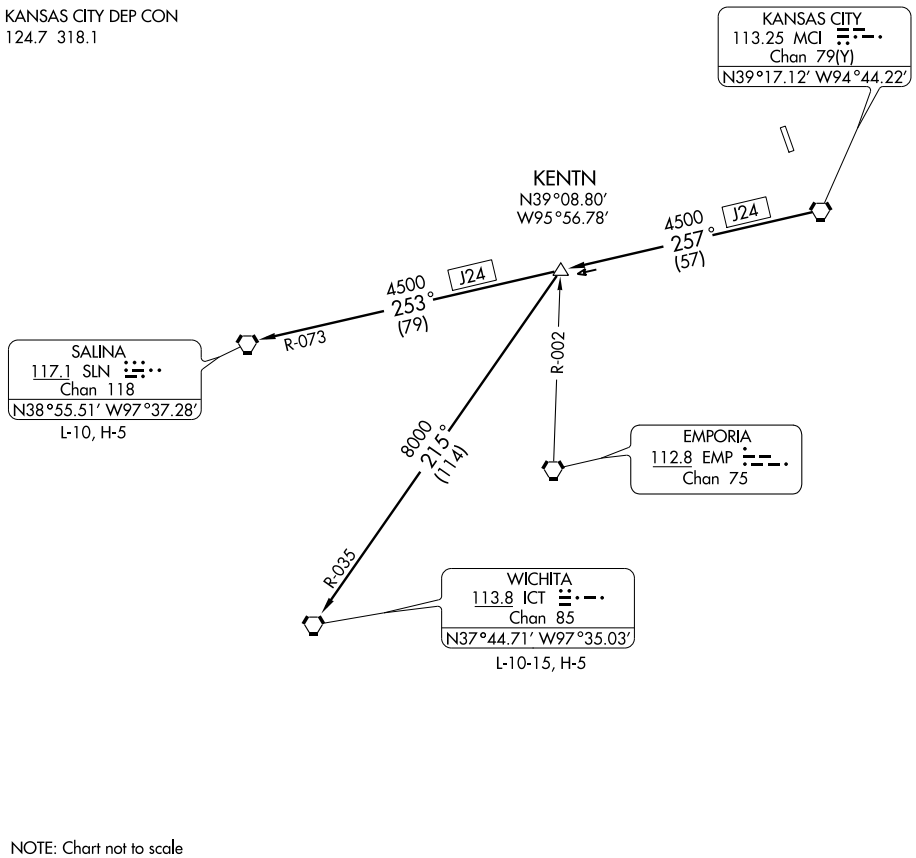


HIRL Rwy 15-33 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
KANSAS CITY INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1440-1 668 (700-1)		1440-1¾ 668 (700-1¾)	1500-2¼ 728 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SMITH CENTER MUNI (K82) 1 SW UTC−6(−5DT) N39°45.66′ W98°47.61′ **WICHITA**
1799 B **FUEL** 100LL NOTAM FILE ICT **L–10H**
RWY 17–35: H3601X50 (ASPH) S–4 LIRL 0.3% up N **IAP**
RWY 35: Thld dsplcd 101′. Road.
RWY 14–32: 2453X75 (TURF)
RWY 32: Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–2453 TODA–2453 ASDA–2453 LDA–2453
RWY 17: TORA–3601 TODA–3601 ASDA–3500 LDA–3601
RWY 32: TORA–2453 TODA–2453 ASDA–2453 LDA–2453
RWY 35: TORA–3601 TODA–3601 ASDA–3601 LDA–3500
AIRPORT REMARKS: Attended on call. For arpt attendant call 785–282–6588 or 758–282–5837. For fuel call 785–282–6555. Rwy 14–32 banks of six thld lgts indicate VFR only.
WEATHER DATA SOURCES: AWOS–3 118.45 (785) 282–3552.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 254° 24.8 NM to fld. 1880/10E.

STAFFORD MUNI (3TA) 3 W UTC−6(−5DT) N37°57.50′ W98°39.02′ **WICHITA**
1886 B NOTAM FILE ICT
RWY 17–35: 2560X100 (TURF) LIRL
RWY 17: Road. **RWY 35:** Highway.
RWY 13–31: 1900X80 (TURF)
RWY 13: Fence. **RWY 31:** Road.
RWY 03–21: 1580X260 (TURF)
RWY 21: Road.
AIRPORT REMARKS: Unattended. Rwy 13–31 first 700′ of Rwy 31 wet and soft after rain. Rwy 17–35 first 1200′ of Rwy 35 soft and wet after rain.
COMMUNICATIONS: CTAF 122.9

STANTON CO MUNI (See JOHNSON)

STILWELL

HILLSIDE (63K) 4 NE UTC−6(−5DT) N38°49.28′ W94°36.57′ **KANSAS CITY**
1025 NOTAM FILE COU
RWY 17–35: 2000X56 (TURF–GRVL)
RWY 17: Trees. Rgt tfc. **RWY 35:** Thld dsplcd 150′. Road.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. First 600′ Rwy 35 CLOSED indef. Trees and uneven terrain both sides of rwy. Trees in apch zones. +10′ earth embankment midfield, W edge of rwy.
COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (ØS2) 3 SW UTC−6(−5DT) N39°22.68′ W99°17.73′ **WICHITA**
1973 B NOTAM FILE ICT
RWY 17–35: 3500X240 (TURF) MIRL
RWY 17: P–line. **RWY 35:** Pole.
AIRPORT REMARKS: Unattended. Several holes located on rwy. For MIRL Rwy 17–35 key 122.9 5 times.
COMMUNICATIONS: CTAF 122.9

STROTHER FLD (See WINFIELD–ARKANSAS CITY)

APP CRS	Rwy Idg	3601
158°	TDZE	1796
	Apt Elev	1799

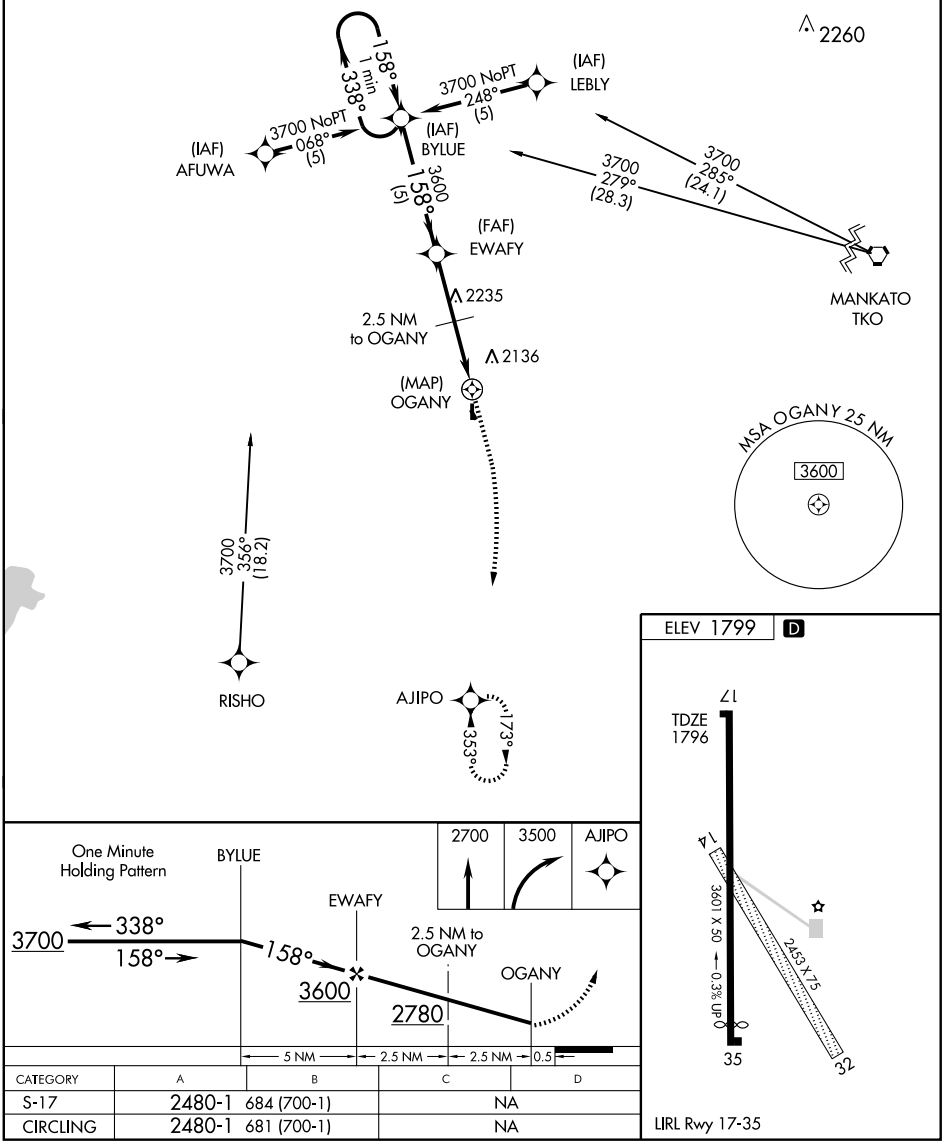
GPS RWY 17

SMITH CENTER MUNI (K82)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing right turn to 3500 direct AJIPO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	2480-1	684 (700-1)	NA	
CIRCLING	2480-1	681 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3500
353°	TDZE	1792
	Apt Elev	1799

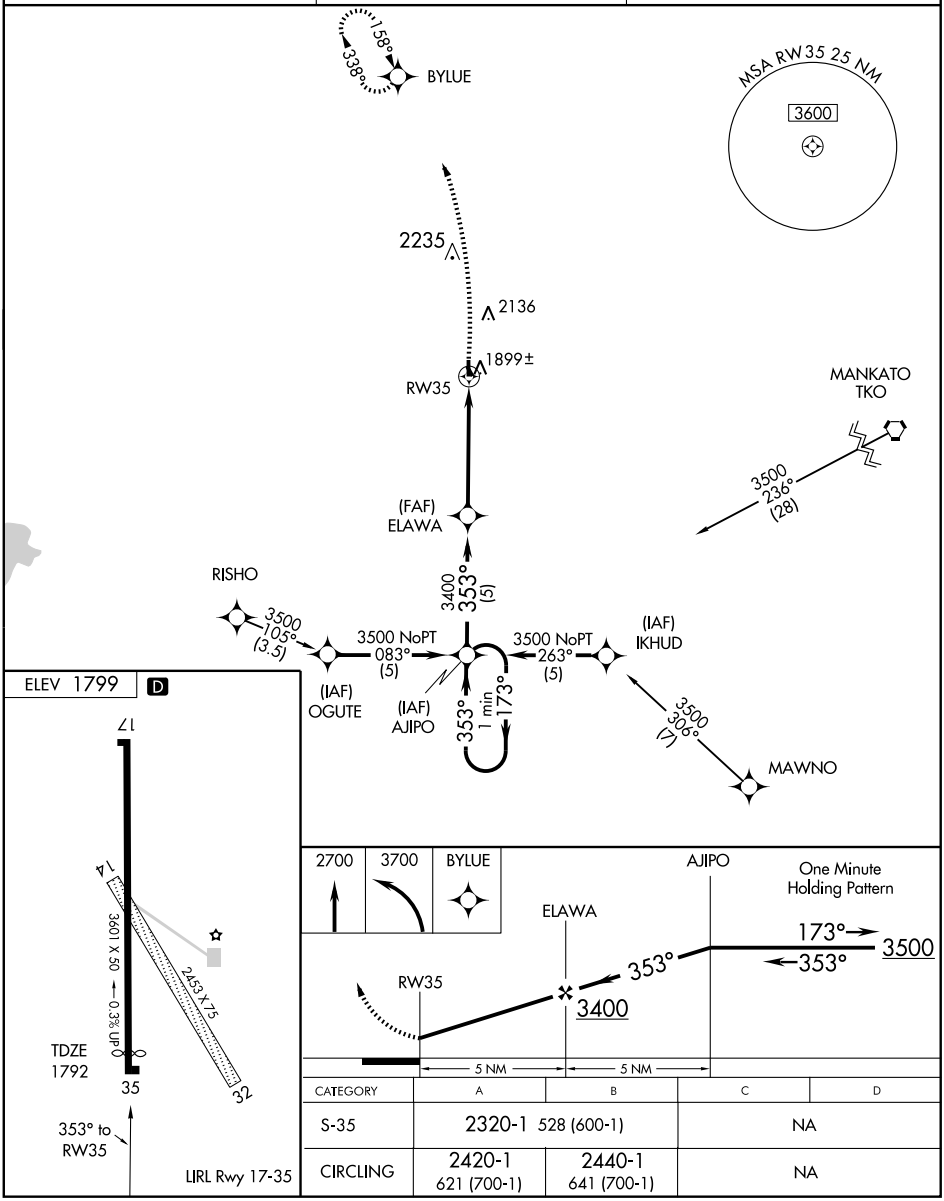
GPS RWY 35

SMITH CENTER MUNI (K82)

NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 3700 direct BYLUE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2320-1 528 (600-1)		NA	
CIRCLING	2420-1 621 (700-1)	2440-1 641 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC TKO 109.8 Chan 35	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 1799

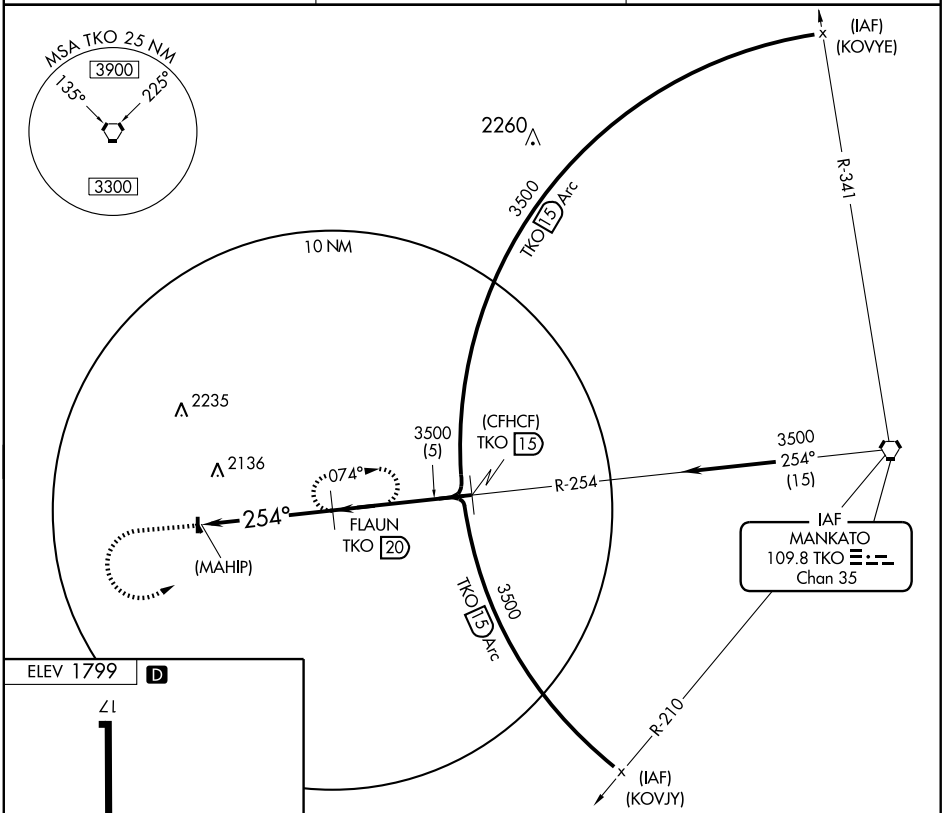
VOR/DME or GPS-A

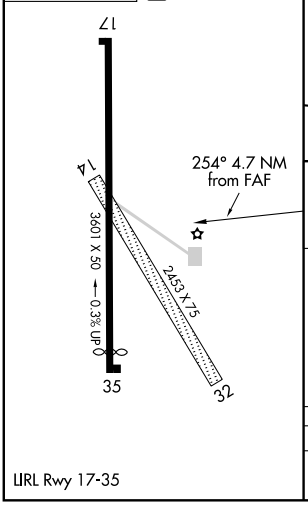
SMITH CENTER MUNI (K82)

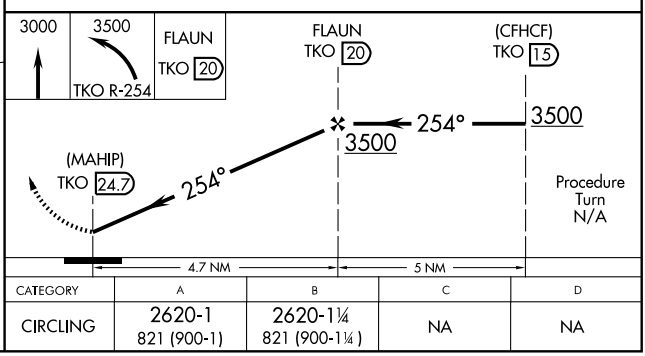
NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 via TKO R-254 to FLAUN/20 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.450	119.4 278.8	122.8 (CTAF)





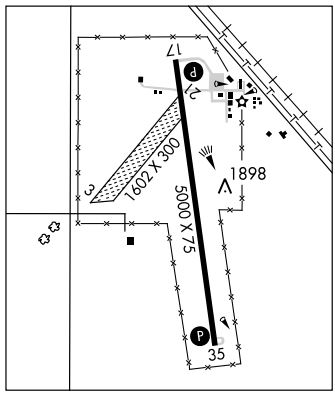


CATEGORY	A	B	C	D
CIRCLING	2620-1 821 (900-1)	2620-1¼ 821 (900-1¼)	NA	NA

LIRL Rwy 17-35

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RUSSELL MUNI (RSL) 2 SE UTC−6(−5DT) N38°52.28′ W98°48.69′ **WICHITA**
1862 B S4 **FUEL** 100LL NOTAM FILE RSL **H–5B, L–10H**
RWY 17–35: H5000X75 (CONC) S–30, D–30 MIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Railroad.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 03–21: 1602X300 (TURF)
RWY 03: Trees. **RWY 21:** Antenna.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡ Sat and Sun on call. After hrs fuel avbl by credit card or calling 785–483–6911. Rwy 03–21 marked with half barrels on posts painted black and yellow. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, and REIL Rwy 17 and Rwy 35.—CTAF.
WEATHER DATA SOURCES: ASOS 128.325 (785) 483–5770.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.6 (WICHITA RADIO)
KANSAS CITY CENTER APP/DEP CON 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HYS.
HAYS (L) VORTACW 110.4 HYS Chan 41 N38°50.86′ W99°16.61′ 076° 21.9 NM to fld. 1990/10E.
HIWAS.

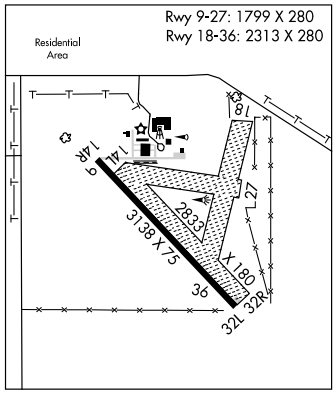


SABETHA MUNI (K83) 1 E UTC−6(−5DT) N39°54.25′ W95°46.77′ **KANSAS CITY**
1330 B **FUEL** 100LL NOTAM FILE ICT **L–10I**
RWY 01–19: H3100X40 (ASPH) S–6 LIRL
RWY 01: Pole.
RWY 12–30: 1440X70 (TURF)
RWY 12: Bldg. **RWY 30:** P–line.
AIRPORT REMARKS: Unattended. For fuel 785–284–2158/2113. Rwy 01–19 end lgts 2′ fm thld. Rwy 12–30 sfc rough above buried drain pipe at midfield. Rwy 12–30 usable width limited to 70′ distance between exposed culvert ends at midfield. Culvert ends marked with yellow and black posts. Rwy 30 p–line marked with red balls.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ROBINSON (L) VORW/DME 108.2 RBA Chan 19 277° 16.8 NM to fld. 1126/4E.

ST FRANCIS N39°43.62′ W101°45.89′ NOTAM FILE ICT. **WICHITA**
NDB (MHW) 386 SYF 315° 2.5 NM to Cheyenne Co Muni. **L–10G**

ST FRANCIS

CHEYENNE CO MUNI (SYF) 1 S UTC−6(−5DT) N39°45.66′ W101°47.76′ **WICHITA**
3413 B **FUEL** 100LL NOTAM FILE ICT **L–10G**
RWY 14R–32L: H3138X75 (CONC) MIRL 0.7% up SW **IAP**
RWY 14R: Trees.
RWY 14L–32R: 2833X180 (TURF) 0.6% up SW
RWY 14L: Trees.
RWY 18–36: 2313X280 (TURF) 1.2% up S
RWY 18: Fence.
RWY 09–27: 1799X280 (TURF) 0.3% up E
RWY 27: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡, Sat 1400–1800Z‡. For svc call 785–332–2251. Parachute Jumping. ACTIVATE MIRL Rwy 14R–32L—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.925 (785) 332–2691.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.5
RADIO AIDS TO NAVIGATION: NOTAM FILE GLD.
GOODLAND (H) VORTACW 115.1 GLD Chan 98 N39°23.27′ W101°41.54′
336° 22.9 NM to fld. 3650/12E. **HIWAS.**
ST FRANCIS NDB (MHW) 386 SYF N39°43.62′ W101°45.89′
315° 2.5 NM to fld. NOTAM FILE ICT.



NDB SYF 386	APP CRS 314°	Rwy Idg 3138 TDZE 3411 Apt Elev 3411

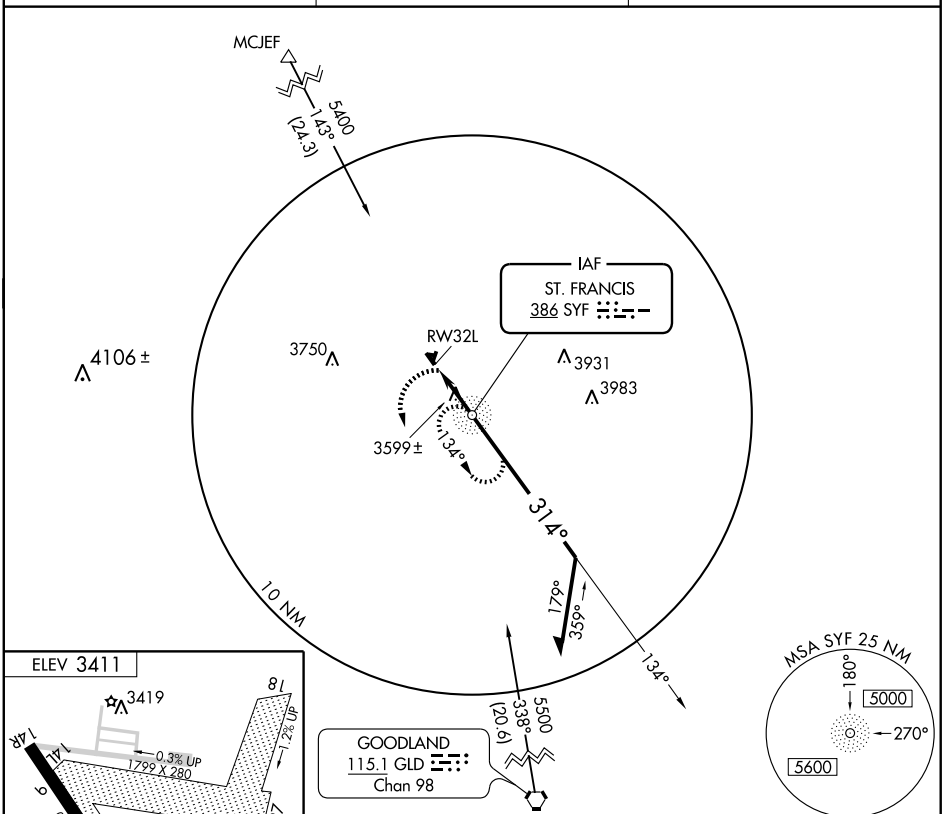
NDB or GPS RWY 32L

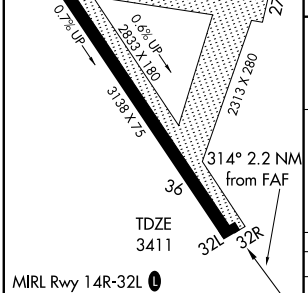
ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)

NA — Use Goodland, KS altimeter setting.

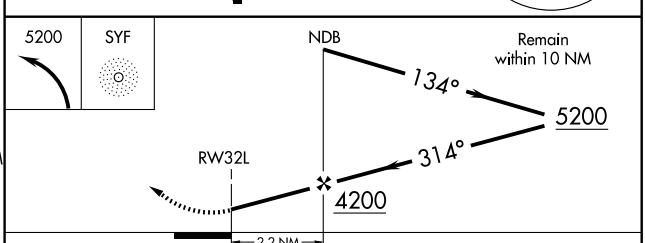
MISSED APPROACH: Climbing left turn to 5200 direct SYF NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
118.925	132.5 379.15	122.8 (CTAF) L





FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44



CATEGORY	A	B	C	D
S-32L	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA
CIRCLING	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SUBLETTE FLYING CLUB (19S) 1 NE UTC−6(−5DT) N37°29.81′ W100°49.97′ **WICHITA**
2908 NOTAM FILE ICT **L–10G, 15C**
RWY 17–35: H4500X60 (ASPH) LIRL
RWY 35: Fence.
RWY 08–26: 2300X100 (TURF)
RWY 26: Tower.
AIRPORT REMARKS: Unattended. Lgtd 150′ grain elevator south of Rwy 08–26. Be alert for 2 drainage pipes crossing twy to Rwy 35. Rwy 17–35 chain link fence south; apch ratio 20:1.
COMMUNICATIONS: CTAF 122.9 **UNICOM** 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LBL.
LIBERAL (H) VORTAC 112.3 LBL Chan 70 N37°02.66′ W100°58.27′ 003° 27.6 NM to fld. 2891/11E.
HIWAS.

SYRACUSE–HAMILTON CO MUNI (3K3) 1 N UTC−7(−6DT) N37°59.50′ W101°44.78′ **WICHITA**
3326 B S2 **FUEL** 100LL NOTAM FILE ICT **L–10G, 15B**
RWY 18–36: H4600X75 (CONC) S–30, D–30 MIRL **IAP**
RWY 18: PAPI(P4L)—GA 3.0° TCH 35′. P–line. Rgt tfc. **RWY 36:** PAPI(P4L)—GA 3.20° TCH 44′. Tower.
RWY 13–31: H3000X40 (ASPH) MIRL
RWY 31: Thld dsplcd 355′. Road. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For attendant after hours call 620–384–5835. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (620) 384–5869.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 133.4
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.
LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83′ W102°41.27′ 093° 46.3 NM to fld. 3944/12E.

TOPEKA N39°08.23′ W95°32.95′ NOTAM FILE TOP. **KANSAS CITY**
(L) VORTACW 117.8 TOP Chan 125 215° 5.4 NM to Phillip Billard Muni. 1070/5E. **L–10I**
RCO 122.45 (WICHITA RADIO)

WAAS	APP CRS	Rwy Idg	4600
CH 77619	183°	TDZE	3326
W18A		Apt Elev	3326

RNAV (GPS) RWY 18

SYRACUSE-HAMILTON COUNTY MUNI (3K3)

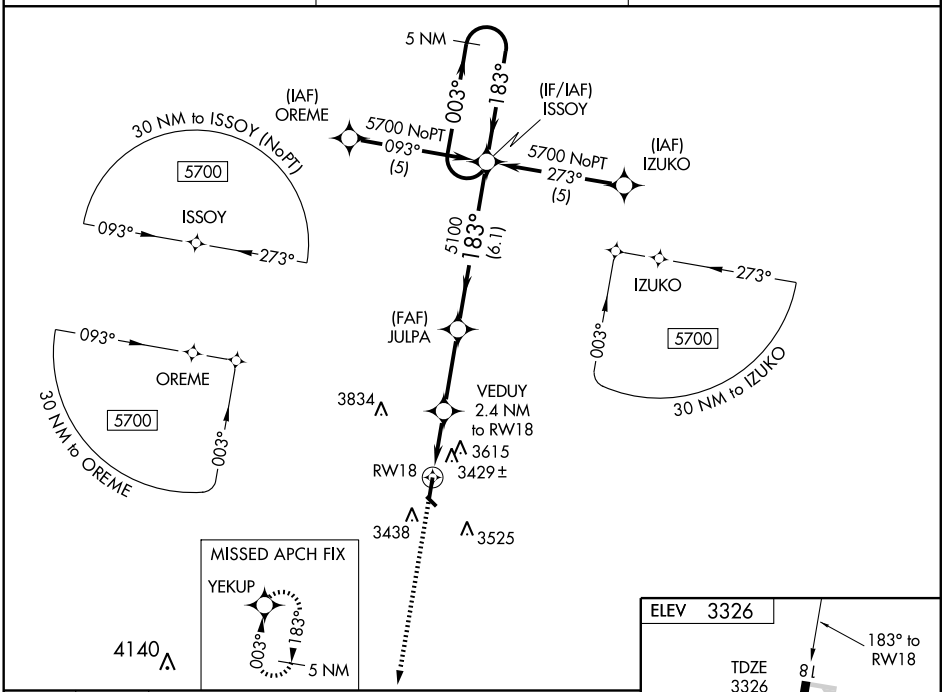
Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

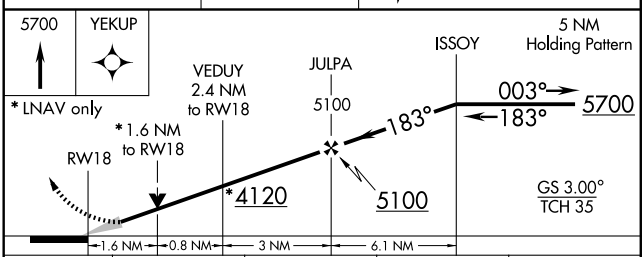
When local altimeter setting not received, use Lamar altimeter setting and increase all DA 157 feet and all MDA 160 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ¾ mile.

VDP NA when using Lamar altimeter setting. Circling to Rwy 13/31 NA at night.

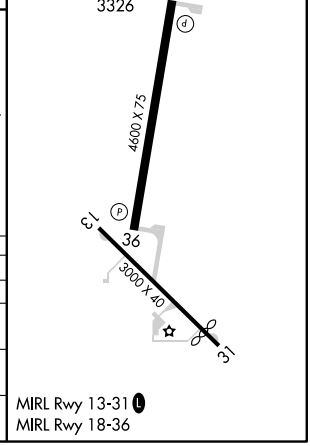
MISSED APPROACH: Climb to 5700 direct YEKUP and hold.

AWOS-3	DENVER CENTER	UNICOM
119.975	133.4 377.175	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3576-1 250 (300-1)			NA
LNAV/VNAV DA	3939-2¼ 613 (700-2¼)			NA
LNAV MDA	3860-1 534 (600-1)		3860-1½ 534 (600-1½)	NA
CIRCLING	3860-1 534 (600-1)	3980-1 654 (700-1)	3980-1¾ 654 (700-1¾)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4600
CH 42619	003°	TDZE	3318
W36A		Apt Elev	3326

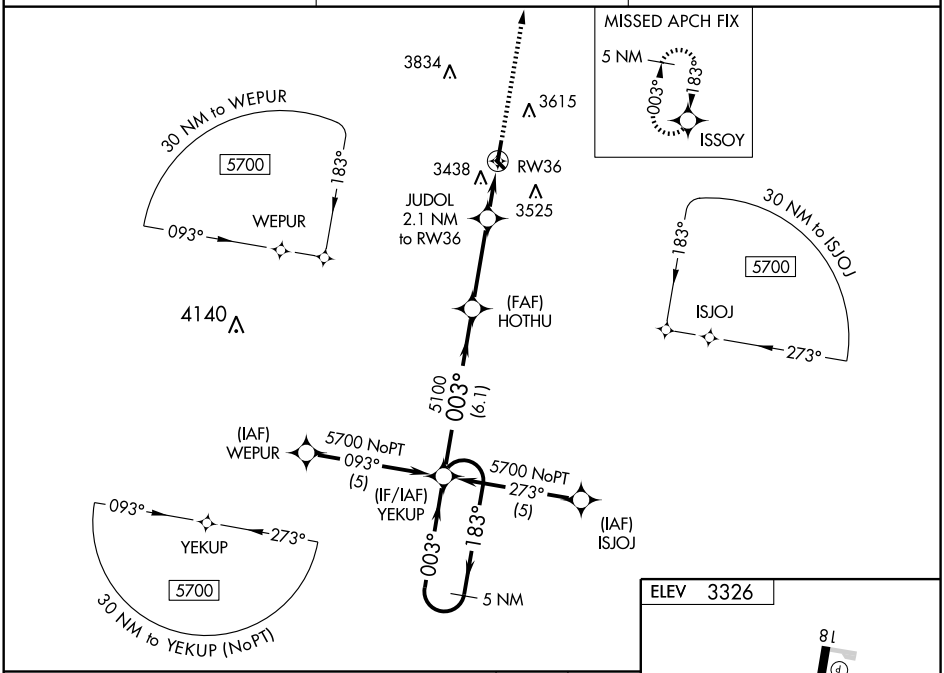
RNAV (GPS) RWY 36

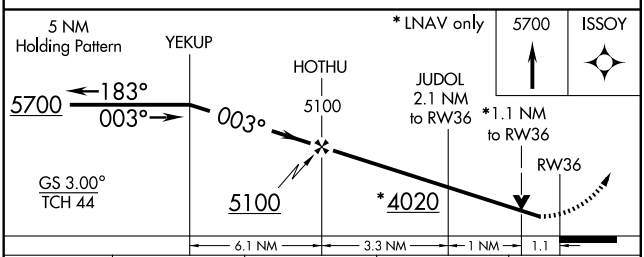
SYRACUSE-HAMILTON COUNTY MUNI (3K3)

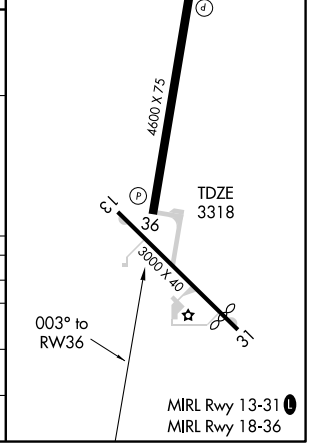
Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. Circling to Rwy 13-31 NA at night.
VDP NA with Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA 157 feet and all MDA 160 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C and Circling Cat B visibility ¼ mile, and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 5700 direct ISSOY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.975	133.4 377.175	122.8 (CTAF) L







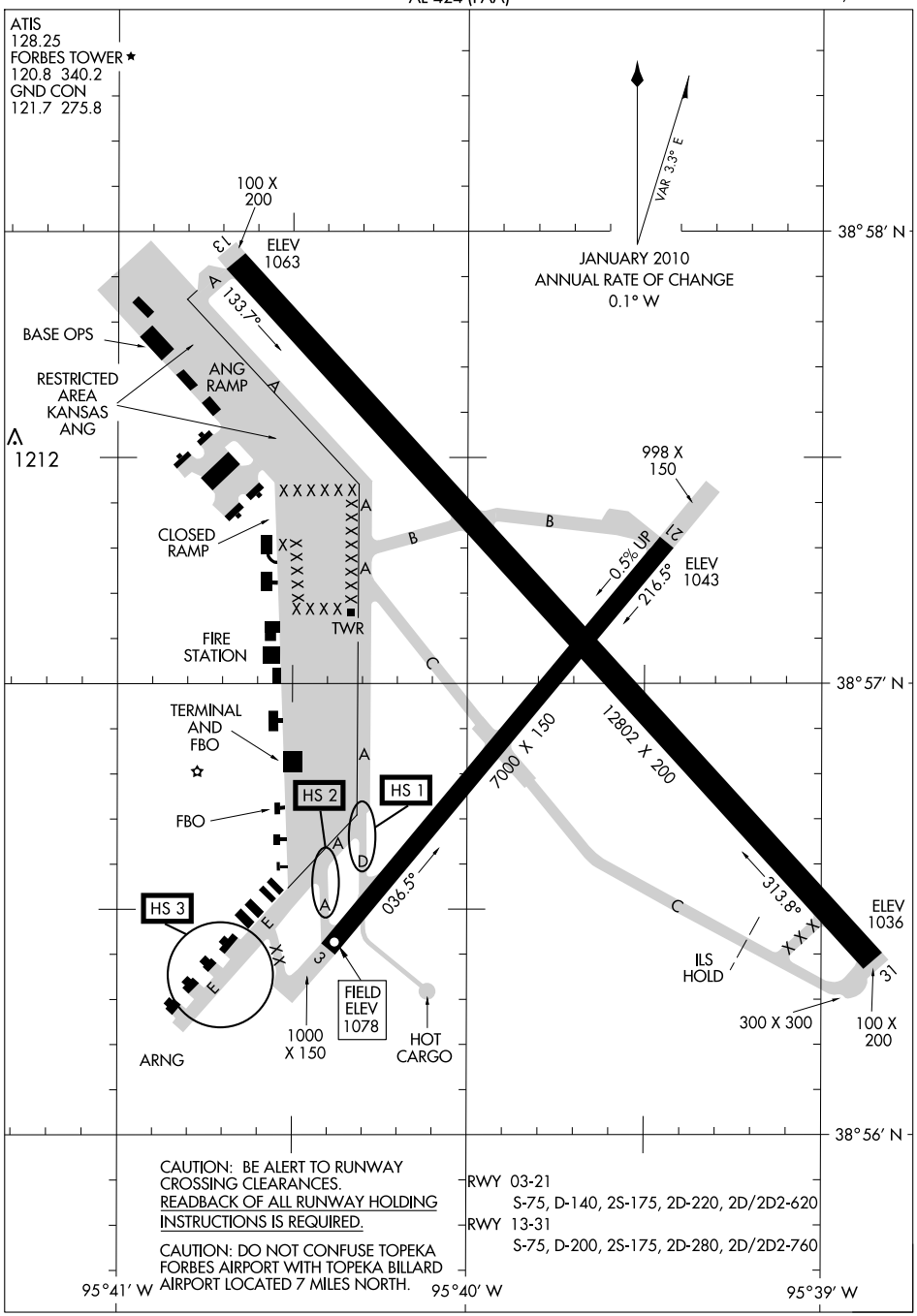
CATEGORY	A	B	C	D
LPV DA	3568-1 250 (300-1)			NA
LNAV/VNAV DA	3778-1¾ 460 (500-1¾)			NA
LNAV MDA	3740-1 422 (500-1)		3740-1¼ 422 (500-1¼)	NA
CIRCLING	3760-1 434 (500-1)	3980-1 654 (700-1)	3980-1¾ 654 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-424 (FAA)

TOPEKA/FORBES FIELD (FOE)
TOPEKA, KANSAS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: DO NOT CONFUSE TOPEKA FORBES AIRPORT WITH TOPEKA BILLARD AIRPORT LOCATED 7 MILES NORTH.

RWY 03-21
S-75, D-140, 2S-175, 2D-220, 2D/2D2-620
RWY 13-31
S-75, D-200, 2S-175, 2D-280, 2D/2D2-760

AIRPORT DIAGRAM

TOPEKA, KANSAS
TOPEKA/FORBES FIELD (FOE)

10266

NC-2, 21 OCT 2010 to 18 NOV 2010

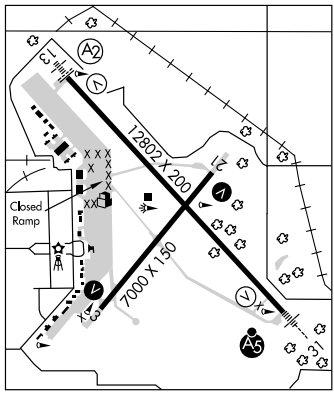
NC-2, 21 OCT 2010 to 18 NOV 2010

TOPEKA

FORBES FLD (FOE)(KFOE) CIV/MIL/ANG/ARNG 6 S UTC−6(−5DT) N38°57.06′ W95°39.82′ **KANSAS CITY H–5C, L–10I IAP, DIAP, AD**

1078 B S4 **FUEL** 100LL, JET A TPA—See Remarks AOE
Class IV, ARFF Index—See Remarks NOTAM FILE FOE

RWY 13–31: H12802X200 (CONC) S–75, D–200, 2S–175, 2D–280, 2D/2D2–760 PCN 77 R/D/W/T HIRL
RWY 13: SALS. REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree. Rgt tfc.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 57′. Tree.
RWY 03–21: H7000X150 (CONC) S–75, D–140, 2S–175, 2D–220, 2D/2D2–620 PCN 47 R/D/W/T MIRL 0.5% up SW
RWY 03: REIL VASI(V4L)—GA 3.0° TCH 51′. Rgt tfc.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 53′. Tree.



MILITARY SERVICE JASU 14(A/M32A–86D) 11 (A/M32A–95) 2(MC–1A)
FUEL J8(Mil) (NC–100LL, A). A+ (Million Air Topeka C785–862–0950/785–224–2899.) **FLUID** ADI SP LPOX LOX **OIL** O–128–148(Mil)—Avbl only in quart cans.

AIRPORT REMARKS: Attended 1145–0400Z‡. Large and small migratory birds on and invof arpt. Do not mistake Philip Billard Muni, located 7 NM N heading 010°, for Forbes Fld. Noise abatement: VFR tfc avoid overflight of housing area 2 NM W Rwy 13. TPA—2078(1000) for light (slow) acft and 2578(1500) heavy (fast) acft. PPR 24 hrs for unscheduled air carrier ops with more than 30 passengers seats, call arpt manager 785–862–2362. ARFF Index B, ARFF Index C level equipment avbl upon request. Rwy 31 touchdown rwy visual range avbl. When twr clsd ACTIVATE MIRL Rwy 03–21, VASI Rwy 03 and Rwy 21, HIRL Rwy 13–31, MALSR Rwy 31—CTAF.

MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Rmk. **RSTD** 24 hr PPR unscheduled operations with more than 30 passenger seats, call arpt manager C785–862–2362. **CAUTION:** Bird haz phase II Mar–May and Sep–Nov. **ANG** PPR for ANG ramp and svc DSN 720–4655/4663, not later than 72 hr prior. Base OPS, maintenance opr control and petrol, oils and lubricants avbl weekdays 1330–2200Z‡, clsd weekend and Federal holidays. Svc may be avbl other times. Acft park on ANG ramp, ctc WYLIE Ctl 20 min prior to ldg, advise on arrival and departure UHF 286.5. Ltd trans svc avbl at FBO. Tran maintenance and parts support (except KC–135R acft). No quarters avbl. Deicing fluid not avbl to tran acft. No fleet svc avbl. Oil (SOAP) sampling not avbl. No drag chute repack avbl. Precision measuring equipment laboratory (PMEL) pickup and delivery expect 1.5 hr delay. **ARNG** Opr Tue–Fri 1300–2300Z‡ except holidays, occasional Sat, Sun. Limited maintenance UH–60A. Trans Army acft ctc OPS C785–861–3825/3827. Army acft ctc ARNG OPS 41.70.

WEATHER DATA SOURCES: ASOS (C785) 862–8258. LAWRS.

COMMUNICATIONS: CTAF 120.8 **ATIS** 128.25 **UNICOM** 122.95
TOPEKA RCO 122.45 (WICHITA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 123.8 343.7
TOWER 120.8 340.2 (1145–0400Z‡) **GND CON** 121.7 275.8
ANG OPS 286.5 **ARNG OPS** 304.6 41.70

AIRSPACE: CLASS D svc 1145–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 201° 12.4 NM to fld. 1070/5E.
(L) TACAN Chan 53 FOE (111.6) N38°56.84′ W95°39.67′ at fld. 1043/5E. NOTAM FILE FOE.
Unmonitored. No NOTAM MP Wed 1530–1700Z‡.
TACAN unusable byd 30 NM blo 2500′.
RIPLY NDB (LOM) 326 FO N38°53.09′ W95°34.89′ 310° 5.5 NM to fld.
ILS/DME 110.1 I–FOE Chan 38 Rwy 31. Class IB. LOM RIPLY NDB. ILS unmonitored when twr clsd.

HI-TACAN RWY 13

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FOE Chan 53	138°	12,802	1065	1078

JAL-424 [USAF]

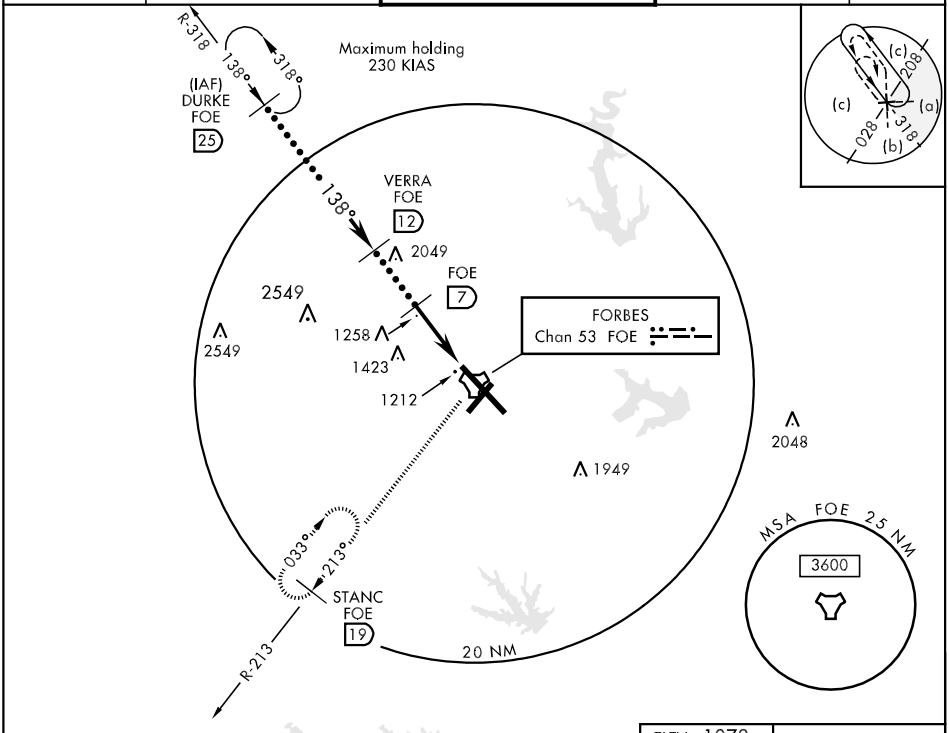
TOPEKA/FORBES FLD (KFOE)

* Inoperative table does not apply to CAT C.

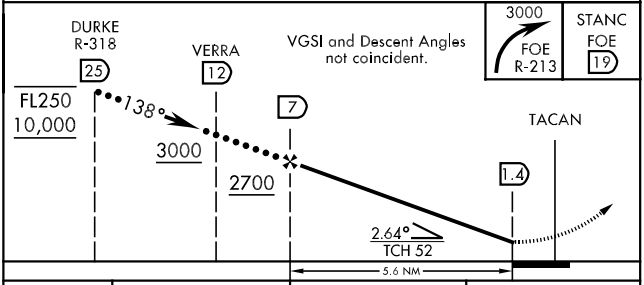
SALS A2

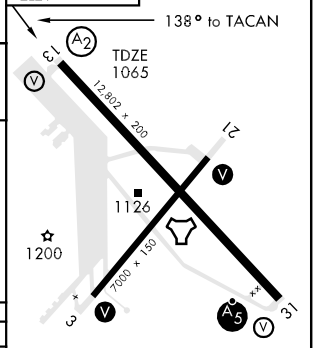
MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC/19 DME and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 L 340.2	121.7 275.8	



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-13 *	1500-1¼ 435 (500-1¼)	1500-1½ 435 (500-1½)	
CIRCLING	1580-1½ 501 (600-1½)	1640-2 561 (600-2)	1720-2¼ 641 (700-2¼)

MIRL Rwy 3-21 L
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
FOE Chan 53	304°	12,802	1037	1078

JAL-424 [USAF]

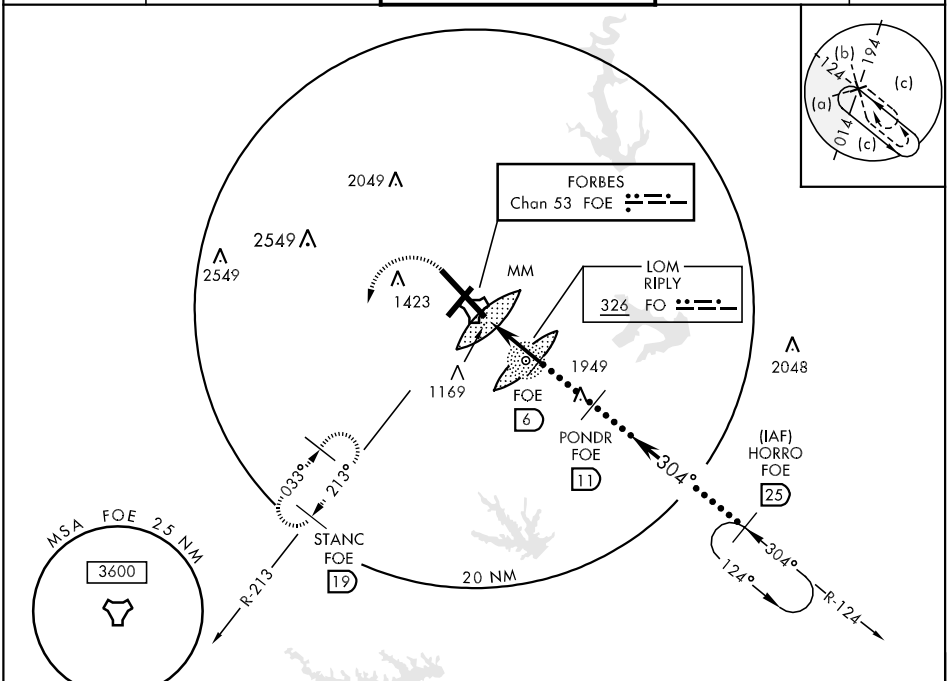
TOPEKA/FORBES FLD (KFOE)

* For inop MALSR, increase CAT D vis to 1¼ miles and CAT E vis to 1½ miles.

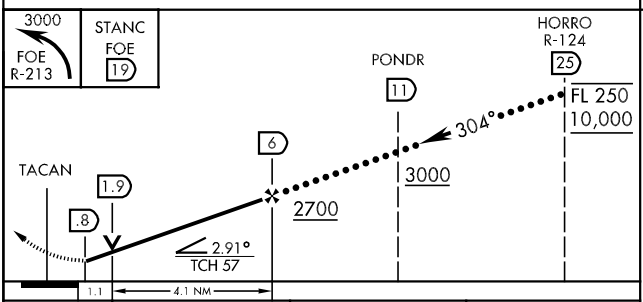
MALSR

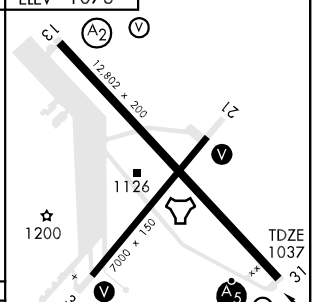
MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC/19 DME and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 L 340.2	121.7 275.8	



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-31 *	1460/40 423 (400-¾)	1460/50 423 (400-1)	
CIRCLING	1580-1½ 501 (600-1½)	1640-2 561 (600-2)	1720-2¼ 641 (700-2¼)

MIRL Rwy 3-21 L
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FOE 110.1 Chan 38	APP CRS 312°	Rwy Idg 12802 TDZE 1037 Apt Elev 1078

ILS or LOC RWY 31

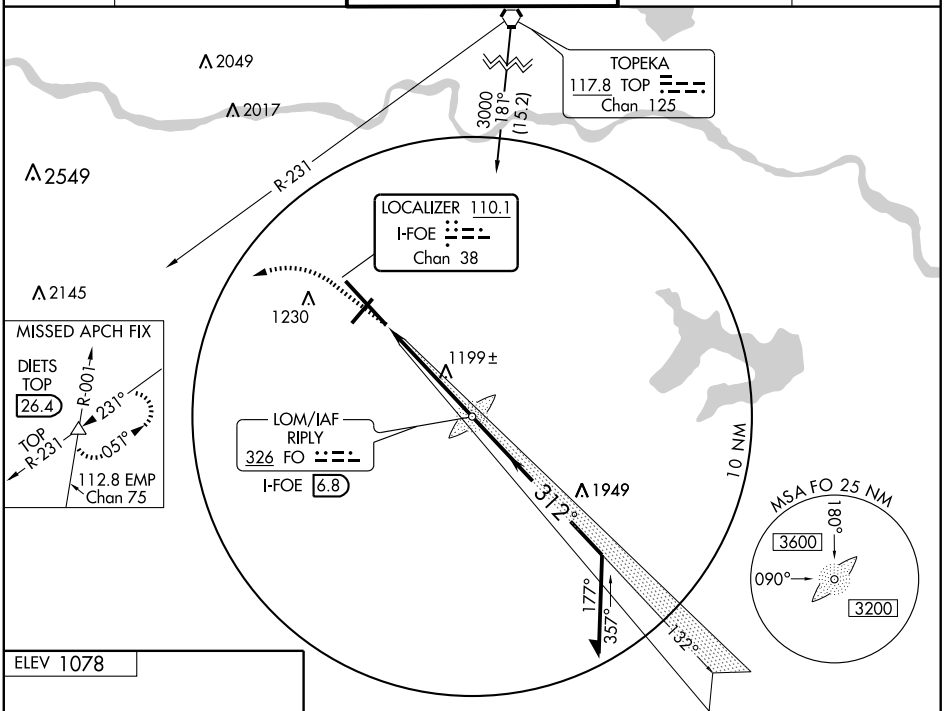
TOPEKA/ FORBES FIELD (FOE)

For inoperative MALSR, increase S-ILS 31 Cat E visibility to RVR 4000; and S-LOC Cat D visibility to RVR 6000, Cat E to 1½. * Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

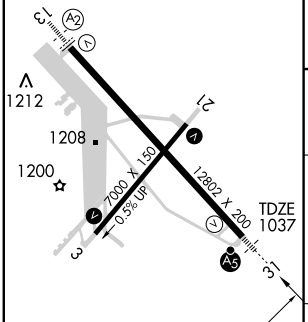
MALSR

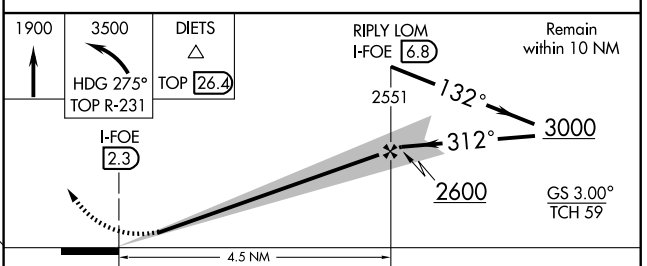
MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 via heading 275° and TOP R-231 to DIETS INT and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95



Cat E procedure turn NA, radar required.





CATEGORY	A	B	C	D	E
S-ILS 31	*1237/24 200 (200-½)				
S-LOC 31	1460/24 423 (400-½)		1460/40 423 (400-¾)	1460/50 423 (400-1)	
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM FO	APP CRS	Rwy Idg	12802
326	130°	TDZE	1065
		Apt Elev	1079

NDB RWY 13

TOPEKA/ FORBES FIELD (FOE)

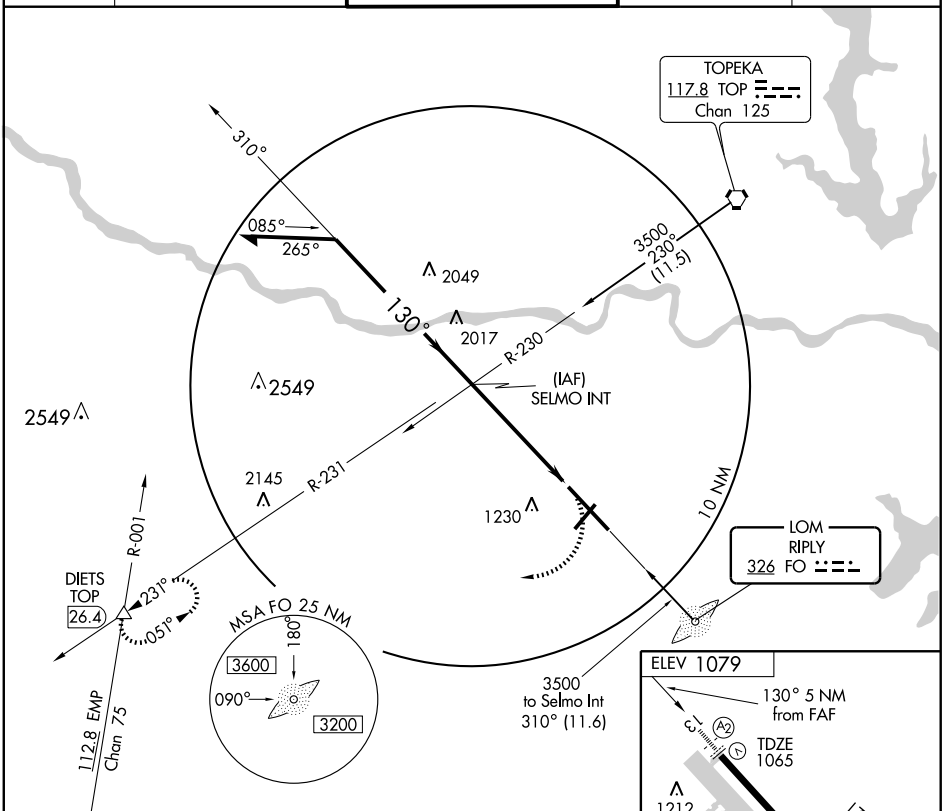
▼ Inoperative table does not apply to Cat. C.

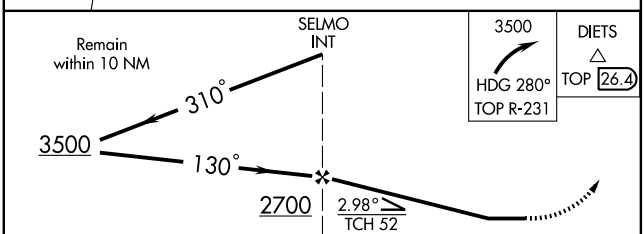
▲ NA

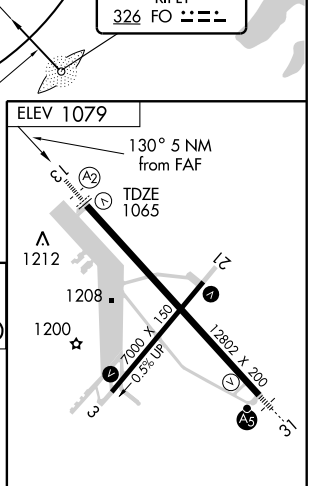
SALS (A2)

MISSED APPROACH: Climbing right turn to 3500 via heading 280° and TOP R-231 to DIETS Int and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
S-13	1580-¾ 515 (600-¾)		1580-1½ 515 (600-1½)	1580-1¾ 515 (600-1¾)
CIRCLING	1580-1 501 (600-1)		1580-1½ 501 (600-1½)	1640-2 561 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

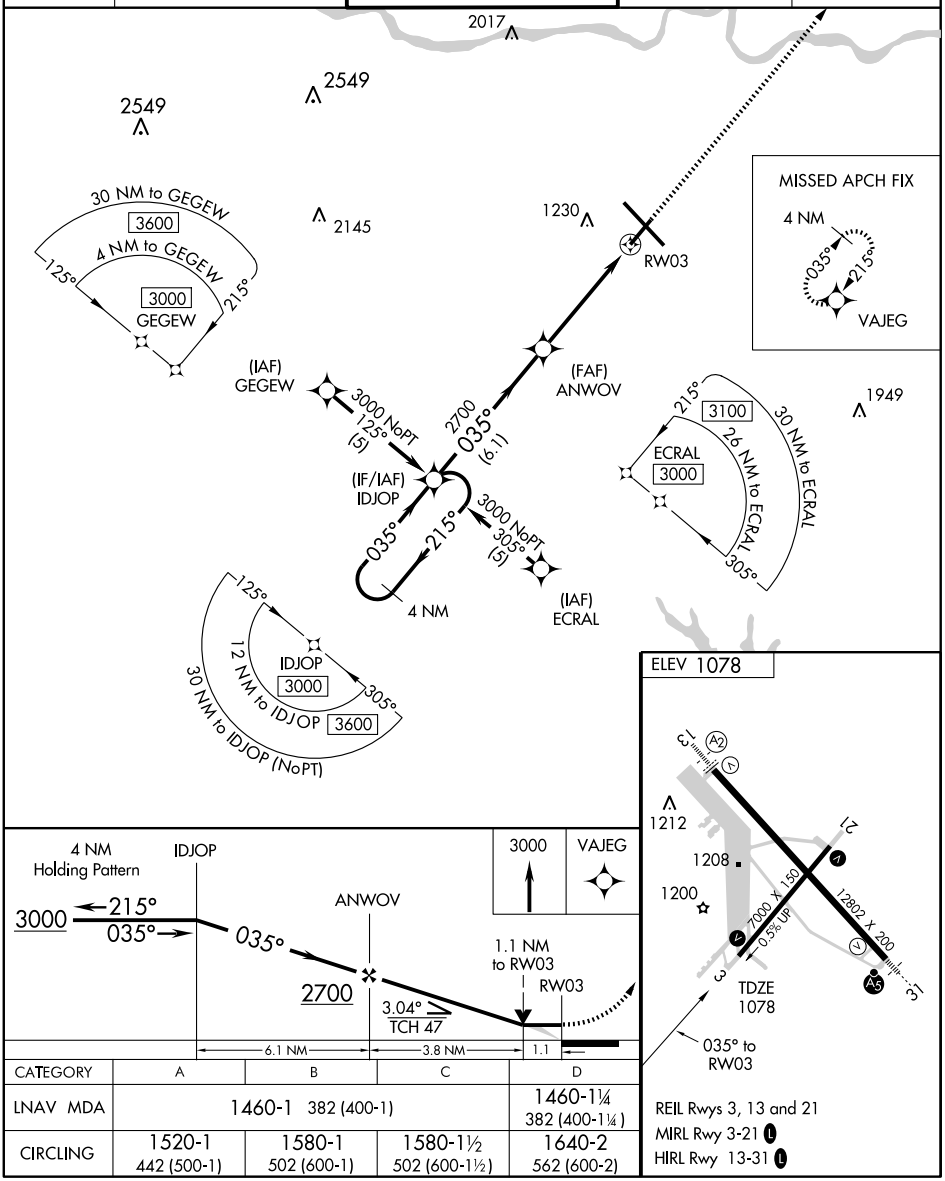
TOPEKA/ FORBES FIELD (FOE)

APP CRS	Rwy Idg	7000
035°	TDZE	1078
	Apt Elev	1078

▼ DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.
▲ When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VAJEG and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95



CATEGORY	A	B	C	D
LNAV MDA	1460-1 382 (400-1)			1460-1¼ 382 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

TOPEKA/FORBES FIELD (FOE)

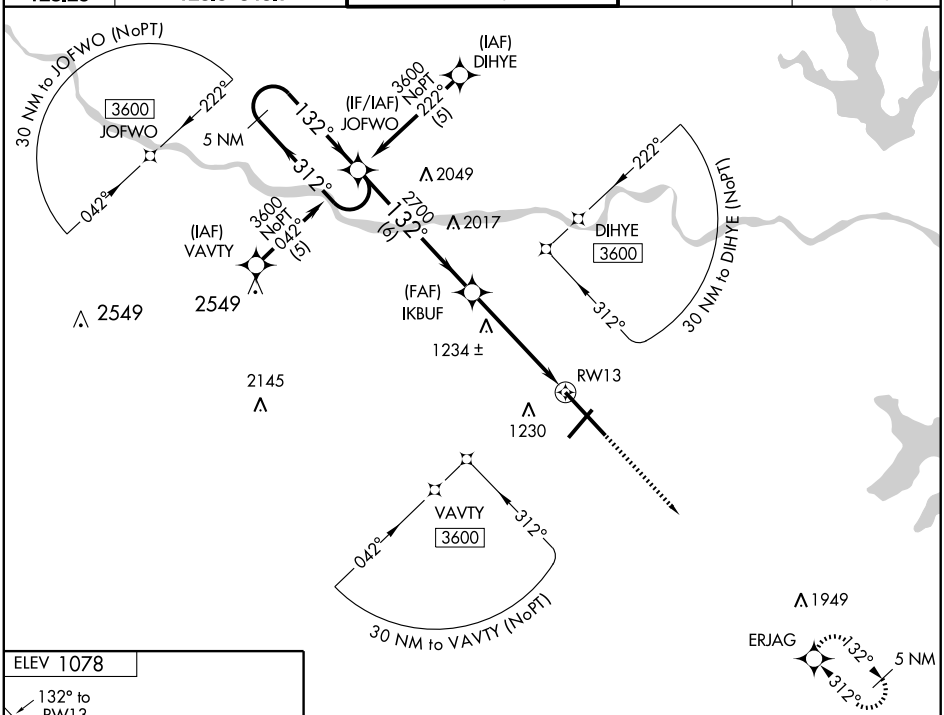
WAAS	APP CRS	Rwy Idg	12802
CH 66100	132°	TDZE	1065
W13A		Apt Elev	1078

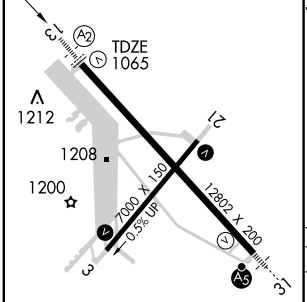
If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

SALS

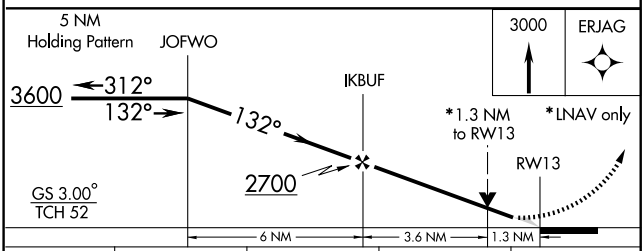
MISSED APPROACH: Climb to 3000 direct ERJAG and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95





REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1315-¾ 250 (300-¾)			
LNAV/VNAV DA	1505-1½ 440 (500-1½)			
LNAV MDA	1540-¾ 475 (500-¾)		1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)
CIRCLING	1540-1½ 462 (500-1½)	1580-1½ 502 (600-1½)		1640-2 562 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS		
215°	Rwy Idg	7000
	TDZE	1047
	Apt Elev	1078

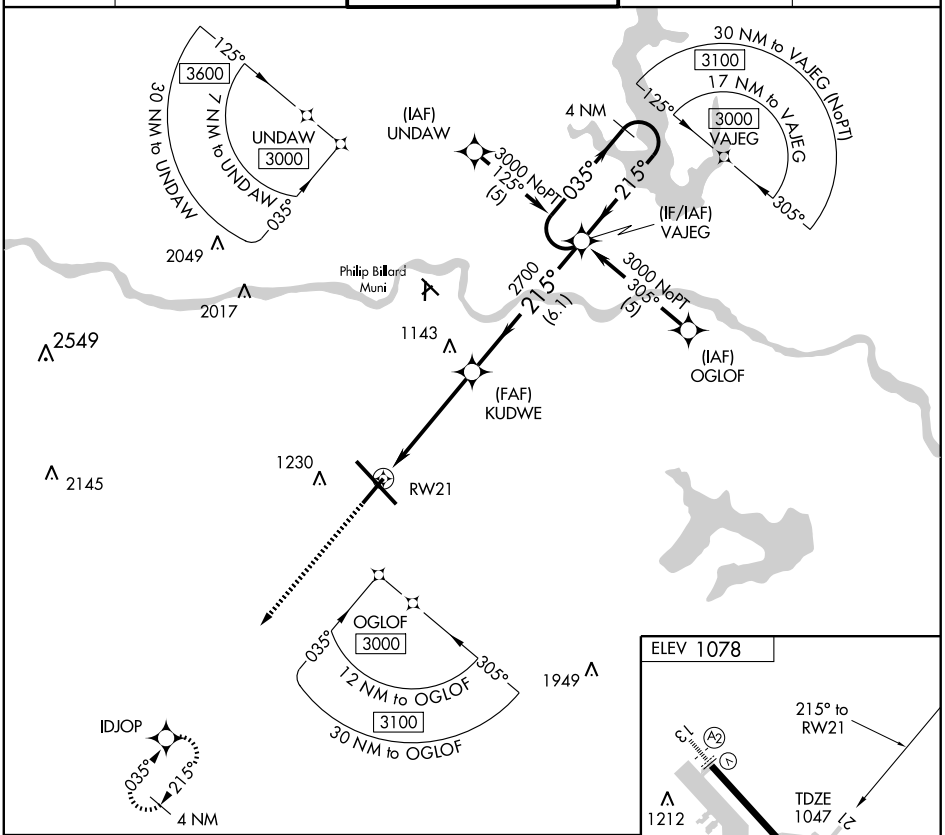
RNAV (GPS) RWY 21

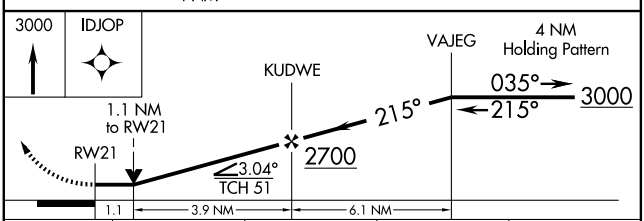
TOPEKA/ FORBES FIELD (FOE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

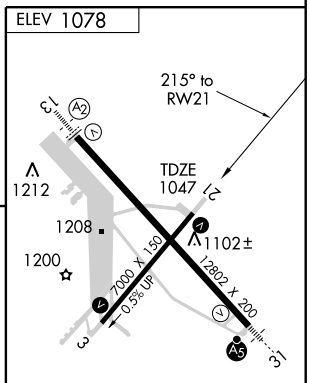
MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)



REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 12802
CH 78399	312°	TDZE 1037
W31A		Apt Elev 1078

RNAV (GPS) RWY 31

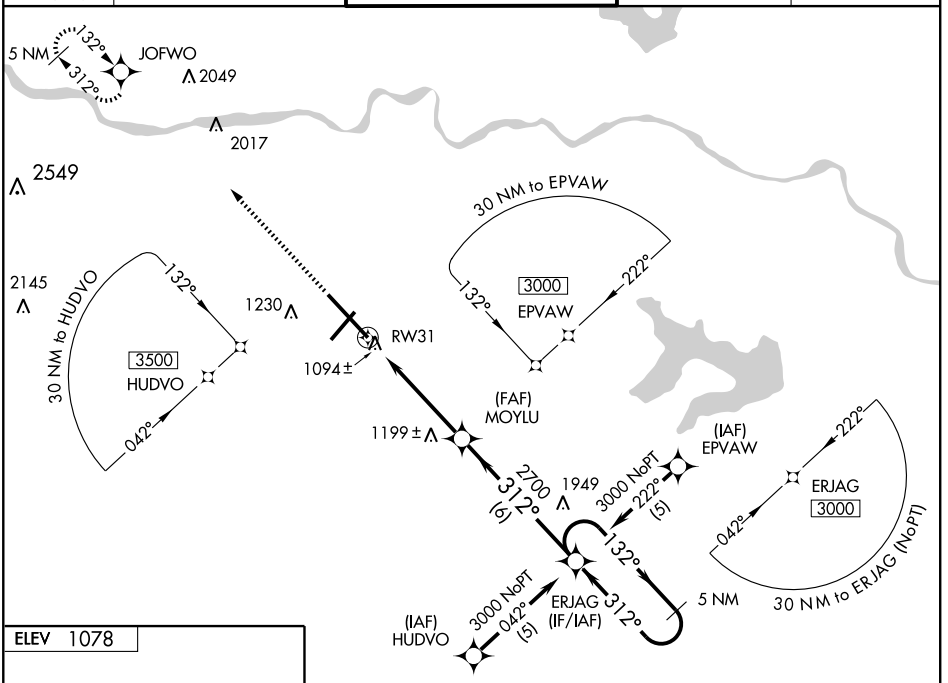
TOPEKA/ FORBES FIELD (FOE)

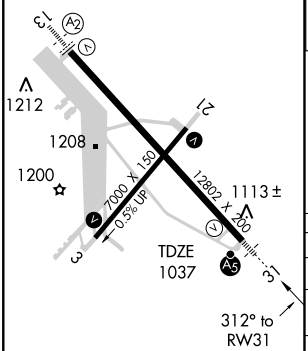
For inoperative MALSR, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting. If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.

MALSR

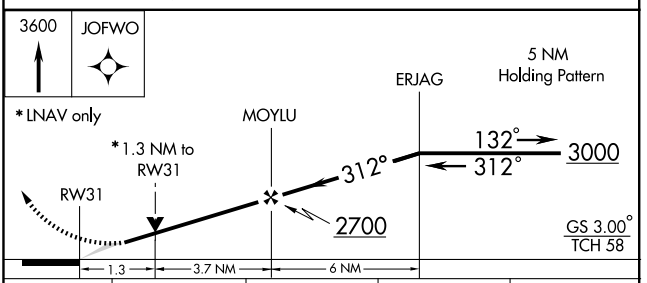
MISSED APPROACH: Climb to 3600 direct JOFWO and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95





REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1298/24 261 (300-½)			
LNAV/VNAV DA	1357/24 320 (300-½)			1357/40 320 (300-¾)
LNAV MDA	1500/24 463 (500-½)		1500/40 463 (500-¾)	1500/50 463 (500-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13

TOPEKA/FORBES FLD (KFOE)

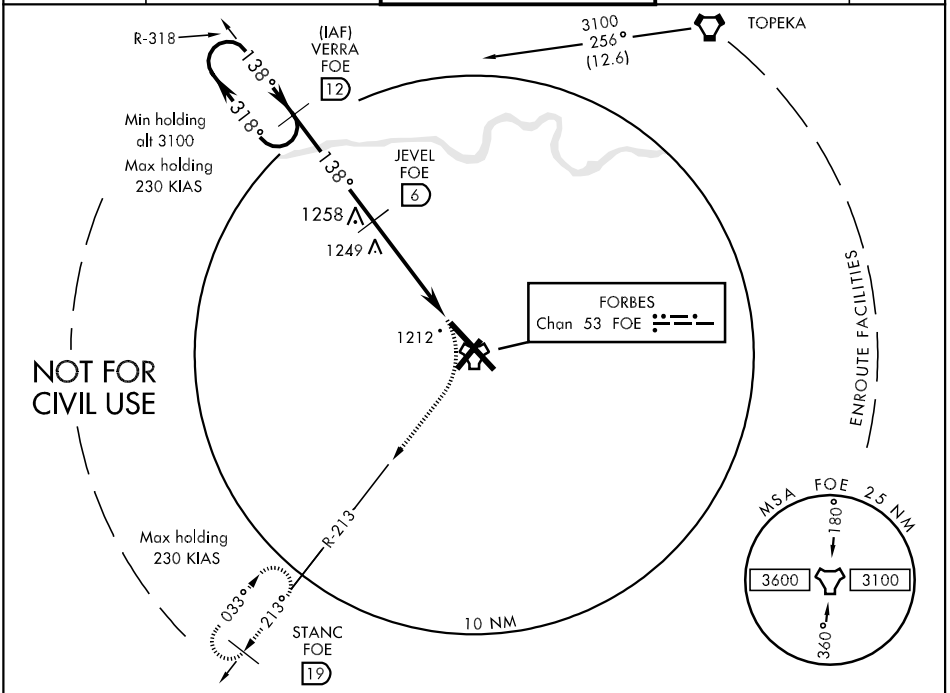
TACAN FOE Chan 53	APCH CRS 138°	Rwy ldg 12,802 TDZE 1065 Arpt Elev 1078	AL-424 [USAF]

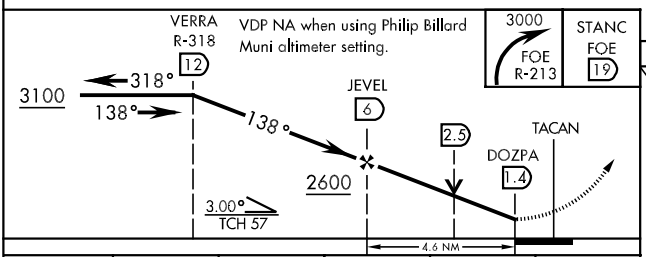
* When ALS inop, increase vis CAT ABCDE ¼ mile. When local altimeter not received use Philip Billard Muni altimeter setting.

SALSF (A2)

MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC (19 DME) and hold.

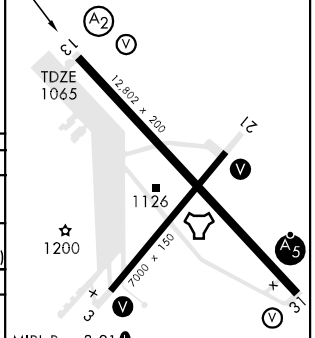
ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 (L) 340.2	121.7 275.8	





EMERG SAFE ALT 100 NM 3600

ELEV 1078



MIRL Rwy 3-21 (L)
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D	E
S-13 *	1500-¾ 435 (500-¾)		1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-13 *	1560-¾ 495 (500-¾)		1560-1 495 (500-1)	1560-1¼ 495 (500-1¼)	1560-1½ 495 (500-1½)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
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TACAN RWY 31

TACAN FOE Chan 53	APCH CRS 304°	Rwy ldg 12,802 TDZE 1037 Arpt Elev 1078

AL-424 [USAF]

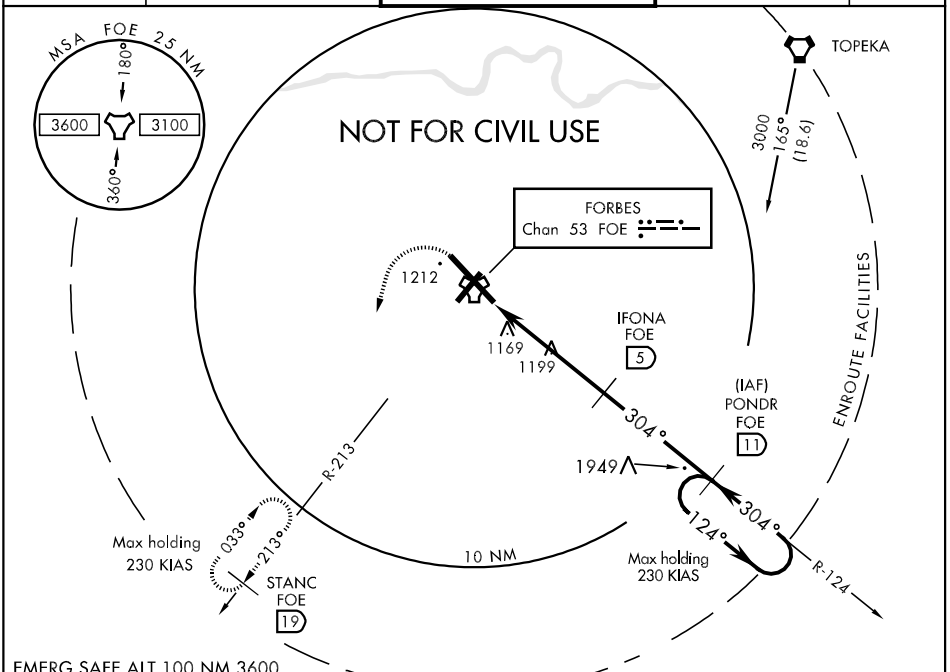
TOPEKA/FORBES FLD (KFOE)

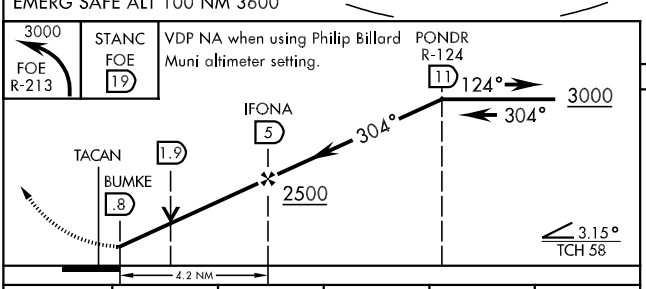
▼ * When ALS inop, increase vis CAT ABCDE ½ mile. When local altimeter not received use Philip Billard Muni altimeter setting.

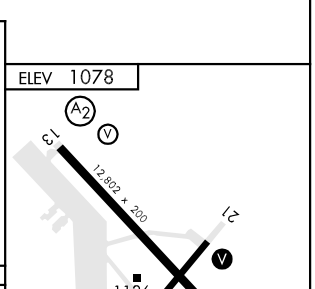
MALSR A5

MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOE TACAN R-213 to STANC (19 DME) and hold.

ATIS ★	KANSAS CITY CENTER	FORBES TOWER ★	GND CON	ASOS
128.25	123.8 343.7	120.8 L 340.2	121.7 275.8	







CATEGORY	A	B	C	D	E
S-31 *	1460/24 423 (400-½)		1460/40 423 (400-¾)		1460/50 423 (400-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-31 *	1520/24 483 (500-½)		1520/40 483 (500-¾)	1520/50 483 (500-1)	1520/60 483 (500-1¼)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-1½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

MIRL Rwy 3-21 L
REIL Rwy 3, 13, and 21
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

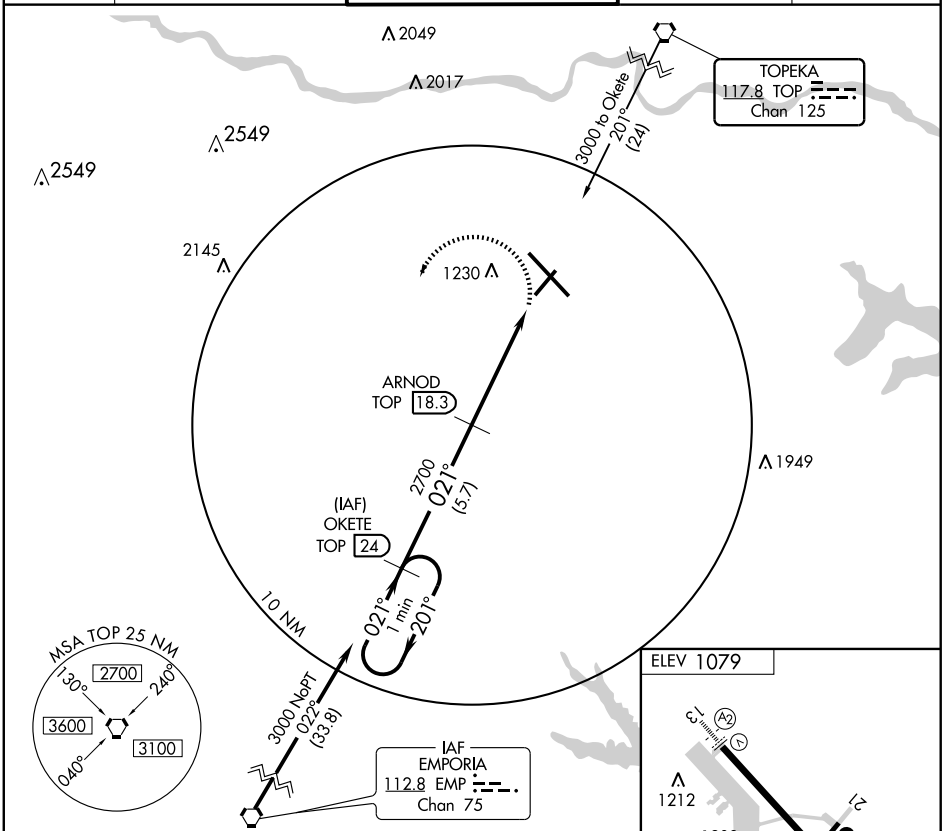
VORTAC TOP	APP CRS	Rwy Idg	7000
117.8	021°	TDZE	1077
Chan 125		Apt Elev	1079

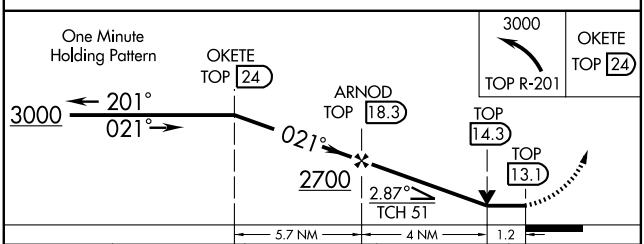
VOR/DME or TACAN RWY 3

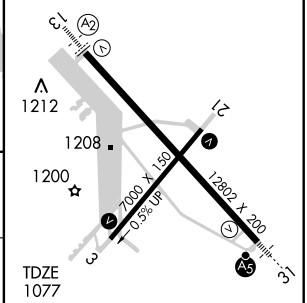
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
S-3	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

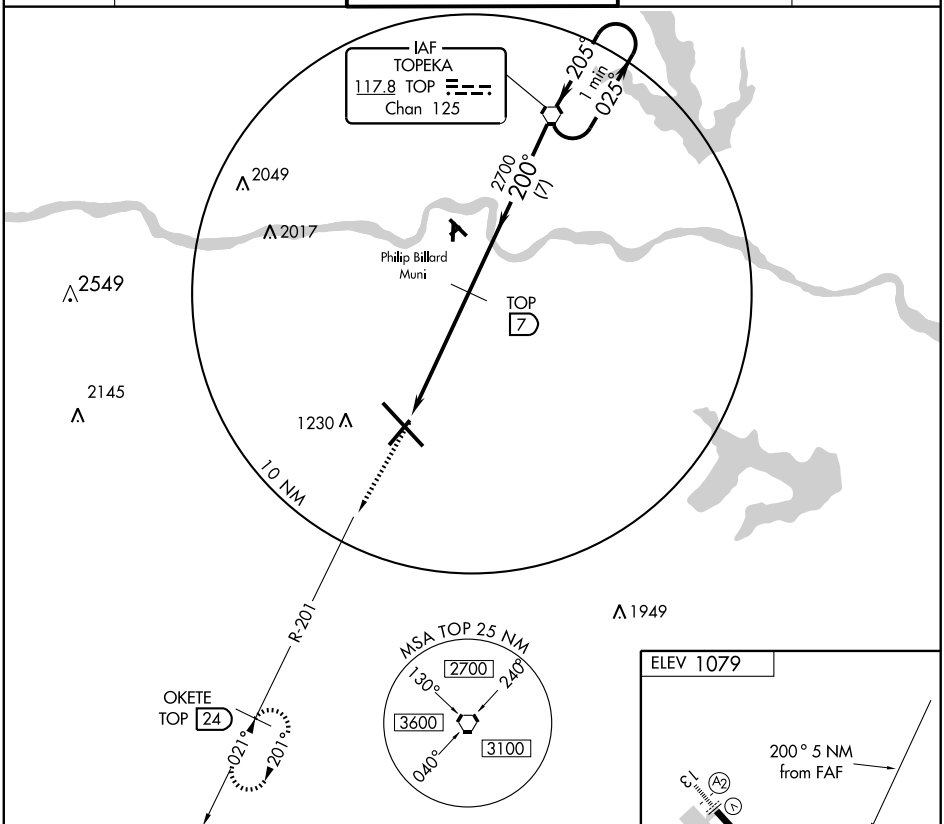
VORTAC TOP	APP CRS	Rwy Idg	7000
117.8	200°	TDZE	1047
Chan 125		Apt Elev	1079

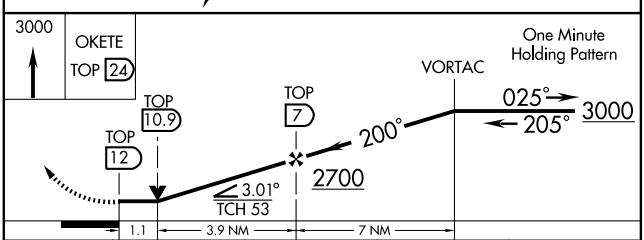
VOR/DME or TACAN RWY 21

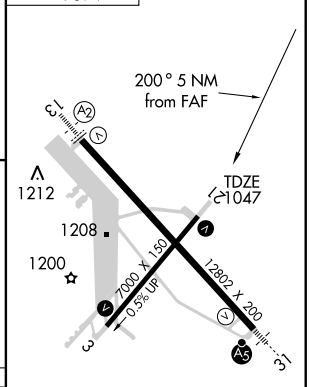
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER★	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) L 340.2	121.7 275.8	122.95







CATEGORY	A	B	C	D
S-21	1440-1 393 (400-1)			1440-1¼ 393 (400-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

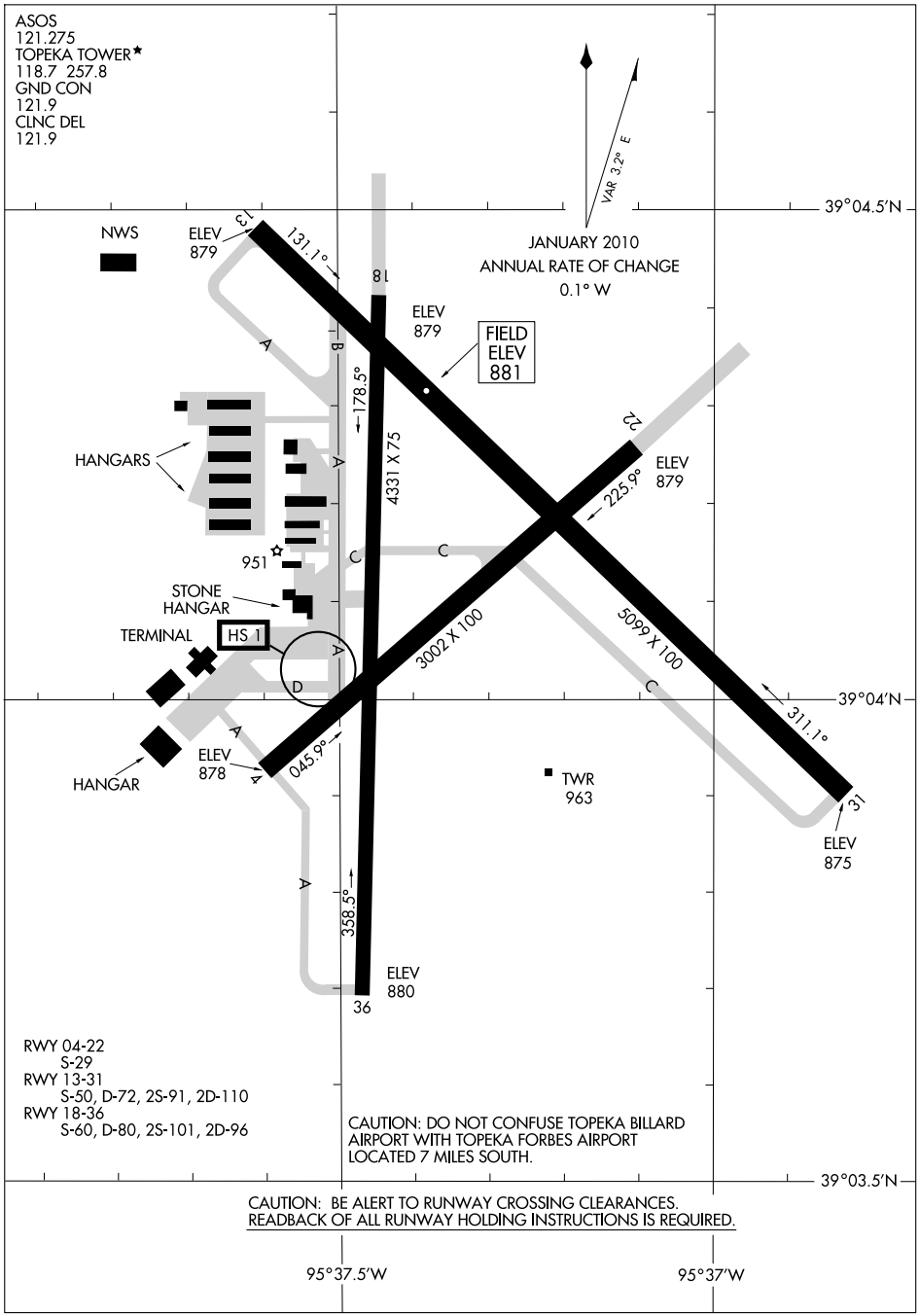
REIL Rwys 3, 13 and 21
MIRL Rwy 3-21 L
HIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-620 (FAA)

TOPEKA/ PHILIP BILLARD MUNI (TOP)
TOPEKA, KANSAS



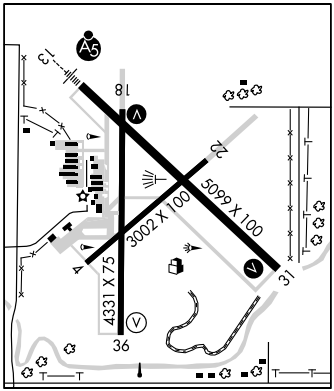
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

TOPEKA, KANSAS
TOPEKA/ PHILIP BILLARD MUNI (TOP)

10266

PHILIP BILLARD MUNI (TOP) 3 NE UTC−6(−5DT) N39°04.12′ W95°37.35′ KANSAS CITY H–5C, L–10I IAP, AD
881 B S4 **FUEL** 100LL, JET A TPA—1681(800) NOTAM FILE TOP
RWY 13–31: H5099X100 (ASPH) S–50, D–72, 2S–91, 2D–110 HIRL
RWY 13: MALSR. Tree.
RWY 31: REIL. VASI(V4L)—GA 3.0° TCH 55′. Tree.
RWY 18–36: H4331X75 (ASPH) S–60, D–80, 2S–101, 2D–96 MIRL
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 41′. Trees.
RWY 36: VASI(V4R)—GA 3.0° TCH 38′. Tree.
RWY 04–22: H3002X100 (ASPH) S–29 MIRL
RWY 04: Tree. **RWY 22:** Tree.
AIRPORT REMARKS: Attended 1200–0400Z‡. Large and small migratory birds on and invof arpt. Ultralight activity on and invof arpt. Ultralights must maintain radio contact at all times. When twr clsd MIRL Rwy 04–22 and Rwy 18–36 and HIRL Rwy 13–31 preset on low inst, to increase ints and ACTIVATE MALSR Rwy 13, VASI Rwy 18 and Rwy 31 and REIL Rwy 18 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 121.275 (785) 234–1591. LAWRS (1300–0100Z‡).
COMMUNICATIONS: CTAF 118.7 **UNICOM** 122.95
TOPEKA RCO 122.45 (WICHITA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 123.8
TOPEKA TOWER 118.7 (1300–0100Z‡) **GND CON** 121.9
CLNC DEL 121.9
AIRSPACE: CLASS D svc 1300–0100Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE TOP.
TOPEKA (L) VORTACW 117.8 TOP Chan 125 N39°08.23′ W95°32.95′ 215° 5.4 NM to fld. 1070/5E.
BILOY NDB (MHW/LOM) 521 TO N39°07.22′ W95°41.23′ 131° 4.3 NM to fld. Unmonitored.
ILS 110.7 I–TOP Rwy 13 LOM BILOY NDB. LOC BC unusable byd 15 degrees L & R of course and byd 15 NM.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.



TRIBUNE MUNI (5K2) 1 S UTC−7(−6DT) N38°27.25′ W101°44.78′ WICHITA H–5B, L–10G
3620 **FUEL** 100LL NOTAM FILE ICT
RWY 17–35: H5000X60 (CONC) MIRL
RWY 17: Road. **RWY 35:** P-line.
AIRPORT REMARKS: Unattended. For fuel call 620–376–4299.
WEATHER DATA SOURCES: AWOS–3 119.075 (620) 376–2336.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE LAA.
LAMAR (H) VORTAC 116.9 LAA Chan 116 N38°11.83′ W102°41.27′ 059° 47.0 NM to fld. 3944/12E.

TREGO WAKEENEY (See WAKEENEY)

TRI–CITY (See PARSONS)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 13

TOPEKA/PHILIP BILLARD MUNI (TOP)

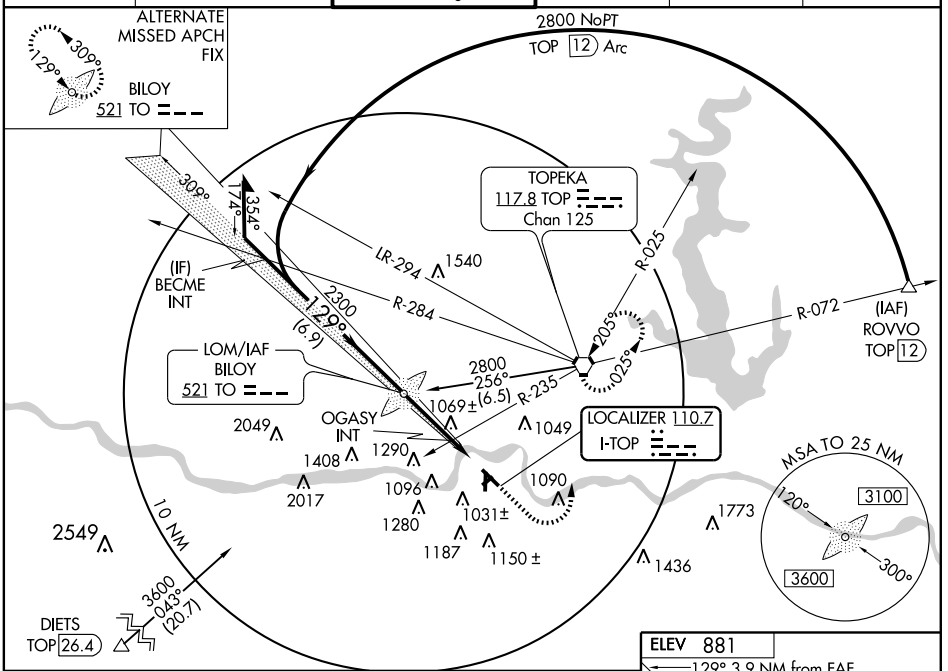
LOC I-TOP	APP CRS	Rwy Idg	5099
110.7	129°	TDZE	881
		Apt Elev	881

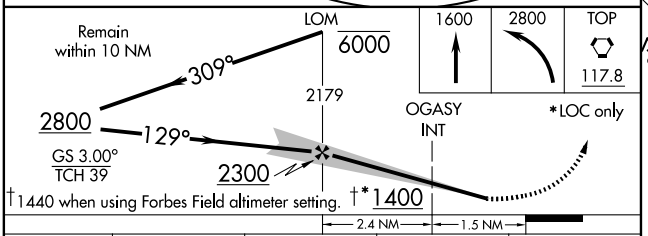
For inoperative MALSR when using Forbes Field altimeter setting, increase S-ILS 13 visibility to 1 mile. When local altimeter setting not received, use Forbes Field altimeter setting and increase all DA 45 feet and all MDA 60 feet, increase Circling Cat C and OGASY Fix minimums S-LOC 13 and Circling Cat C visibility ¼ mile.

MALSR

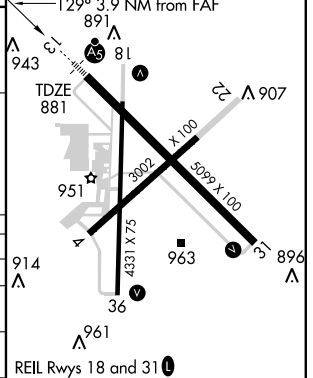
MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 13	1081-½ 200 (200-½)			NA
S-LOC 13	1400-½ 519 (600-½)		1400-1 519 (600-1)	NA
CIRCLING	1400-1 519 (600-1)		1460-1½ 579 (600-1½)	NA
OGASY FIX MINIMUMS				
S-LOC 13	1340-½ 459 (500-½)		1340-¾ 459 (500-¾)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-TOP	APP CRS	Rwy Idg	5099
110.7	309°	TDZE	879
		Apt Elev	881

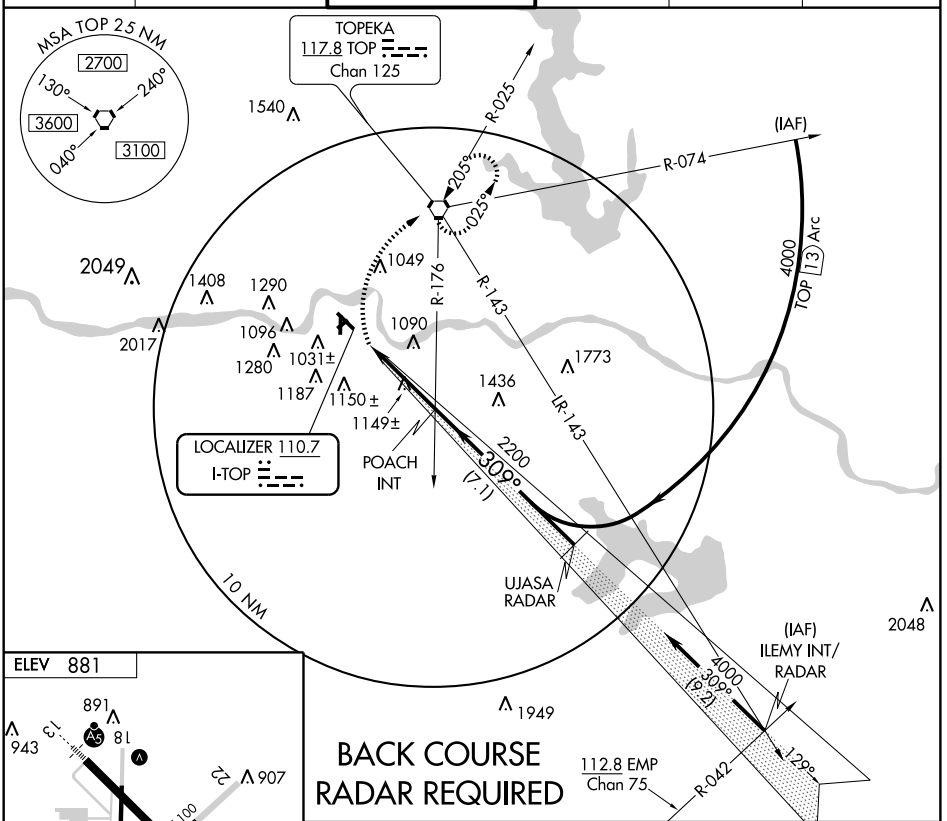
LOC BC RWY 31

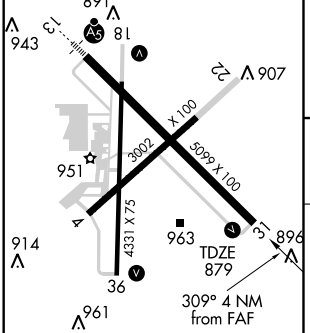
TOPEKA/PHILIP BILLARD MUNI (TOP)

Disregard Glide Slope indications.

MISSED APPROACH: Climbing right turn to 2800 direct TOP VORTAC and hold.

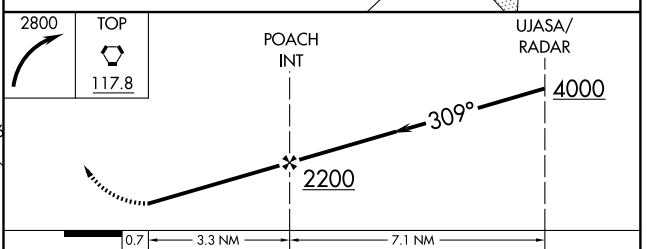
ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





REIL Rwys 18 and 31 L
HIRL Rwy 13-31
MIRL Rwys 4-22 and 18-36 L

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06



CATEGORY	A	B	C	D
S-31	1400-1 521 (600-1)		1400-1½ 521 (600-1½)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

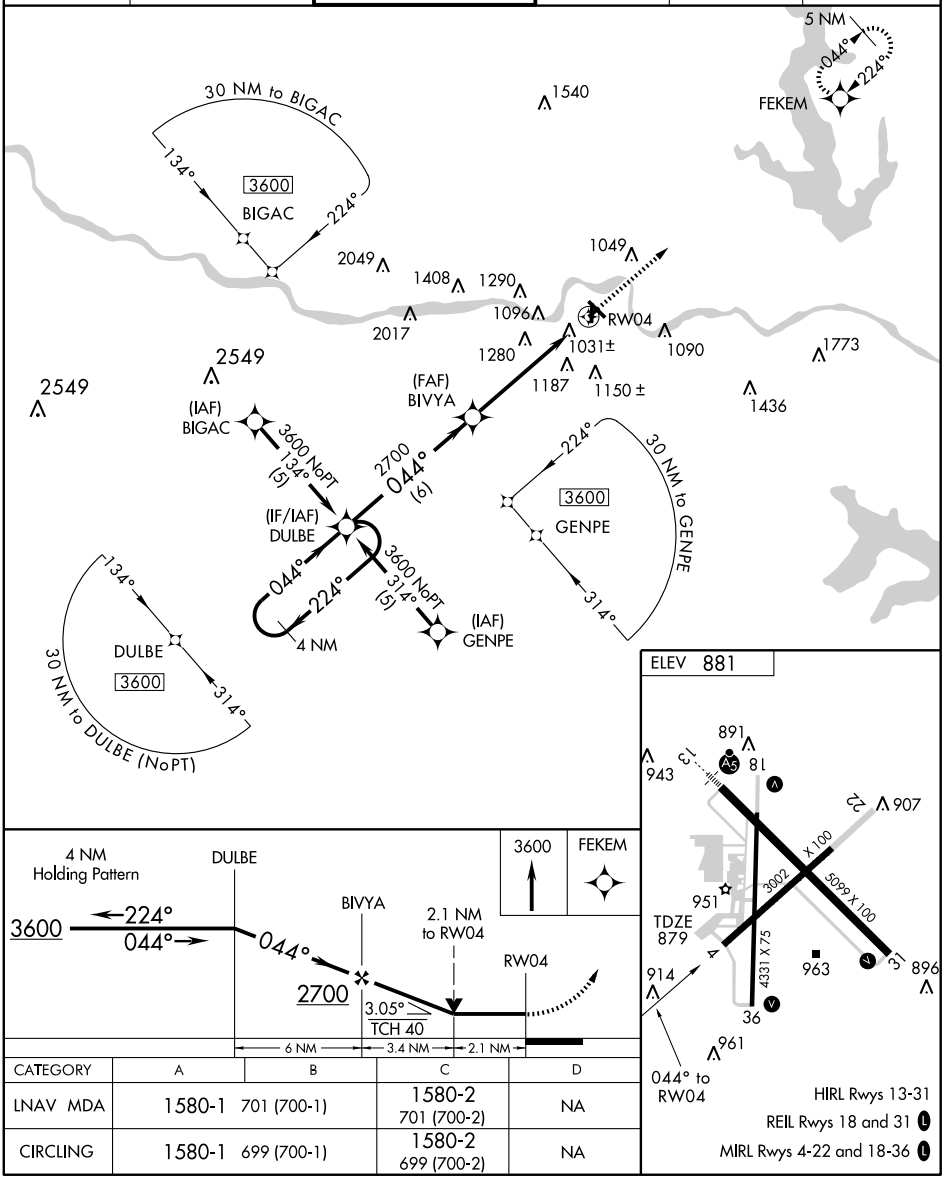
TOPEKA/PHILIP BILLARD MUNI (TOP)

APP CRS	Rwy Idg	3002
044°	TDZE	879
	Apt Elev	881

RNP or GPS-0.3 required. DME/DME RNP-0.3 NA.
NA Straight-in minimums and circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct FEKEM WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1580-1 701 (700-1)		1580-2 701 (700-2)	NA
CIRCLING	1580-1 699 (700-1)		1580-2 699 (700-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5099
129°	TDZE	881
	Apt Elev	881

RNAV (GPS) RWY 13

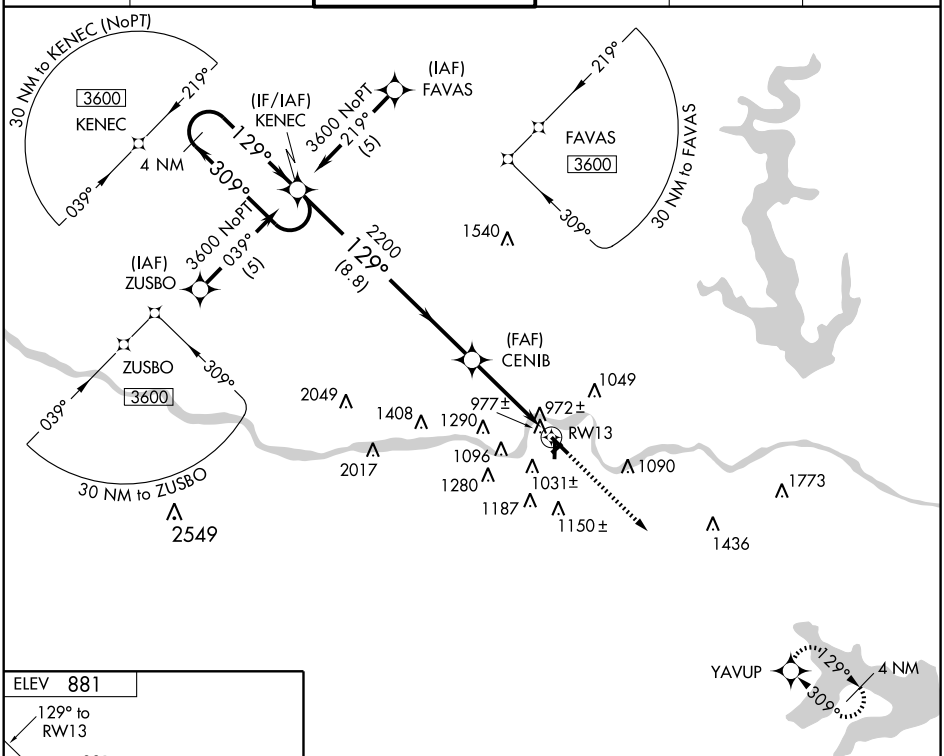
TOPEKA/ PHILIP BILLARD MUNI (TOP)

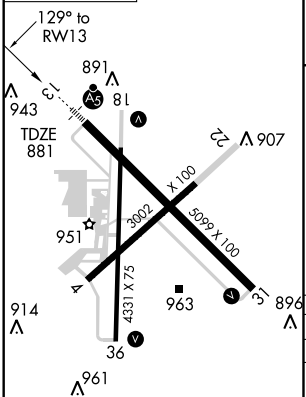
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (3°F).

MALSR

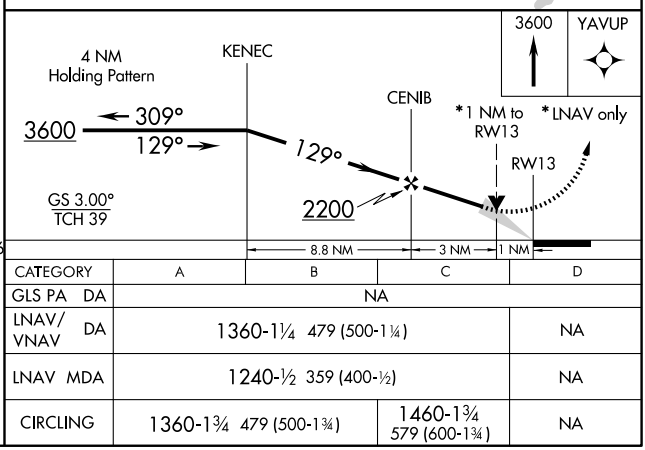
MISSED APPROACH: Climb to 3600 direct YAVUP WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





HIRL Rwys 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1360-1¼ 479 (500-1¼)			NA
LNAV MDA	1240-½ 359 (400-½)			NA
CIRCLING	1360-1¾ 479 (500-1¾)		1460-1¾ 579 (600-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4331
177°	TDZE	880
	Apt Elev	881

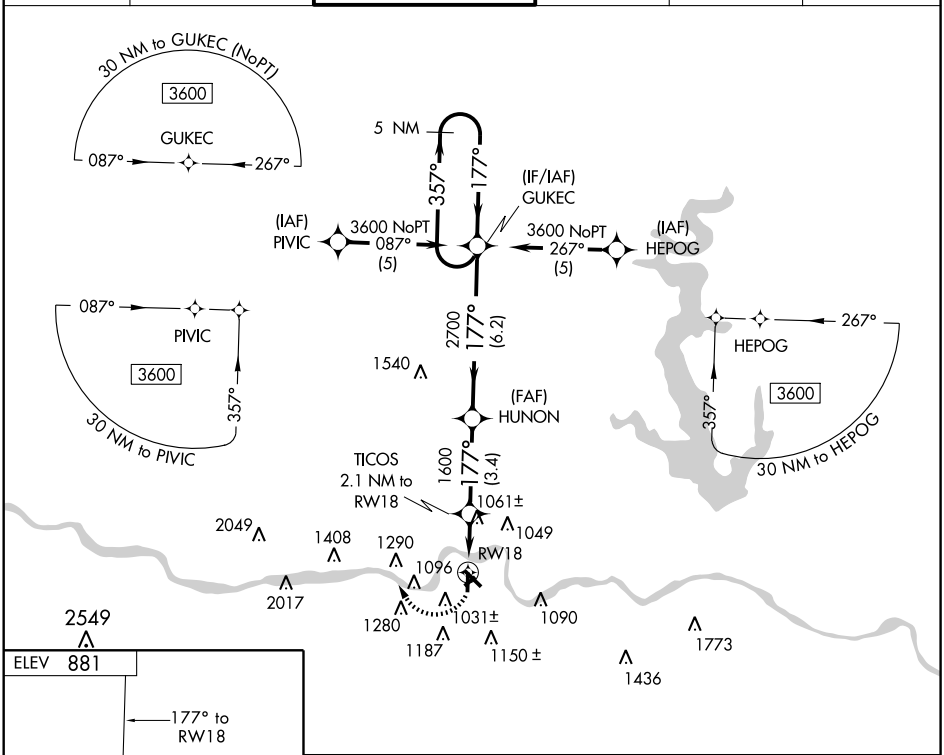
RNAV (GPS) RWY 18

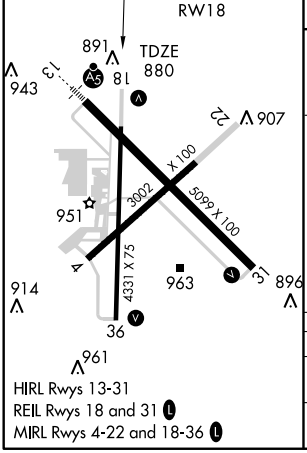
TOPEKA/ PHILIP BILLARD MUNI (TOP)

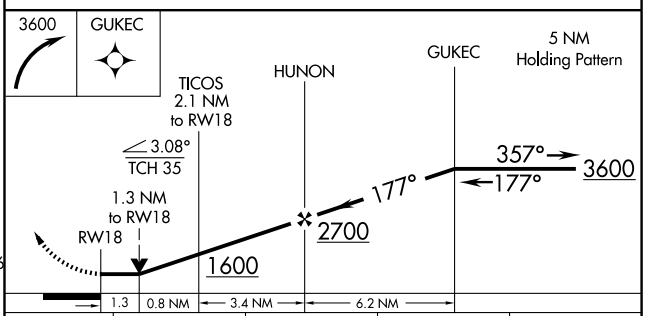
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct GUKEC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1320-1 440 (500-1)		1320-1¼ 440 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3002
224°	TDZE	879
	Apt Elev	881

RNAV (GPS) RWY 22

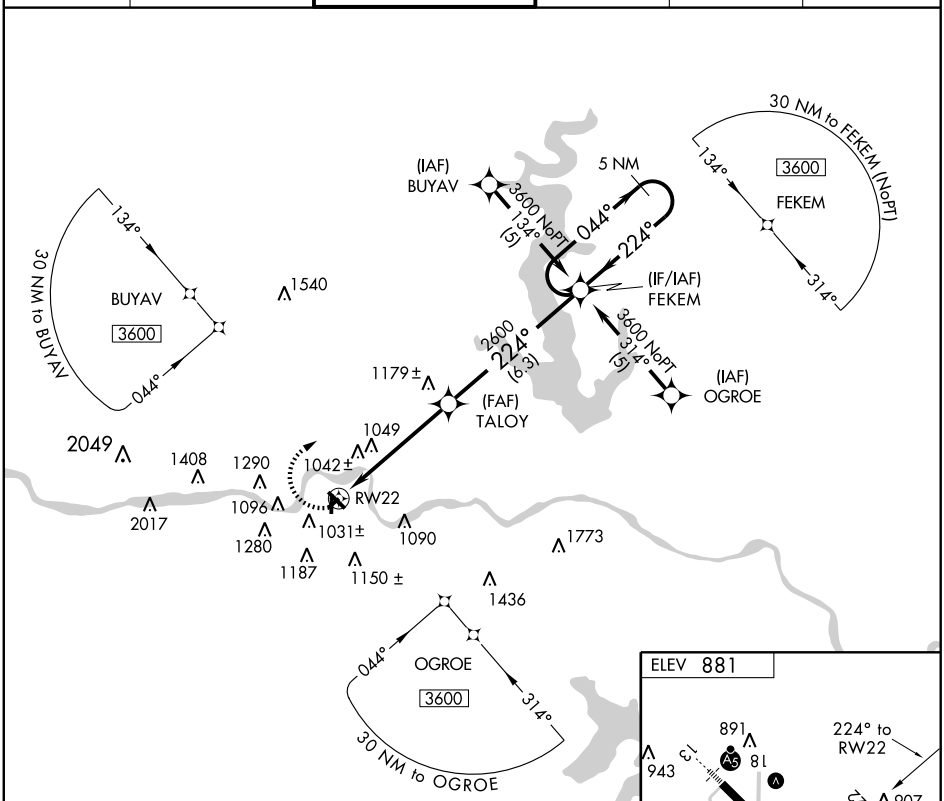
TOPEKA/ PHILIP BILLARD MUNI (TOP)

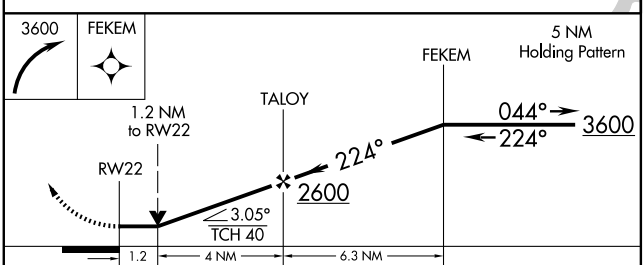
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct FEKEM and hold.

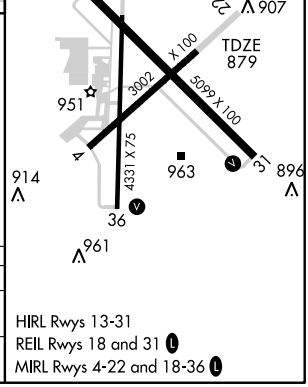
ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95

NC-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
LNAV MDA	1300-1 421 (500-1)		1300-1¼ 421 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



HIRL Rwys 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L

APP CRS	Rwy Idg	5099
309°	TDZE	879
	Apt Elev	881

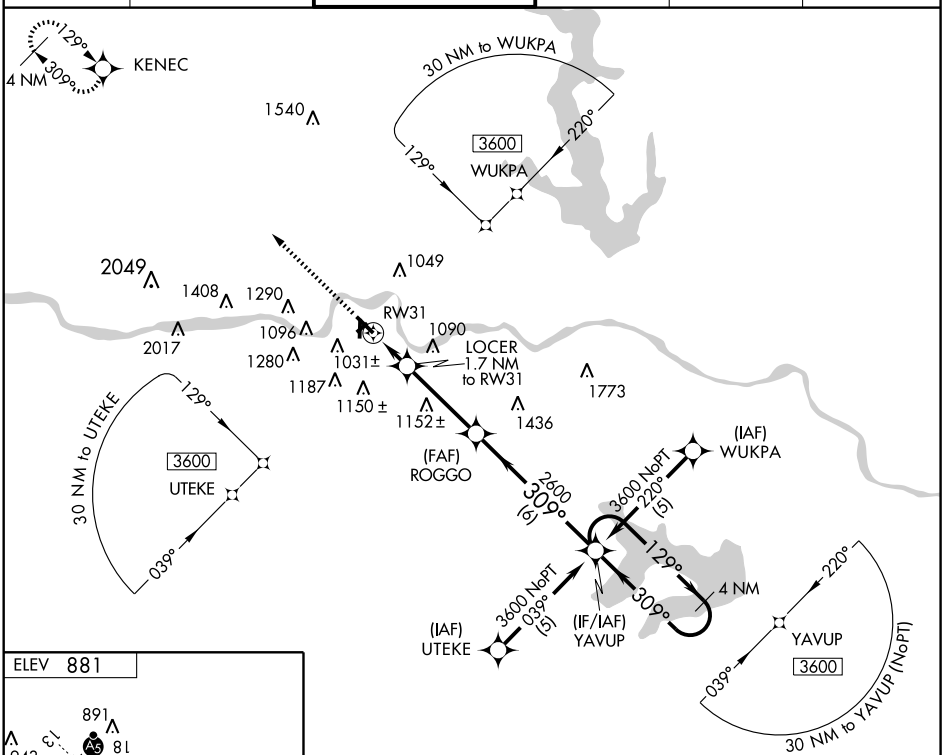
RNAV (GPS) RWY 31

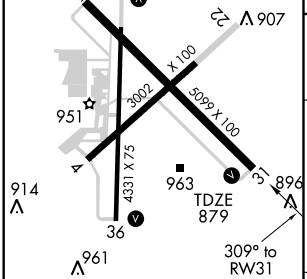
TOPEKA/ PHILIP BILLARD MUNI (TOP)

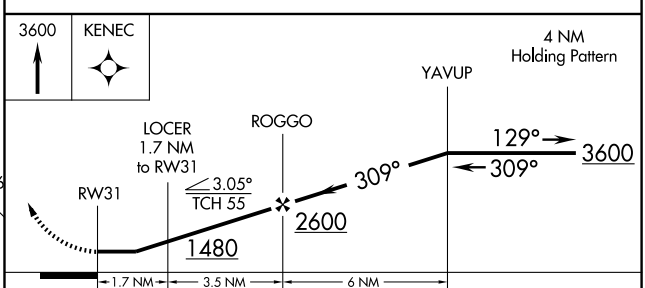
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct KENEC WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1260-1 381 (400-1)			NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

REIL Rwys 18 and 31 L
HIRL Rwys 13-31
MIRL Rwys 4-22 and 18-36 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

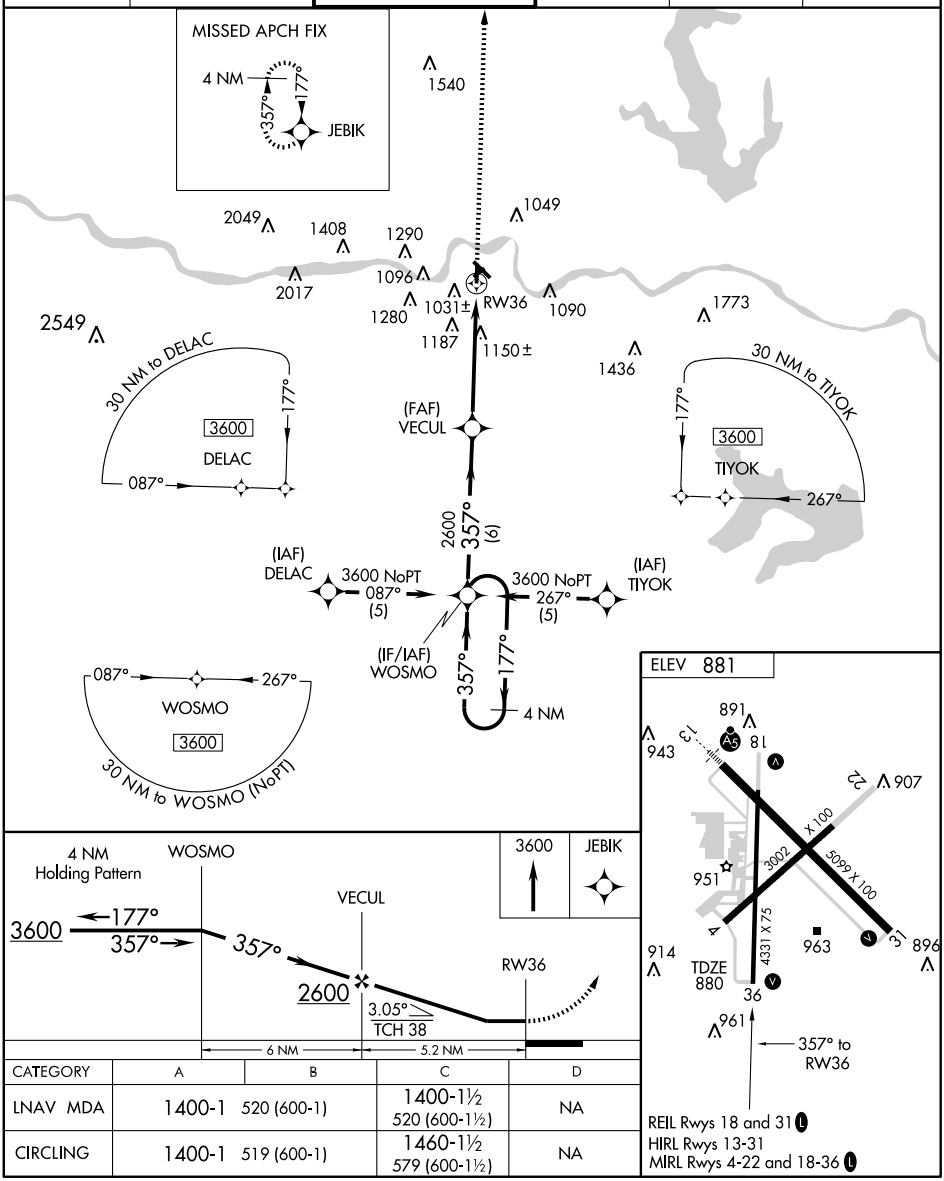
TOPEKA/PHILIP BILLARD MUNI (TOP)

APP CRS	Rwy Idg	4331
357°	TDZE	880
	Apt Elev	881

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct JEBIK WP and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1400-1	520 (600-1)	1400-1½ 520 (600-1½)	NA
CIRCLING	1400-1	519 (600-1)	1460-1½ 579 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

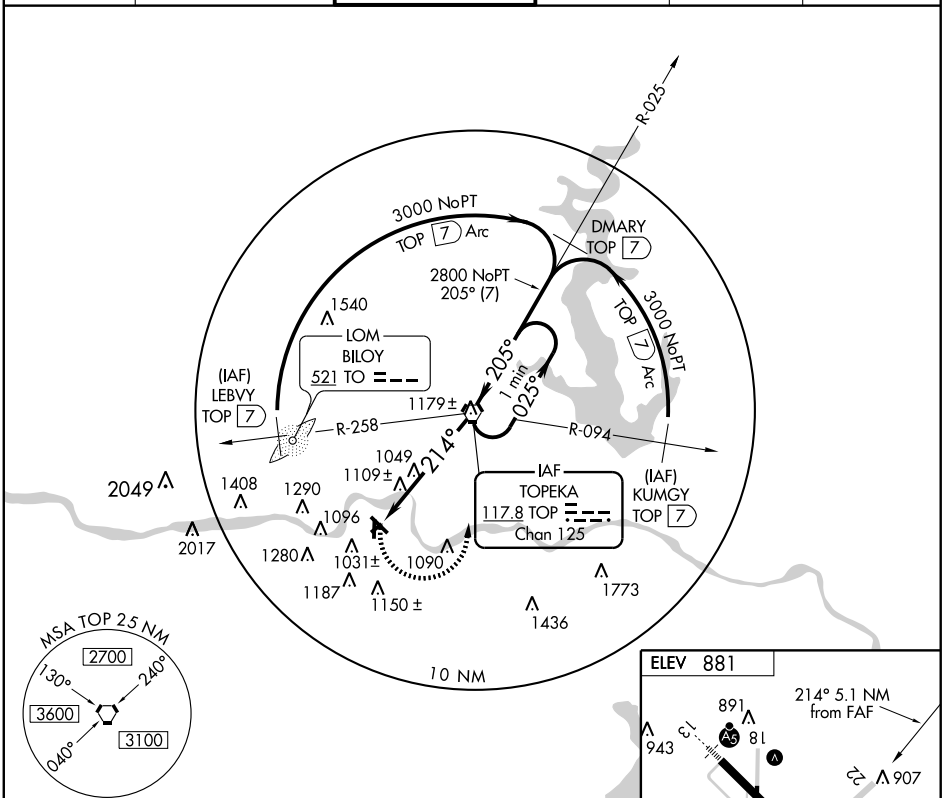
VORTAC TOP	APP CRS	Rwy Idg	3002
117.8	214°	TDZE	879
Chan 125		Apt Elev	881

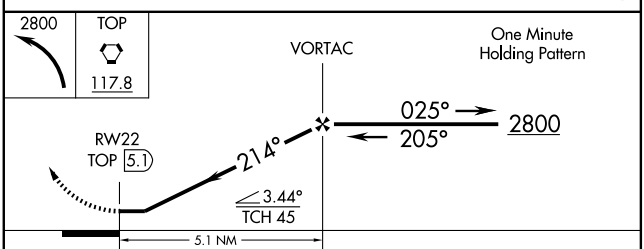
VOR RWY 22

TOPEKA/PHILIP BILLARD MUNI (TOP)

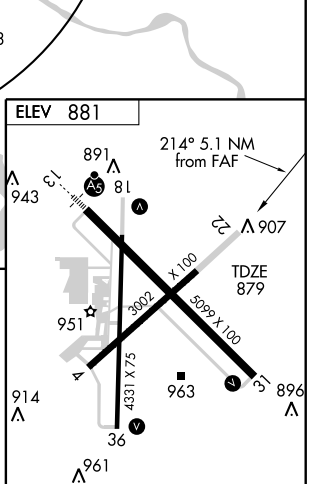
MISSED APPROACH: Climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS	KANSAS CITY CENTER	TOPEKA TOWER ★	GND CON	CLNC DEL	UNICOM
121.275	123.8 343.7	118.7 (CTAF) L 257.8	121.9	121.9	122.95





CATEGORY	A	B	C	D
S-22	1320-1 441 (500-1)		1320-1¼ 441 (500-1¼)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

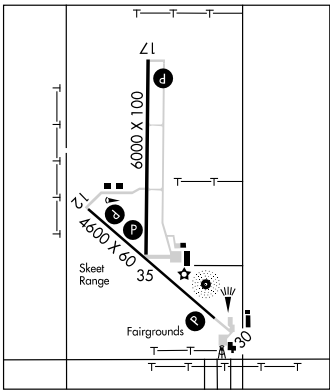


HIRL Rwy 13-31
REIL Rwys 18 and 31 L
MIRL Rwys 4-22 and 18-36 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ULYSSES (ULS) 1 N UTC−6(−5DT) N37°36.24′ W101°22.41′ WICHITA
3071 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT H–5B, L–10G, 15B
RWY 17–35: H6000X100 (CONC) S–45 , D–60 MIRL IAP
RWY 17: PAPI (P4L) Pline. **RWY 35:** PAPI (P4L).
RWY 12–30: H4600X60 (CONC) S–12.5 MIRL
RWY 12: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 30: PAPI(P2L)—GA 3.0° TCH 35′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Glider and ultralight activity on and invof arpt. Twy A parallel to Rwy 17–35. MIRL Rwys 12–30 and 17–35 preset on low ints dusk–0400Z‡, to increase ints and ACTIVATE after 0400Z‡ and PAPI Rwys 12, 17, 30 and 35 & Twy A—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.95 (620) 424–3747.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (WICHITA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE GCK.
GARDEN CITY (H) VORTACW 113.3 GCK Chan 80
N37°55.14′ W100°43.50′ 228° 36.2 NM to fld. 2877/11E.
NDB (MHW) 395 ULS N37°35.83′ W101°22.08′ at fld.
NOTAM FILE ICT.



VAN PAK (See PRAIRIE VIEW)

VINLAND VALLEY AERODROME (See BALDWIN CITY)

WAKEENEY

TREGO WAKEENEY (ØH1) 2 SW UTC−6(−5DT) N39°00.27′ W99°53.57′ WICHITA
2435 B S8 **FUEL** 100LL NOTAM FILE ICT L–10H
RWY 17–35: H4000X50 (ASPH) LIRL
RWY 17: Pole. Rgt tfc.
AIRPORT REMARKS: Unattended. Fuel 24 hr self svc credit card. For svc call 785–743–8344. Rwy ends have 90 feet x 90 feet turnarounds.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HLC.
HILL CITY (H) VORTACW 113.7 HLC Chan 84 N39°15.53′ W100°13.55′ 126° 21.8 NM to fld. 2690/8E.
HIWAS.

WAMEGO MUNI (69K) 3 E UTC−6(−5DT) N39°11.83′ W96°15.53′ KANSAS CITY
966 B **FUEL** 100LL NOTAM FILE ICT L–10I
RWY 17–35: H3184X45 (ASPH) LIRL
RWY 17: Thld dsplcd 176′. Road. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. For fuel call Wamego Police Dept 785–456–9553. Parachute Jumping. Ultralight activity on and invof arpt. Radio control model acft activity on and invof arpt. County road 75′ W of rwy within surface area. NSTD LIRL, rwy lights located 13′ outside rwy edge. Rwy end lights AER 35 located 14′ north of thld. ACTIVATE LIRL Rwy 17–35—122.9. NOTE: See Special Notices Section—Aerobatic Practice Areas.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MHK.
MANHATTAN (T) VORW/DME 110.2 MHK Chan 39 N39°08.73′ W96°40.12′ 077° 19.4 NM to fld. 1044/4E.
HIWAS.

NDB RWY 12

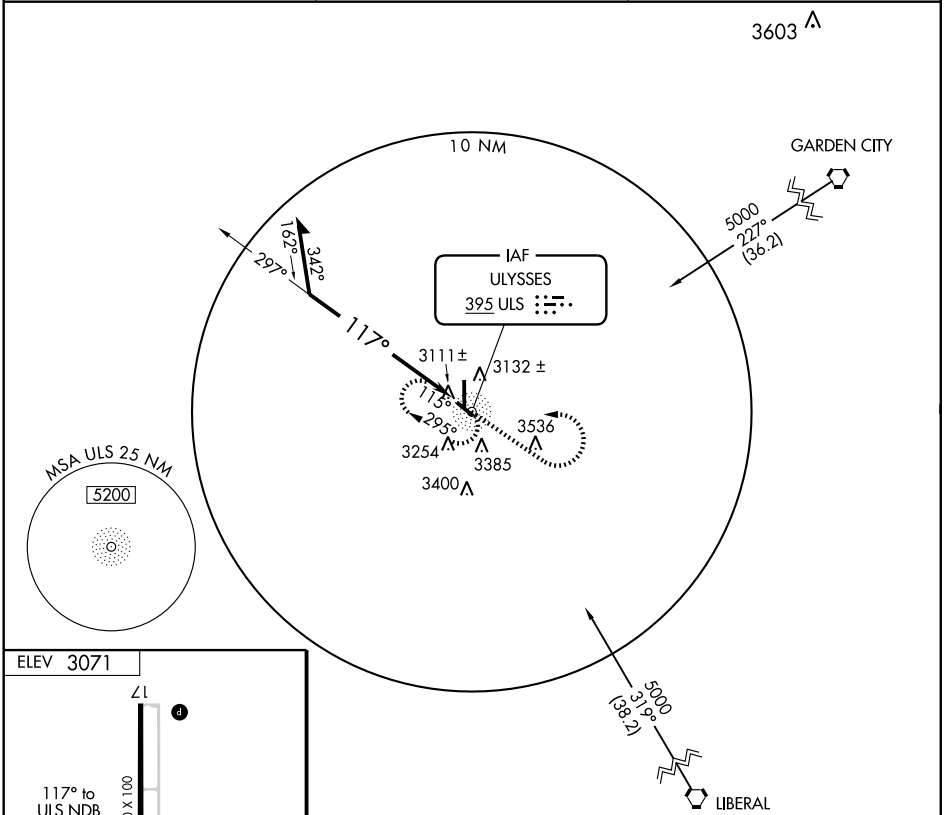
ULYSSES (ULS)

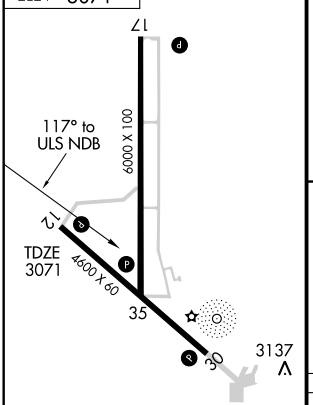
NDB ULS	APP CRS	Rwy Idg	4600
395	117°	TDZE	3071
		Apt Elev	3071

NA

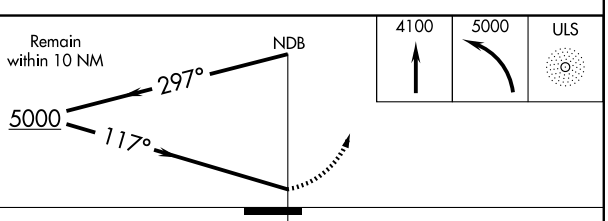
MISSED APPROACH: Climb to 4100, then climbing left turn to 5000 direct ULS NDB and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L





MIRL Rwys 12-30 and 17-35 L



CATEGORY	A	B	C	D
S-12	3660-1	589 (600-1)	3660-1½ 589 (600-1½)	NA
CIRCLING	3740-1	669 (700-1)	3740-1¾ 669 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
121°	TDZE	3071
	Apt Elev	3071

RNAV (GPS) RWY 12

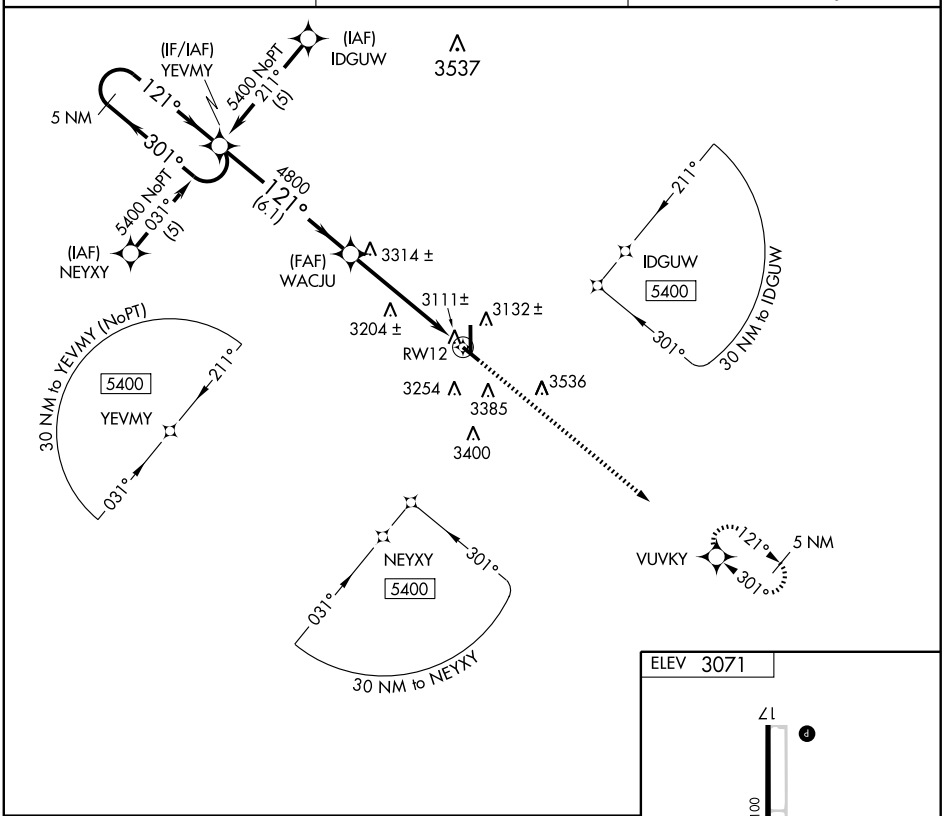
ULYSSES (ULS)

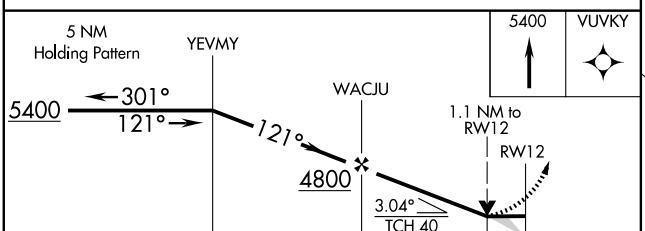
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. VDP NA when using Garden City altimeter setting.

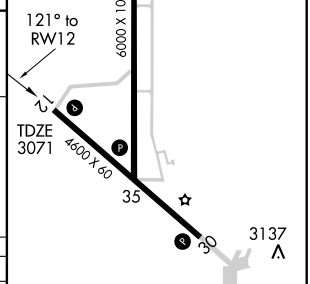
NA

MISSED APPROACH: Climb to 5400 direct VUVKY and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3460-1 389 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA

MIRL Rwys 12-30 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6000
171°	TDZE	3065
	Apt Elev	3071

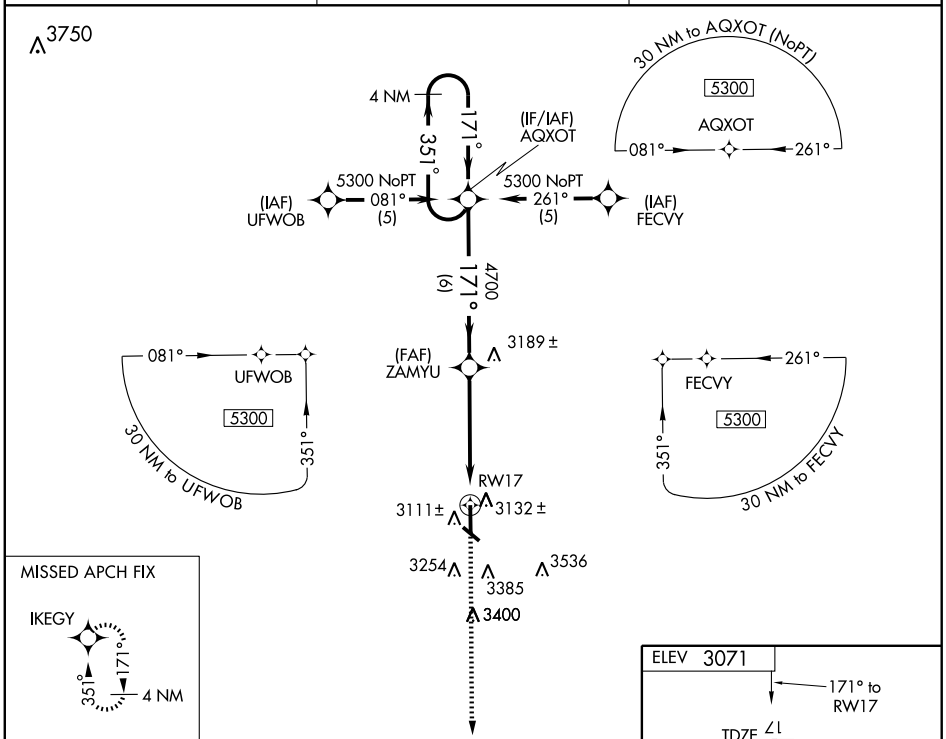
RNAV (GPS) RWY 17

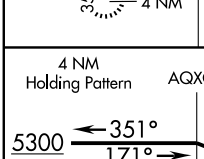
ULYSSES (ULS)

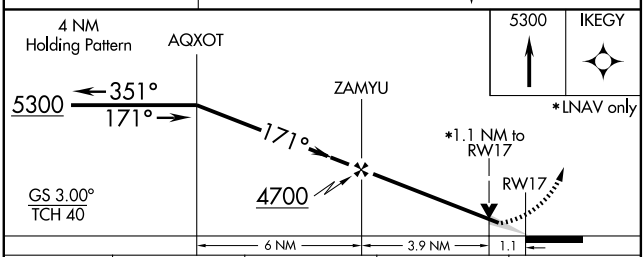
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -31°C (-23°F).

MISSED APPROACH: Climb to 5300 direct IKEGY and hold.

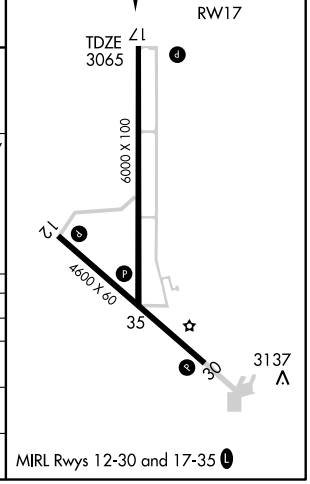
AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	3488-1½ 423 (500-1½)			NA
LNAV MDA	3460-1 395 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



MIRL Rwys 12-30 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
301°	TDZE	3062
	Apt Elev	3071

RNAV (GPS) RWY 30

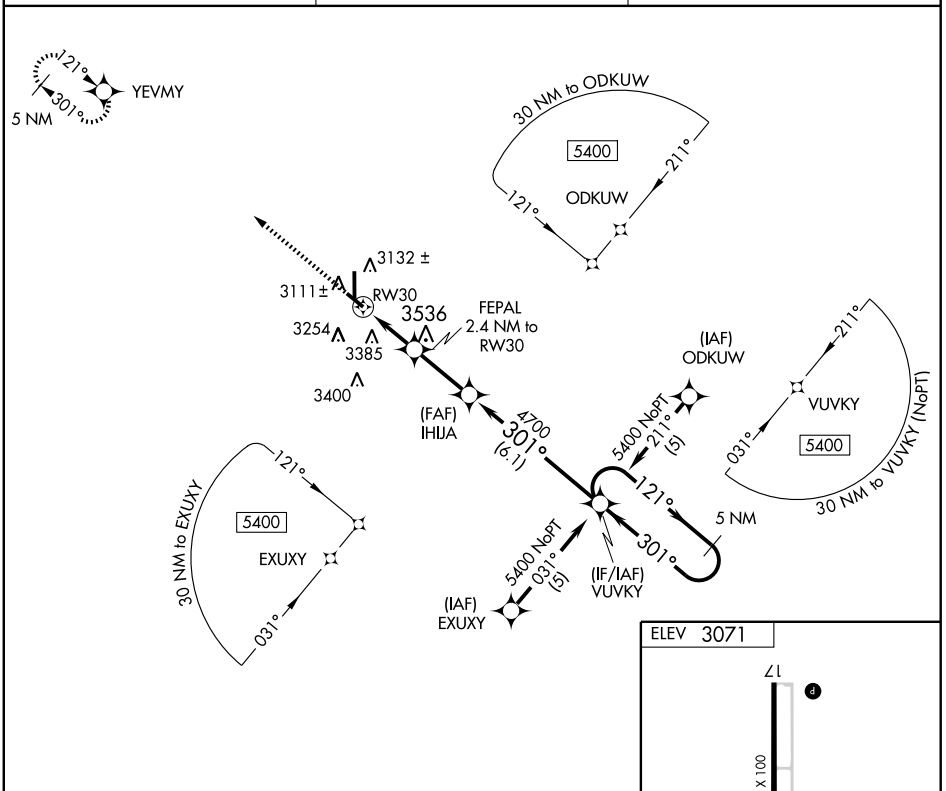
ULYSSES (ULS)

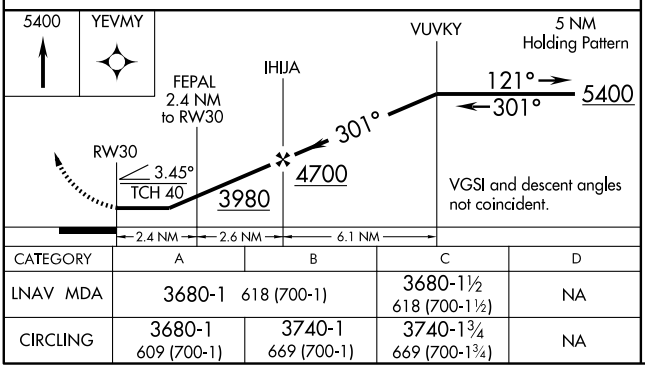
When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet, and LNAV Cat C visibility ¼ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

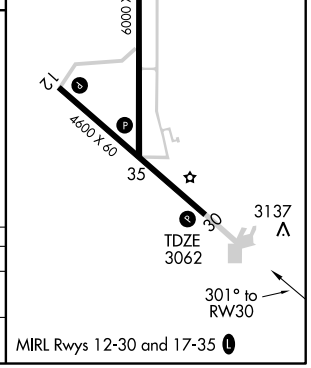
MISSED APPROACH: Climb to 5400 direct YEVMY and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3680-1 618 (700-1)		3680-1½ 618 (700-1½)	NA
CIRCLING	3680-1 609 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

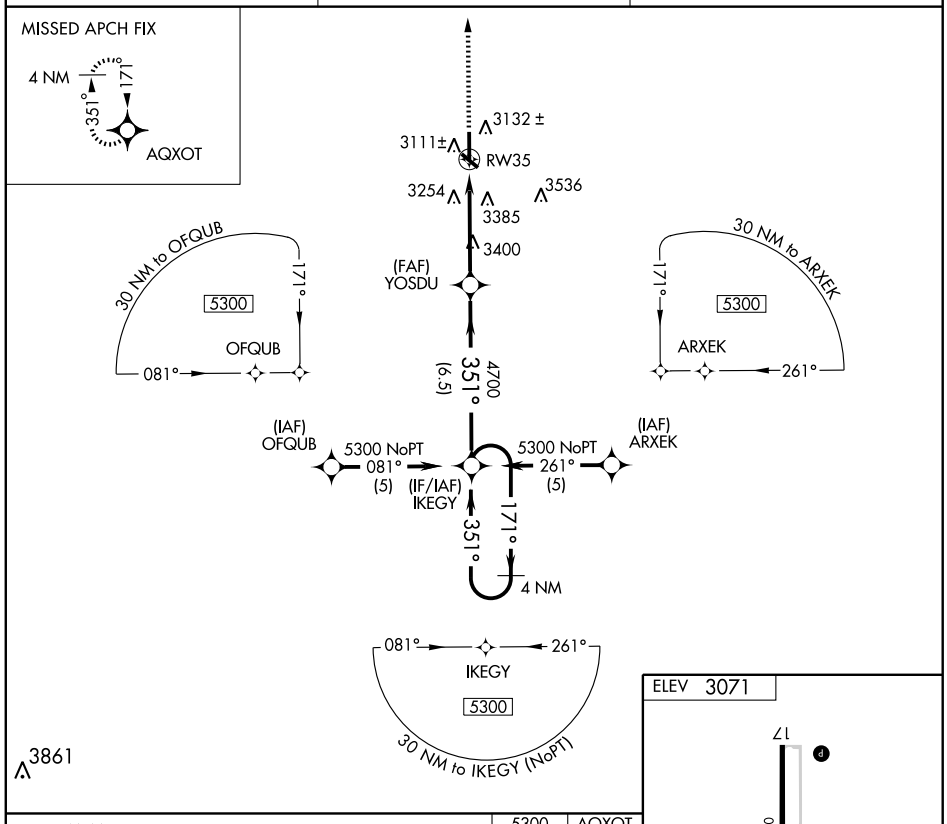
WAAS	APP CRS	Rwy Idg	6000
Ch 65616	351°	TDZE	3065
W35A		Apt Elev	3071

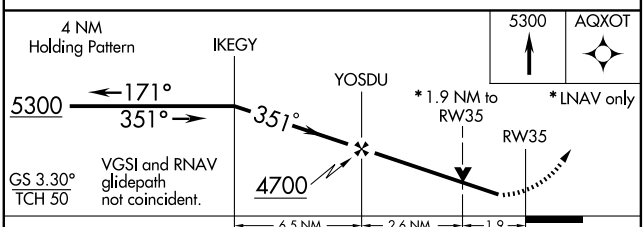
RNAV (GPS) RWY 35
ULYSSES (ULS)

DME/DME RNP-0.3 NA.

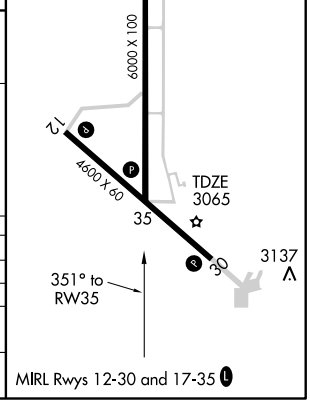
MISSED APPROACH: Climb to 5300 direct AQXOT and hold.

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) L



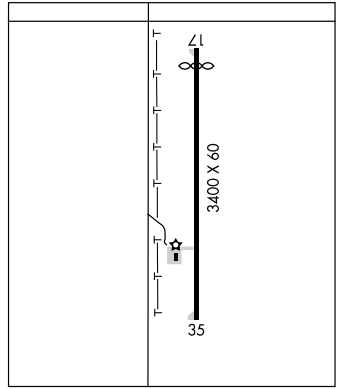


CATEGORY	A	B	C	D
LPV DA	3376-1 311 (400-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	3700-1 635 (700-1)		3700-1¾ 635 (700-1¾)	NA
CIRCLING	3700-1 629 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA

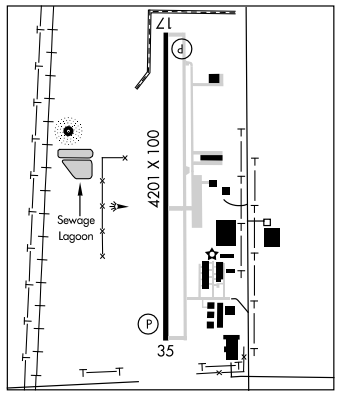


NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WASHINGTON CO MEM (K38) 5 S UTC−6(−5DT) N39°44.01′ W97°02.86′ WICHITA
1435 B **FUEL** 100LL NOTAM FILE ICT L–10I
RWY 17–35: H3400X60 (CONC) MIRL IAP
RWY 17: Thld dsplcd 220′. Road. **RWY 35:** P–line.
AIRPORT REMARKS: Unattended. Self–help credit card fueling avbl. 24 hr phone avbl for public use with phone card. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 229° 47.9 NM to fld. 1360/5E. **HIWAS.**
MORRISON NDB (MHW) 212 DBX N39°45.70′ W97°02.54′ 182° 1.7 NM to fld. NOTAM FILE ICT. Unusable byd 15 NM.



WELLINGTON MUNI (EGT) 3 N UTC−6(−5DT) N37°19.42′ W97°23.30′ WICHITA
1277 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–15D
RWY 17–35: H4201X100 (CONC) S–49, D–60 HIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. For special requests call 620–326–5717. 100LL fuel 24 hr credit card service. For Jet–A fuel after hrs call 316–990–5807. ACTIVATE HIRL Rwy 17–35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 are on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.875 (620) 326–2470
COMMUNICATIONS: CTAF/UNICOM 122.8
WICHITA APP/DEP CON 134.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 153° 26.9 NM to fld. 1471/7E. **HIWAS.**
NDB (MHW) 414 EGT N37°19.42′ W97°23.41′ at fld.



WESTPORT (See WICHITA)

WESTPORT AUXILIARY (See WICHITA)

WHEATFIELD N39°30.59′ W101°02.86′ NOTAM FILE ICT. WICHITA
NDB (MHW) 408 JDM 171° 4.9 NM to Shalz Fld. L–10G

NDB DBX	APP CRS	Rwy Idg	N/A
212	185°	TDZE	N/A
		Apt Elev	1435

NDB or GPS-A

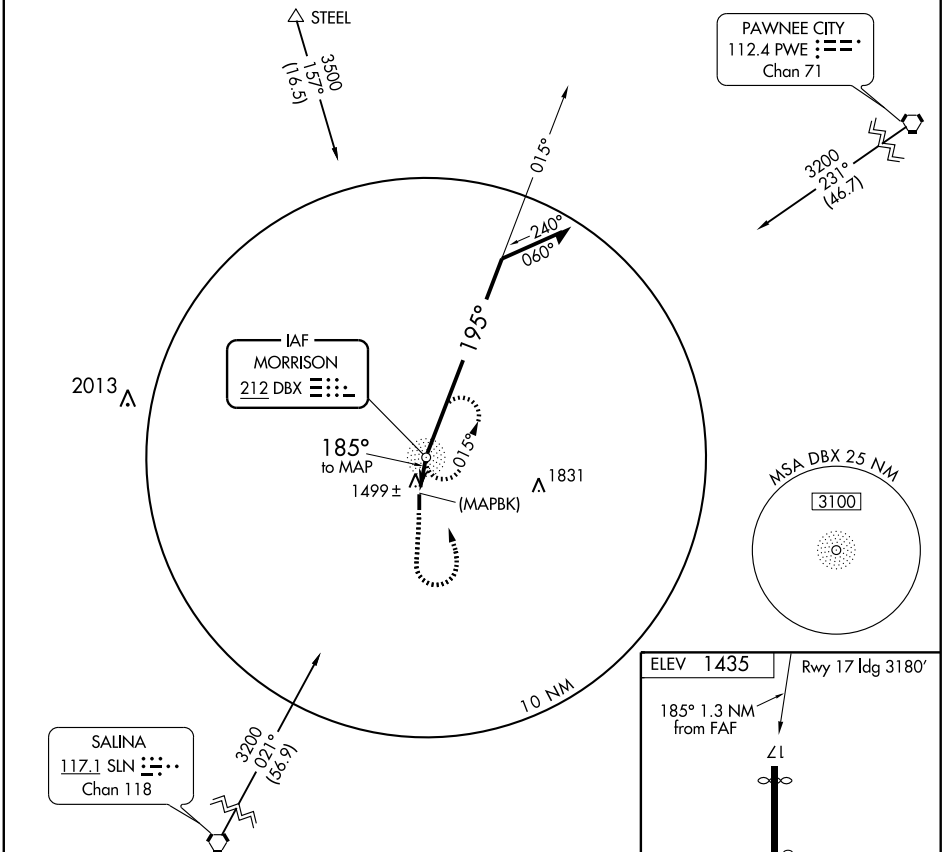
WASHINGTON COUNTY MEMORIAL (K38)

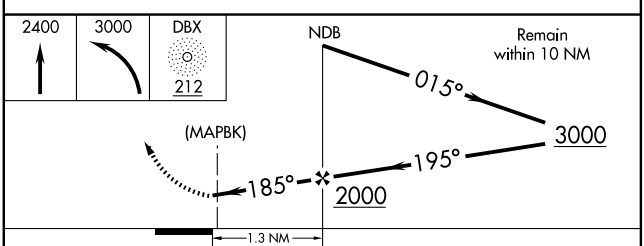
NA Use Concordia Blosser Muni altimeter setting; if not received, procedure not authorized.

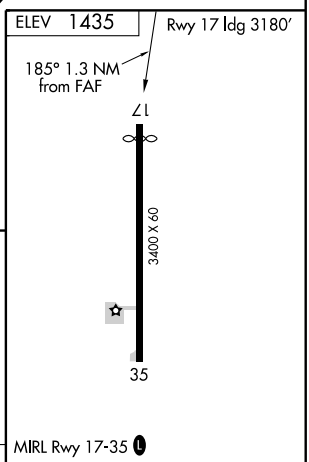
MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct DBX NDB and hold.

KANSAS CITY CENTER
127.35 257.975

(CTAF) **122.9** L





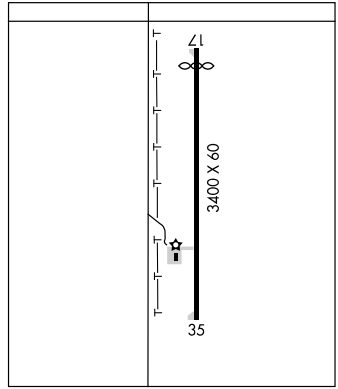


CATEGORY	A	B	C	D
CIRCLING	1940-1 505 (600-1)		1940-1½ 505 (600-1½)	NA

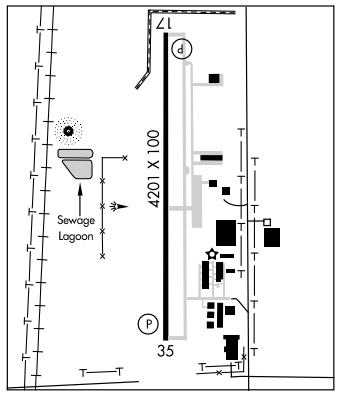
FAF to MAP 1.3 NM					
Knots	60	90	120	150	180
Min:Sec	1:18	0:52	0:39	0:31	0:26

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WASHINGTON CO MEM (K38) 5 S UTC−6(−5DT) N39°44.01′ W97°02.86′ WICHITA
1435 B **FUEL** 100LL NOTAM FILE ICT L–10I
RWY 17–35: H3400X60 (CONC) MIRL IAP
RWY 17: Thld dsplcd 220′. Road. **RWY 35:** P–line.
AIRPORT REMARKS: Unattended. Self–help credit card fueling avbl. 24 hr phone avbl for public use with phone card. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 229° 47.9 NM to fld. 1360/5E. **HIWAS.**
MORRISON NDB (MHW) 212 DBX N39°45.70′ W97°02.54′ 182° 1.7 NM to fld. NOTAM FILE ICT. Unusable byd 15 NM.



WELLINGTON MUNI (EGT) 3 N UTC−6(−5DT) N37°19.42′ W97°23.30′ WICHITA
1277 B S4 **FUEL** 100LL, JET A NOTAM FILE ICT L–15D
RWY 17–35: H4201X100 (CONC) S–49, D–60 HIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. For special requests call 620–326–5717. 100LL fuel 24 hr credit card service. For Jet–A fuel after hrs call 316–990–5807. ACTIVATE HIRL Rwy 17–35, REIL Rwy 17 and Rwy 35—CTAF. PAPI Rwy 17 and Rwy 35 are on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.875 (620) 326–2470
COMMUNICATIONS: CTAF/UNICOM 122.8
WICHITA APP/DEP CON 134.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 153° 26.9 NM to fld. 1471/7E. **HIWAS.**
NDB (MHW) 414 EGT N37°19.42′ W97°23.41′ at fld.



WESTPORT (See WICHITA)

WESTPORT AUXILIARY (See WICHITA)

WHEATFIELD N39°30.59′ W101°02.86′ NOTAM FILE ICT. WICHITA
NDB (MHW) 408 JDM 171° 4.9 NM to Shalz Fld. L–10G

NDB EGT	APP CRS	Rwy Idg	4201
414	349°	TDZE	1277
		Apt Elev	1277

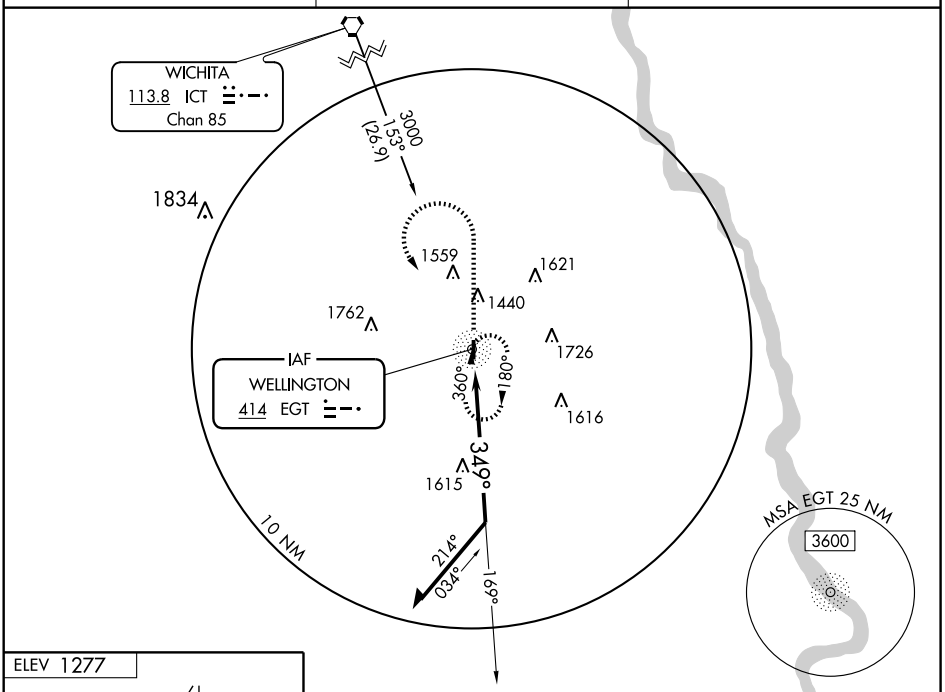
NDB RWY 35
WELLINGTON MUNI (EGT)

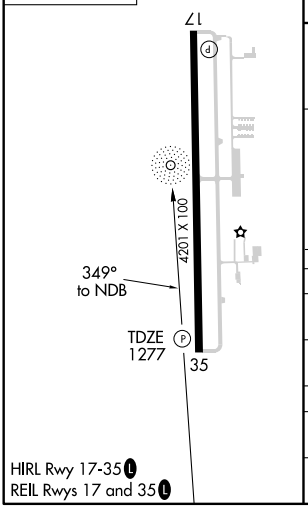
Obtain local altimeter on CTAF; when not received, use Wichita Mid-Continent altimeter setting. Procedure NA at night.

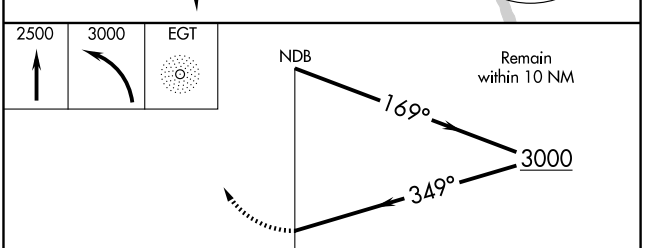
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGT NDB and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)
CIRCLING	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-35	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)
CIRCLING	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4201
CH 93804	172°	TDZE	1277
W17A		Apt Elev	1277

RNAV (GPS) RWY 17

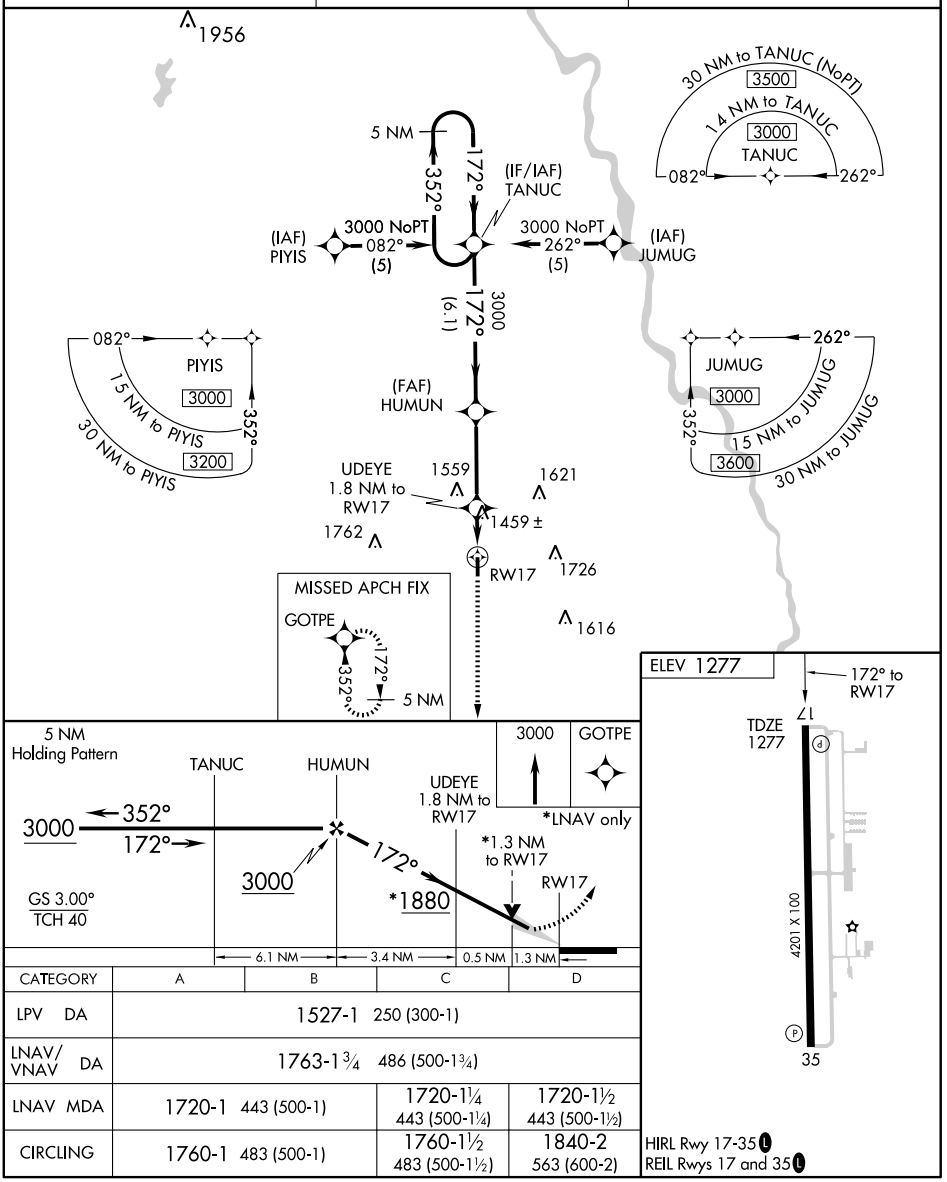
WELLINGTON MUNI (EGT)

Baro-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct GOTPE and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1763-1¾ 486 (500-1¾)			
LNAV MDA	1720-1 443 (500-1)		1720-1¼ 443 (500-1¼)	1720-1½ 443 (500-1½)
CIRCLING	1760-1 483 (500-1)		1760-1½ 483 (500-1½)	1840-2 563 (600-2)

HIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

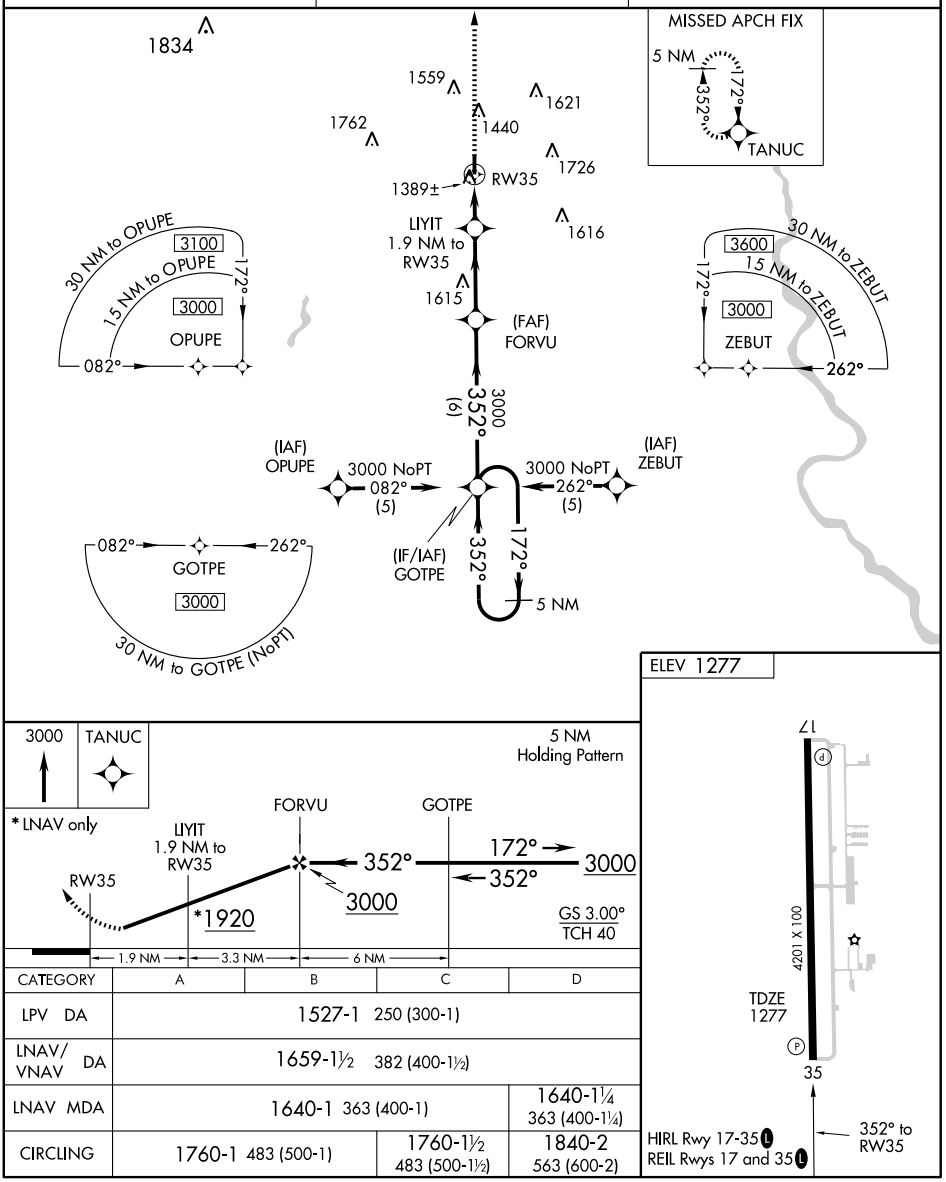
WAAS CH 70504 W35A	APP CRS 352°	Rwy Idg 4201 TDZE 1277 Apt Elev 1277

RNAV (GPS) RWY 35
WELLINGTON MUNI (EGT)

Baro-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated Baro -VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct TANUC and hold.

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1659-1½ 382 (400-1½)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1760-1 483 (500-1)		1760-1½ 483 (500-1½)	1840-2 563 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ICT	APP CRS	Rwy Idg	4201
113.8	152°	TDZE	1277
Chan 85		Apt Elev	1277

VOR/DME RWY 17

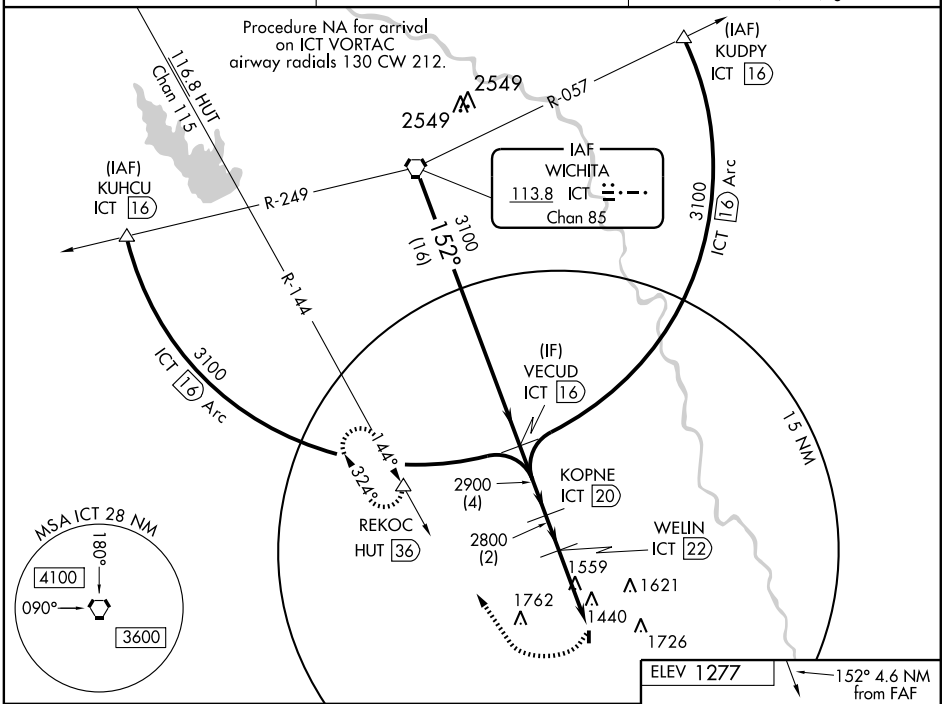
WELLINGTON MUNI (EGT)

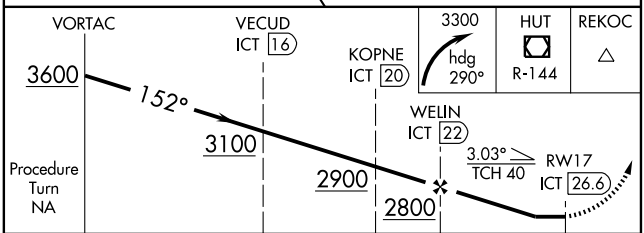
Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.

NA

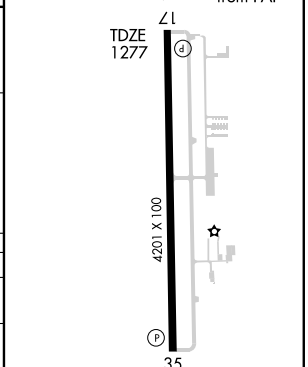
MISSED APPROACH: Climbing right turn to 3300 via heading 290° and HUT VOR/DME R-144 to REKOC/HUT 36 DME and hold

AWOS-3	WICHITA APP CON	UNICOM
118.875	134.85 385.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
CIRCLING	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-17	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)
CIRCLING	2160-1¼ 883 (900-1¼)		2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)

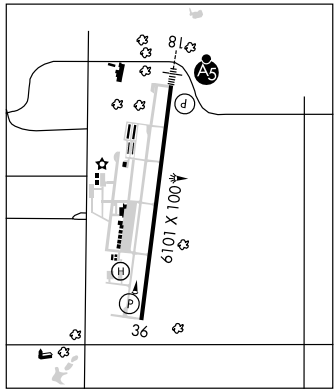


HIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

COLONEL JAMES JABARA (AAO) 9 NE UTC−6(−5DT) N37°44.86′ W97°13.27′ **WICHITA**
1421 B S4 **FUEL** 100LL, JET A TPA—2221(800) NOTAM FILE AAO **H–5C, L–10I, 15D**
RWY 18–36: H6101X100 (CONC–GRVD) S–40, D–62 MIRL 0.3% up S **IAP**
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 34′. Rgt tfc.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
AIRPORT REMARKS: Attended continuously. Be alert for military acft W of field at 3000′. VFR arrivals from E/SE ctc Beech twr on freq 126.8 for Beech Factory Arpt tfc advisories. Rwy 18 VFR deps make right downwind dep. CAUTION: Observe published tfc pats, Beech Factory Fld Rwy 18 final only one mile to the east. Migratory birds on and invof arpt. Due to rwy and twy end elevation differentials and acft height, pilots may lose line of sight of other acft on opposing rwy and twy ends. Noise sensitive areas to the south and west. PPR for acft carrying Class 1—Division 1.1, 1.2 or 1.3 explosives as defined by 49 CFR 173.50. ACTIVATE MIRL Rwy 18–36, MALSR Rwy 18, REIL Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 operate continuously.
WEATHER DATA SOURCES: ASOS 134.025 (316) 636–2541.
COMMUNICATIONS: CTAF/UNICOM 122.7 (CTAF used jointly with Beech Factory arpt when Beech twr clsd)
Ⓡ **WICHITA APP/DEP CON** 134.8
WICHITA CLNC DEL 125.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 082° 17.3 NM to fld. 1471/7E. **HIWAS.**
ILS/DME 109.55 I–AAO Chan 32(Y) Rwy 18 ILS unmonitored.



HELIPAD H1: H50X50 (CONC) MIRL
HELIPORT REMARKS: Helipad H1 has perimeter lgts. ACTIVATE perimeter lgts—CTAF.

RIVERSIDE (K32) 5 NW UTC−6(−5DT) N37°44.77′ W97°24.36′ **WICHITA**
1335 B S4 **FUEL** 100LL, MOGAS NOTAM FILE ICT **L–10I, 15D**
RWY 16–34: H3200X40 (ASPH) S–2 LIRL
RWY 16: P–line. **RWY 34:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 16–34 NSTD thld lgts Rwy 34 consist of one red/green light on each side of rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 083° 8.5 NM to fld. 1471/7E. **HIWAS.**

WESTPORT (71K) 3 SW UTC−6(−5DT) N37°38.86′ W97°23.02′ **WICHITA**
1290 S4 **FUEL** 100LL NOTAM FILE ICT
RWY 17–35: H2520X30 (ASPH) S–3
RWY 17: Thld dsplcd 400′. Buildings. **RWY 35:** Rgt tfc.
AIRPORT REMARKS: Attended dalgt hours. Departures ctc Wichita twr on the ground on frequency 125.7 for departure instructions. If unable—ctc twr on frequency 118.2 upon departure and remain east of the fld until communications are established. Rwy 17–35 has grass encroaching on rwy sides numerous surface cracks.
COMMUNICATIONS: CTAF 122.9

WESTPORT AUXILIARY (72K) 5 SW UTC−6(−5DT) N37°36.25′ W97°21.54′ **WICHITA**
1270 NOTAM FILE ICT
RWY 17–35: 2550X50 (TURF)
RWY 17: P-line. **RWY 35:** Fence.
AIRPORT REMARKS: Unattended. Road crosses N end Rwy 17–35. Rwy 17–35 surface rough and bumpy.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-AAO	APP CRS	Rwy Idg 6101
109.55	181°	TDZE 1414
Chan 032 (Y)		Apt Elev 1421

ILS or LOC/DME RWY 18

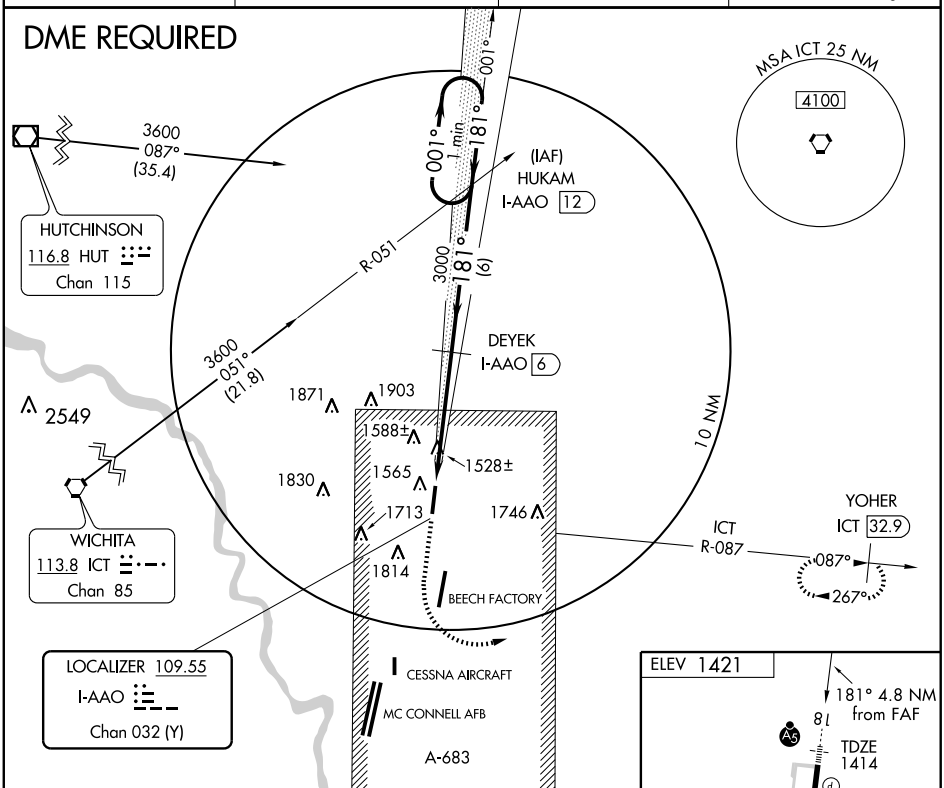
WICHITA/COLONEL JAMES JABARA (AAO)

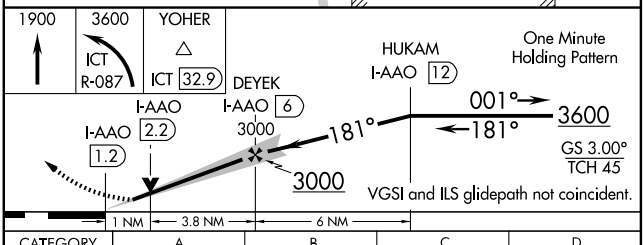
If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

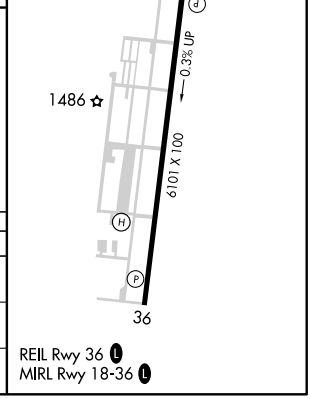
MALSR

MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via ICT R-087 to YOHER / ICT 32.9 DME and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	1614-½ 200 (200-½)			
S-LOC 18	1780-½ 366 (400-½)			1780-¾ 366 (400-¾)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6101
263°	TDZE	NA
	Apt Elev	1421

RNAV (GPS)-E

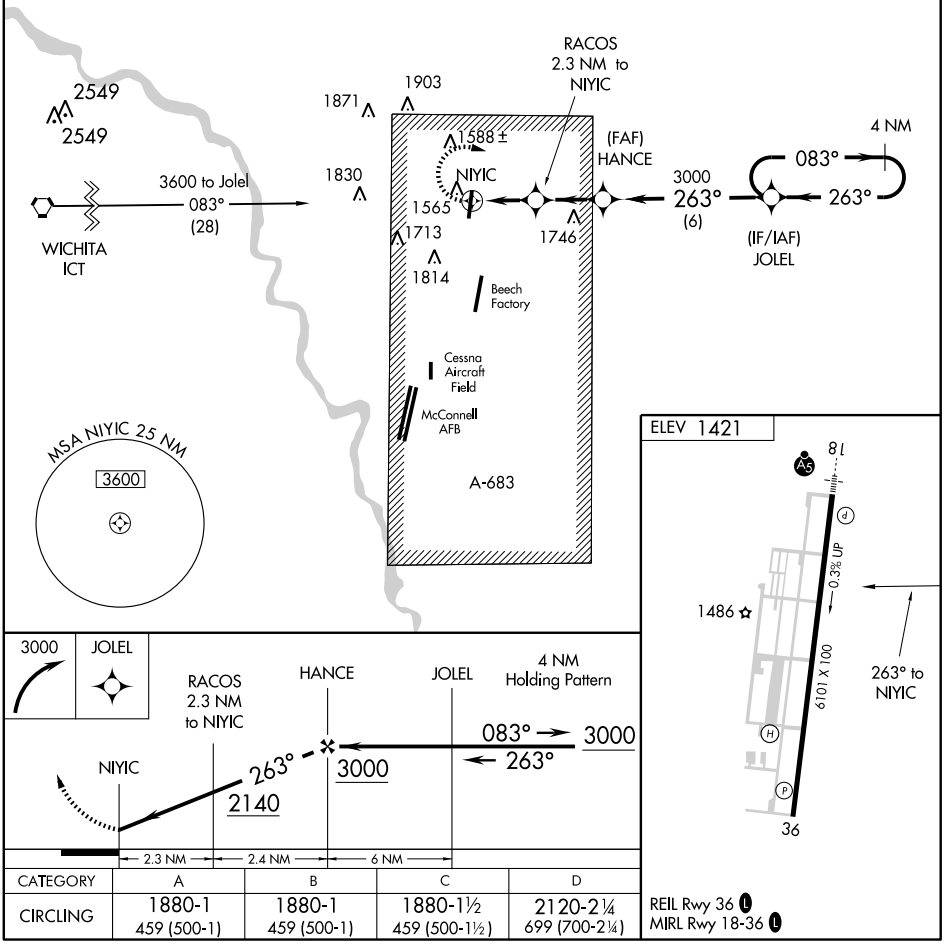
WICHITA/COLONEL JAMES JABARA (AAO)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct JOLEL and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

REIL Rwy 36 L
MIRL Rwy 18-36 L

WAAS	APP CRS	Rwy Idg	6101
CH 81808	181°	TDZE	1414
W18A		Apt Elev	1421

RNAV (GPS) RWY 18

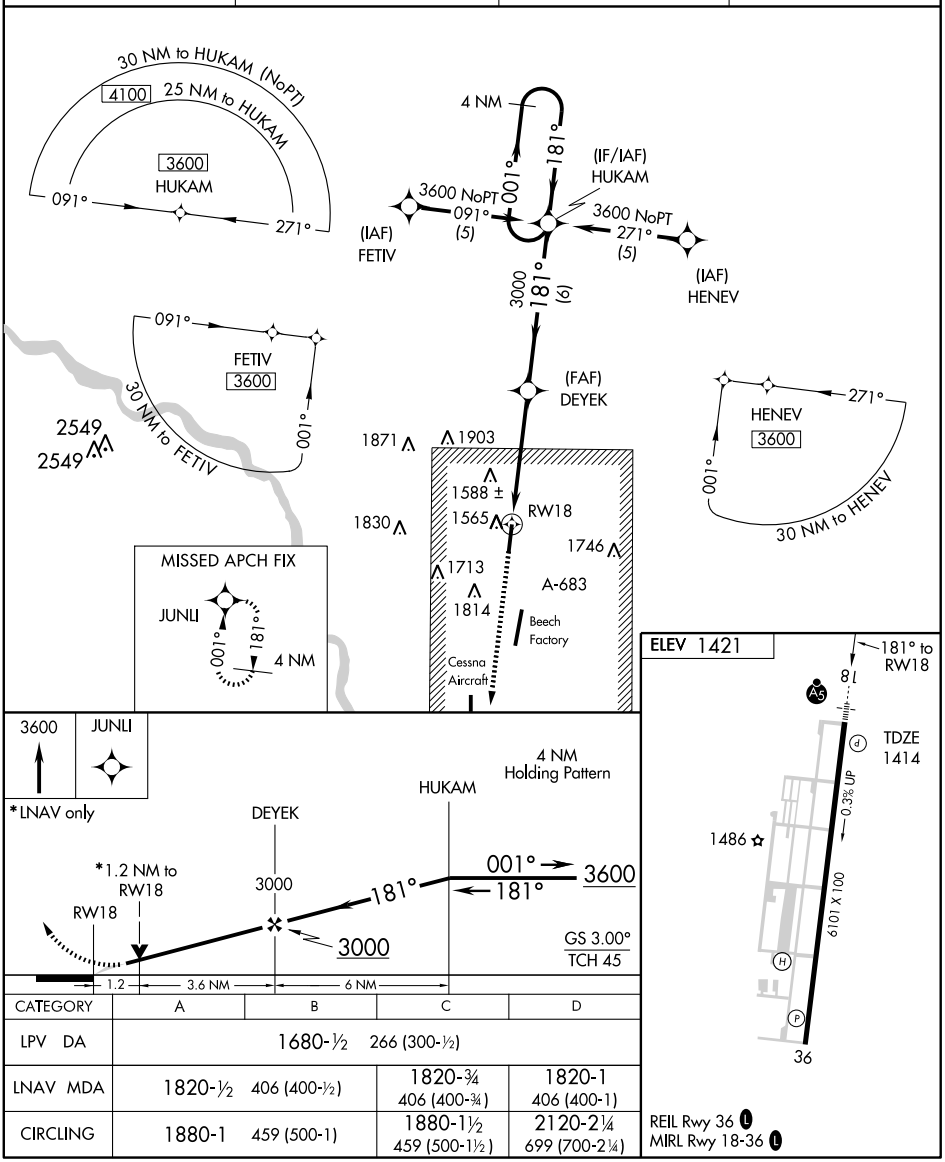
WICHITA/COLONEL JAMES JABARA (AAO)

For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DA/MDA 40 feet. VDP NA with Wichita Mid-Continent altimeter setting.

MALSR

MISSED APPROACH: Climb to 3600 direct JUNLI and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1680-½ 266 (300-½)			
LNAV MDA	1820-½ 406 (400-½)		1820-¾ 406 (400-¾)	1820-1 406 (400-1)
CIRCLING	1880-1 459 (500-1)		1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86208 W36A	APP CRS 001°	Rwy Idg 6101 TDZE 1421 Apt Elev 1421

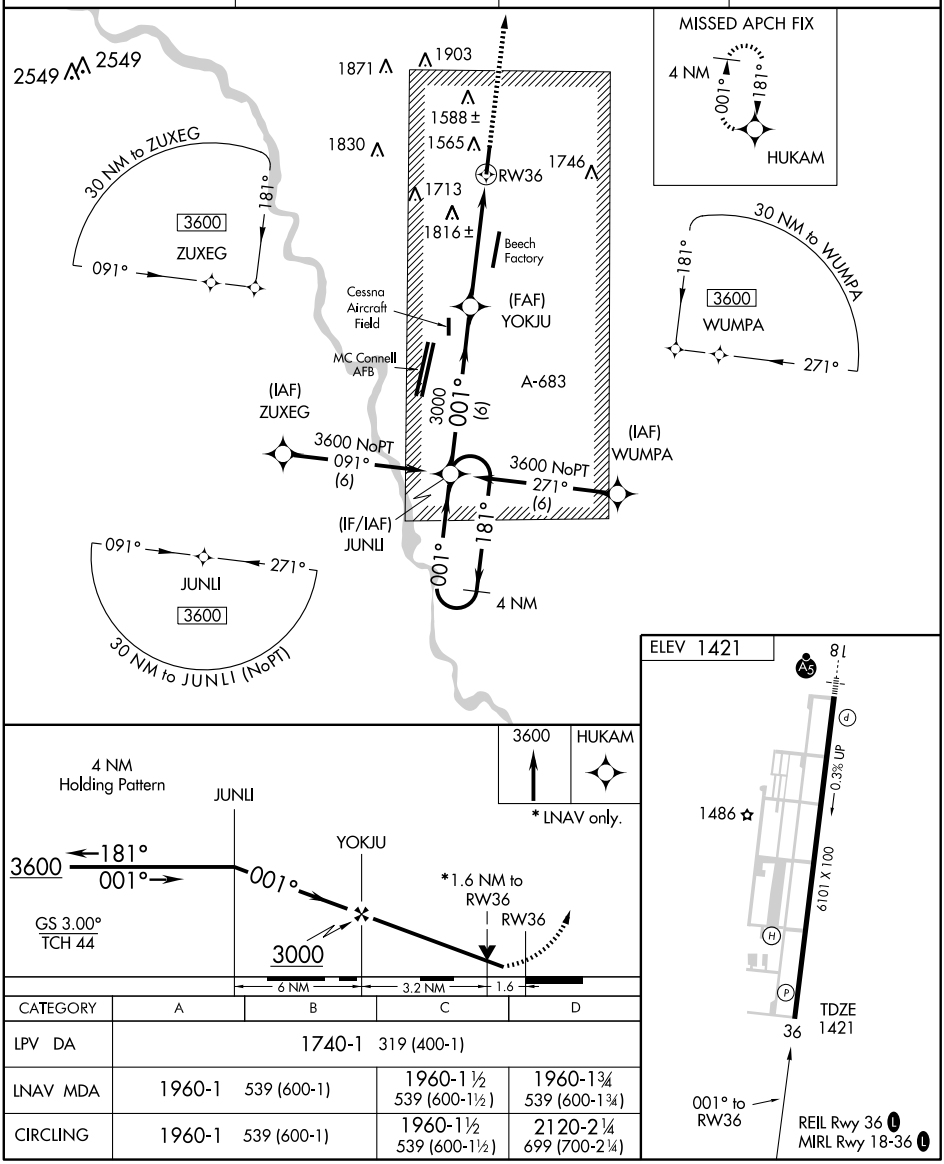
RNAV (GPS) RWY 36

WICHITA/COLONEL JAMES JABARA (AAO)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DA/MDA 40 feet and increase LPV all Cats visibility to 1¼ mile.
▲ VDP NA with Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3600 direct HUKAM and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1740-1 319 (400-1)			
LNAV MDA	1960-1 539 (600-1)		1960-1½ 539 (600-1½)	1960-1¾ 539 (600-1¾)
CIRCLING	1960-1 539 (600-1)		1960-1½ 539 (600-1½)	2120-2¼ 699 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT	APP CRS	Rwy Idg	N/A
113.8	262°	TDZE	N/A
Chan 85		Apt Elev	1421

VOR-A

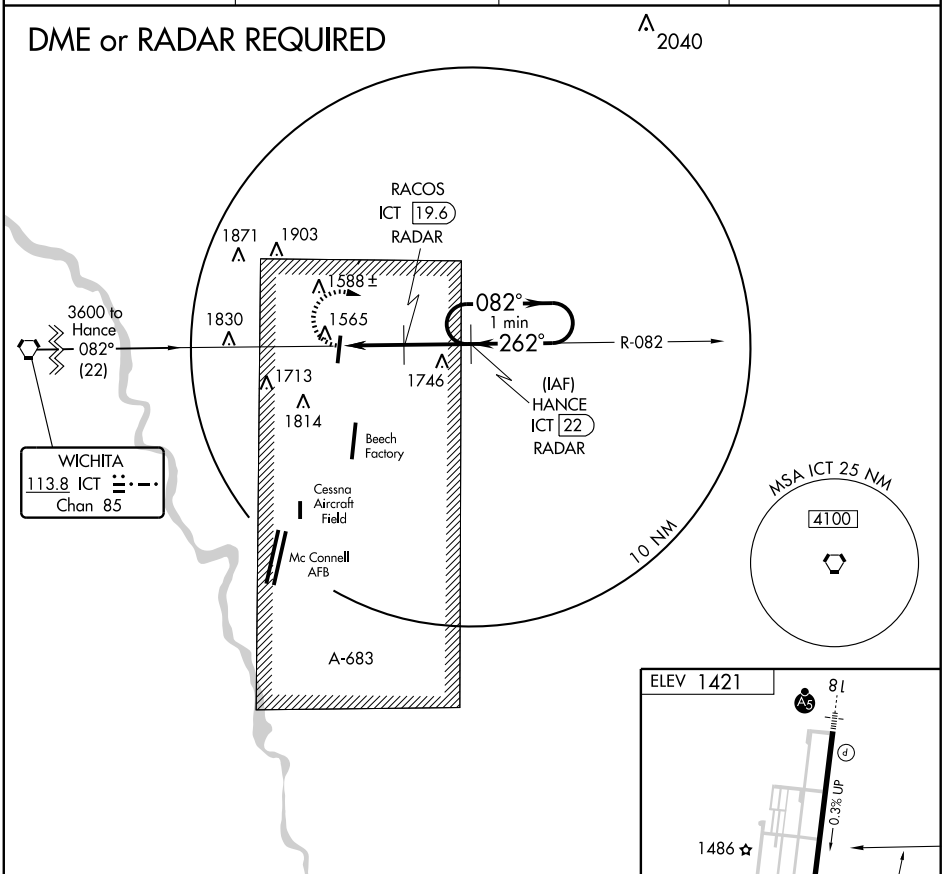
WICHITA/COLONEL JAMES JABARA (AAO)

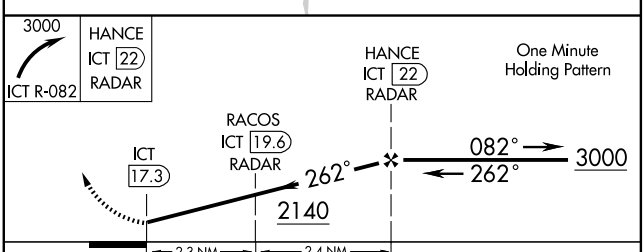
If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

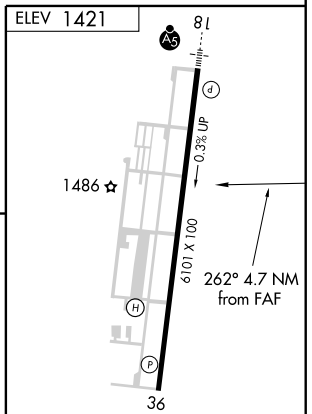
MISSED APPROACH: Climbing right turn to 3000 via ICT R-082 to HANCE/ICT 22 DME/RADAR and hold.

ASOS	WICHITA APP CON	CLNC DEL	UNICOM
134.025	134.8 269.1	125.0	122.7 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

FAF TO MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WICHITA

BEECH FACTORY (BEC) 5 E UTC−6(−5DT) N37°41.67′ W97°12.90′

WICHITA
H–5C, L–10I, 15D
IAP

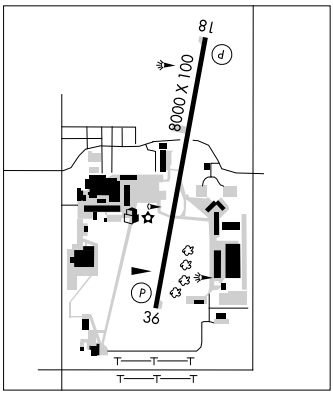
1408 B **FUEL** 100LL, JET A NOTAM FILE ICT

RWY 18–36: H8000X100 (CONC) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Lgts. Rgt tfc. 0.5% up.

AIRPORT REMARKS: Attended Mon–Fri 1300–2330Z‡. Fuel/parking unavbl except 4 hrs PPR call 316–676–7140. When twr closed ctc security on UNICOM freq when clear of rwy. PPR for parking or taxiing west side of rwy. Deer, coyote and migratory water fowl on and invof arpt. Be alert Col James Jabara Aprt 3 miles north 1/2 mile west of arpt. Arriving and departing acft maintain 2200′ MSL within 5 miles of fld due to AFB tfc. Arrivals from the W enter the pattern E along 13th Street. When twr clsd ACTIVATE MIRL Rwy 18–36, REIL Rwys 18 and 36—122.7.



COMMUNICATIONS: CTAF 122.7 (when Beech twr clsd) **UNICOM** 122.95

Ⓡ **WICHITA APP/DEP CON** 134.8

WICHITA CLNC DEL 125.0 (when Beech Factory twr clsd.)

TOWER 126.8 (Mon–Fri 1300–2330Z‡.) **GND CON** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 093° 17.8 NM to fld. 1471/7E.

HIWAS.

COMM/NAV/WEATHER REMARKS: Twr hrs other times by NOTAM; check with FLIGHT SERVICES or Wichita App Con on freq 134.8. CTAF 122.7 used JOINTLY with Jabara arpt when Beech twr clsd.

CESSNA ACFT FLD (CEA) 4 SE UTC−6(−5DT) N37°38.92′ W97°15.04′

WICHITA
L–10I, 15D
IAP

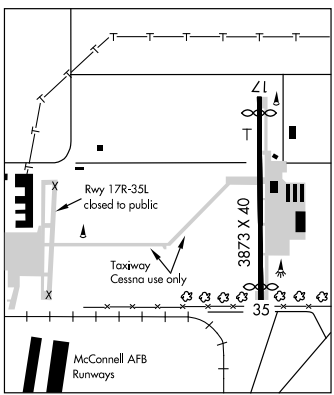
1378 NOTAM FILE ICT

RWY 17–35: H3873X40 (ASPH)

RWY 17: Thld dsplcd 150′. Road.

RWY 35: Thld dsplcd 150′. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Acft ops should coordinate with McConnell AFB prior to arrival and departure—Control twr 127.25. Rwy 17R–35L used only by Cessna personnel, clsd to public.



COMMUNICATIONS: CTAF 122.9.

Ⓡ **WICHITA APP/DEP CON** 134.8

CLNC DEL 125.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 103° 16.9 NM to fld. 1471/7E.

HIWAS.

RNAV (GPS) RWY 18

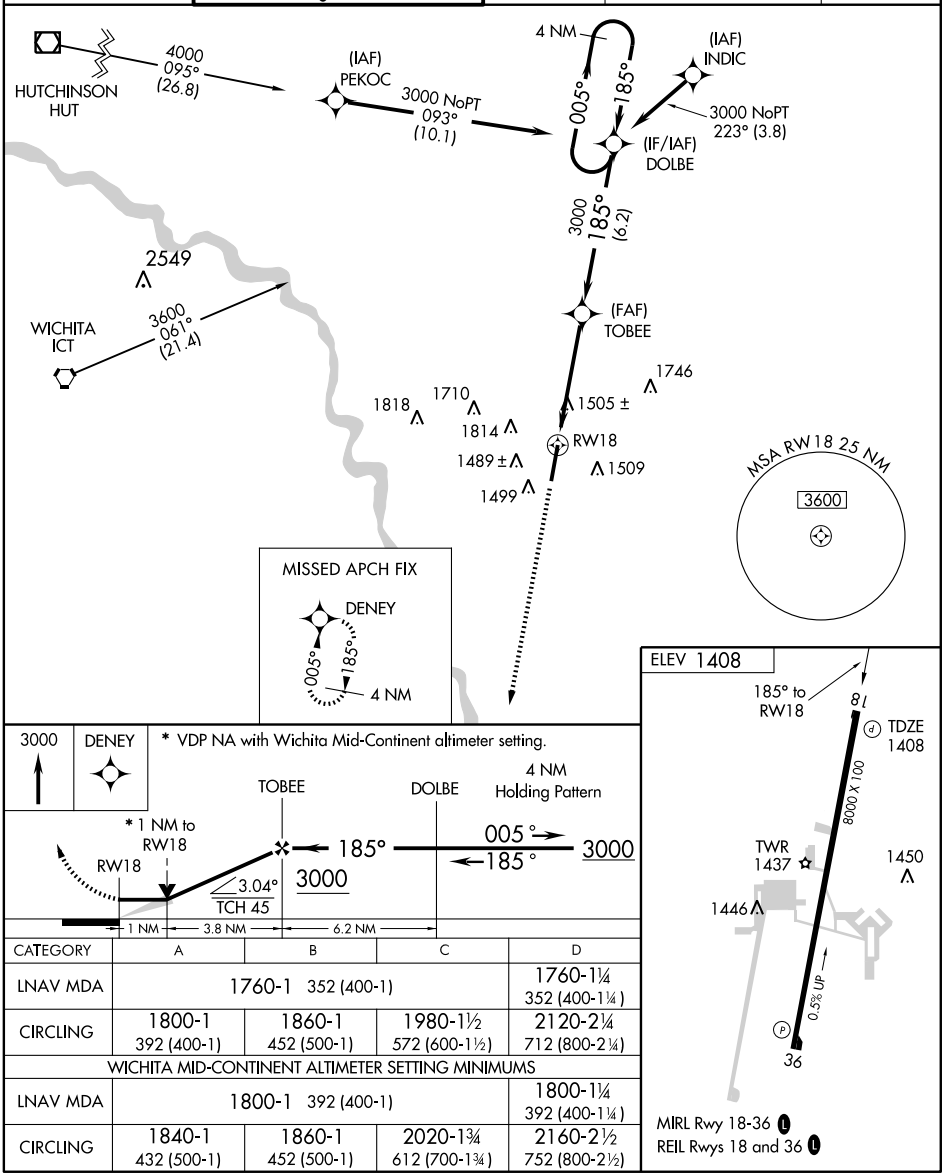
WICHITA/BEECH FACTORY (BEC)

APP CRS	Rwy Idg	TDZE	Apt Elev
185°	8000	1408	1408

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DENEY WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1760-1 352 (400-1)			1760-1¼ 352 (400-1¼)
CIRCLING	1800-1 392 (400-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1800-1 392 (400-1)			1800-1¼ 392 (400-1¼)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

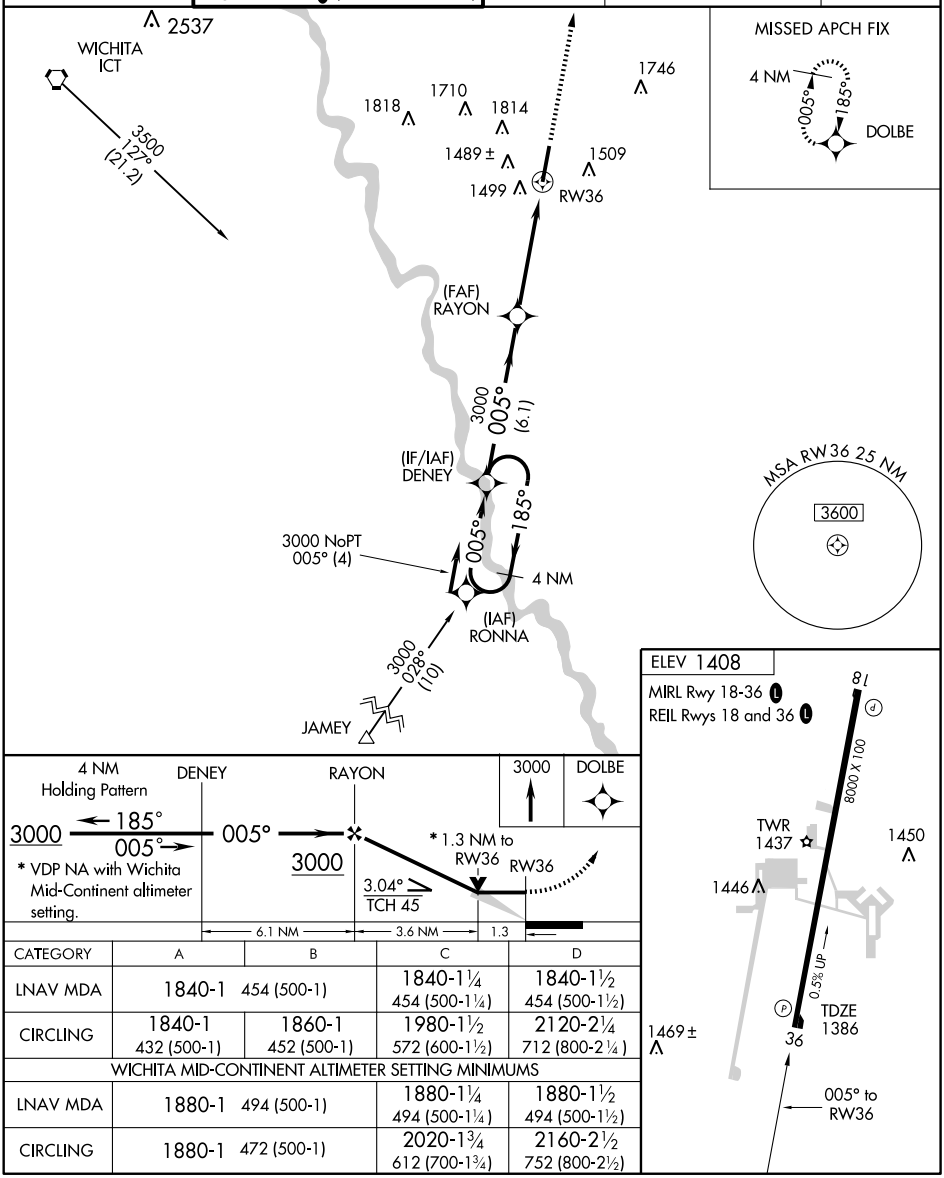
WICHITA/ BEECH FACTORY (BEC)

APP CRS	Rwy Idg	8000
005°	TDZE	1386
	Apt Elev	1408

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOLBE WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	1840-1 454 (500-1)		1840-1¼ 454 (500-1¼)	1840-1½ 454 (500-1½)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1880-1 494 (500-1)		1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1 472 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg N/A TDZE N/A Apt Elev 1408

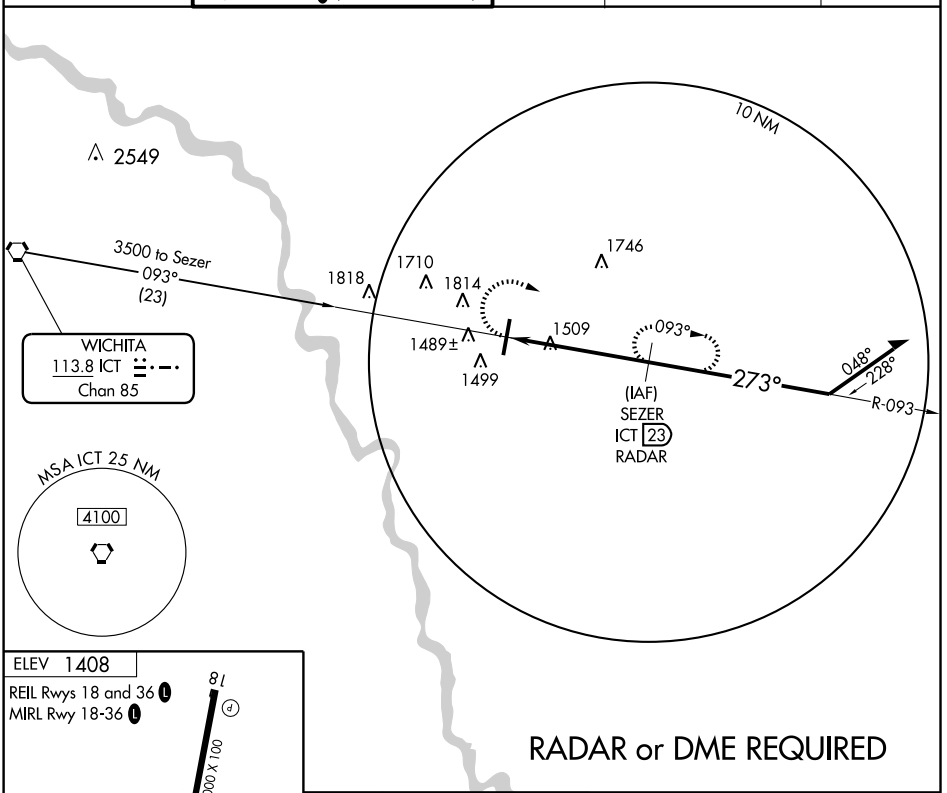
VOR-B

WICHITA/BEECH FACTORY (BEC)

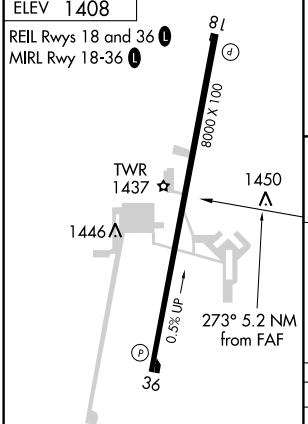
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

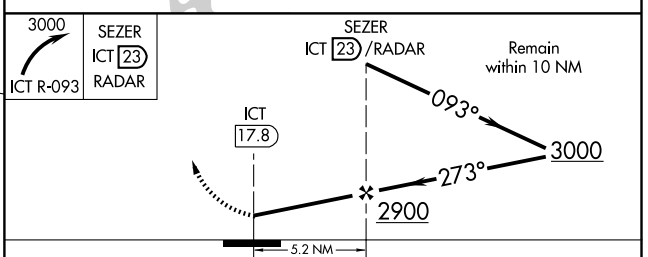
MISSED APPROACH: Climbing right turn to 3000 via ICT VORTAC R-093 to SEZER 23 DME/RADAR and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95



RADAR or DME REQUIRED





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1820-1 412 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
CIRCLING	1860-1 452 (500-1)		2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME RNAV RWY 18

WICHITA/BEECH FACTORY (BEC)

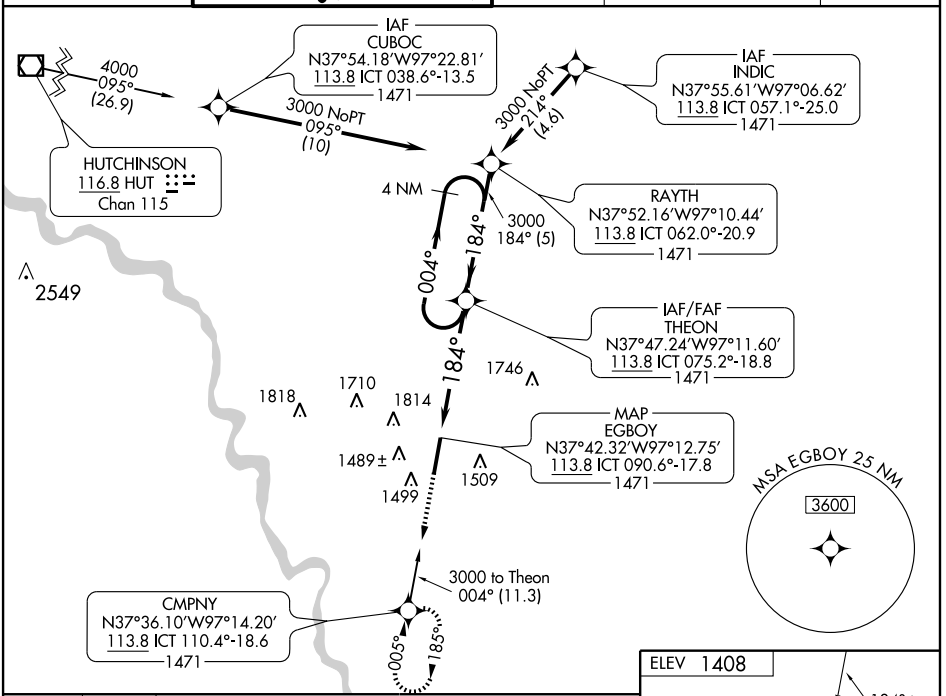
VORTAC ICT 113.8 Chan 85	APP CRS 184°	Rwy Idg 8000 TDZE 1408 Apt Elev 1408

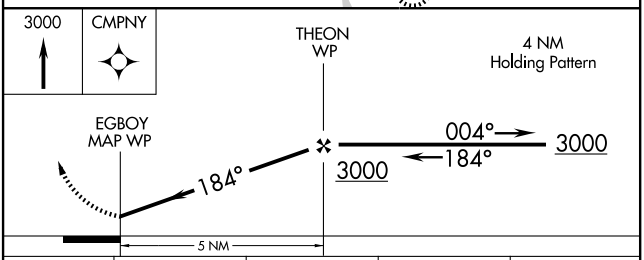
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

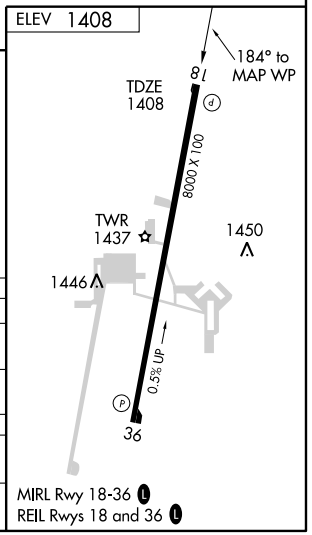
NA

MISSED APPROACH: Climb to 3000 direct CMPNY WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-18	1940-1	532 (600-1)	1940-1½ 532 (600-1½)	1940-1¾ 532 (600-1¾)
CIRCLING	1940-1	532 (600-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-18	1960-1	552 (600-1)	1960-1¾ 552 (600-1¾)	1960-1¾ 552 (600-1¾)
CIRCLING	1960-1	552 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT	APP CRS	Rwy Idg	8000
113.8	004°	TDZE	1386
Chan 85		Apt Elev	1408

VOR/DME RNAV RWY 36

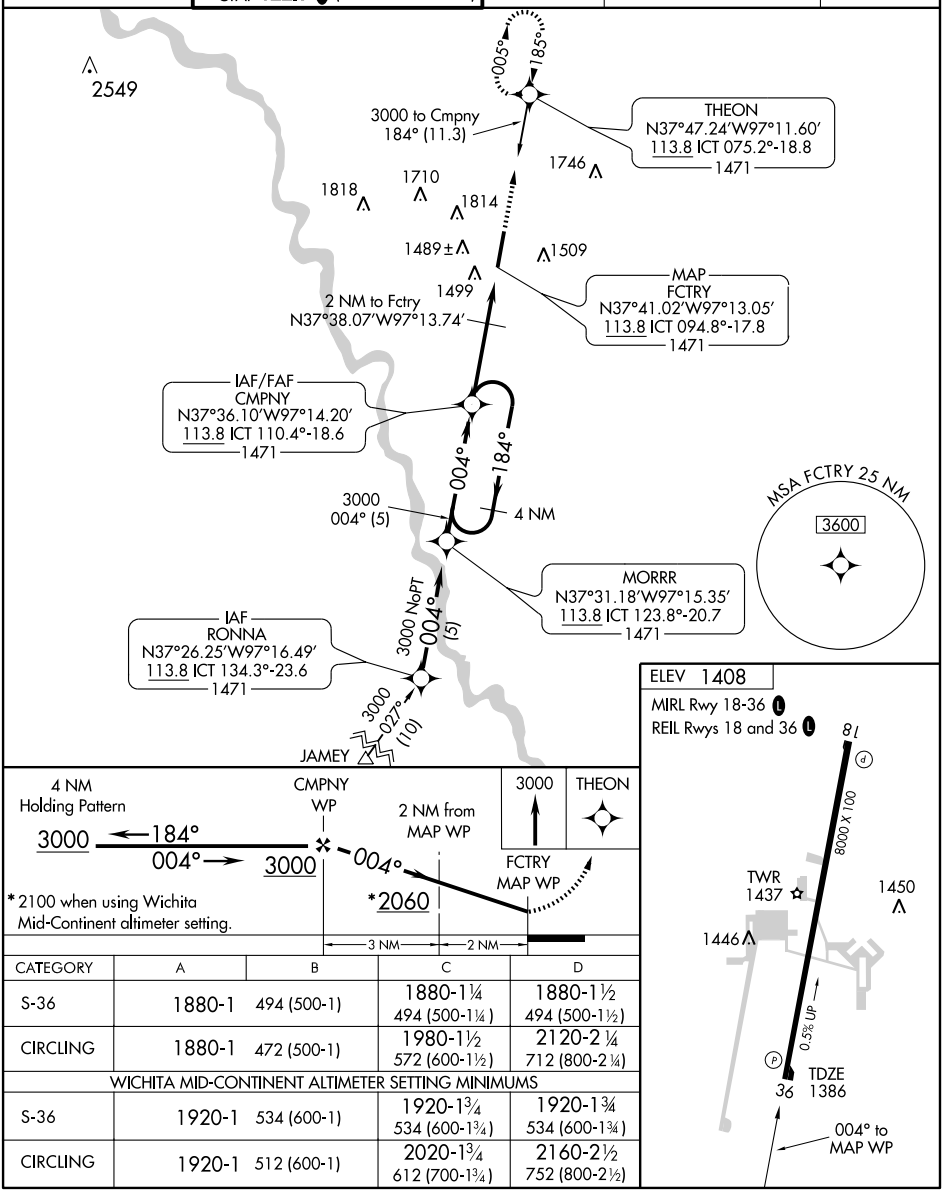
WICHITA/BEECH FACTORY (BEC)

Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct THEON WP and hold.

WICHITA APP CON	BEECH TOWER ★	GND CON	CLNC DEL	UNICOM
134.8 269.1	126.8 (CTAF) 313.6 CTAF 122.7 L (When tower closed)	121.7	125.0 (When tower closed)	122.95



CATEGORY	A	B	C	D
S-36	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-36	1920-1	534 (600-1)	1920-1¾ 534 (600-1¾)	1920-1¾ 534 (600-1¾)
CIRCLING	1920-1	512 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WICHITA

BEECH FACTORY (BEC) 5 E UTC−6(−5DT) N37°41.67′ W97°12.90′

WICHITA
H–5C, L–10I, 15D
IAP

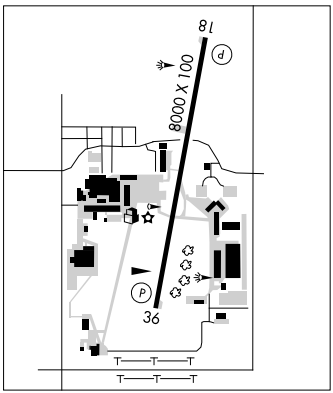
1408 B **FUEL** 100LL, JET A NOTAM FILE ICT

RWY 18–36: H8000X100 (CONC) MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Lgts. Rgt tfc. 0.5% up.

AIRPORT REMARKS: Attended Mon–Fri 1300–2330Z‡. Fuel/parking unavbl except 4 hrs PPR call 316–676–7140. When twr closed ctc security on UNICOM freq when clear of rwy. PPR for parking or taxiing west side of rwy. Deer, coyote and migratory water fowl on and invof arpt. Be alert Col James Jabara Aprt 3 miles north 1/2 mile west of arpt. Arriving and departing acft maintain 2200′ MSL within 5 miles of fld due to AFB tfc. Arrivals from the W enter the pattern E along 13th Street. When twr clsd ACTIVATE MIRL Rwy 18–36, REIL Rwys 18 and 36—122.7.



COMMUNICATIONS: CTAF 122.7 (when Beech twr clsd) **UNICOM** 122.95

Ⓡ **WICHITA APP/DEP CON** 134.8

WICHITA CLNC DEL 125.0 (when Beech Factory twr clsd.)

TOWER 126.8 (Mon–Fri 1300–2330Z‡.) **GND CON** 121.7

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 093° 17.8 NM to fld. 1471/7E.

HIWAS.

COMM/NAV/WEATHER REMARKS: Twr hrs other times by NOTAM; check with FLIGHT SERVICES or Wichita App Con on freq 134.8. CTAF 122.7 used JOINTLY with Jabara arpt when Beech twr clsd.

CESSNA ACFT FLD (CEA) 4 SE UTC−6(−5DT) N37°38.92′ W97°15.04′

WICHITA
L–10I, 15D
IAP

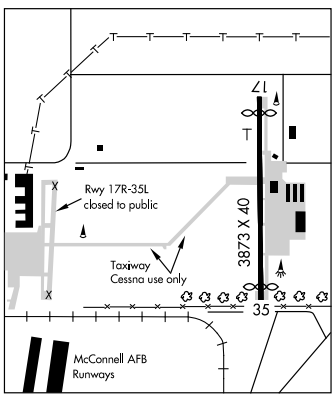
1378 NOTAM FILE ICT

RWY 17–35: H3873X40 (ASPH)

RWY 17: Thld dsplcd 150′. Road.

RWY 35: Thld dsplcd 150′. Road. Rgt tfc.

AIRPORT REMARKS: Unattended. Acft ops should coordinate with McConnell AFB prior to arrival and departure—Control twr 127.25. Rwy 17R–35L used only by Cessna personnel, clsd to public.



COMMUNICATIONS: CTAF 122.9.

Ⓡ **WICHITA APP/DEP CON** 134.8

CLNC DEL 125.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

WICHITA (H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 103° 16.9 NM to fld. 1471/7E.

HIWAS.

APP CRS	Rwy Idg	N/A
280°	TDZE	N/A
	Apt Elev	1378

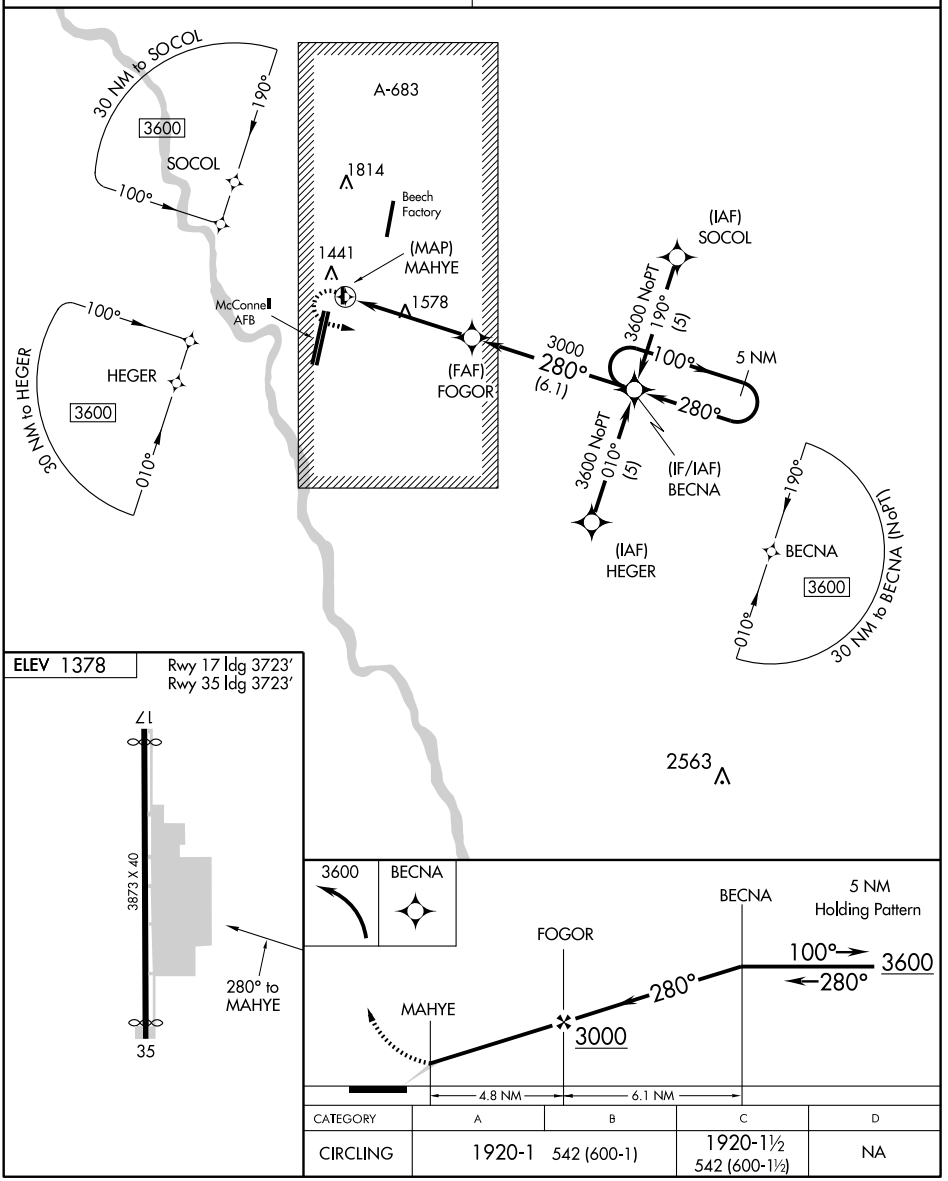
RNAV (GPS) -D

WICHITA/CESSNA AIRCRAFT FIELD (CEA)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Wichita Mid-Continent altimeter setting; when not received, use Colonel James Jabara altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct BECNA and hold.

WICHITA APP CON	CTAF
134.8 269.1	122.9



CATEGORY	A	B	C	D
CIRCLING	1920-1 542 (600-1)		1920-1½ 542 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC ICT 113.8 Chan 85	APP CRS 283°	Rwy Idg N/A TDZE N/A Apt Elev 1378

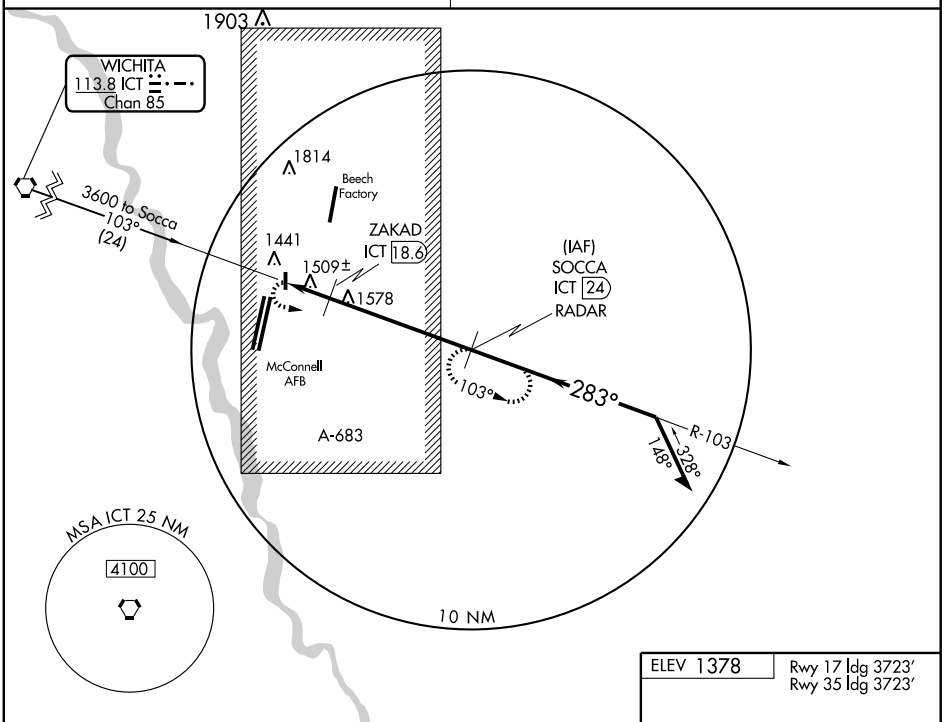
VOR-C

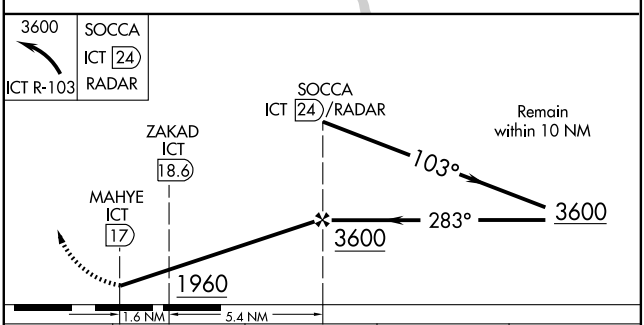
WICHITA/CESSNA AIRCRAFT FIELD (CEA)

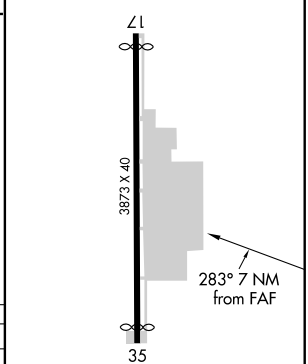
⚠ NA Use Wichita Mid-Continent altimeter setting. Procedure not authorized at night. DME or RADAR required.

MISSED APPROACH: Climbing left turn to 3600 via ICT R-103 to SOCCA 24 DME/RADAR and hold.

WICHITA APP CON	CTAF
134.8 269.1	122.9







CATEGORY	A	B	C	D
CIRCLING	1960-1 582 (600-1)		1960-1½ 582 (600-1½)	NA

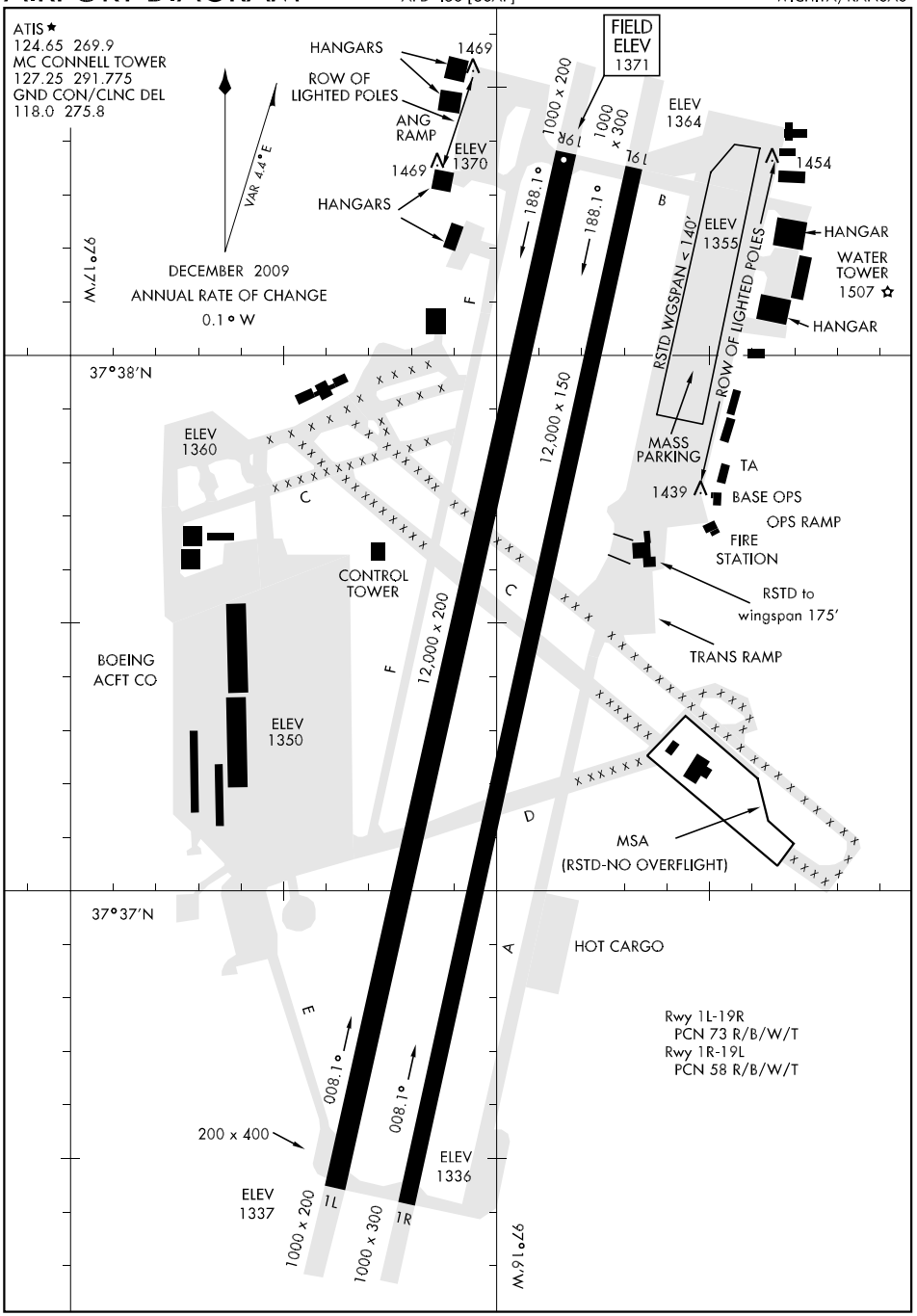
ZAKAD FIX MINIMUMS

CIRCLING	1840-1 462 (500-1)		1840-1½ 462 (500-1½)	NA

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MCCONNELL AFB (IAB)(KIAB) AF (AFRC ANG) 4 S UTC−6(−5DT) **WICHITA**
N37°37.38′ W97°16.04′ **H–5C, L–10I, 15D**
1371 B AOE NOTAM FILE ICT Not insp. **DIAP, AD**

RWY 01L–19R: H12000X200 (CONC) PCN 73 R/B/W/T HIRL
RWY 01L: ALSF1. AF OVRN. PAPI(P4L)—GA 3.0°. **RWY 19R:** ALSF1. PAPI(P4L)—GA 3.0°.
RWY 01R–19L: H12000X150 (PEM–GRVD) PCN 58 R/B/W/T HIRL
RWY 01R: SSALR. PAPI(P4L)—GA 3.0°. **RWY 19L:** ALSF1. PAPI(P4L)—GA 3.0°.

MILITARY SERVICE: LGT Rwy 01L–19R PAPI runway reference point not coincidental with ILS runway point of intercept. **JASU** 4(M32A–86) (MA–1A) (MC–1A) 2(MC–2A) 5(MD–4) 3(AM32–95) **FUEL** J8 **FLUID** LPOX **OIL** O–133–148–156 SOAP. SOAP svcs not avbl for transient acft. **TRAN ALERT** No priority basis. Limited tran maintenance svc avbl weekdays 1300–0200Z‡, Sat 1300–2300Z‡, Sun 1300–2200Z‡, clsd holidays. Remain overnight arrive no later than 30 minutes and gas and go arrival no later than 1 hr prior to tran alert closing. No fleet svc avbl. No potable water svc. Limited de–icing of tran acft avbl. Tran maintenance not avbl outside published hrs. Trans svc limited. Weapons/guns, arm/de–arm/safeing not avbl. Extremely limited parking. Parking space, servicing and remain overnight cannot be assured without prior coordination DSN 743–3701, C316–759–3701. Ground servicing not avbl when lightning within 5 NM.

MILITARY REMARKS: See FLIP AP/1 for BASH, wx restrictions, and Supplementary Arpt Information. **RSTD** PPR all acft except distinguished visitor code 6 or higher, AIREVAC, AMC and Special Air Mission missions. For all PPR but Boeing input, contact DSN743–3701 for PPR. For Boeing input, include scheduled moderate/maintenance input, contact Boeing flight ops C316–977–5304 for PPR. Inbound acft with distinguished visitor ctc Comd Post 20 min prior to estimated time of arrival with block time. Do not over fly munitions storage area 2500′ east of midpoint Rwy 01R–19L. Rwy 01L–19R planned CLOSED for construction 10 Mar–10 Jun; Rwy 01R–19L planned CLOSED for construction 11 Jun–10 Sep, check NOTAMS for more details and changes. All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Ctc PTD/ATIS for current bird watch condition. Practice apch (VFR/IFR) restricted to KC–135 acft only 0400–1200Z‡. Acft carrying hazardous cargo rqr 24 hr prior notice. BASH RESTRICTIONS – Anytime bird watch condition MODERATE, VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. In addition, during Phase II (1 Sep–28 Feb, unless extended by NOTAM) Bash window (1 hour prior to and 1 hour after sunrise and sunset) VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity. Anytime bird watch condition SEVERE, VFR/IFR patterns will be closed to all aircraft and all takeoffs and landings require approval of 22 OG/CC. Airborne aircraft other than IFE or min fuel will divert or hold until bird watch condition is downgraded. Aircraft requesting to land or takeoff in bird watch condition SEVERE will contact Command Post. **CAUTION** Acft may appear to be left of course when flying instrument apch to Rwy 01L in instrument meteorological conditions due to parallel Rwy 01R apch lgt. Rwy 01R–19L edge lgts located more than 10 feet from edge of usable rwy surface. First 1000′ of Rwy 01R–19L are concrete, mid 10,000′ is asphalt. The mid 9500′ of rwy is grooved. **MISC** Command Post DSN 743–3251, C316–759–3251. B–52's flight planning into KIAB, check AP/1 for gnds ops restrictions. **ANG** KS ANG comd post DSN 743–7070/7071, C316–759–7070/7071. KS ANG OPS DSN 743–7187, C316–759–7187.

COMMUNICATIONS: SFA D–ATIS 124.65 269.9 **PTD** 372.2
(BOEING WICHITA RADIO 123.125)

Ⓡ **WICHITA APP CON** 126.7 353.5 (West of ICT) 134.8 269.1 (East of IAB at or blo 4000′) 134.85 385.55 (East of IAB abv 4000′)
TOWER 127.25 233.7 291.775 **GND CON** 118.0 275.8

Ⓡ **WICHITA DEP CON** 134.8 269.1 (at or blo 4000′) 134.85 385.55 (abv 4000′)
COMD POST 311.0 321.0 **BOEING GND CON** 266.025 **PMSV METRO** 375.2 Weather station operates Mon–Fri 0900–0300Z‡, weekend and holiday as rqr. Full svc PMSV avbl via 26 OWS. AWOS in use. Transient aircrews may ctc 26 OWS for a weather briefing DSN 781–4775 C318–456–4775. When possible, provide 2 hrs advance notice for all required briefings. **KS ANG OPS** 301.6

RADIO AIDS TO NAVIGATION: NOTAM FILE IAB.

(L) TACAN Chan 112 IAB (116.5) N37°37.31′ W97°16.09′ at fld. 1374/7E. No NOTAM MP Wed 1300–1500Z‡ (2000/3+1).
TACAN unusable:
030–160° byd 25 NM blo 4,000′ 220°–300° byd 25 NM blo 7,000′
160°–220° byd 25 NM blo 5,500′ 300°–030° byd 25 NM blo 5,500′

ILS 111.1 I–IAB Rwy 01L. Localizer signal restricted to 25° either side of centerline. No NOTAM MP Tue 1300–1800Z‡ (2000/3+1).
ILS 109.9 I–CWX Rwy 19R.

ILS or LOC RWY 1L

MC CONNELL AFB (KIAB)

LOC I-IAB	APCH CRS	Rwy ldg 12,000 / TDZE 1346 / Arpt Elev 1371
111.1	005°	

AL-453 [USAF]

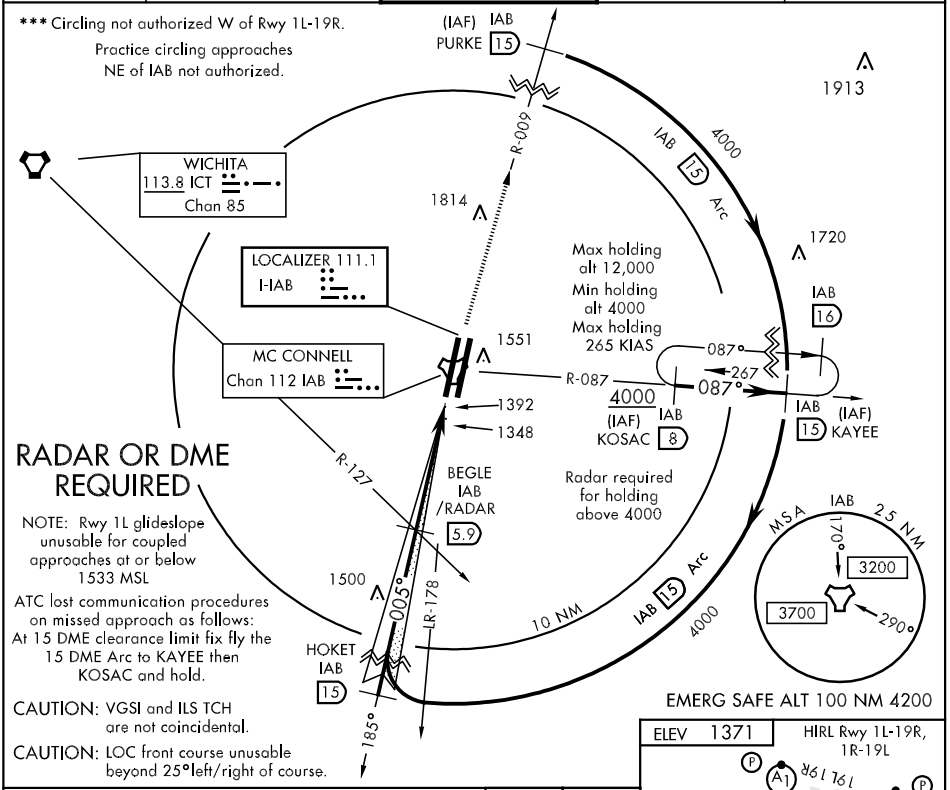
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

*** Circling not authorized W of Rwy 1L-19R.
Practice circling approaches NE of IAB not authorized.



RADAR OR DME REQUIRED

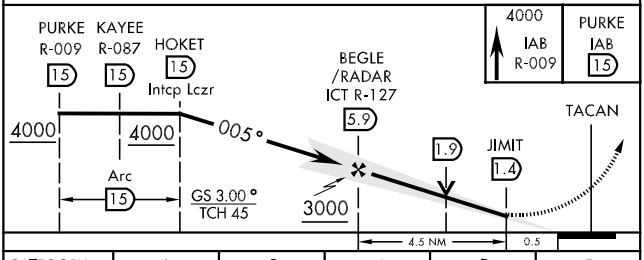
NOTE: Rwy 1L glideslope unusable for coupled approaches at or below 1533 MSL

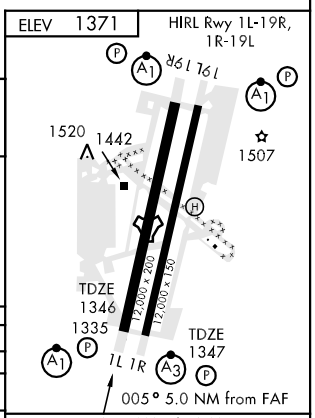
ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.

CAUTION: VGSI and ILS TCH are not coincidental.

CAUTION: LOC front course unusable beyond 25°left/right of course.

EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 1L *	1546/24		200 (200-½)		
S-LOC 1L **	1700/24 354 (400-½)		1700/40 354 (400-¾)		
SIDESTEP RWY 1R	1720/50 373 (400-1)			1720/60 373 (400-1¼)	
CIRCLING ***	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809(900-2¾)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 19R

LOC I-CWX	APCH CRS	Rwy ldg 12,000 / TDZE 1371 / Arpt Elev 1371
109.9	185°	

AL-453 [USAF]

MC CONNELL AFB (KIAB)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

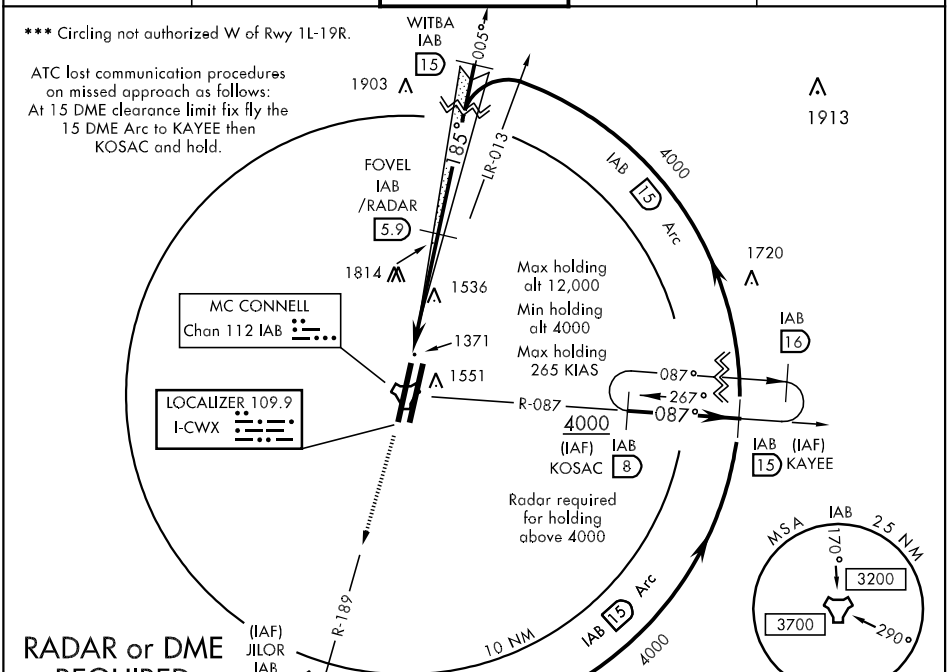
ALSF-1

MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to15 DME (JILOR). Expect further clearance from ATC.

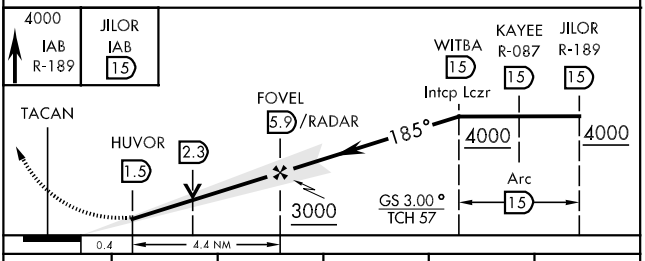
ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

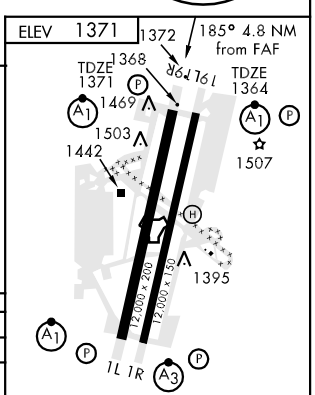
*** Circling not authorized W of Rwy 1L-19R.

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.



EMERG SAFE ALT 100 NM 4200





CATEGORY	A	B	C	D	E
S-ILS 19R *	1571/24	200	(200-½)		
S-LOC 19R**	1820/24	449 (500-½)	1820/40 449 (500-¾)	1820/50	449 (500-1)
SIDESTEP RWY 19L	1820/50	456 (500-1)	1820/60 456 (500-1¼)	1820-1½	456 (500-1½)
CIRCLING***	1880-1	509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1L

TACAN IAB Chan 112	APCH CRS 009°	Rwy ldg 12,000 TDZE 1346 Arpt Elev 1371

AL-453 [USAF]

MC CONNELL AFB (KIAB)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 1L-19R.

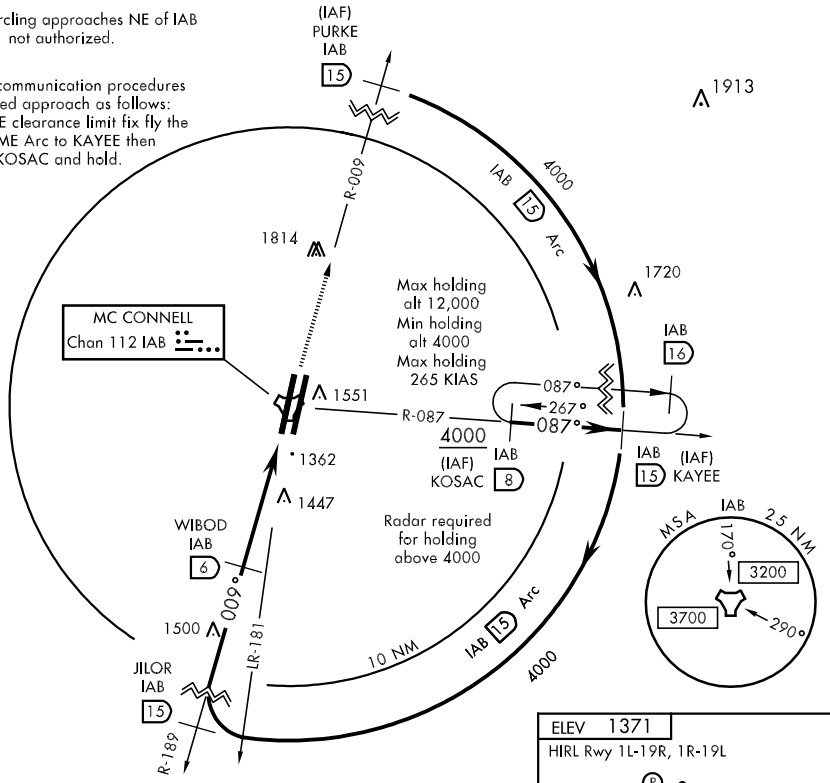
ALSF-1 (A1)

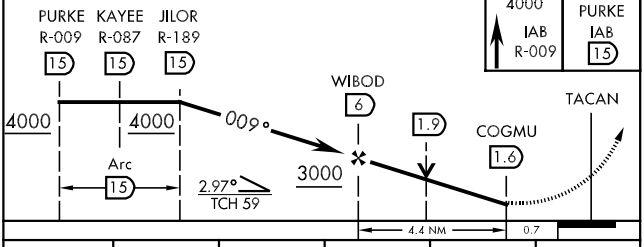
MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

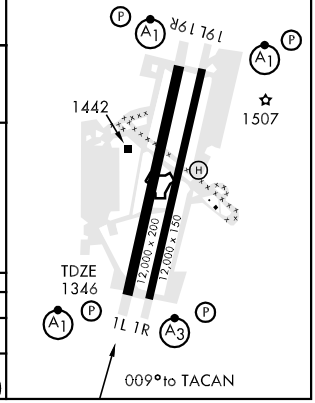
ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







CATEGORY	A	B	C	D	E
S-1L *	1720/24	374 (400-½)	1720/40	374 (400-¾)	
CIRCLING **	1880-1	509 (600-1)	1880-1½ 569 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1R

TACAN IAB Chan 112	APCH CRS 002°	Rwy ldg 12,000 TDZE 1347 Arpt Elev 1371	AL-453 [USAF]	MC CONNELL AFB (KIAB)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

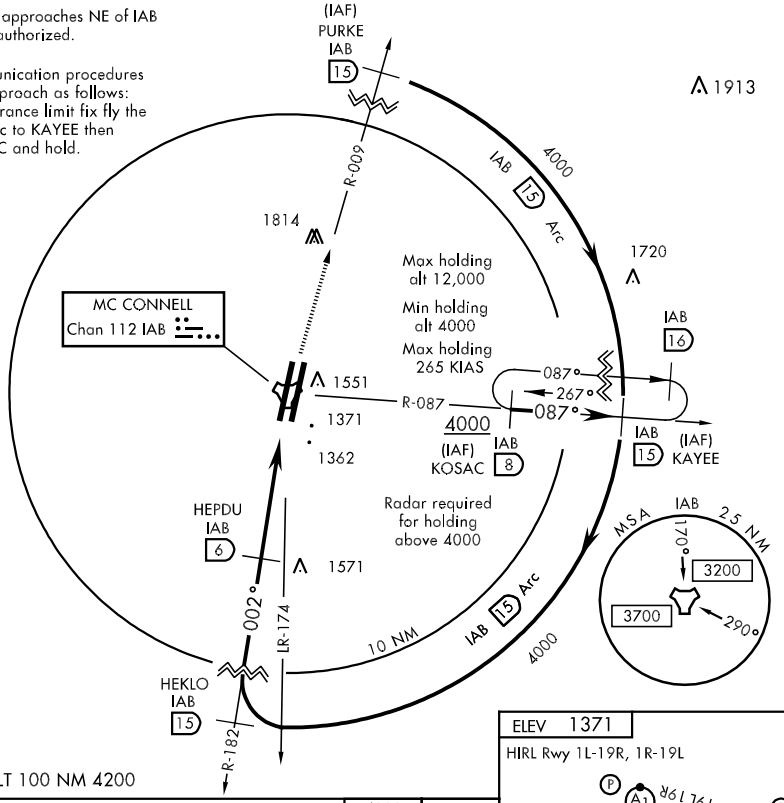
SSALR (A3)

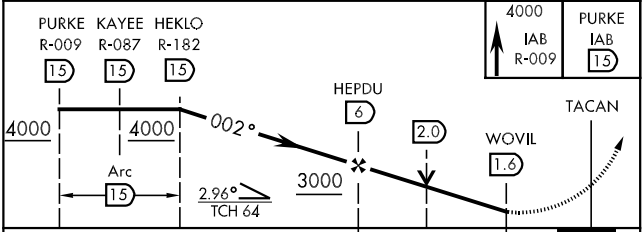
MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

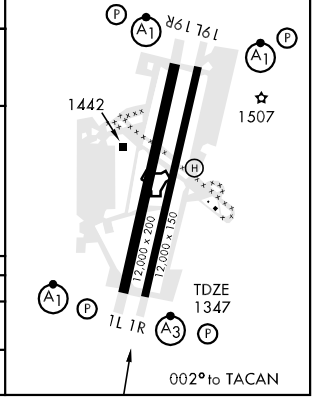
ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







CATEGORY	A	B	C	D	E
S-1R *	1740/24 393 (400-½)		1740/40 393 (400-¾)		1740/50 393 (400-1)
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19L

TACAN IAB Chan 112	APCH CRS 189°	Rwy ldg 12,000 TDZE 1364 Arpt Elev 1371

AL-453 [USAF]

MC CONNELL AFB (KIAB)

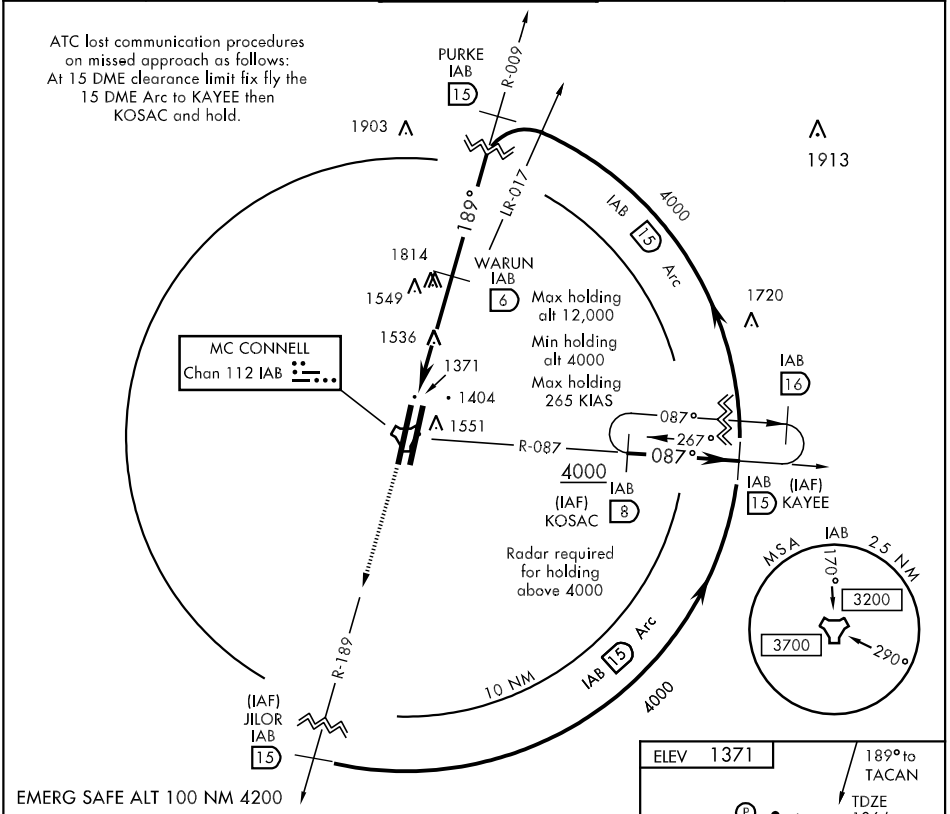
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

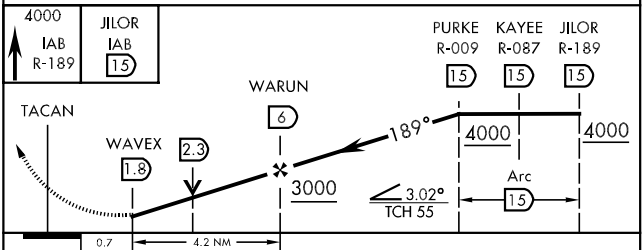
ALSF-1 (A1)

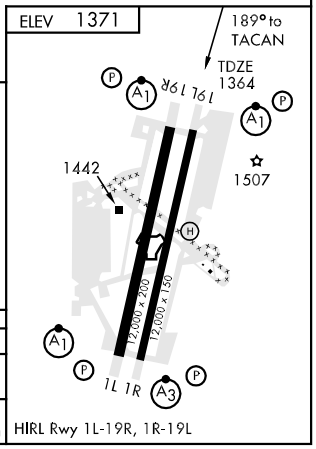
MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







CATEGORY	A	B	C	D	E
S-19L *	1820/24 456 (500-½)		1820/40 456 (500-¾)	1820/50 456 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19R

TACAN IAB Chan 112	APCH CRS 183°	Rwy ldg 12,000 TDZE 1371 Arpt Elev 1371

AL-453 [USAF]

MC CONNELL AFB (KIAB)

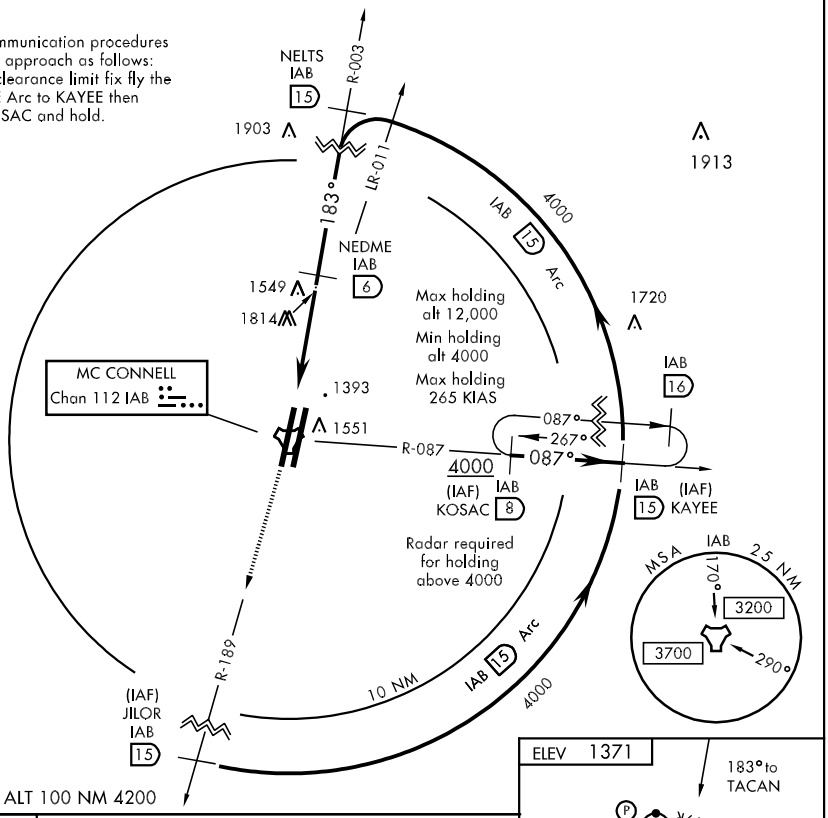
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.

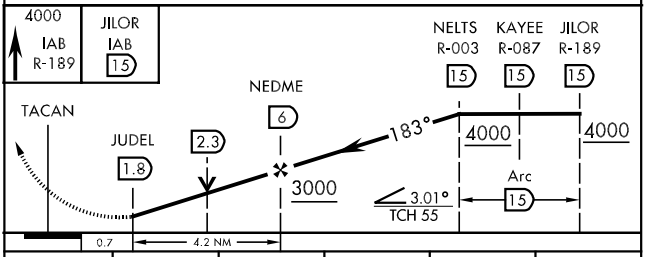
ALSF-1 (A1)

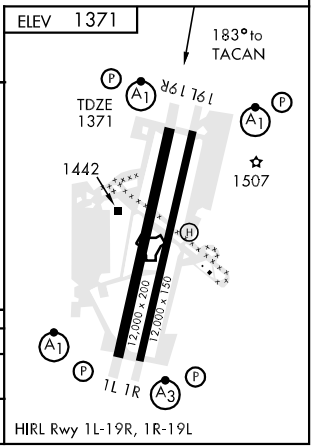
MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★	WICHITA APP CON	MC CONNELL TOWER	GND CON	CLNC DEL
124.65 269.9	134.8 269.1	127.25 291.775	118.0 275.8	118.0 275.8

ATC lost communication procedures on missed approach as follows: At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.







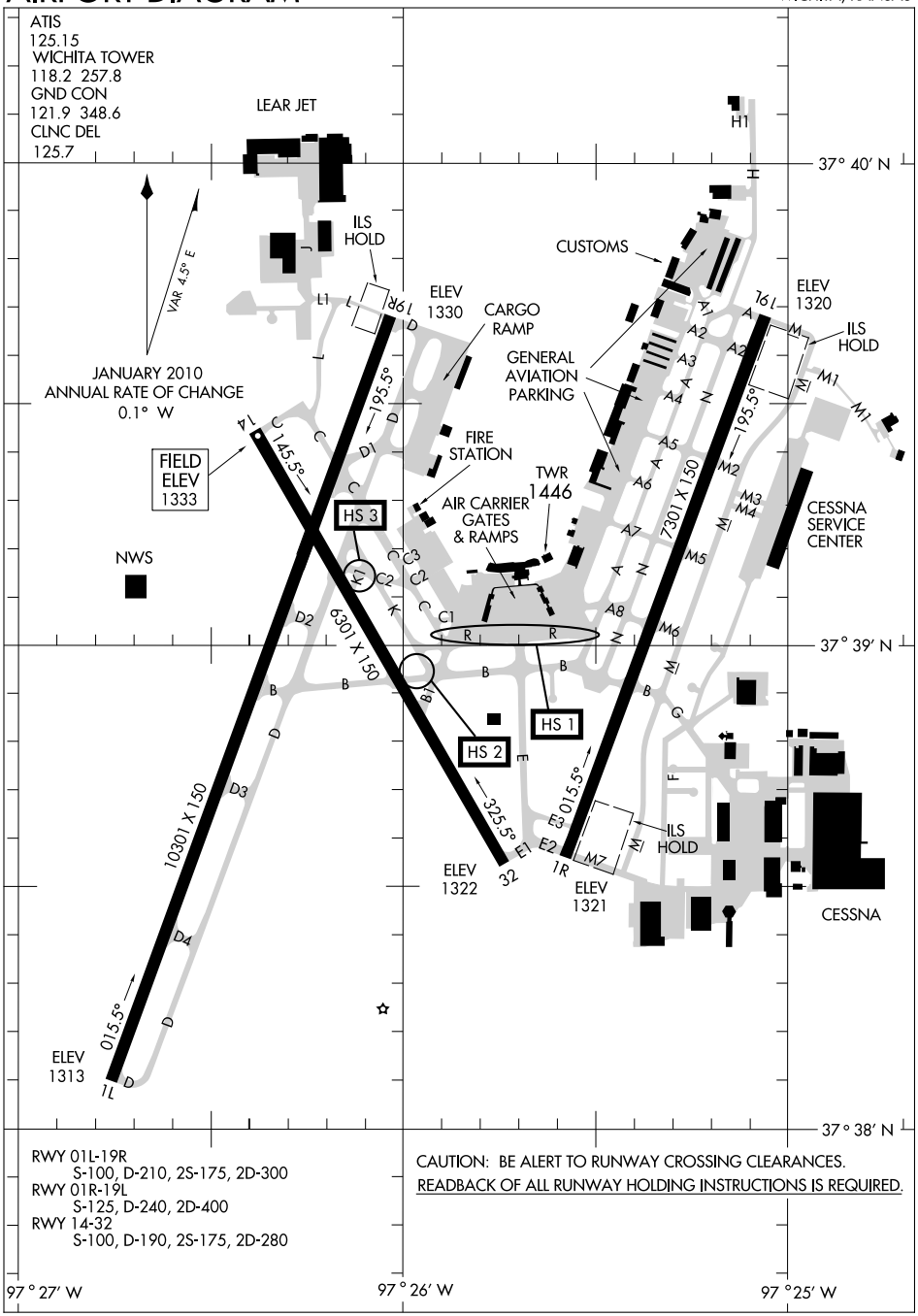
CATEGORY	A	B	C	D	E
S-19R *	1820/24 449 (500-½)		1820/40 449 (500-¾)	1820/50 449 (500-1)	
CIRCLING **	1880-1 509 (600-1)		1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-987 (FAA)

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



RWY 01L-19R
S-100, D-210, 2S-175, 2D-300
RWY 01R-19L
S-125, D-240, 2D-400
RWY 14-32
S-100, D-190, 2S-175, 2D-280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

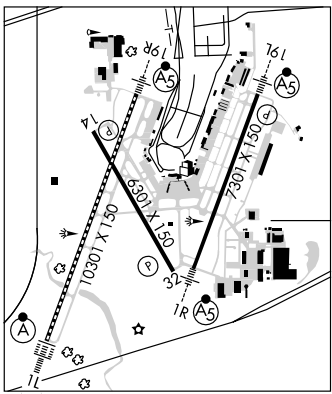
AIRPORT DIAGRAM

WICHITA, KANSAS
WICHITA MID-CONTINENT (ICT)

10266

WICHITA MID–CONTINENT (ICT) 5 SW UTC–6(–5DT) N37°39.00′ W97°25.98′ **WICHITA**
1333 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C **H–5C, L–10I, 15D**
NOTAM FILE ICT **IAP, AD**

RWY 01L–19R: H10301X150 (CONC–GRVD) S–100, D–210, 2S–175, 2D–300 HIRL CL
RWY 01L: ALSF2. TDZL. **RWY 19R:** MALSR. Rgt tfc.
RWY 01R–19L: H7301X150 (CONC–GRVD) S–125, D–240, 2D–400 HIRL
RWY 01R: MALSR. Rgt tfc.
RWY 19L: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 14–32: H6301X150 (CONC–GRVD) S–100, D–190, 2S–175, 2D–280 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 53′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 52′.



AIRPORT REMARKS: Attended continuously. PPR for acft carrying Class 1—Division 1.1, 1.2 or 1.3 explosives as defined by 49 CFR 173.50. Migratory birds on and invof arpt. Runway visual range touchdown, midpoint and rollout Rwy 01L and Rwy 19R avbl. Twys F, G, H, J, M1 and all parking ramps are non–movement areas. Flight Notification Service (ADCUS) avbl. Rwy 32 PAPI OTS indef.
WEATHER DATA SOURCES: ASOS (316) 945–8022. **HIWAS** 113.8 ICT. TDWR.
COMMUNICATIONS: ATIS 125.15 (316) 350–1528. **UNICOM** 122.95
RCO 123.125 122.65 122.2 (WICHITA RADIO)
Ⓡ **APP CON** 134.85 (010°–190°) 126.7 (191°–009°) 125.5 (270°–009° blo 5000′ and byd 20 NM).
Ⓡ **DEP CON** 134.85 (010°–190°) 126.7 (191°–009°)
TOWER 118.2 **GND CON** 121.9 **CLNC DEL** 125.7
AIRSPACE: CLASS C svc ctc **APP CON** 134.85 (010°–190° abv 4000′) 134.8 (010°–190° at or below 4000′) 126.7 (191°–009°)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
(H) VORTACW 113.8 ICT Chan 85 N37°44.72′ W97°35.03′ 121° 9.2 NM to fld. 1471/7E. **HIWAS.**
PICHE NDB (HW/LOM) 332 IC N37°34.69′ W97°27.35′ 007° 4.4 NM to fld
ILS/DME 110.3 I–ICT Chan 40 Rwy 01R Class IA. LOM PICHE NDB. Glideslope unmonitored.
ILS 109.1 I–TWI Rwy 01L Class IIE.
ILS 110.5 I–HOV Rwy 19R Class IB.
ILS/DME 111.55 I–MVP Chan 52 Rwy 19L Class IE.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at FSS.

WICHITA (MAIZE)

MAIZE (7Ø) 2 SE UTC–6(–5DT) N37°45.93′ W97°26.15′ **WICHITA**
1336 NOTAM FILE ICT
RWY 17–35: 2100X70 (TURF)
RWY 17: Road. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Parachute Jumping. Concrete rubble at AER 35. Concrete rubble and debris dumping along rwy ends and edges can change rwy usable length and width. Dense trees 70′ left and right of rwy centerline. Rwy 17–35 turf-grass not maintained.
COMMUNICATIONS: CTAF 122.9

WILCOX FLD (See ANTHONY)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

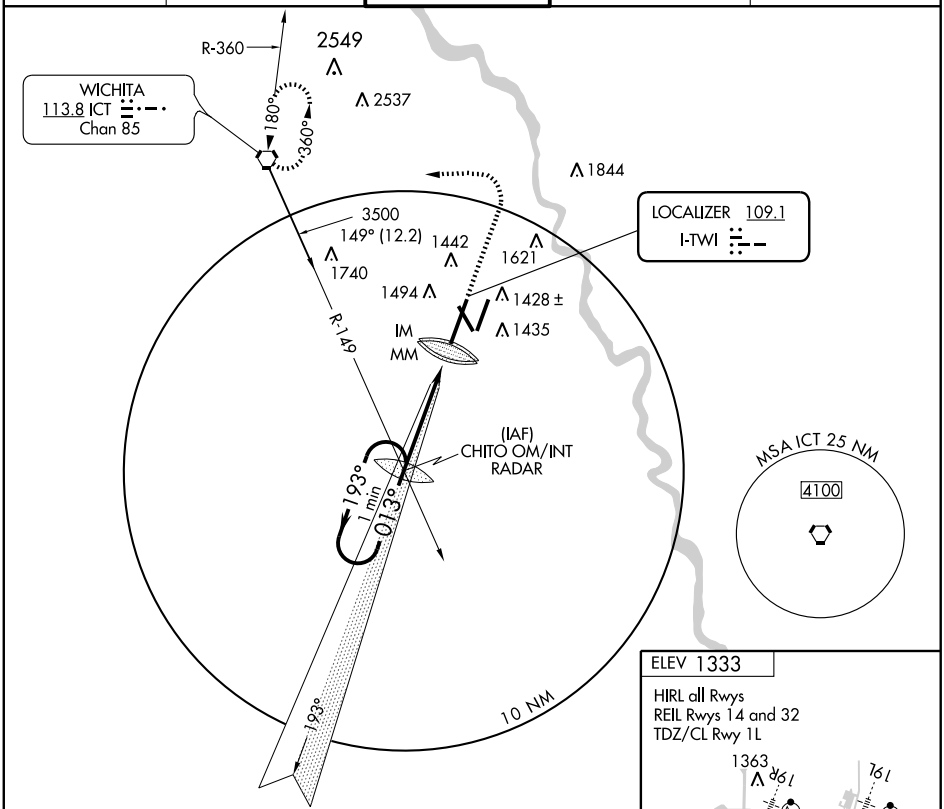
LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

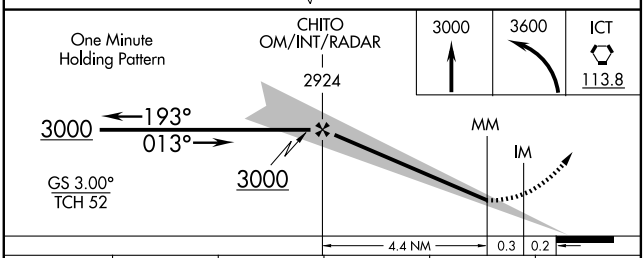
ILS or LOC RWY 1L
WICHITA MID-CONTINENT (ICT)

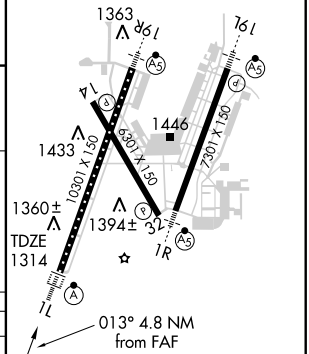
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D	E
S-ILS 1L	1514/18 200 (200-½)				
S-LOC 1L	1700/24 386 (400-½)			1700/40 386 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ICT 110.3 Chan 40	APP CRS 013°	Rwy Idg 7301 TDZE 1321 Apt Elev 1333

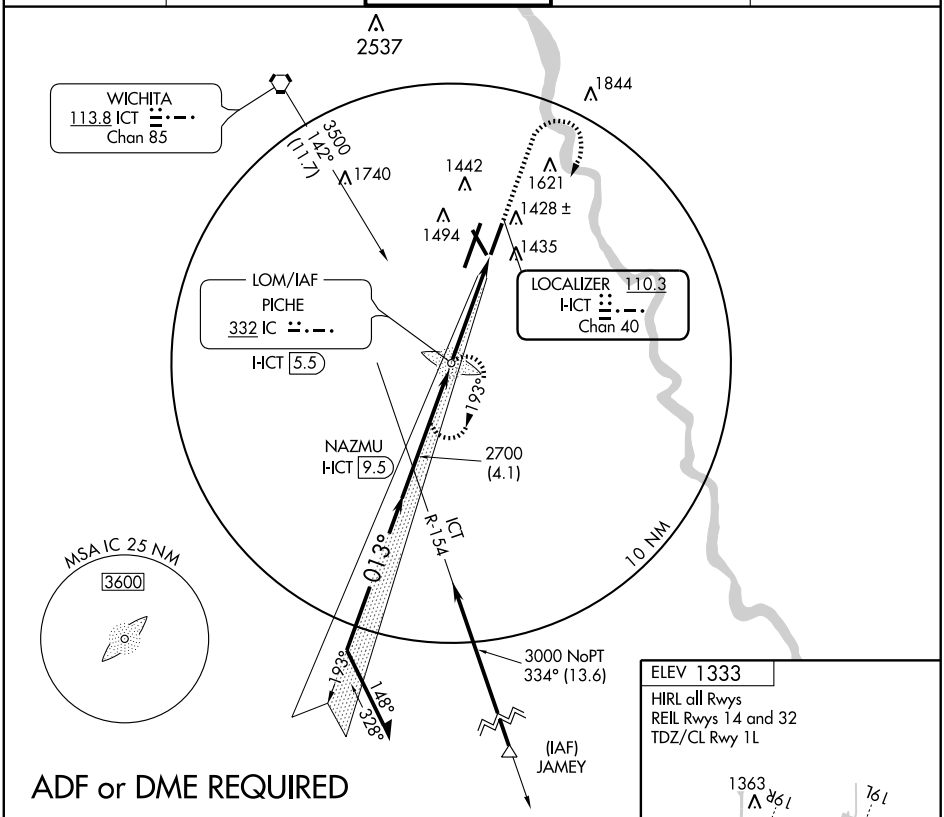
ILS or LOC RWY 1R
WICHITA MID-CONTINENT (ICT)

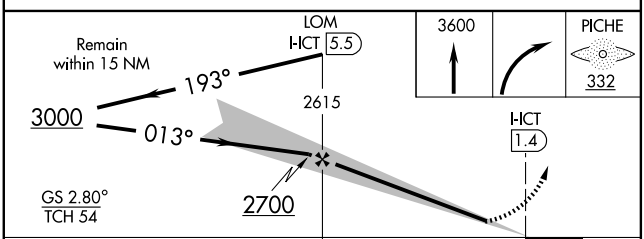
*VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3600 then right turn direct PICHE LOM and hold.

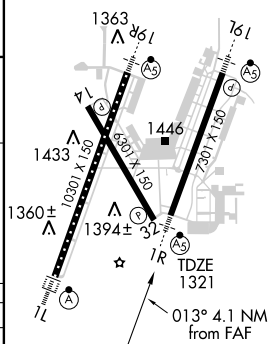
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





CATEGORY	A	B	C	D	E
S-ILS 1R		*1521/24	200 (200-½)		
S-LOC 1R	1680/24	359 (400-½)		1680/40	359 (400-1)
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

ELEV 1333
HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-MVP	APP CRS	Rwy Idg	7301
111.55	193°	TDZE	1320
Chan 52 (Y)		Apt Elev	1333

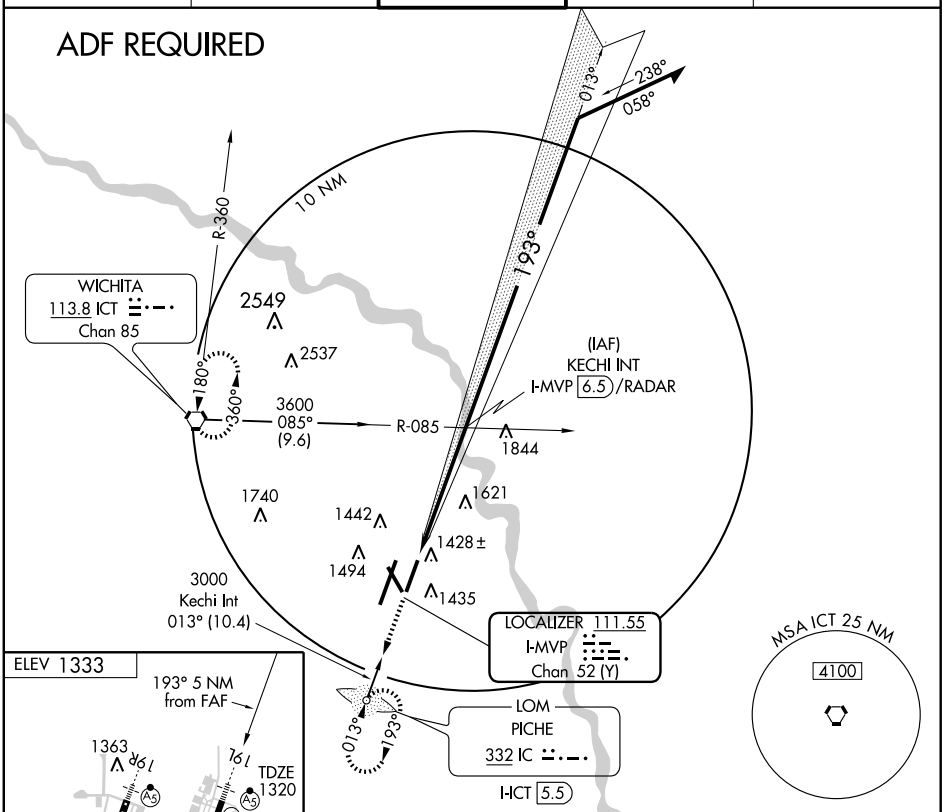
ILS or LOC RWY 19L
WICHITA MID-CONTINENT (ICT)

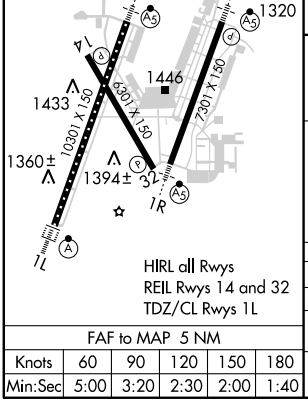
For inoperative MALSR, increase S-ILS 19L Cat E visibility to ¾, S-LOC 19L Cat E visibility to 1¼.

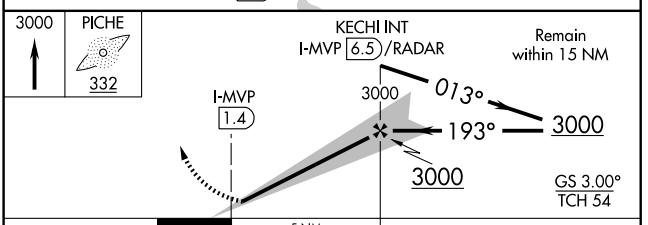
MALSR

MISSED APPROACH: Climb to 3000 direct PICHE LOM and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D	E
S-ILS 19L	1520-½ 200 (200-½)				
S-LOC 19L	1700-½ 380 (400-½)			1700-¾ 380 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1940-2¼ 607 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-HOV	APP CRS	Rwy Idg	10301
110.5	193°	TDZE	1330
		Apt Elev	1333

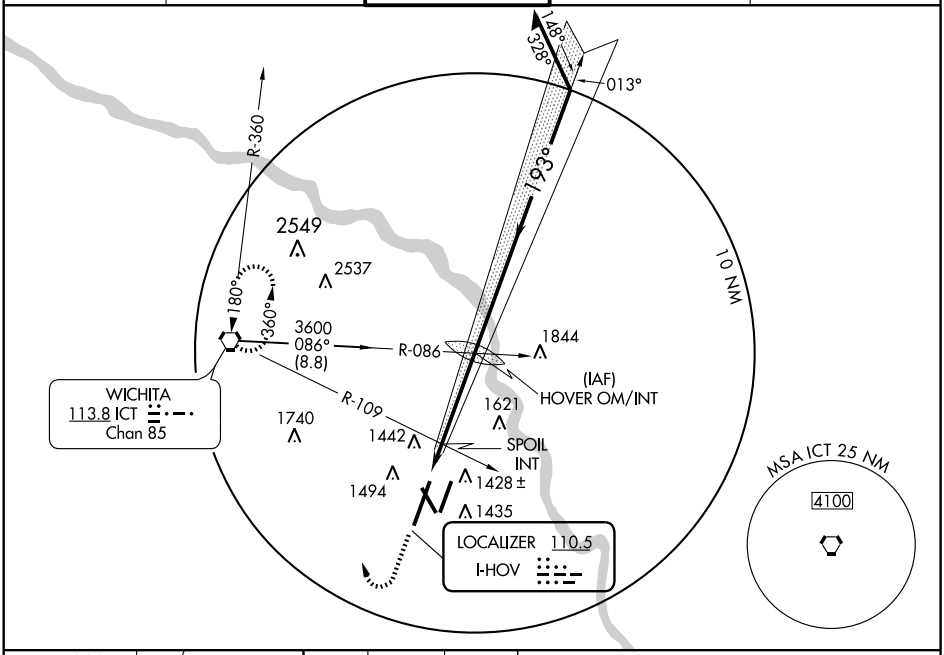
ILS or LOC RWY 19R
WICHITA MID-CONTINENT (ICT)

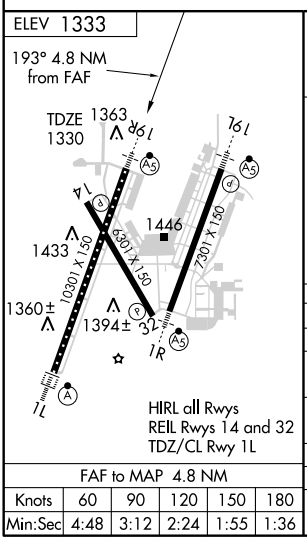
For inoperative MALSR, increase SPOIL Int. minimums S-LOC 19R Cat. D and E visibility to RVR 5000. ** VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

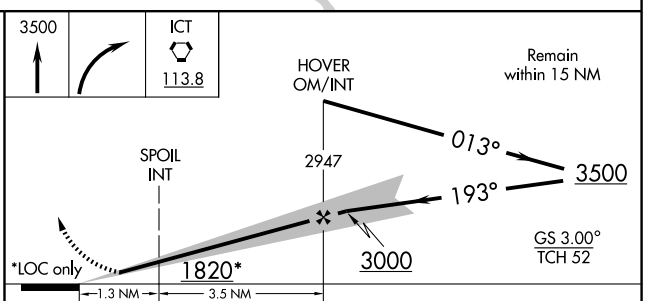
MALSR

MISSED APPROACH: Climb to 3500 then right turn direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D	E
S-ILS 19R		**1530/24 200 (200-½)			
S-LOC 19R	1820/24 490 (500-½)		1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)
CIRCLING	1820-1 487 (500-1)		1820-1½ 487 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)
SPOIL INT MINIMUMS					
S-LOC 19R	1660/24 330 (400-½)			1660/40 330 (400-¾)	
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

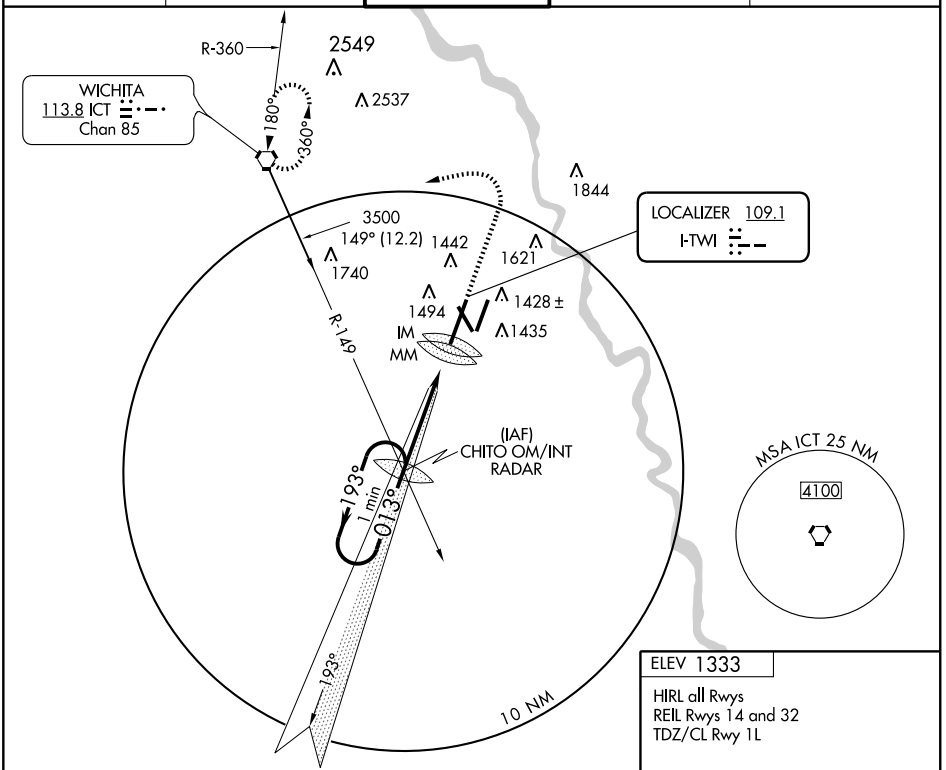
LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

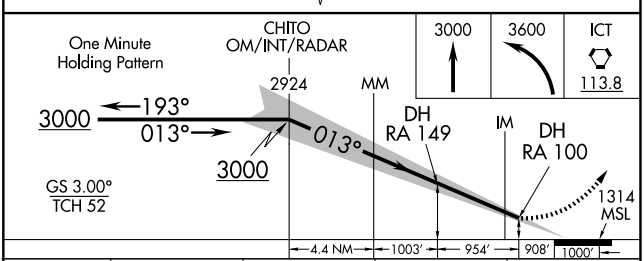
ILS RWY 1L (CAT II)
WICHITA MID-CONTINENT (ICT)

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7

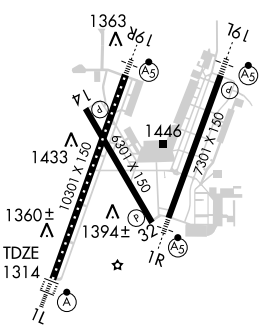




CATEGORY	A	B	C	D
S-ILS 1L		RA 149/16	150 DA 1464	
S-ILS 1L		RA 100/12	100 DA 1414	

ELEV 1333

HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOM IC	APP CRS	Rwy Idg	7301
332	013°	TDZE	1321
		Apt Elev	1333

NDB RWY 1R

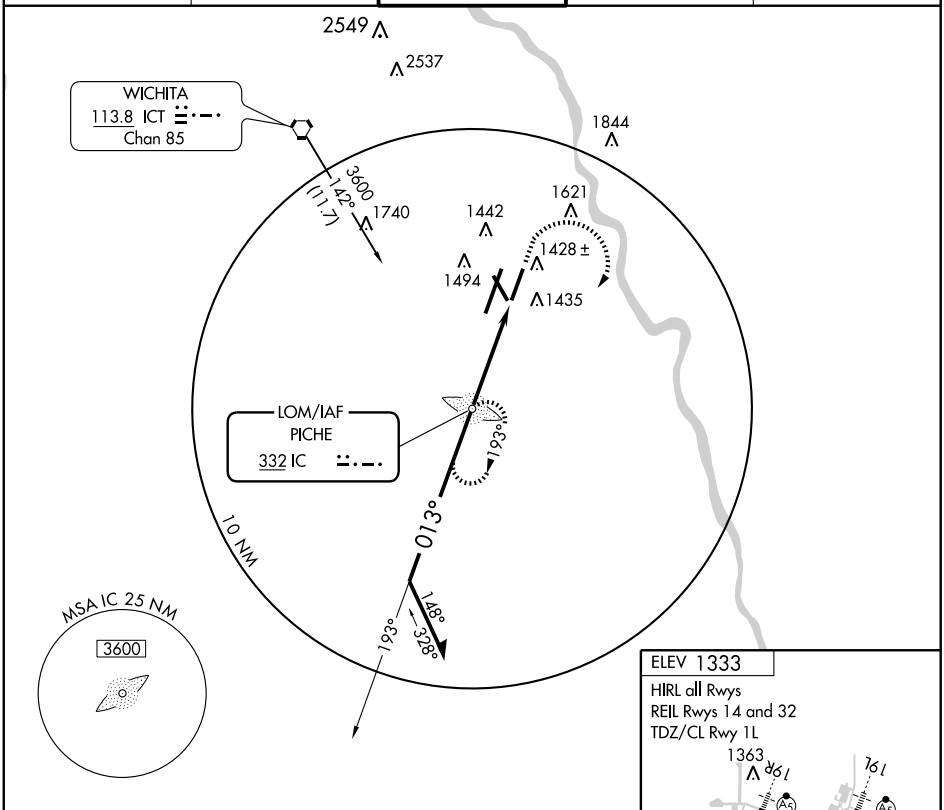
WICHITA MID-CONTINENT (ICT)

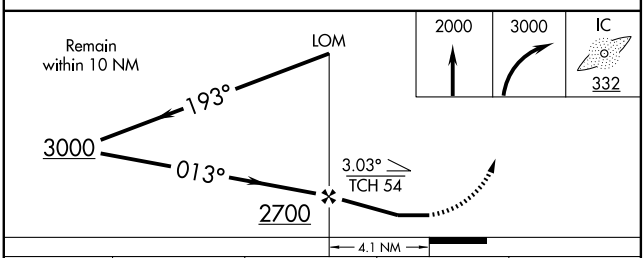
Cat C S-1R visibility increased to RVR 5000 for inoperative MALSR.

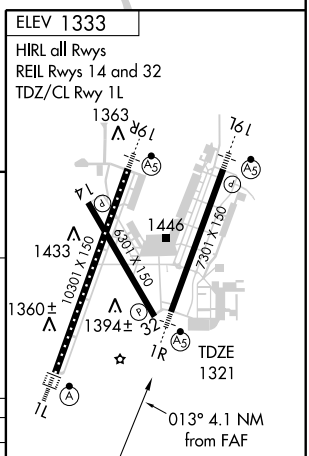
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct PICHE LOM and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
S-1R	1720/40 399 (400-¾)			1720/50 399 (400-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7301
013°	TDZE	1321
	Apt Elev	1333

RNAV (GPS) RWY 1R

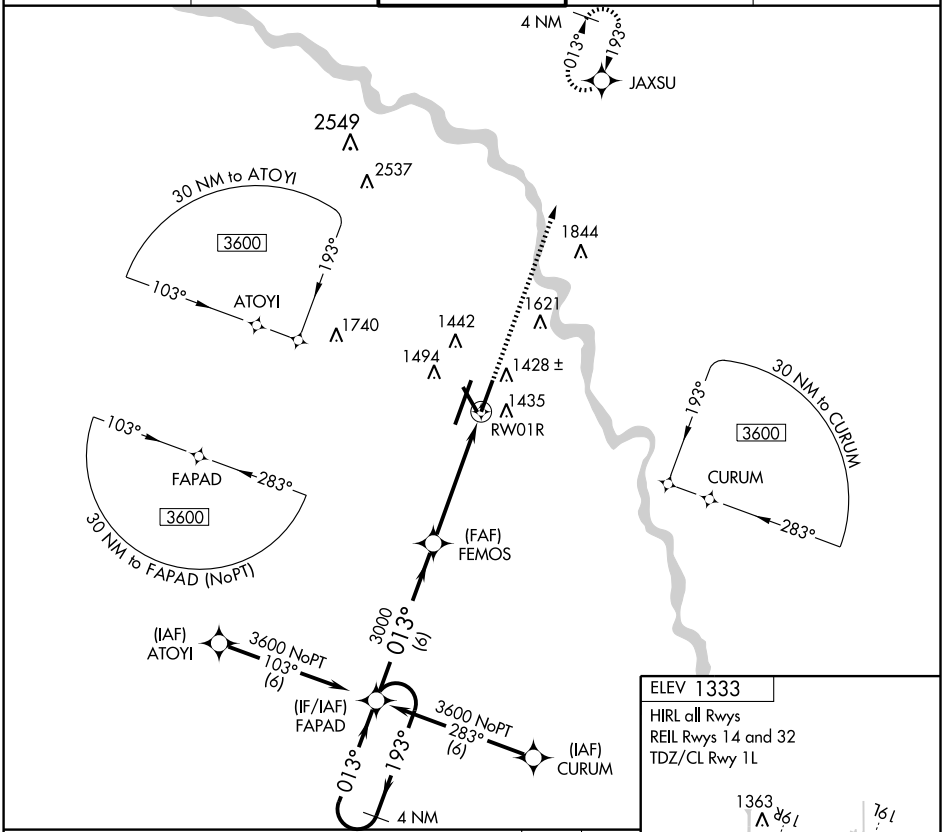
WICHITA MID-CONTINENT (ICT)

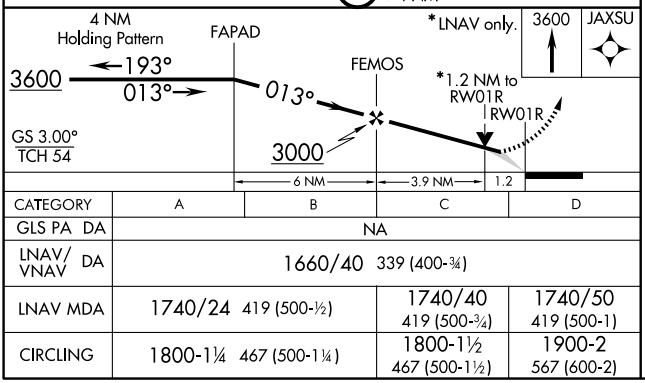
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3600 direct JAXSU and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





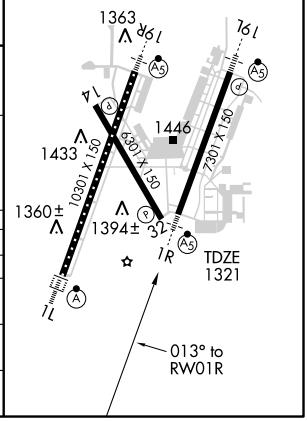
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1660/40 339 (400-¾)			
LNAV MDA	1740/24 419 (500-½)		1740/40 419 (500-¾)	1740/50 419 (500-1)
CIRCLING	1800-1¼ 467 (500-1¼)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

ELEV 1333

HIRL all Rwys

REIL Rwys 14 and 32

TDZ/CL Rwy 1L



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6301
CH 99617	323°	TDZE	1322
W32A		Apt Elev	1333

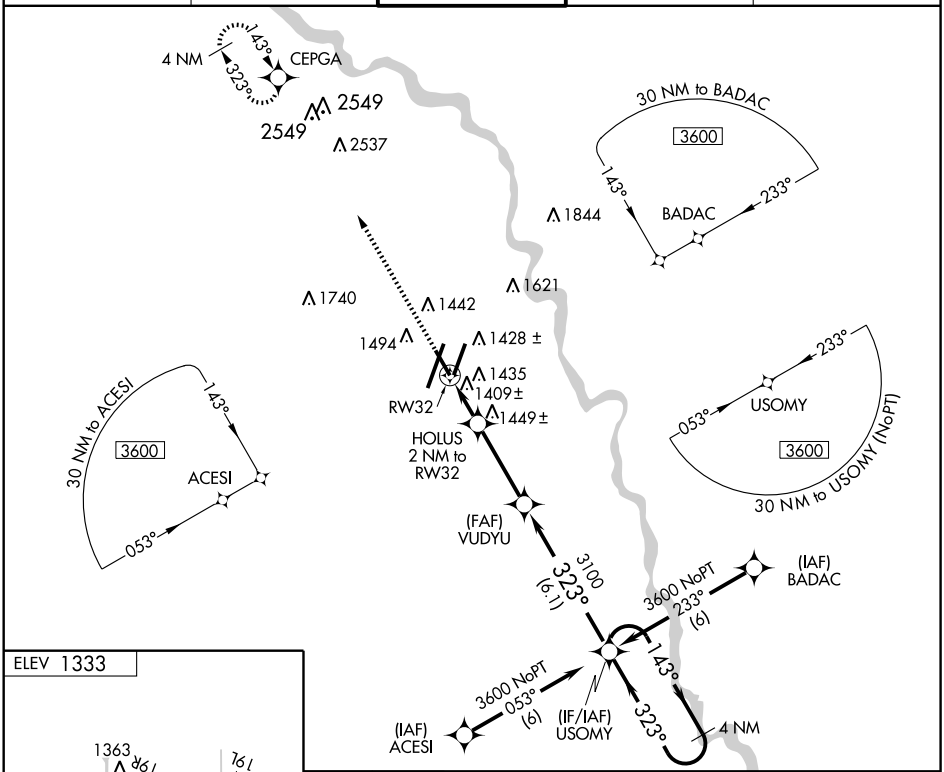
RNAV (GPS) RWY 32

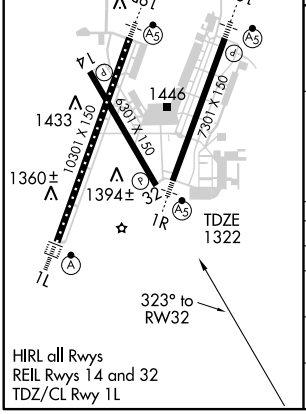
WICHITA MID-CONTINENT (ICT)

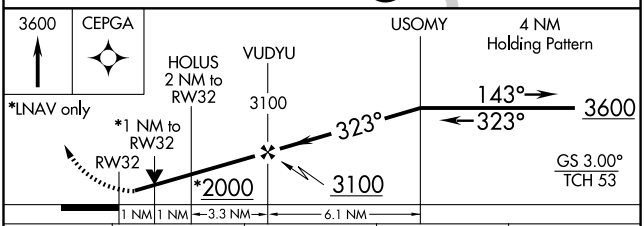
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct CEPGA and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
LPV DA	1572-1 250 (300-1)			
LNAV/VNAV DA	1761-1½ 439 (500-1½)			
LNAV MDA	1680-1 358 (400-1)			1680-1¼ 358 (400-1¼)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10301
CH 61219	013°	TDZE	1314
W01A		Apt Elev	1333

RNAV (GPS) Y RWY 1L

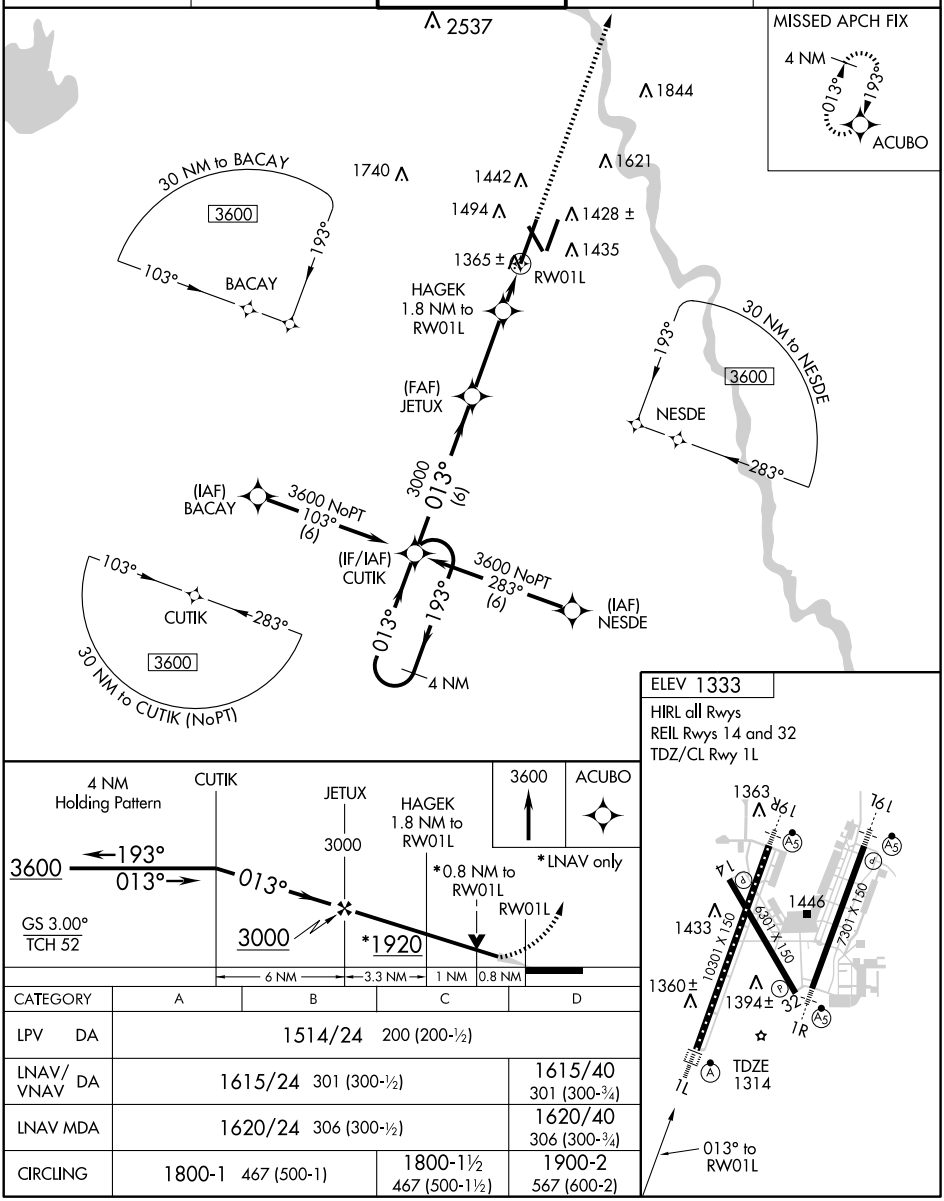
WICHITA MID-CONTINENT (ICT)

Inoperative table does not apply to LNAV Cat D. For inoperative ALSF-2, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3600 direct ACUBO and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



CATEGORY	A	B	C	D
LPV DA	1514/24 200 (200-½)			
LNAV/VNAV DA	1615/24 301 (300-½)			1615/40 301 (300-¾)
LNAV MDA	1620/24 306 (300-½)			1620/40 306 (300-¾)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6301
CH 87017	143°	TDZE	1333
W14A		Apt Elev	1333

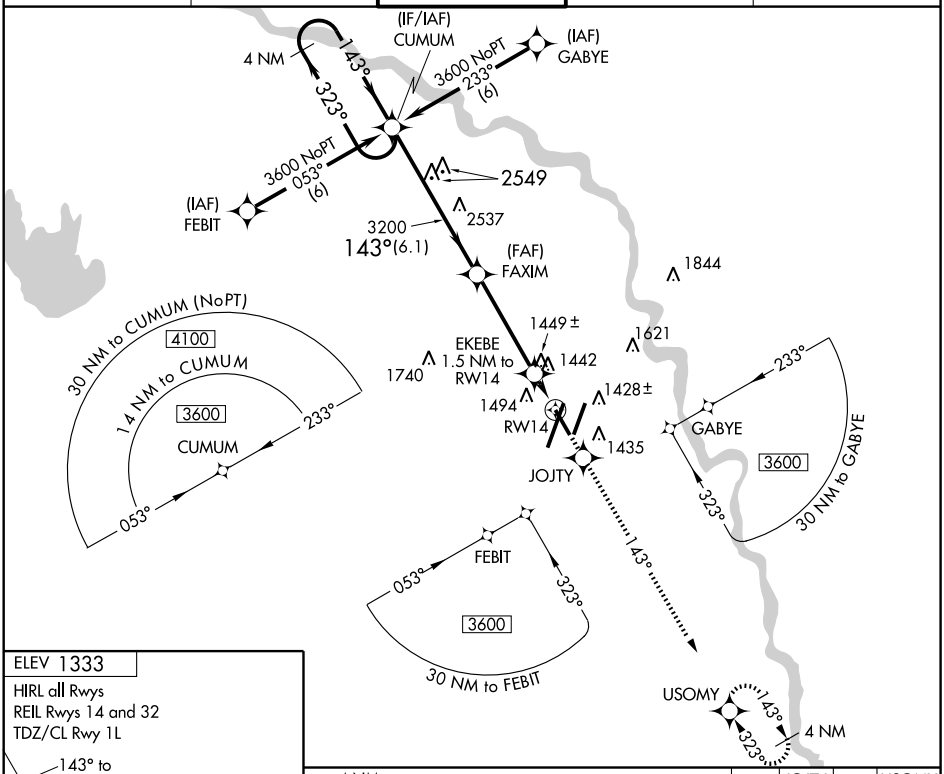
RNAV (GPS) Y RWY 14

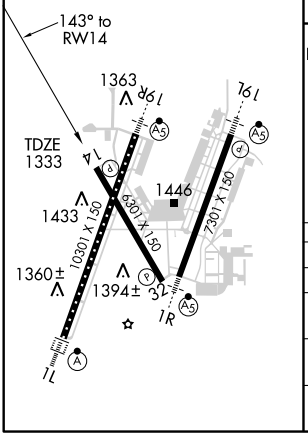
WICHITA MID-CONTINENT (ICT)

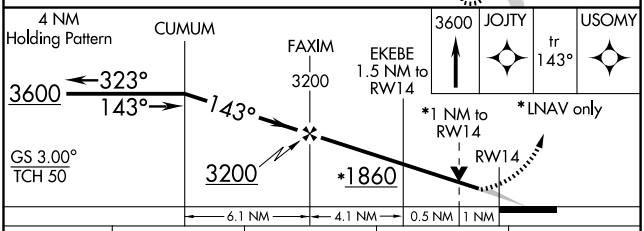
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct JOJTY and on track 143° to USOMY and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
LPV DA	1583-¾ 250 (300-¾)			
LNAV/VNAV DA	1799-1¾ 466 (500-1¾)			
LNAV MDA	1700-1 367 (400-1)			
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7301
CH 49119	193°	TDZE	1320
W19B		Apt Elev	1333

RNAV (GPS) Y RWY 19L

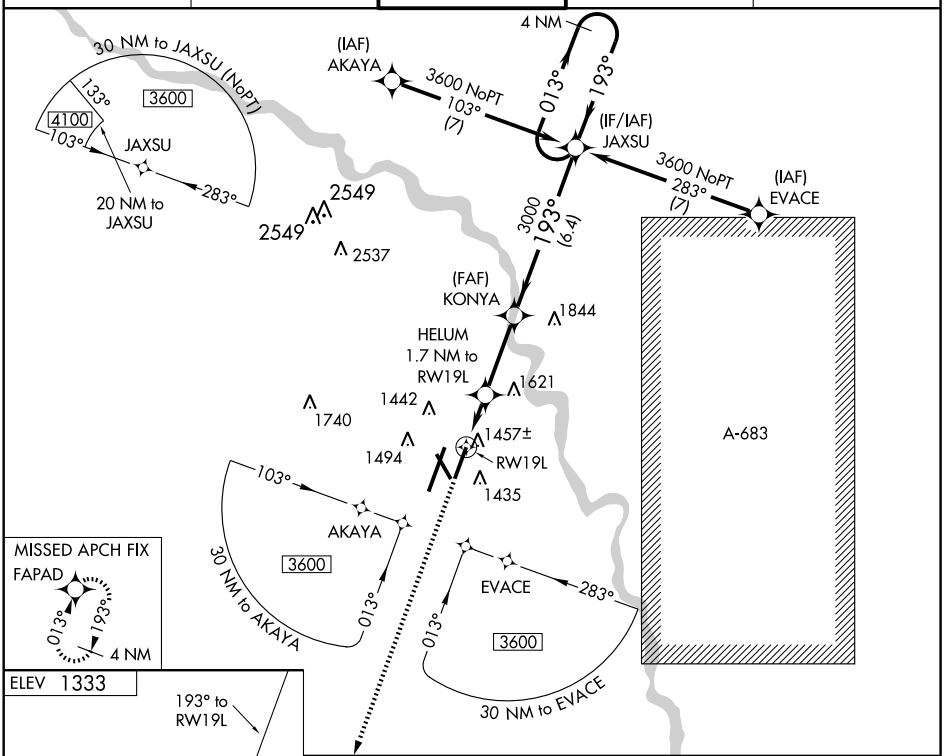
WICHITA MID-CONTINENT (ICT)

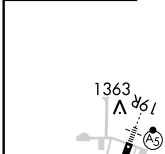
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

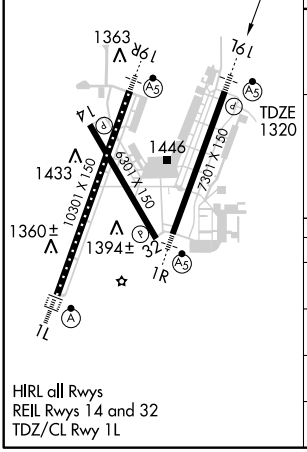
MALSR

MISSED APPROACH: Climb to 3600 direct FAPAD and hold.

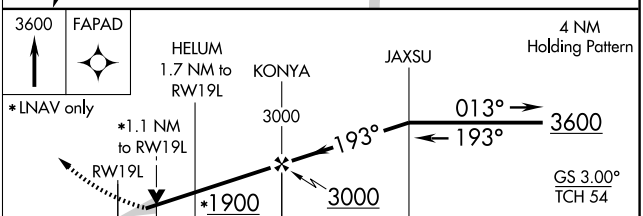
ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L



CATEGORY	A	B	C	D
LPV DA	1520-½ 200 (200-½)			
LNAV/VNAV DA	1717-¾ 397 (400-¾)			
LNAV MDA	1720-½ 400 (400-½)			1720-1 400 (400-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10301
CH 63019	193°	TDZE	1330
W19A		Apt Elev	1333

RNAV (GPS) Y RWY 19R

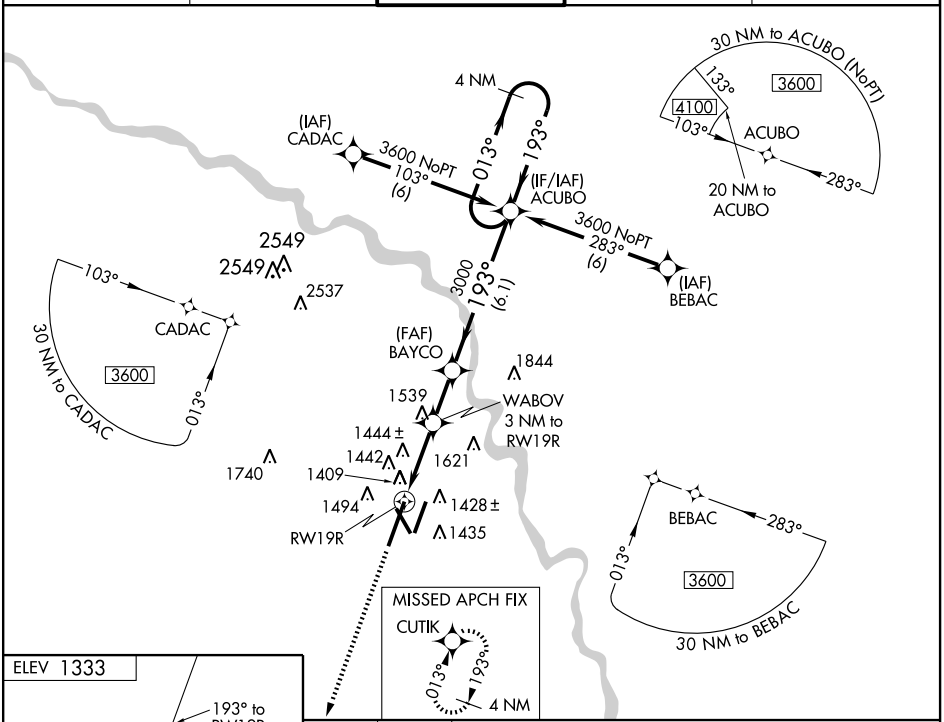
WICHITA MID-CONTINENT (ICT)

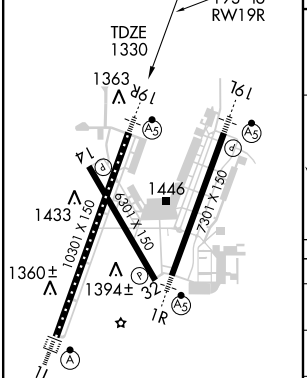
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.

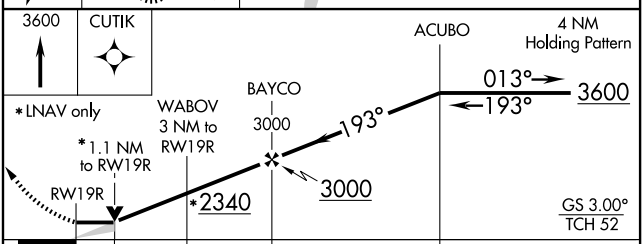
MALSR

MISSED APPROACH: Climb to 3600 direct CUTIK and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
LPV DA	1530/24 200 (200-½)			
LNAV/VNAV DA	1742/50 412 (500-1)			
LNAV MDA	1740/24 410 (500-½)		1740/40 410 (500-¾)	1740/50 410 (500-1)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10301
013°	TDZE	1314
	Apt Elev	1333

RNAV (RNP) Z RWY 1L

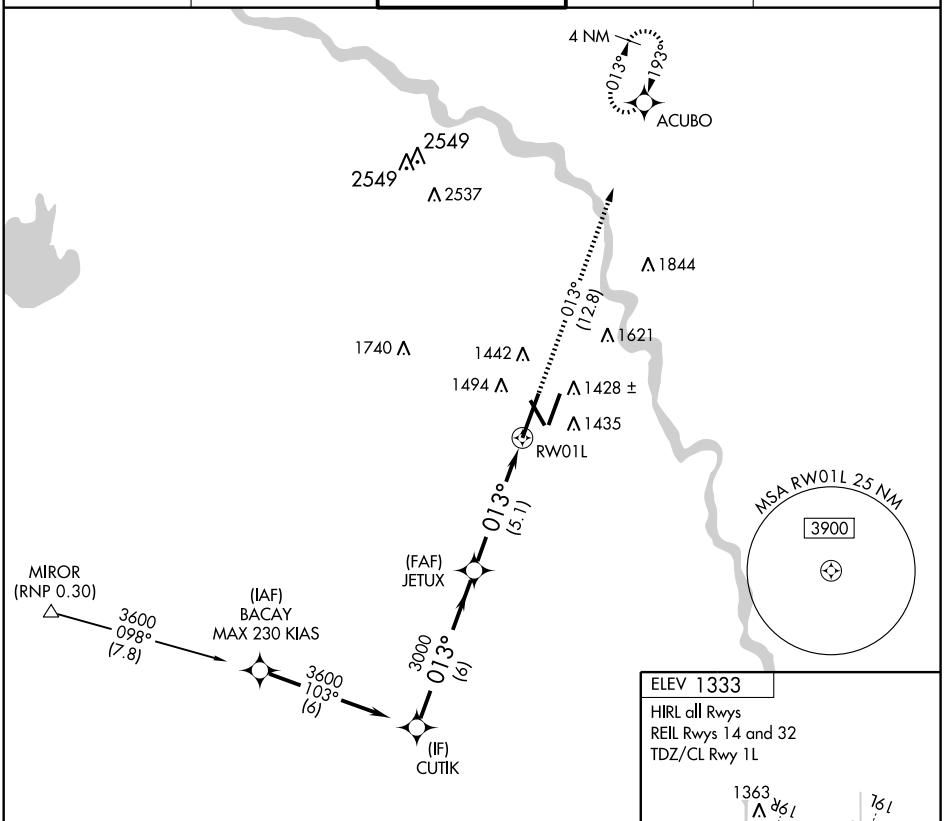
WICHITA MID-CONTINENT (ICT)

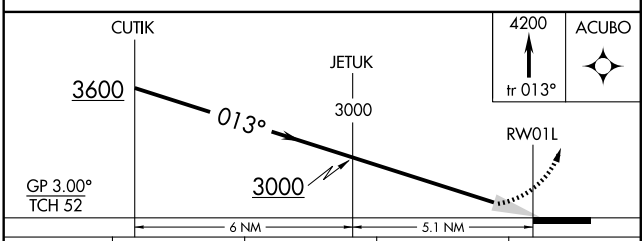
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 46°C (114°F).

ALSF-2

MISSED APPROACH: Climb to 4200 on track 013° to ACUBO and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7





CATEGORY	A	B	C	D
RNP 0.15	1601/24 287 (300-½)			
RNP 0.30	1635/40 321 (400-¾)			

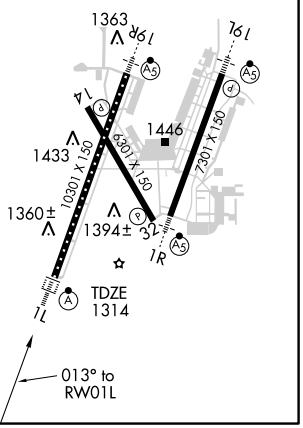
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1333

HIRL all Rwys

REIL Rwys 14 and 32

TDZ/CL Rwy 1L



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6301
143°	TDZE	1333
	Apt Elev	1333

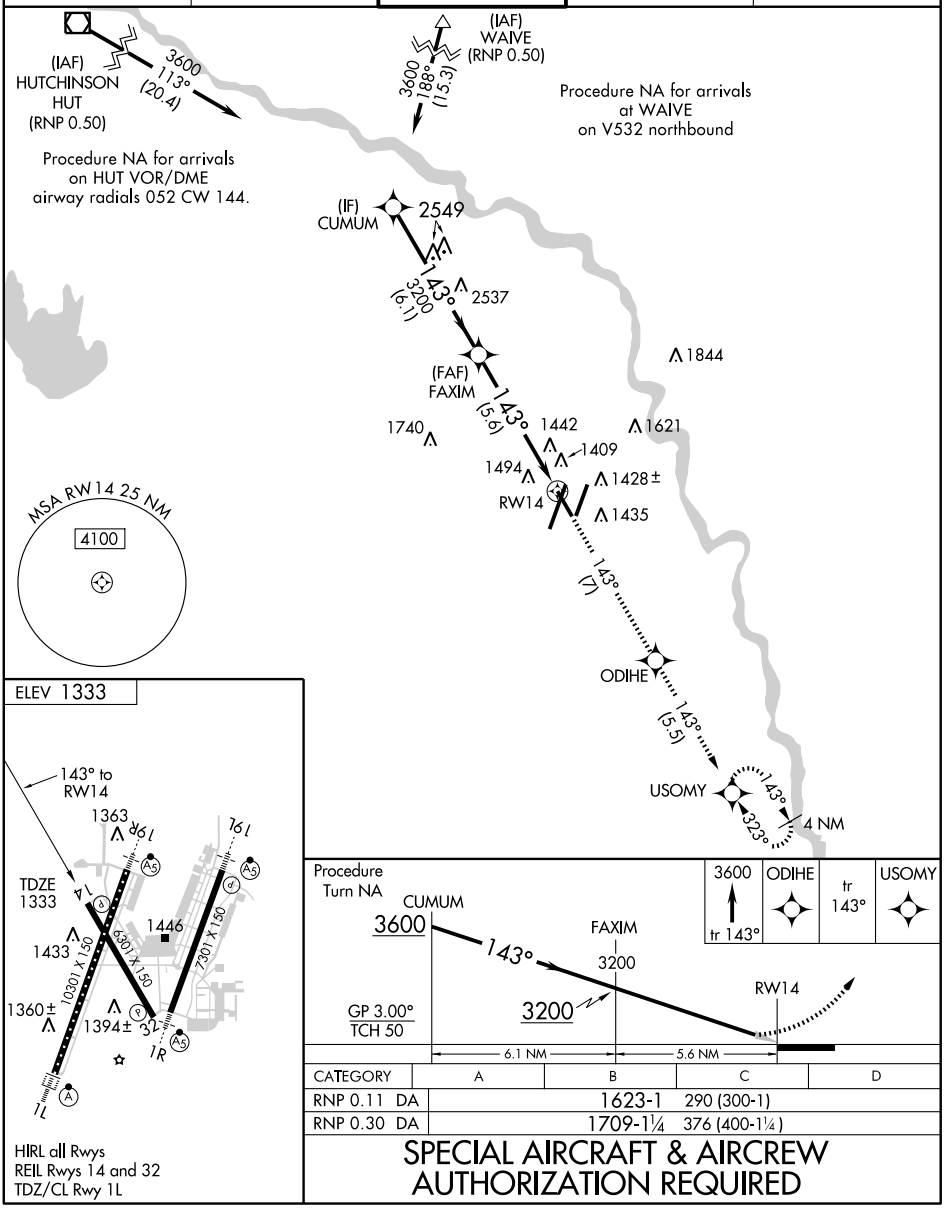
RNAV (RNP) Z RWY 14

WICHITA MID-CONTINENT (ICT)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 46°C (115°F).

MISSED APPROACH: Climb to 3600 on track 143° to ODIHE and on track 143° to USOMY and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



CATEGORY	A	B	C	D
RNP 0.11 DA	1623-1 290 (300-1)			
RNP 0.30 DA	1709-1¼ 376 (400-1¼)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 19L

WICHITA MID-CONTINENT (ICT)

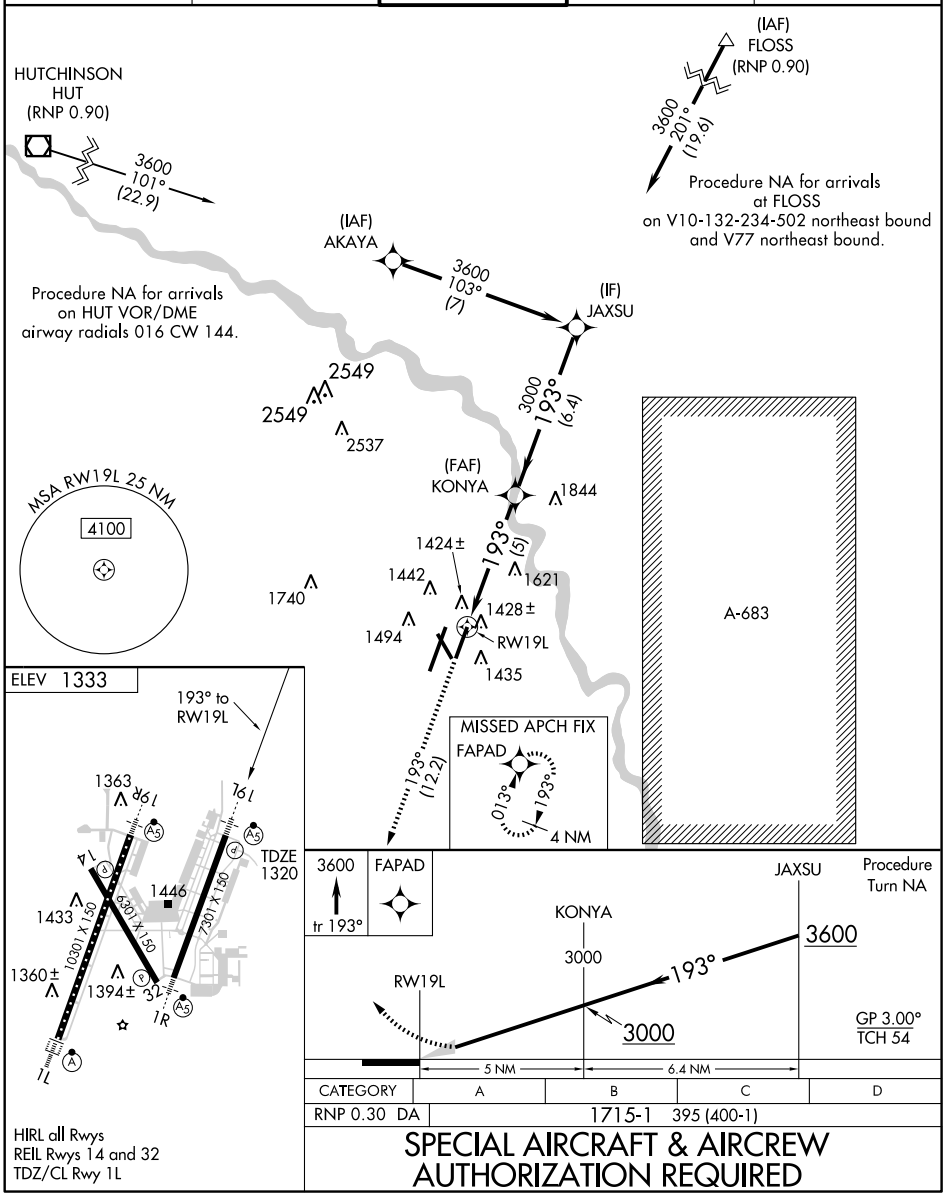
APP CRS	Rwy Idg	7301
193°	TDZE	1320
	Apt Elev	1333

GPS required. For uncompensated Baro-VNAV systems, Procedure NA below -16°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility all Cats 1¼ mile.

MALSR

MISSED APPROACH: Climb to 3600 on track 193° to FAPAD and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 19R

WICHITA MID-CONTINENT (ICT)

APP CRS	Rwy Idg	10301
193°	TDZE	1330
	Apt Elev	1333

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4200 on track 193° to CUTIK and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7

HUTCHINSON HUT (RNP 0.30)

3600 102° (23.2)

(IAF) CADAC MAX 240 KIAS

3600 103° (6)

(IAF) FLOSS (RNP 0.30)

3600 202° (20.3)

Procedure NA for arrivals on HUT VOR/DME airway radials 052 CW 144.

Procedure NA for arrivals at FLOSS on V77 northeast bound and V10-132-234-502 eastbound.

(IF) ACUBO

3000 193° (6.1)

2549 2549 2537

(FAF) BAYCO

1844

193° (5)

1740 1442 1621

1494 RW19R 1428± 1435

193° (12.8)

MSA RW19R 25 NM

4100

CUTIK

013° 193° 4 NM

ELEV 1333

193° to RW19R

TDZE 1330

1363 16L 16L

1446

1433 10301 X 150

6301 X 150

7301 X 150

1360± 1394± 32 1R

1L

HIRL all Rwys
REIL Rwys 14 and 32
TDZ/CL Rwy 1L

4200 | tr 193° | CUTIK

ACUBO 3600

BAYCO 3000 193°

RW19R 3000

GP 3.00° TCH 52

5 NM 6.1 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	1727/50	397 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

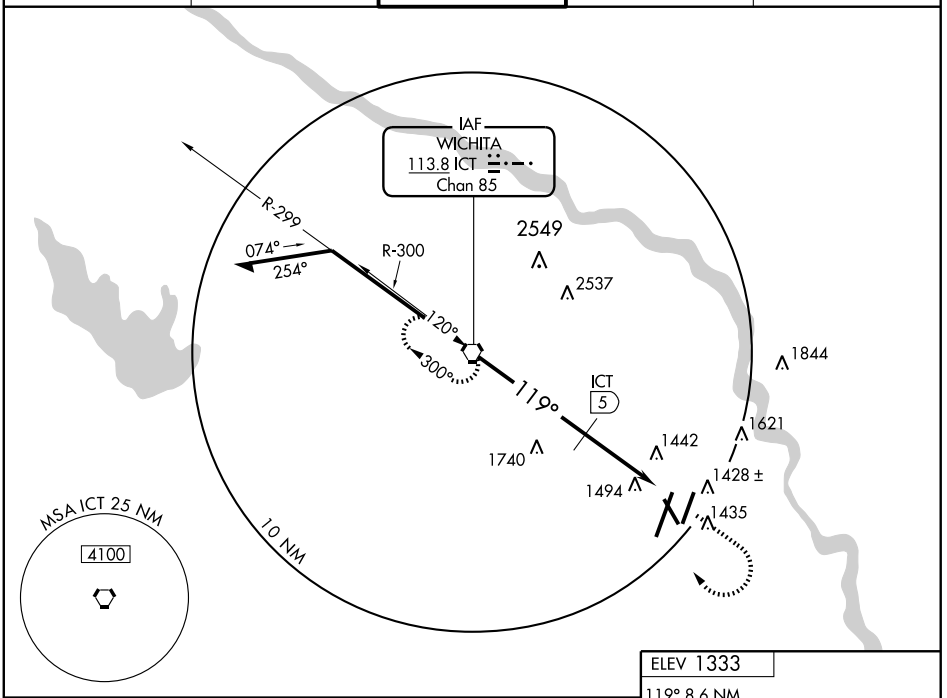
VORTAC ICT	APP CRS	Rwy Idg	6301
113.8	119°	TDZE	1333
Chan 85		Apt Elev	1333

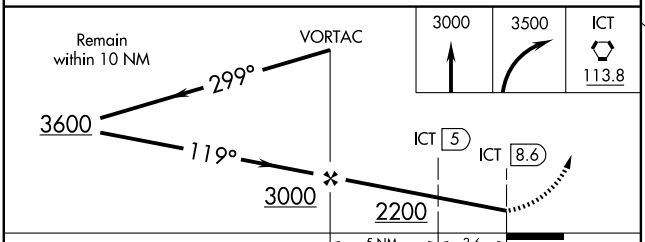
VOR RWY 14

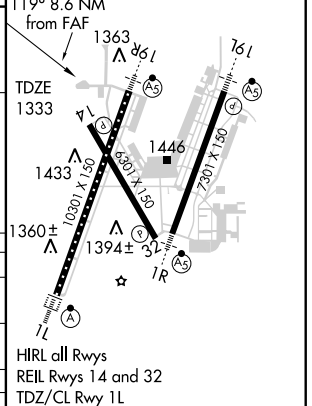
WICHITA MID-CONTINENT (ICT)

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct ICT VORTAC and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7







CATEGORY	A	B	C	D
S-14	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
CIRCLING	2200-1 867 (900-1)	2200-1¼ 867 (900-1¼)	2200-2½ 867 (900-2½)	2200-2¾ 867 (900-2¾)
DME/RADAR MINIMA				
S-14	1760-1 427 (500-1)		1760-1¼ 427 (500-1¼)	1760-1½ 427 (500-1½)
CIRCLING	1800-1 467 (500-1)		1800-1½ 467 (500-1½)	1900-2 567 (600-2)

FAF to MAP 8.6 NM					
Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WINFIELD/ARKANSAS CITY

STROTHER FLD (WLD) 5 SW UTC−6(−5DT) N37°10.12′ W97°02.25′ **WICHITA**

1160 B **FUEL** 100LL, JET A NOTAM FILE WLD **H–6H, L–15D**

RWY 17–35: H5506X100 (ASPH) S–30, D–48, 2D–60 MIRL **IAP**

RWY 17: REIL. **RWY 35:** REIL.

RWY 13–31: H3137X75 (ASPH) S–28, D–48 MIRL 0.3% up NW

AIRPORT REMARKS: Attended Mon–Fri 1400–2330Z‡. Self svc fuel avbl 24 hrs 100LL only. ACTIVATE MIRL Rwy 13–31 and 17–35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS 118.025 (620) 221–9121.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.5. (WICHITA RADIO)

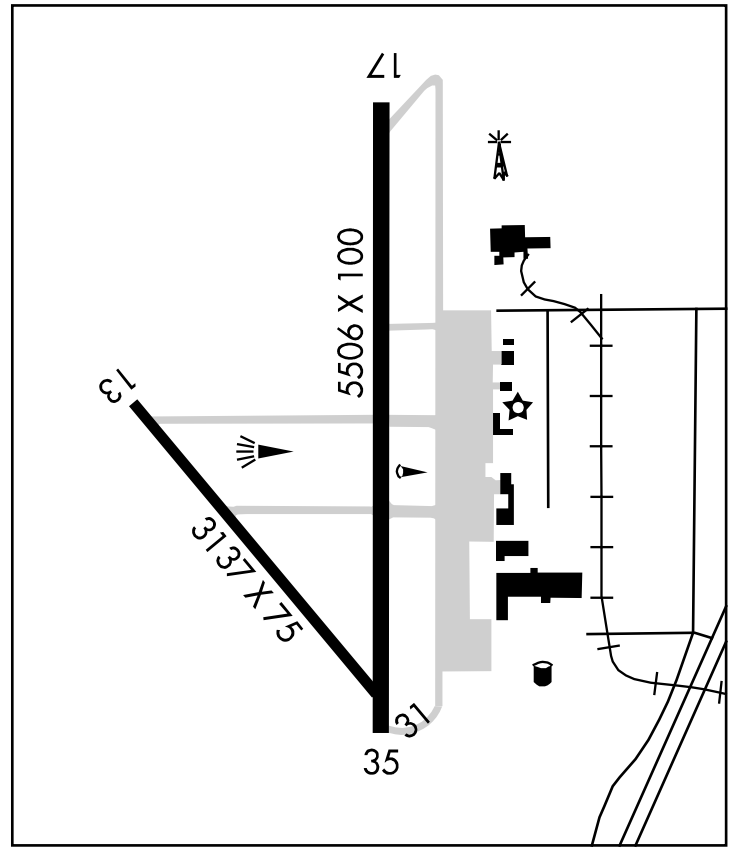
KANSAS CITY CENTER APP/DEP CON 127.8

RADIO AIDS TO NAVIGATION: NOTAM FILE PNC.

PIONEER (H) VORTACW 113.2 PER Chan 79 N36°44.79′ W97°09.61′ 007° 26.0 NM to fld. 1060/6E.

SAWCY NDB (LOM) 353 SO N37°05.38′ W97°02.18′ 353° 4.7 NM to fld. Unmonitored.

ILS 111.5 I–SOR Rwy 35 LOM SAWCY NDB. ILS unmonitored. GS unusable blo 235′AGL/1394′MSL .6 NM. GS OTS indef.



YATES CENTER (8K5) 2 S UTC−6(−5DT) N37°51.30′ W95°44.86′ **KANSAS CITY**

1140 NOTAM FILE ICT

RWY 17–35: 2765X160 (TURF) LIRL (NSTD)

RWY 17: REIL. Fence. **RWY 35:** REIL. Road.

AIRPORT REMARKS: Unattended. Rwy 17–35 slightly rough various portions of rwy. Rwy 17–35 LIRL; non-breakable couplings and varies in elevation; over 14 inches. ACTIVATE LIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.

COMMUNICATIONS: CTAF 122.9

LOC I-SOR	APP CRS	Rwy Idg	5506
111.5	354°	TDZE	1154
		Apt Elev	1160

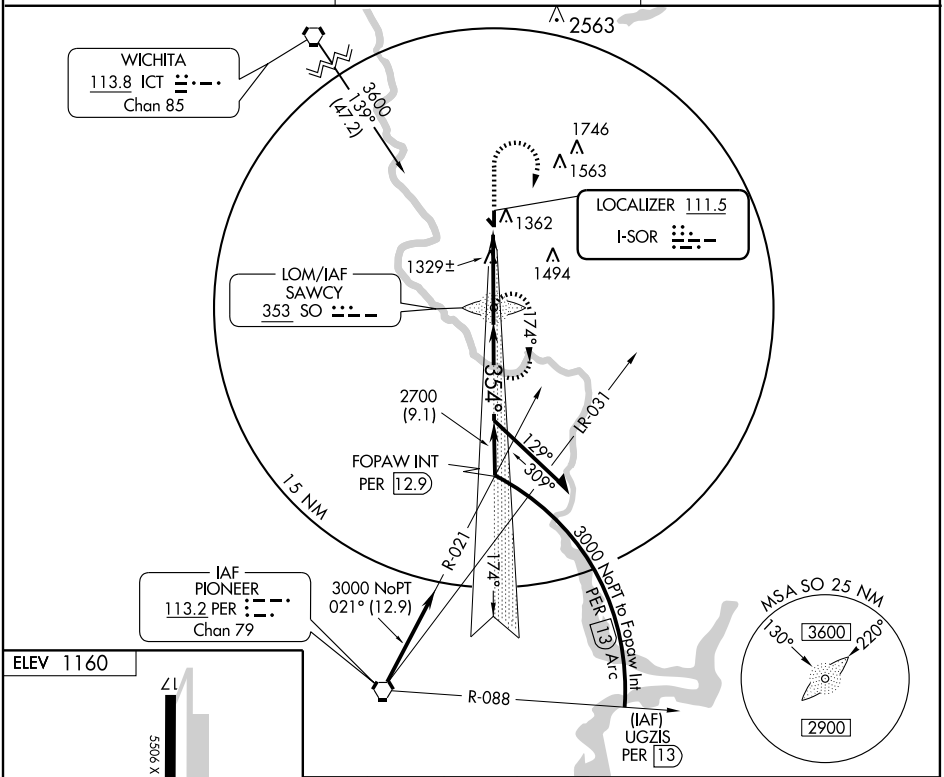
ILS or LOC RWY 35

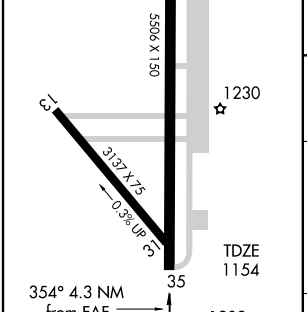
WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

NA

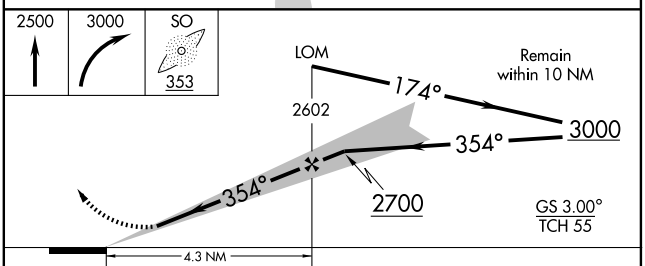
MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SAWCY LOM and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 35	1354-¾ 200 (200-¾)			NA
S-LOC 35	1580-1 426 (500-1)		1580-1¼ 426 (500-1¼)	NA
CIRCLING	1680-1 520 (600-1)		1680-1½ 520 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
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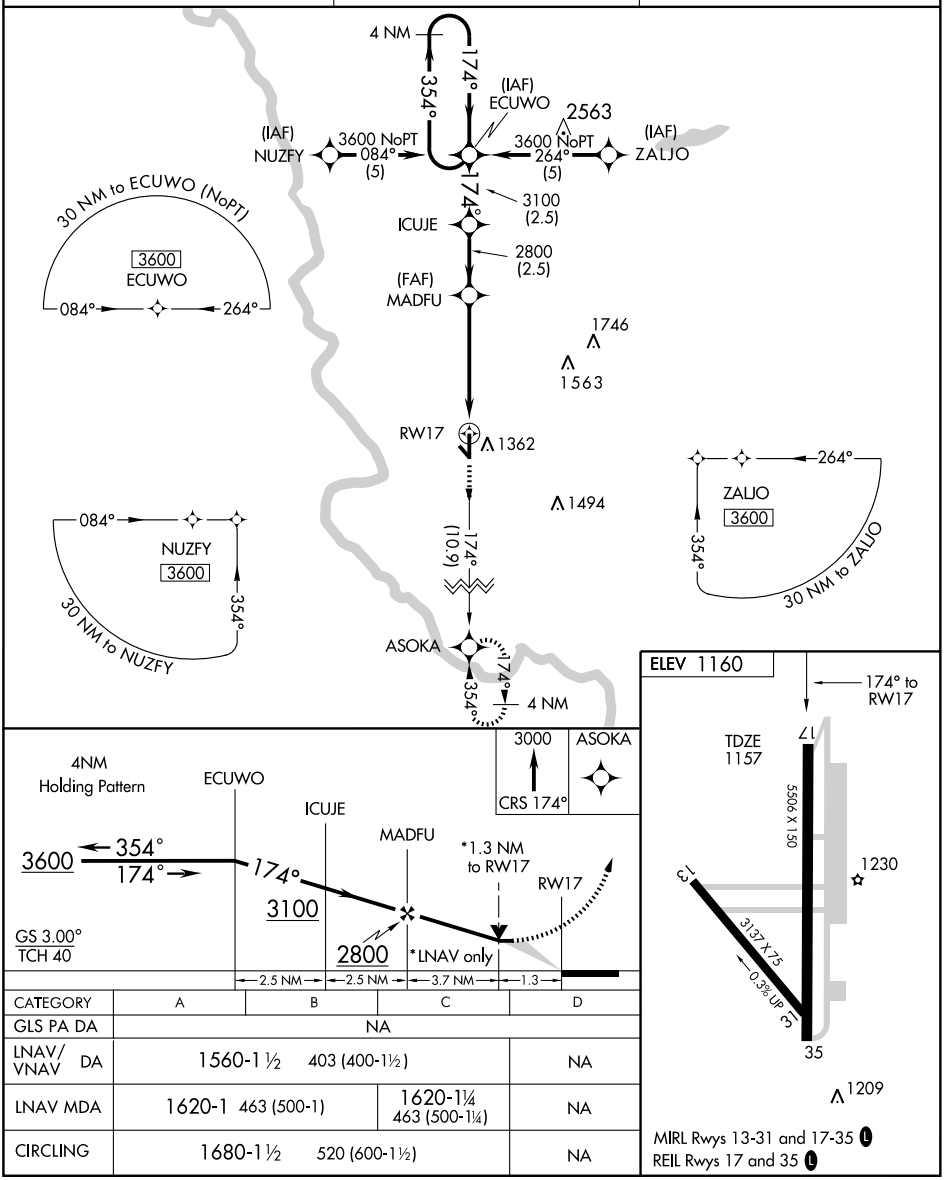
APP CRS	Rwy Idg	5506
174°	TDZE	1157
	Apt Elev	1160

RNAV (GPS) RWY 17

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3000 via 174° course to ASOKA WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1560-1½ 403 (400-1½)			NA
LNAV MDA	1620-1 463 (500-1)		1620-1¼ 463 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA

MIRL Rwys 13-31 and 17-35 L
REIL Rwys 17 and 35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

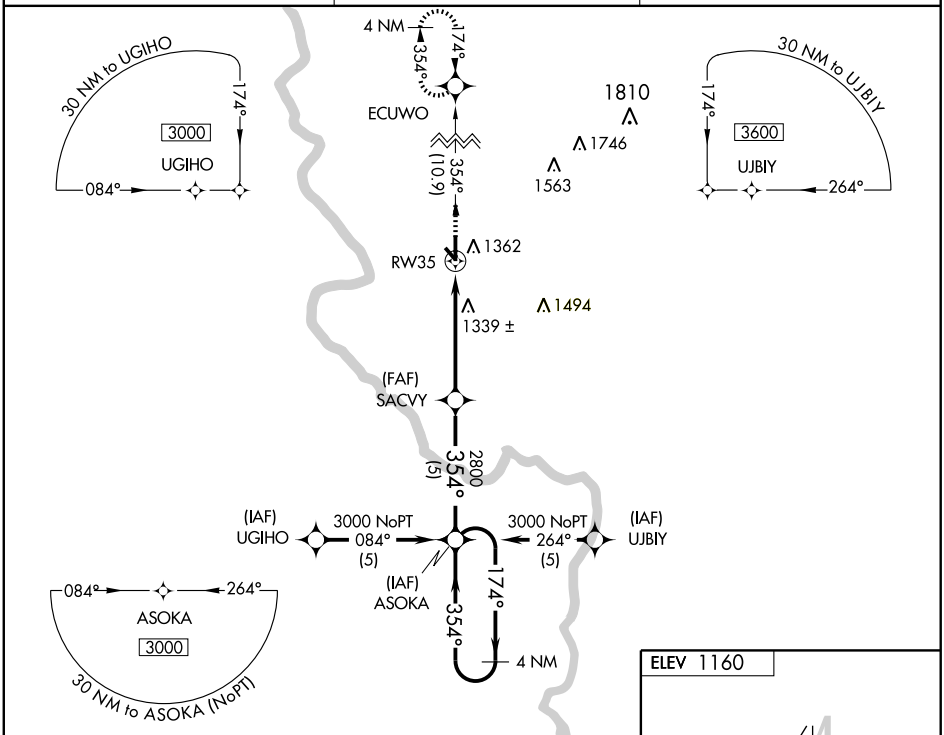
APP CRS	Rwy Idg	5506
354°	TDZE	1154
	Apt Elev	1160

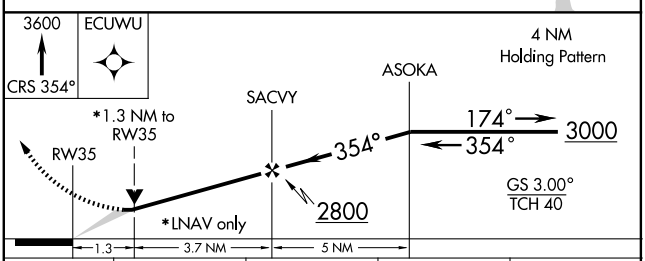
RNAV (GPS) RWY 35

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

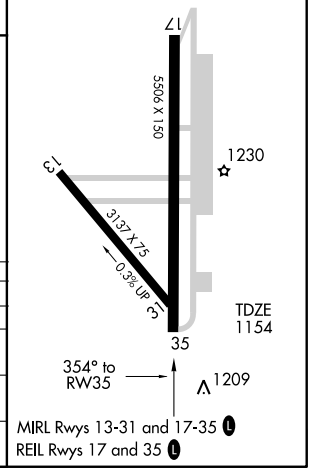
NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3600 via 354° course to ECUWO WP and hold.

ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1540-1½ 386 (400-1½)			NA
LNAV MDA	1600-1 446 (500-1)		1600-1¼ 446 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABERDEEN, SD	
ABERDEEN RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
	RNAV (GPS) Rwy 35
	VOR Rwy 31
	VOR/DME Rwy 13
NA when local weather not available.	
ALBERT LEA, MN	
ALBERT LEA MUNI	**RNAV (GPS) Rwy 16**
NA when local weather not available.	
ALEXANDRIA, MN	
CHANDLER FIELD	**RNAV (GPS) Rwy 22**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
AUSTIN, MN	
AUSTIN MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
BAUDETTE, MN	
BAUDETTE INTL	**RNAV (GPS) Rwy 12**[1]
	RNAV (GPS) Rwy 30[1]
	VOR/DME Rwy 12
	VOR Rwy 30
Category C, 800-2¼; Category D, 800-2½.	
[1]NA when local weather not available.	
BEMIDJI, MN	
BEMIDJI RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BENSON, MN	
BENSON MUNI	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BISMARCK, ND	
BISMARCK MUNI	**ILS or LOC Rwy 13**[1]
	ILS or LOC Rwy 31[2]
	RADAR-1
NA when control tower closed.	
[1]ILS, Categories A, B, C, D, E, 700-2. LOC, NA.	
[2]ILS, Category D, 700-2. LOC, NA.	
BRAINERD, MN	
BRAINERD LAKES RGNL	**ILS or LOC Rwy 23**
	RNAV (GPS) Rwy 5
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BROOKINGS, SD	
BROOKINGS RGNL	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CANBY, MN	
MYERS FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CLOQUET, MN	
CLOQUET CARLTON COUNTY	**RNAV (GPS) Rwy 35**
NA when local weather not available.	
COOK, MN	
COOK MUNI	**RNAV (GPS) Rwy 31**
NA when local weather not available.	
CROOKSTON, MN	
CROOKSTON MUNI-KIRKWOOD FIELD	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]Category A, B, 900-2; Category C, 900-2¼.	

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NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9[1]**
ILS or LOC Rwy 9[2]
ILS or LOC Rwy 27[3]
VOR or TACAN Rwy 3[4]
[1]LOC, NA.
[2]ILS, Category E, 900-2½; LOC, Category E, 800-2½.
[3]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[4]Category E, 800-2¼.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRBAULT, MN

FAIRBAULT MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[13]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

HETTINGER, ND

HETTINGER MUNI ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Category D, 800-2¼.

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]
[1]ILS,Categories A, B, C, D, 800-2.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]
[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13
NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LANGDON, ND

ROBERTSON FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LITCHFIELD, MN

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.
Category D, 800-2¼.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33
NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**
NA when local weather not available.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12
NA when local weather not available.

MINNEAPOLIS, MN

AIRLAKE ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12[1]
NA when local weather not available.
[1]Category D, 800-2¼.

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27
NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**
NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36
NA when local weather not available.
[1]NA when control tower closed.

NAME — ALTERNATE MINIMUMS

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN . **ILS or LOC Rwy 12L[2]**
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME — ALTERNATE MINIMUMS

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A, B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

RED WING, MN

RED WING RGNL ..... **RNAV (GPS) Rwy 27**

NA when local weather not available.
Categories A, B, 1100-2; Category C, 1100-3.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

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NAME ALTERNATE MINIMUMS

ROSEAU, MN
ROSEAU MUNI/
RUDY BILLBERG FIELD . **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

ST. CLOUD, MN
ST. CLOUD RGNL . **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A, B, C, D, 700-2.

ST. PAUL, MN
ST. PAUL DOWNTOWN HOLMAN
FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A, B, C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD
JOE FOSS FIELD ..... **ILS or LOC Rwy 3[12]**
ILS or LOC Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]
[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN
SOUTH ST. PAUL MUNI-RICHARD E
FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

THIEF RIVER FALLS, MN
THIEF RIVER
FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD
HAROLD DAVIDSON
FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN
WARROAD INTL
MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

WASECA, MN
WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD
WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND
SLOULIN FIELD INTL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
VOR Rwy 11
VOR/DME Rwy 29
NA when local weather not available.

WILLMAR, MN
WILLMAR MUNI-JOHN
L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WINDOM, MN

WINDOM MUNI ..... **NDB Rwy 17**
Category C, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13**[1]
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

BISMARCK, ND

Amdt. 3B, AUG 26, 2010 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2280**-2	619	(700-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

21 OCT 2010 to 18 NOV 2010

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 10294 USAF) ELEV 3276

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Ltd ASR apch avbl 1300-0500Z++ Mon-Fri. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

21 OCT 2010 to 18 NOV 2010

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV 1942

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

21 OCT 2010 to 18 NOV 2010

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME	TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG-A 10126 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 2000 before turning right. **Rwy 13,** climb heading 130° to 2500 before turning right. **Rwy 22,** climb heading 219° to 2400 before turning left. **Rwy 31,** climb heading 300° to 2000 before turning left.
NOTE: **Rwy 13,** trees beginning 91' from DER, 464' left of centerline, up to 100' AGL/1134' MSL. Trees beginning 576' from DER, 388' right of centerline, up to 100' AGL/1120' MSL. Tower 2.3 NM from DER, 2.4 right of centerline, 1283' AGL/2318' MSL.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN
BAUDETTE INTL (BDE)
AMDT 1 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 117° to 1700 before turning northbound.
NOTE: **Rwy 12,** trees, pipes, and markers beginning 61' from DER, 354' right of centerline, up to 100' AGL/1184' MSL. Trees beginning 593' from DER, 138' left of centerline, up to 21' AGL/1100' MSL. Rod on OL tank 4132' from DER, 1233' right of centerline, 120' AGL/1204' MSL. **Rwy 30,** trees beginning 15' from DER, 348' right of centerline, 12' AGL/1096' MSL. Trees beginning 2036' from DER, 532' left of centerline, 64' AGL/1143' MSL.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG -A 10126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 332' per NM to 1900.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2200 before turning left. **Rwy 31,** climb heading 307° to 2600 before turning right.
NOTE: **Rwy 31,** street light 116' from DER, 474' left of centerline, 16' AGL/1700' MSL.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5A 10126 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from DER, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from DER, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from DER, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from DER, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from DER, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from DER, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from DER, 328' right of centerline, up to 59' AGL/1329' MSL. **Rwy 34,** trees beginning 2341' from DER, left and right of centerline, up to 93' AGL/1293' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
AMDT 1 10210 (FAA)
NOTE: **Rwy 12,** numerous poles beginning 40' from DER, 421' left and right of centerline, up to 36' AGL/1216' MSL. Truck on roads beginning 134' from DER, 37' left and right of centerline, up to 22' AGL/1202' MSL. Tree 3' from DER, 159' right of centerline, 7' AGL/1187' MSL. **Rwy 30,** numerous trees beginning 726' from DER, 176' left of centerline, up to 70' AGL/1278' MSL. Tree 1338' from DER, 716' right of centerline, 68' AGL/1268' MSL.

CASSELTON, ND
CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND
CAVALIER MUNI (2C8)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.
NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CHAMBERLAIN, SD
CHAMBERLAIN MUNI (9V9)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 31,** fence 457' from DER, 376' left of centerline, 10' AGL/1705' MSL. Fence 1294' from DER, 424' right of centerline, 10' AGL/1722' MSL. Trees beginning 1763' from DER, 892' left of centerline, up to 100' AGL/1819' MSL. Trees beginning 189' from DER, 41' right of centerline, up to 100' AGL/1819' MSL.

CLOQUET, MN
CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.
NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

CROSBY, ND
CROSBY MUNI (D50)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** hangars and poles beginning 133' from DER, 263' right of centerline, up to 35' AGL/1983' MSL. Vehicle on road 800' from DER, 200' right of centerline, 22' AGL/1967' MSL. **Rwy 30,** power line, 2100' from DER, on centerline, 60' AGL/2011' MSL.

DETROIT LAKES, MN
DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.
NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND
DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.
NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.
NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN
DODGE CENTER (TOB)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.
NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)
NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN

ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN

EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN

FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND

HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FARIBAULT, MN

FARIBAULT MUNI (FBL)
ORIG 10266 (FAA)
NOTE: **Rwy 12,** numerous trees beginning 73' from DER, 51' right and left of centerline, up to 100' AGL/1169' MSL. **Rwy 30,** numerous trees beginning 24' from DER, 266' right and left of centerline, up to 100' AGL/1189' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN

FOSSTON MUNI (FSE)
AMDT 1A 10182 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD

GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN

GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.
NOTE: **Rwy 17,** vehicle on roads beginning 23' from DER, 300' left of centerline, up to 15' AGL/837' MSL. Tree 2612' from DER, 857' left of centerline, 100' AGL/929' MSL. **Rwy 35,** building 107' from DER, 344' left of centerline, 17' AGL/836' MSL. Electrical system 153' from DER, 398' left of centerline, 21' AGL/840' MSL. Vehicle on roads beginning 260' from DER, 74' left of centerline, up to 15' AGL/841' MSL. Obstruction light on airport beacon 471' from DER, 601' left of centerline, 54' AGL/873' MSL.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRAND MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.
NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GRANITE FALLS, MN
GRANITE FALLS MUNI/LENZEN-ROE MEML FLD (GDB)
ORIG 10126 (FAA)
NOTE: **Rwy 15,** trees beginning 1780' from DER, 94' left of centerline, up to 100' AGL/1149' MSL. **Rwy 33,** trees beginning 1196' from DER, right and left of centerline, up to 100' AGL/1149' MSL. Powerline 1242' from DER, 762' left of centerline, 80' AGL/1129' MSL. Train 1390' from DER, 149' left of centerline, 23' AGL/1162' MSL. Vehicle on road 1389' from DER, 156' left of centerline, up to 15' AGL/1154' MSL.

GREGORY, SD
GREGORY MUNI, FLYNN FIELD (9D1)
ORIG-A 10182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 228' per NM to 2600.
NOTE: **Rwy 31,** tower 11377' from DER, 816' right of centerline, 210' AGL/2491' MSL.

GWINNER, ND
GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.
NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HARVEY, ND
HARVEY MUNI (5H4)
ORIG 10266 (FAA)
NOTE: **Rwy 11,** vehicle on road beginning 50' from DER, 318' left of centerline, up to 15' AGL/1654' MSL. Tree 300' from DER, 329' right of centerline, 20' AGL/1621' MSL. Tree 350' from DER, 444' right of centerline, 20' AGL/1619' MSL. **Rwy 29,** vehicle on road beginning 4' from DER, left and right of centerline, up to 15' AGL/1654' MSL. Rising terrain beginning 7' from DER, 31' left of centerline, up to 1608' MSL.

HAWLEY, MN
HAWLEY MUNI (04Y)
ORIG 07074 (FAA)
NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

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HAZEN, ND
MERCER COUNTY RGNL (HZE)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** std. w/ min. climb of 215' per NM to 2700, or 900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** for climb in visual conditions: cross Mercer County Rgnl airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 14,** numerous fences beginning 196' from DER, 108' left of centerline, up to 12' AGL/1843' MSL. Terrain beginning 501' from DER, 271' left of centerline, up to 1837' MSL. **Rwy 32,** tree 1291' from DER, 592' right of centerline, 25' AGL/1833' MSL. Terrain 495' from DER, 360' left of centerline, 1803' MSL. Fence 5' from DER, 298' left of centerline, 8' AGL/1790' MSL. Tree 1444' from DER, 520' right of centerline, 25' AGL/1823' MSL.

HETTINGER, ND
HETTINGER MUNI (HEI)
AMDT 2 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 324' per NM to 3000. **Rwys 17, 35,** NA-Environmental.
NOTE: **Rwy 30,** road plus vehicles beginning 63' from DER, crossing left to right, 15' AGL/2744' MSL. Trees beginning 4306' from DER, 17' right of centerline, 100' AGL/2819' MSL.

HIBBING, MN
RANGE RGNL (HIB)
AMDT 6 04218 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.
NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND
HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN
FIELD OF DREAMS (04W)
ORIG 08045 (FAA)
NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD
HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD
HURON RGNL (HON)
AMDT 5 09239 (FAA)
NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN
FALLS INTL (INL)
AMDT 3 08101 (FAA)
NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN
JACKSON MUNI (MJQ)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-TURF.
DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.
NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND
JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)
NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)

ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LANGDON, ND

ROBERTSON FIELD (D55)

ORIG 10154 (FAA)

TAKE-OFF MINMUMS: **Rwys 8, 26,** NA - Environmental.

NOTE: **Rwy 14,** vehicles on road beginning 479' to 684' from DER, from 238' to 413' left of centerline, up to 15' AGL/1627' MSL. **Rwy 32,** windsock 13' from DER, 416' right of centerline, 16' AGL/1619' MSL. Fence 24' from DER, 301' left of centerline, 5' AGL/1608' MSL. Fence 199' from DER, 293' left of centerline, 5' AGL/1608' MSL. Trees beginning 485' from DER 203' right of centerline, up to 30' AGL/1628' MSL. Trees beginning 1912' from DER, from 241' to 418' left of centerline, up to 78' AGL/1677' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 1700 before turning left.

NOTE: **Rwy 13,** trees beginning 11' from DER, 417' left and right of centerline, up to 90' AGL/1234' MSL. Trees beginning 1251' from DER, 830' left of centerline, up to 89' AGL/1228' MSL. **Rwy 31,** trees beginning 958' from DER, 73' left of centerline, up to 46' AGL/1185' MSL. Trees beginning 13' from DER, 370' right of centerline, up to 95' AGL/1234' MSL.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)

AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)

ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

LUVERNE, MN

QUENTIN AANENSON FIELD (LYV)

ORIG 10154 (FAA)

NOTE: **Rwy 18,** tree 813' from DER, 578' left of centerline, 50' AGL/1469' MSL. Road plus vehicle 685' from DER, 574' right of centerline, 15' AGL/1454' MSL. Terrain 20' from DER, on centerline, 1429' MSL.
Rwy 36, transmission tower, 5752' from DER, 1036' right of centerline, 139' AGL/1581' MSL.

MANKATO, MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD (MML)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

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MILLER, SD

MILLER MUNI (MKA)

ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

AIRLAKE (LVN)

ORIG 10154 (FAA)

NOTE: **Rwy 12,** ground 198' from DER, 533' right of centerline, 0' AGL/963' MSL. Tree and vehicle on road, beginning 422' from DER, 379' right of centerline, up to 15' AGL/978' MSL. Tree 1291' from DER, 506' left of centerline, 62' AGL/1002' MSL. **Rwy 30,** ground 104' from DER, 479' left of centerline, 0' AGL/965' MSL. Tree, pole, and antenna on building beginning 171' from DER, 259' right of centerline, up to 50' AGL/1000' MSL. Tree, railroad, and antenna on building 486' from DER, 268' left of centerline, up to 41' AGL/1001' MSL. Trees and a building beginning 821' from DER, 30' right of centerline, up to 49' AGL/1009' MSL.

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)

AMDT 5A 10126 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 18,** 300-1 or std. w/ min. climb of 367' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound.
Rwy 36, climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. Tower 5016' from DER, 201' left of centerline, 120' AGL/1078' MSL.
Rwy 27, multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

MINNEAPOLIS, MN (CON'T)

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM)

AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right. **Rwy 35,** climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure endof runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. **Rwy 30R,** building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/ 1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

21 OCT 2010 to 18 NOV 2010

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7'AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.
Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.
NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/ 1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)
TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.
DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC.
Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (BAC)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. with a min. climb of 462' per NM to 2600. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 12,** tree 5528' from DER, 1819' right of centerline, up to 100' AGL/2439' MSL. Vehicle on road, trees, and terrain beginning 186' from DER, 62' right of centerline, up to 100' AGL/2258' MSL. Vehicle on road, fence, and terrain beginning 90' from DER, 43' left of centerline, up to 27' AGL/2167' MSL.
Rwy 30, trees and buildings beginning 672' from DER, 119' right of centerline, up to 41' AGL/2101' MSL. Vehicle on road, light and trees beginning 199' from DER, 128' left of centerline, up to 59' AGL/2119' MSL.

21 OCT 2010 to 18 NOV 2010

WHEATON, MN

WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)
AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-2¼ or std. with a min. climb of 359' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 115° to 2400 before turning left.

NOTE: **Rwy 2,** trees 1212' from DER, 398' left of centerline, up to 100' AGL/2019' MSL. **Rwy 11,** trees 831' from DER, 686' right of centerline, up to 100' AGL/1999' MSL. **Rwy 20,** trees 610' from DER, 450' right of centerline, up to 100' AGL/2019' MSL. Trees 1204' from DER, 128' left of centerline, up to 100' AGL/2019' MSL. Poles beginning from DER, 61' right of centerline, up to 44' AGL/1954' MSL. Building 1811' from DER, 371' right of centerline, 65' AGL/1980' MSL. **Rwy 29,** terrain beginning 639' from DER, 179' left of centerline, up to 2150' MSL. Terrain beginning 645' from DER, 305' right of centerline, up to 2103' MSL. Fence 1341' from DER, 210' right of centerline, 10' AGL/2021' MSL. Fence beginning 966' from DER, 250' left of centerline, up to 10' AGL/2029' MSL. Obstruction light on LOC 999' from DER, on centerline, 5' AGL/2014' MSL. Antenna on building 1000' from DER, 270' right of centerline, 29' AGL/2018' MSL. CHY on building 1165' from DER, 791' right of centerline, 29' AGL/2040' MSL. Building 2345' from DER, 519' left of centerline, 29' AGL/2066' MSL. T-L tower 3480' from DER, 237' right of centerline, 77' AGL/2137' MSL. Obstruction light pole 3478' from DER, 247' right of centerline, 82' AGL/2137' MSL. Rod on obstruction light pole 3692' from DER, 392' left of centerline, 68' AGL/2147' MSL. T-L tower 3700' from DER, 403' left of centerline, 82' AGL/2147' MSL. Tree 1.2 NM from DER, 1557' right of centerline, 27' AGL/2186' MSL. Tree 1.9 NM from DER, 2091' right of centerline, 100' AGL/2309' MSL.

WILLMAR, MN

WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)

NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD

WINNER RGNL (ICR)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON, SD

CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

21 OCT 2010 to 18 NOV 2010

ADA–TWIN VALLEY

NORMAN CO ADA–TWIN VALLEY (DØØ) 5 SE UTC−6(−5DT) N47°15.63′ W96°24.02′ **TWIN CITIES L–14H IAP**

954 B **FUEL** 100LL TPA—1754(800) NOTAM FILE PNM

RWY 15–33: H3103X60 (ASPH) LIRL 0.5% up SE

RWY 15: Tree. **RWY 33:** Tree.

AIRPORT REMARKS: Unattended. For fuel call 218–784–4381/2962. Ultralights on and invof arpt. Rwy 15–33 cracking and surface erosion. Rwy 15–33 several lights out others leaning.

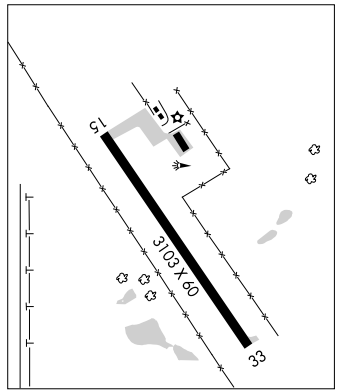
COMMUNICATIONS: CTAF 122.9

Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.

FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 022° 35.6 NM to fld. 910/9E. **HIWAS.**



AIRLAKE (See MINNEAPOLIS)

AITKIN MUNI–STEVE KURTZ FLD (AIT) 2 NE UTC−6(−5DT) N46°32.91′ W93°40.61′ **TWIN CITIES L–14H IAP**

1205 B S2 **FUEL** 100LL, JET A TPA—2005(800) NOTAM FILE AIT

RWY 16–34: H4018X75 (ASPH) S–12.5 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26′.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 39′.

RWY 08–26: 3335X150 (TURF)

RWY 08: Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Attended Nov–Apr 1500–2200Z‡, May–Oct 1500–2300Z‡. For svc after hrs call 218–845–2808, 218–821–1622, 218–820–5114. Rwy 08–26 CLOSED Nov–Apr. Rwy 08–26 marked with yellow cones. Rwy 08–26 ski equipped acft only Nov–Apr, call 218–927–4104 for rwy conditions. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (218) 927–2101.

COMMUNICATIONS: CTAF/UNICOM 123.05

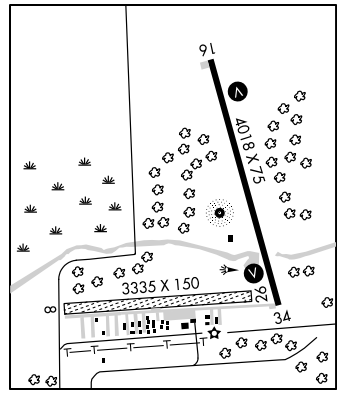
MINNEAPOLIS CENTER APP/DEP CON 118.05

GCO 121.725 (MINNEAPOLIS CENTER and PRINCETON RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.

BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 047° 18.8 NM to fld. 1260/3E.

NDB (MHW) 397 AIT N46°32.85′ W93°40.52′ at fld. (Unmonitored). NOTAM FILE AIT.

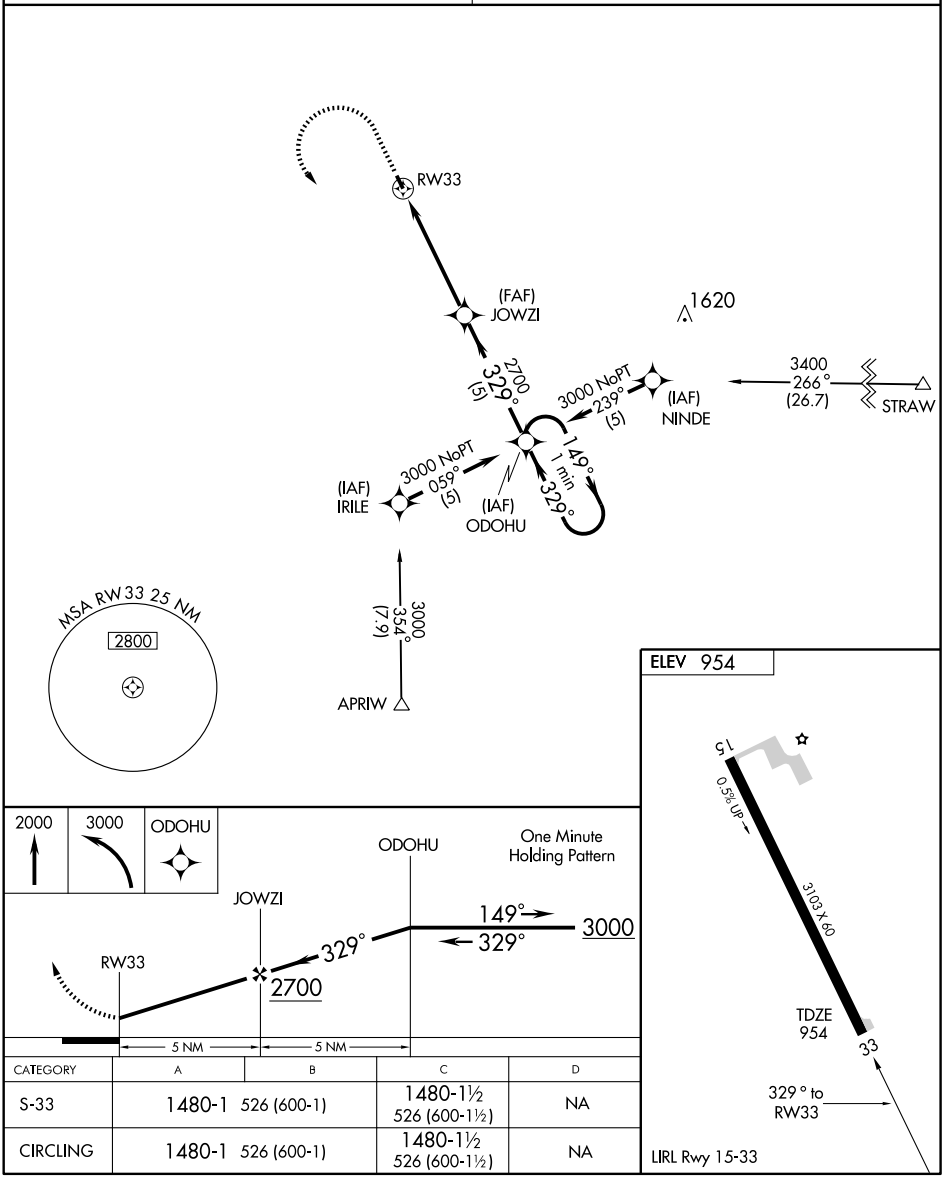


APP CRS	Rwy Idg	3103
329°	TDZE	954
	Apt Elev	954

GPS RWY 33

ADA/TWIN VALLEY/ NORMAN COUNTY ADA/TWIN VALLEY (D00)

NA	Use Hector Intl, ND altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct ODOHU WP and hold.
FARGO APP CON* 120.4 377.15		CTAF 122.9



CATEGORY	A	B	C	D
S-33	1480-1	526 (600-1)	1480-1½ 526 (600-1½)	NA
CIRCLING	1480-1	526 (600-1)	1480-1½ 526 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ADA–TWIN VALLEY

NORMAN CO ADA–TWIN VALLEY (DØØ) 5 SE UTC−6(−5DT) N47°15.63′ W96°24.02′ **TWIN CITIES L–14H IAP**

954 B **FUEL** 100LL TPA—1754(800) NOTAM FILE PNM

RWY 15–33: H3103X60 (ASPH) LIRL 0.5% up SE

RWY 15: Tree. **RWY 33:** Tree.

AIRPORT REMARKS: Unattended. For fuel call 218–784–4381/2962. Ultralights on and invof arpt. Rwy 15–33 cracking and surface erosion. Rwy 15–33 several lights out others leaning.

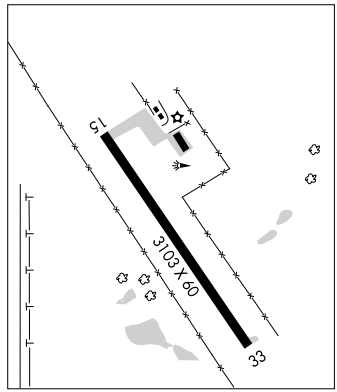
COMMUNICATIONS: CTAF 122.9

Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.

FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 022° 35.6 NM to fld. 910/9E. **HIWAS.**



AIRLAKE (See MINNEAPOLIS)

AITKIN MUNI–STEVE KURTZ FLD (AIT) 2 NE UTC−6(−5DT) N46°32.91′ W93°40.61′ **TWIN CITIES L–14H IAP**

1205 B S2 **FUEL** 100LL, JET A TPA—2005(800) NOTAM FILE AIT

RWY 16–34: H4018X75 (ASPH) S–12.5 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26′.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 39′.

RWY 08–26: 3335X150 (TURF)

RWY 08: Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Attended Nov–Apr 1500–2200Z‡, May–Oct 1500–2300Z‡. For svc after hrs call 218–845–2808, 218–821–1622, 218–820–5114. Rwy 08–26 CLOSED Nov–Apr. Rwy 08–26 marked with yellow cones. Rwy 08–26 ski equipped acft only Nov–Apr, call 218–927–4104 for rwy conditions. ACTIVATE MIRL Rwy 16–34, VASI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.675 (218) 927–2101.

COMMUNICATIONS: CTAF/UNICOM 123.05

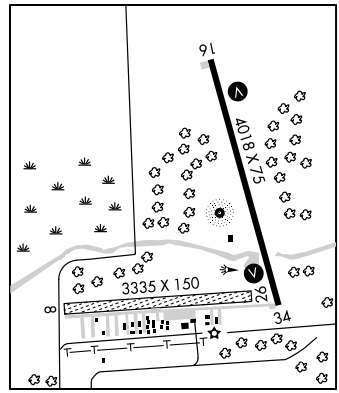
MINNEAPOLIS CENTER APP/DEP CON 118.05

GCO 121.725 (MINNEAPOLIS CENTER and PRINCETON RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.

BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 047° 18.8 NM to fld. 1260/3E.

NDB (MHW) 397 AIT N46°32.85′ W93°40.52′ at fld. (Unmonitored). NOTAM FILE AIT.



NDB AIT 397	APP CRS 165°	Rwy Idg 4018 TDZE 1205 Apt Elev 1205

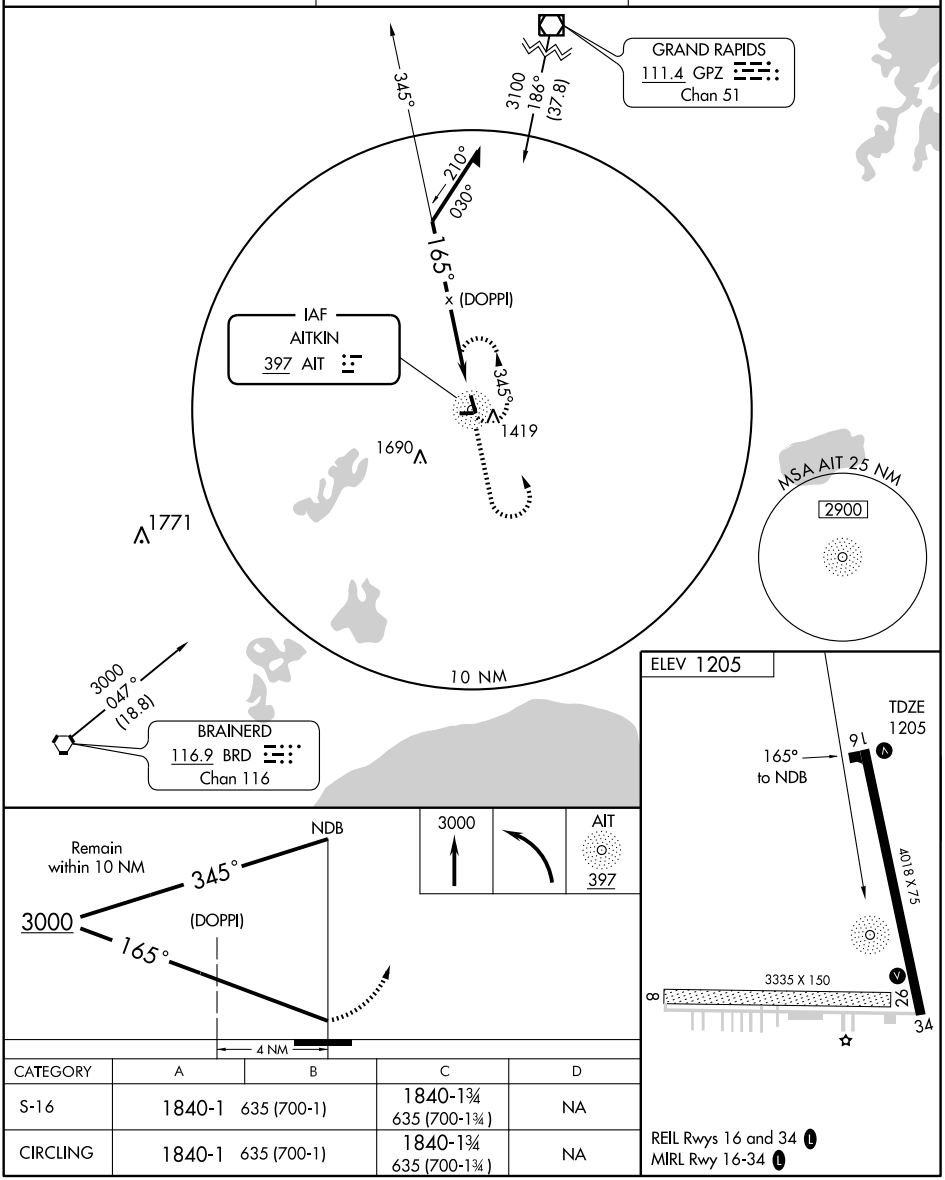
NDB or GPS RWY 16

AITKIN MUNI-STEVE KURTZ FIELD (AIT)

NA

MISSED APPROACH: Climb to 3000 then left turn direct AIT NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.675	118.05 239.0	123.05 (CTAF) L

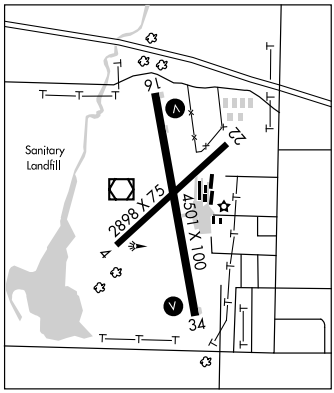


CATEGORY	A	B	C	D
S-16	1840-1	635 (700-1)	1840-1¾ 635 (700-1¾)	NA
CIRCLING	1840-1	635 (700-1)	1840-1¾ 635 (700-1¾)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

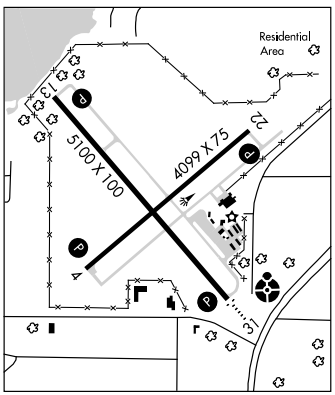
ALBERT LEA MUNI (AEL) 3 N UTC−6(−5DT) N43°40.89′ W93°22.04′ OMAHA
1260 B **FUEL** 100LL, JET A, MOGAS TPA—2000(740) NOTAM FILE AEL L–12J
RWY 16–34: H4501X100 (ASPH) S–19, D–29 MIRL IAP
RWY 16: REIL. VASI(V2L).
RWY 34: REIL. VASI(V2L). Tree.
RWY 04–22: H2898X75 (ASPH)
Rwy 04: Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–0200Z‡, Nov–Mar Mon–Fri 1400–2300Z‡, Sat–Sun 1400–2300Z‡. For svc after hrs call 507–826–3451. MOGAS pump not marked. Ultralights , gliders and helicopters use turf parallel to Rwy 16–34 on E side and approach area to Rwy 22. TV tower 9.5 NM SE. Days: ACTIVATE MIRL Rwy 16–34, VASI and REIL Rwy 16 and Rwy 34—CTAF. Ngts: VASI, MIRL ints preset to increase ints and ACTIVATE REIL Rwys 16 and 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.8 AEL (507) 377–1583.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.05 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 135.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AEL.
(T) VORW/DME 109.8 AEL Chan 35 N43°40.91 W93°22.25′ at fld. 1265/6E. **AWOS–3.** Unmonitored.



ALEXANDRIA N45°57.50′ W95°13.96′ NOTAM FILE AXN. TWIN CITIES
(L) VORW/DME 112.8 AXN Chan 75 224° 8.8 NM to Chandler Fld. 1367/7E. **HIWAS.** L–14H
VOR/DME unusable byd 30 NM blo 3500′.
RCO 122.6 (PRINCETON RADIO)

ALEXANDRIA

CHANDLER FLD (AXN) 2 SW UTC−6(−5DT) N45°51.98′ W95°23.68′ TWIN CITIES
1425 B S4 **FUEL** 100LL, JET A NOTAM FILE AXN H–2J, L–14H
RWY 13–31: H5100X100 (ASPH) S–35, D–60 MIRL IAP
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 04–22: H4099X75 (ASPH) S–35, D–60 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree.
AIRPORT REMARKS: Attended May–Oct, Mon–Fri 1400–0200Z‡, Nov–Apr, Mon–Fri 1400–0000Z‡. Sat–Sun, 1500–2300Z‡. Holidays 1500–2300Z‡. For attendant after hours call 320–492–6652. CAUTION, occasional parachute jumping over arpt. Check NOTAMS. Ultralight tfc on and invof arpt. Waterfowl and jackrabbits on and invof rwys. MIRL Rwy 13–31 preset on low ints, to ACTIVATE higher ints and MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 13 and Rwy 31, REIL Rwy 04, Rwy 22, Rwy 13 and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (320) 763–7174. **HIWAS** 112.8 AXN.
COMMUNICATIONS: CTAF/UNICOM 123.0
ALEXANDRIA RCO 122.6 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 224° 8.8 NM to fld. 1367/7E. **HIWAS.**
TAMIE NDB (MHW/LOM) 374 EE N45°47.50′ W95°18.33′ 316° 5.8 NM to fld.
ILS 110.5 I–EEZ Rwy 31. LOM TAMIE NDB.



ANOKA CO–BLAINE ARPT (JANES FLD) (See MINNEAPOLIS)

WAAS	APP CRS	Rwy Idg	4501
CH 49204	163°	TDZE	1260
W16A		Apt Elev	1260

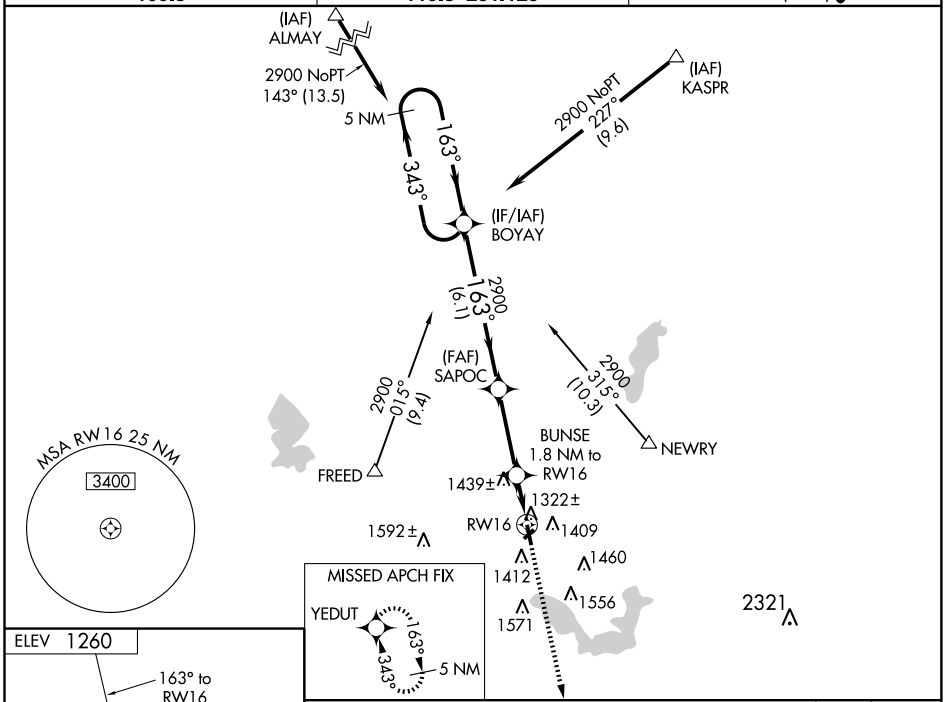
RNAV (GPS) RWY 16

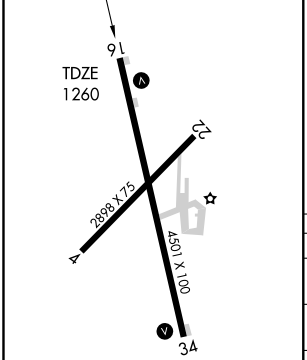
ALBERT LEA MUNI (AEL)

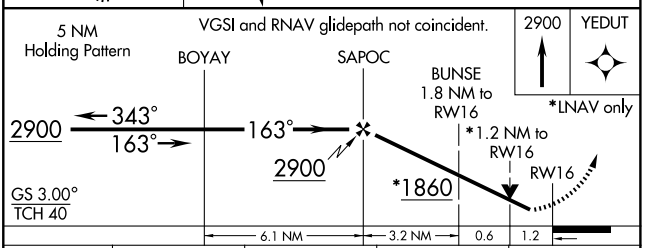
Baro-VNAV NA when using Austin Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Visibility reduction for helicopters NA.
If local altimeter setting not received, use Austin Muni altimeter setting and increase all DAs 48 feet and all MDAs 60 feet.
VDP NA when using Austin Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2900 direct YEDUT and hold.

AWOS-3	ROCHESTER APP CON *	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1510-1 250 (300-1)			
LNAV/VNAV DA	1592-1¼ 332 (400-1¼)			
LNAV MDA	1700-1 440 (500-1)		1700-1¼ 440 (500-1¼)	1700-1½ 440 (500-1½)
CIRCLING	1780-1 520 (600-1)		1780-1½ 520 (600-1½)	1820-2 560 (600-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

ALBERT LEA MUNI (AEL)

APP CRS	Rwy Idg	4501
343°	TDZE	1256
	Apt Elev	1259

T
A NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 2900 direct BOYAY WP and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L

MISSED APCH FIX

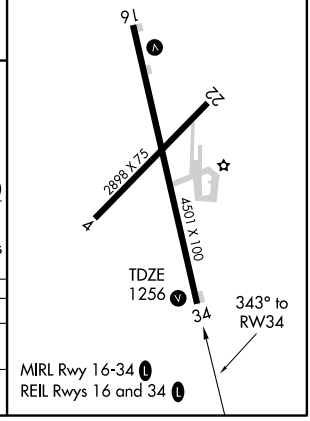
5 NM 163° 343° BOYAY

MSA RW34 25 NM
3400

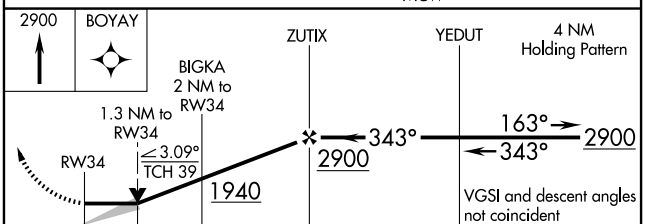
1409
1592±
1412 RW34
1460
BIGKA
2 NM to
RW34
1556
1571
2321
(FAF)
ZUTIX
2900 (6) 343°
GOTHE
2900
196° (3.3)
(IF/IAF)
YEDUT
(IAF)
HIBLO
2900 NoPT
061°
(5.3)
163°
343°
4 NM
2900 NoPT
357°
(24.1)
IAF
MASON CITY
MCW

Procedure NA for arrivals at MCW VORTAC on airway radials 343 CW 032.

ELEV 1259



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



CATEGORY	A	B	C	D
LNAV MDA	1720-1	464 (500-1)	1720-1¼ 464 (500-1¼)	1720-1½ 464 (500-1½)
CIRCLING	1780-1	521 (600-1)	1780-1½ 521 (600-1½)	1820-2 561 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AEL	APP CRS	Rwy Idg	4501
109.8	335°	TDZE	1256
Chan 35		Apt Elev	1259

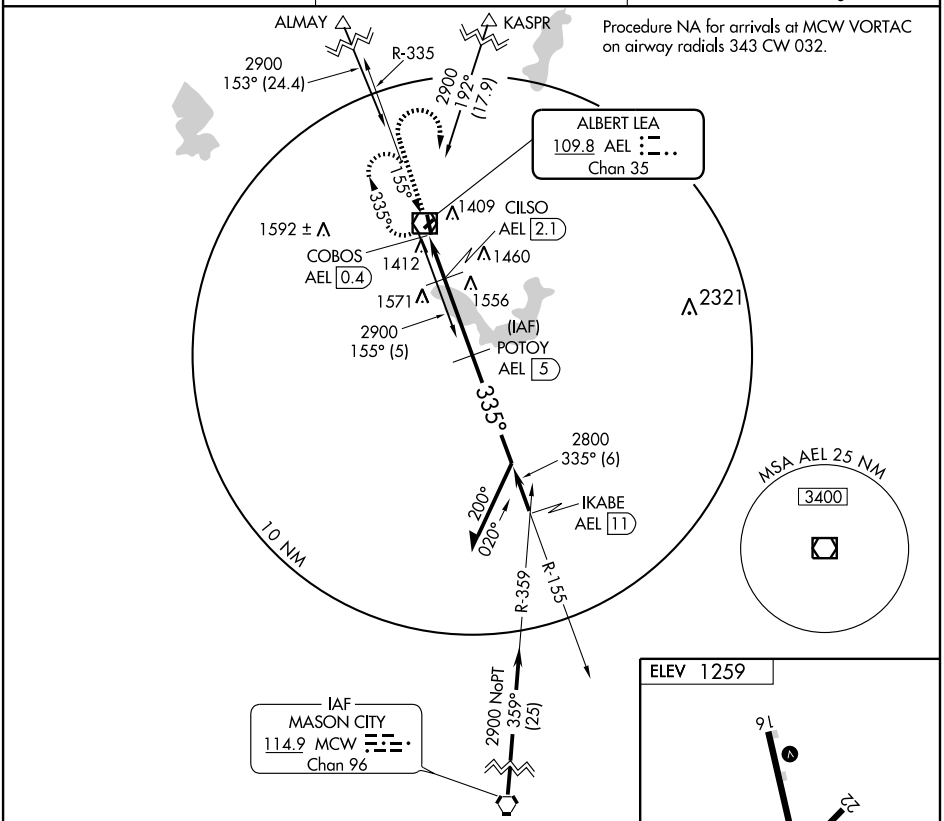
VOR/DME RWY 34

ALBERT LEA MUNI (AEL)

NA

MISSED APPROACH: Climb to 2100 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-34	1720-1 464 (500-1)		1720-1¼ 464 (500-1¼)	1720-1½ 464 (500-1½)
CIRCLING	1780-1 521 (600-1)		1780-1½ 521 (600-1½)	1820-2 561 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AEL 109.8 Chan 35	APP CRS 175°	Rwy Idg 4501 TDZE 1259 Apt Elev 1259

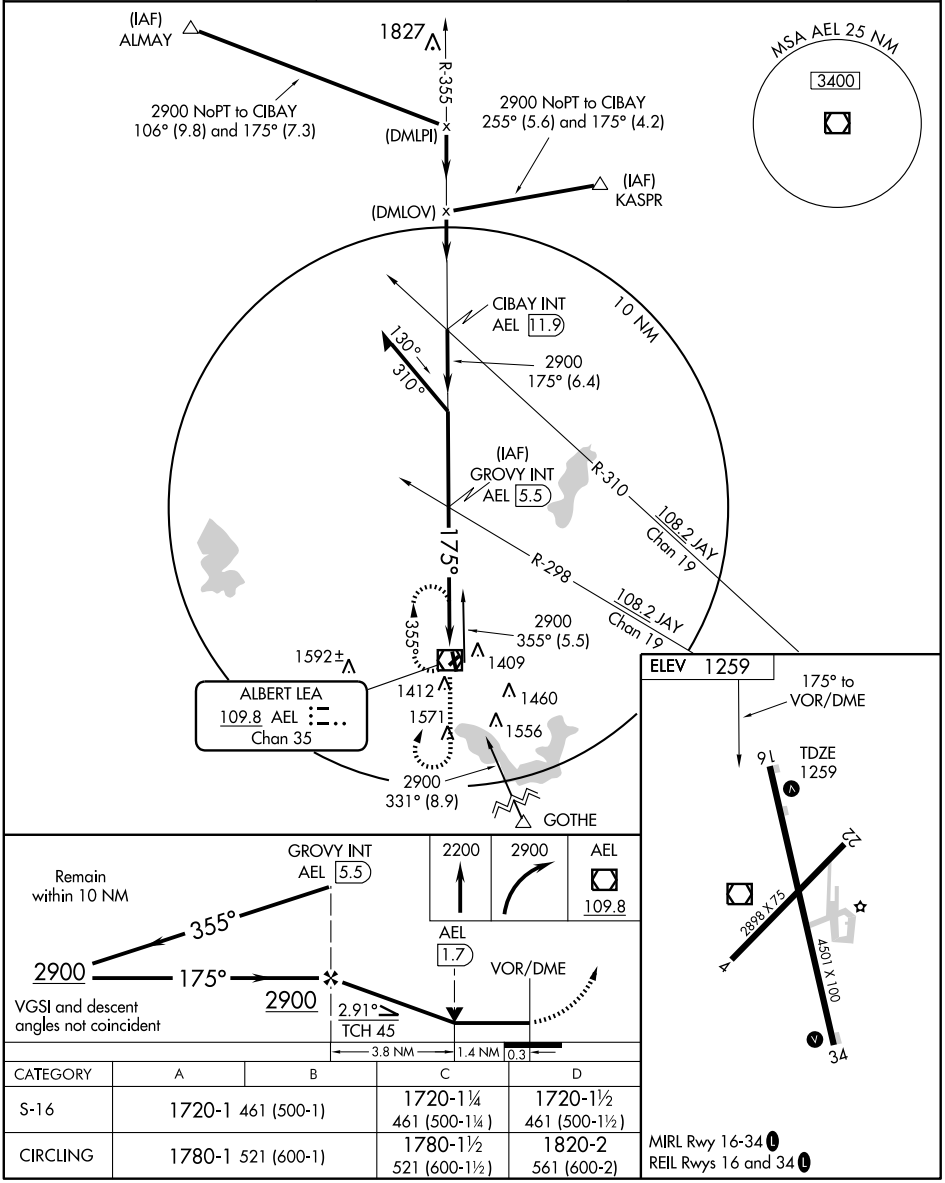
VOR RWY 16

ALBERT LEA MUNI (AEL)

T
NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 2900 direct AEL VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
109.8	119.8 251.125	123.0 (CTAF) L

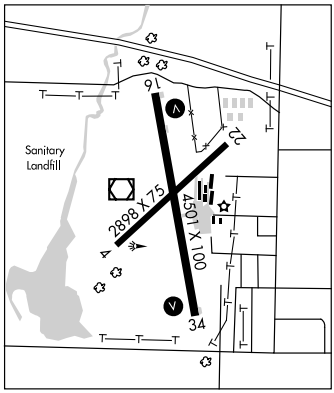


CATEGORY	A	B	C	D
S-16	1720-1 461 (500-1)		1720-1¼ 461 (500-1¼)	1720-1½ 461 (500-1½)
CIRCLING	1780-1 521 (600-1)		1780-1½ 521 (600-1½)	1820-2 561 (600-2)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

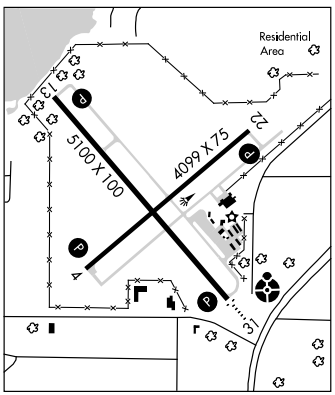
ALBERT LEA MUNI (AEL) 3 N UTC−6(−5DT) N43°40.89′ W93°22.04′ OMAHA
1260 B **FUEL** 100LL, JET A, MOGAS TPA—2000(740) NOTAM FILE AEL L–12J
RWY 16–34: H4501X100 (ASPH) S–19, D–29 MIRL IAP
RWY 16: REIL. VASI(V2L).
RWY 34: REIL. VASI(V2L). Tree.
RWY 04–22: H2898X75 (ASPH)
Rwy 04: Trees.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–0200Z‡, Nov–Mar Mon–Fri 1400–2300Z‡, Sat–Sun 1400–2300Z‡. For svc after hrs call 507–826–3451. MOGAS pump not marked. Ultralights , gliders and helicopters use turf parallel to Rwy 16–34 on E side and approach area to Rwy 22. TV tower 9.5 NM SE. Days: ACTIVATE MIRL Rwy 16–34, VASI and REIL Rwy 16 and Rwy 34—CTAF. Ngts: VASI, MIRL ints preset to increase ints and ACTIVATE REIL Rwys 16 and 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.8 AEL (507) 377–1583.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.05 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 135.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE AEL.
(T) VORW/DME 109.8 AEL Chan 35 N43°40.91 W93°22.25′ at fld. 1265/6E. **AWOS–3.** Unmonitored.



ALEXANDRIA N45°57.50′ W95°13.96′ NOTAM FILE AXN. TWIN CITIES
(L) VORW/DME 112.8 AXN Chan 75 224° 8.8 NM to Chandler Fld. 1367/7E. **HIWAS.** L–14H
VOR/DME unusable byd 30 NM blo 3500′.
RCO 122.6 (PRINCETON RADIO)

ALEXANDRIA

CHANDLER FLD (AXN) 2 SW UTC−6(−5DT) N45°51.98′ W95°23.68′ TWIN CITIES
1425 B S4 **FUEL** 100LL, JET A NOTAM FILE AXN H–2J, L–14H
RWY 13–31: H5100X100 (ASPH) S–35, D–60 MIRL IAP
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 04–22: H4099X75 (ASPH) S–35, D–60 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Tree.
AIRPORT REMARKS: Attended May–Oct, Mon–Fri 1400–0200Z‡, Nov–Apr, Mon–Fri 1400–0000Z‡. Sat–Sun, 1500–2300Z‡. Holidays 1500–2300Z‡. For attendant after hours call 320–492–6652. CAUTION, occasional parachute jumping over arpt. Check NOTAMS. Ultralight tfc on and invof arpt. Waterfowl and jackrabbits on and invof rwys. MIRL Rwy 13–31 preset on low ints, to ACTIVATE higher ints and MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 13 and Rwy 31, REIL Rwy 04, Rwy 22, Rwy 13 and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (320) 763–7174. **HIWAS** 112.8 AXN.
COMMUNICATIONS: CTAF/UNICOM 123.0
ALEXANDRIA RCO 122.6 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 224° 8.8 NM to fld. 1367/7E. **HIWAS.**
TAMIE NDB (MHW/LOM) 374 EE N45°47.50′ W95°18.33′ 316° 5.8 NM to fld.
ILS 110.5 I–EEZ Rwy 31. LOM TAMIE NDB.



ANOKA CO–BLAINE ARPT (JANES FLD) (See MINNEAPOLIS)

LOC I-EEZ	APP CRS	Rwy Idg	5100
110.5	315°	TDZE	1423
		Apt Elev	1424

ILS or LOC RWY 31

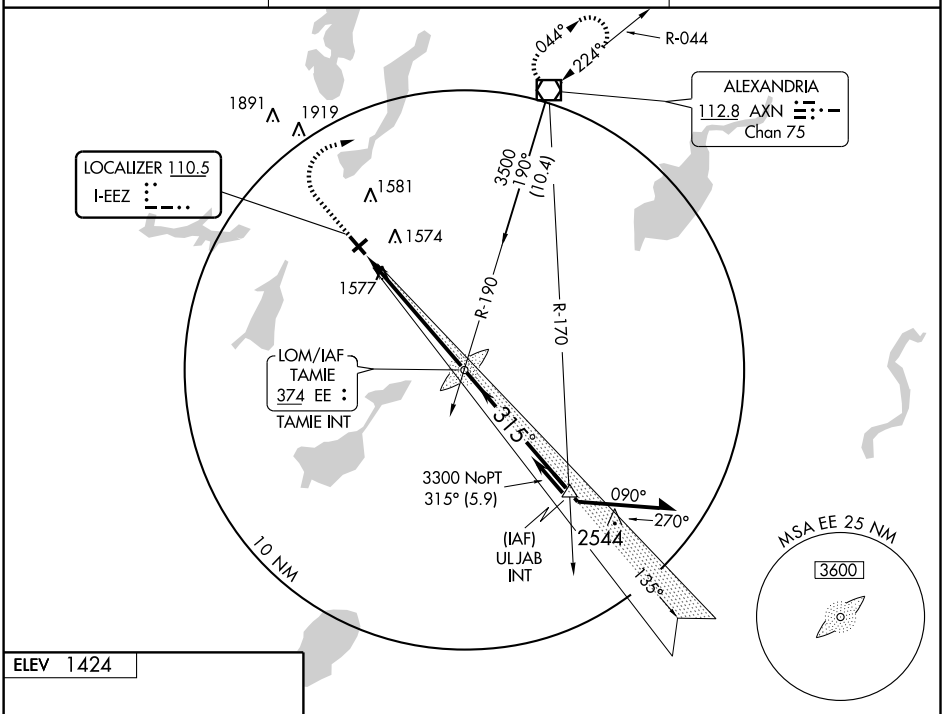
ALEXANDRIA/CHANDLER FIELD (AXN)

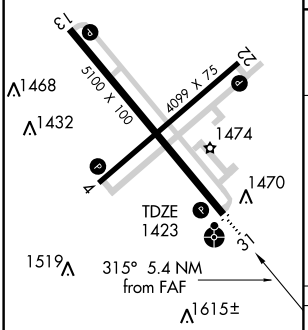
T ANA Inoperative table does not apply to S-LOC 31 Category C.

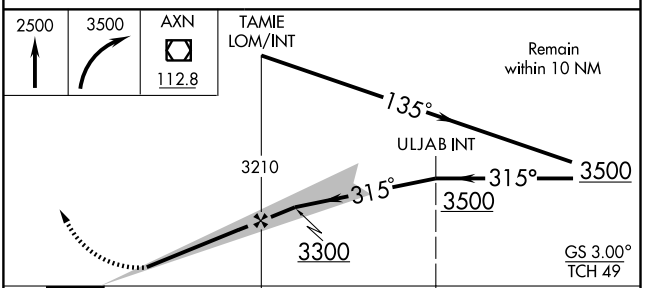
ODALS

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct AXN VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L







REIL Rwys 4,13 and 22 L
MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 31	1623-¾ 200 (200-¾)			
S-LOC 31	1840-¾ 417 (500-¾)		1840-1¼ 417 (500-1¼)	
CIRCLING	1920-1 496 (500-1)		1920-1½ 496 (500-1½)	1980-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4099
CH 48917	225°	TDZE	1424
W22A		Apt Elev	1425

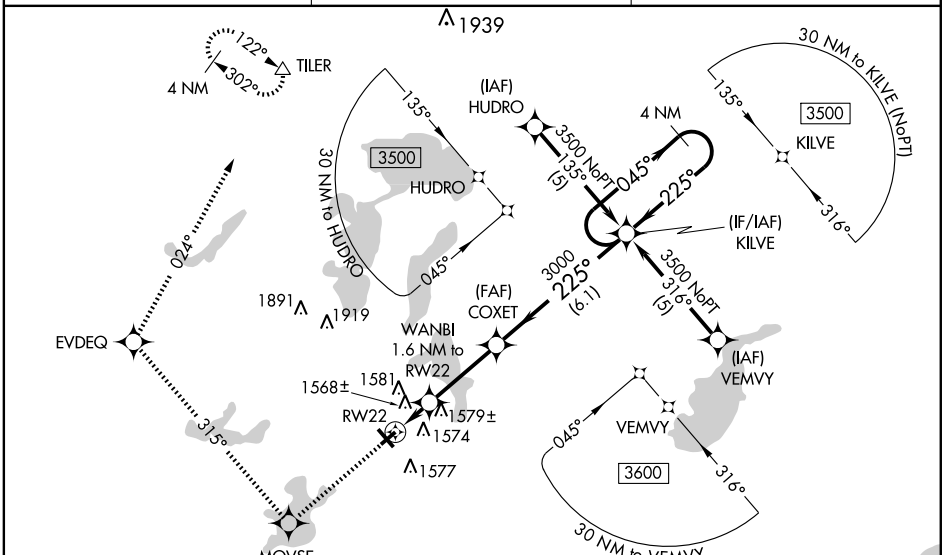
RNAV (GPS) RWY 22

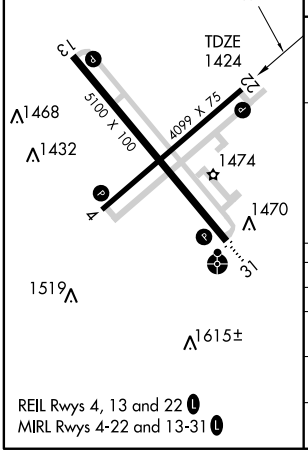
ALEXANDRIA/CHANDLER FIELD (AXN)

Baro-VNAV NA when using Glenwood altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Glenwood altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

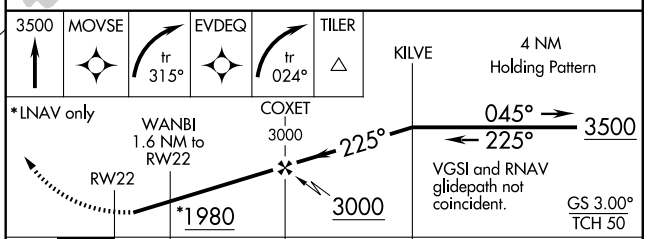
MISSED APPROACH: Climb to 3500 direct MOVSE and right turn on track 315° to EVDEQ and on track 024° to TILER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L





REIL Rwys 4, 13 and 22 L
MIRL Rwys 4-22 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	1677-1 253 (300-1)			
LNAV/VNAV DA	1880-1½ 456 (500-1½)			
LNAV MDA	1840-1 416 (500-1)		1840-1¼ 416 (500-1¼)	
CIRCLING	1920-1 495 (500-1)		1920-1½ 495 (500-1½)	1980-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 61007 W31A	APP CRS 315°	Rwy Idg 5100 TDZE 1423 Apt Elev 1424

RNAV (GPS) RWY 31

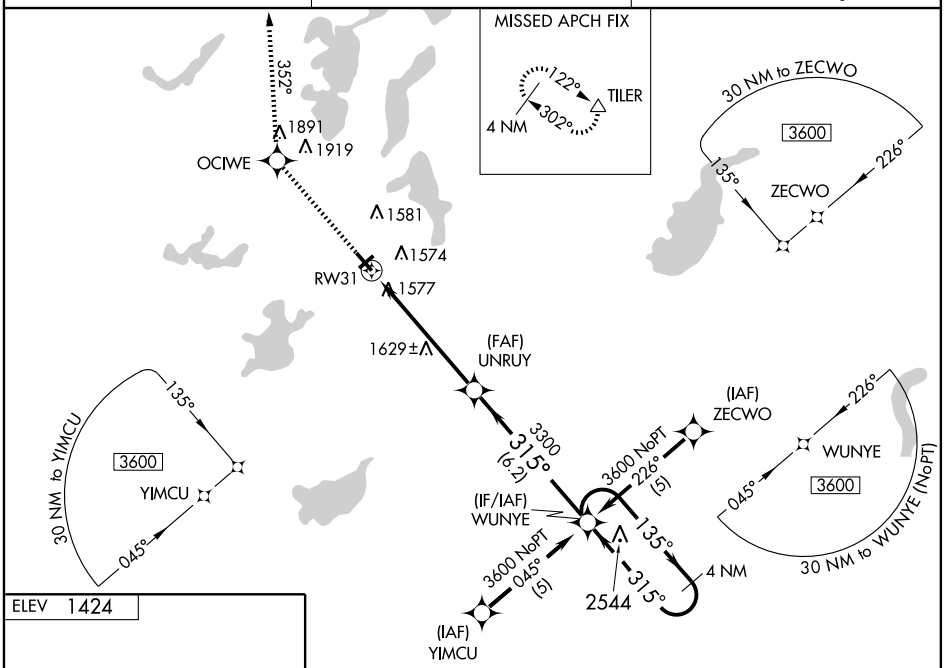
ALEXANDRIA/ CHANDLER FIELD (AXN)

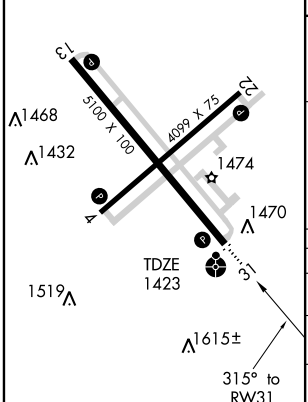
T A Inoperative table does not apply to LPV & LNAV/VNAV Cats A/B/C and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Glenwood altimeter setting. When local altimeter setting not received, use Glenwood altimeter setting and increase all DAs/MDAs 40 feet and increase LPV and LNAV/VNAV visibilities ¼ mile all Cats.

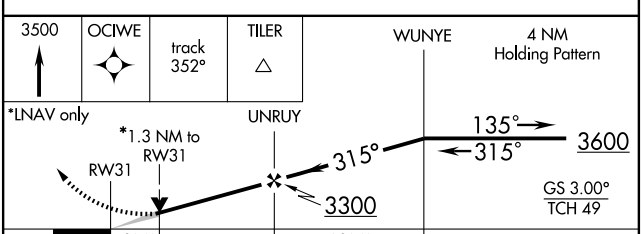
ODALS

MISSED APPROACH: Climb to 3500 direct OCIWE and via 352° track to TILER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1815-1¼ 392 (400-1¼)			
LNAV/ VNAV DA	1885-1½ 462 (500-1½)			
LNAV MDA	1880-¾ 457 (500-¾)		1880-1¼ 457 (500-1¼)	1880-1½ 457 (500-1½)
CIRCLING	1920-1 496 (500-1)		1920-1½ 496 (500-1½)	1980-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

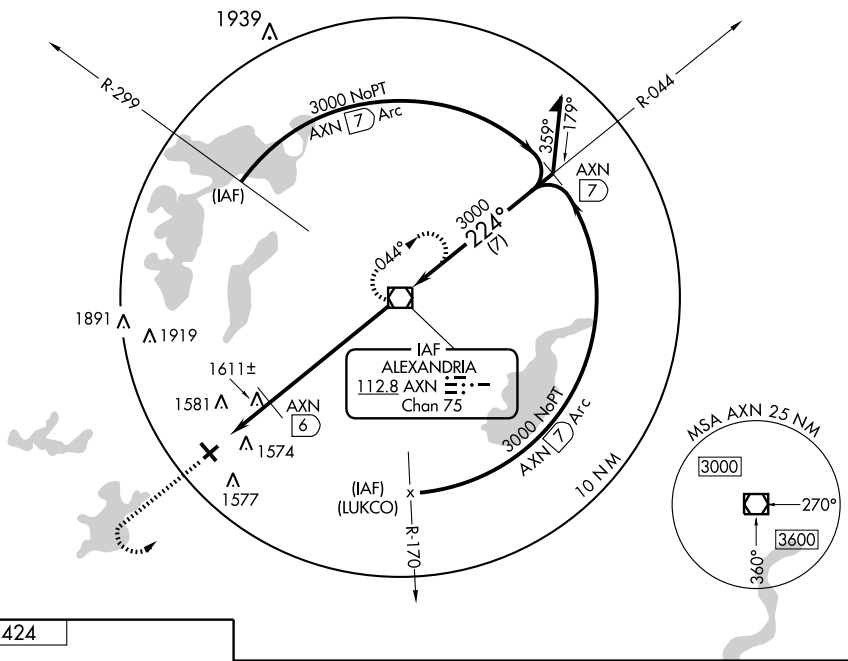
VOR/DME AXN 112.8 Chan 75	APP CRS 224°	Rwy Idg 4099 TDZE 1423 Apt Elev 1424

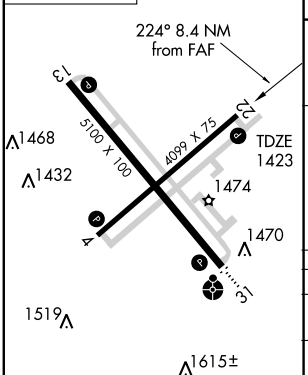
VOR RWY 22

ALEXANDRIA/CHANDLER FIELD (AXN)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct to AXN VOR/DME and hold.

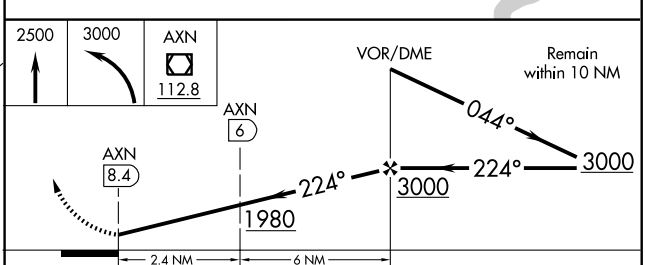
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	126.1 269.2	123.0 (CTAF) L





REIL Rwys 4, 13 and 22 L
MIRL Rwys 4-22 and 13-31 L

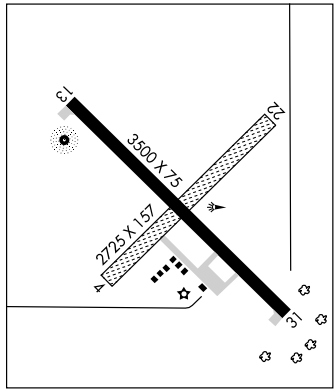
FAF to MAP 8.4 NM					
Knots	60	90	120	150	180
Min:Sec	8:24	5:36	4:12	3:22	2:48



CATEGORY	A	B	C	D
S-22	1980-1 557 (600-1)		1980-1 ½ 557 (600-1½)	1980-1¾ 557 (600-1¾)
CIRCLING	1980-1 556 (600-1)		1980-1 ½ 556 (600-1½)	1980-2 556 (600-2)
DME MINIMUMS				
S-22	1880-1 457 (500-1)		1880-1 ¼ 457 (500-1¼)	1880-1½ 457 (500-1½)
CIRCLING	1920-1 ½ 496 (500-1)		1920-1 ½ 496 (500-1½)	1980-2 556 (600-2)

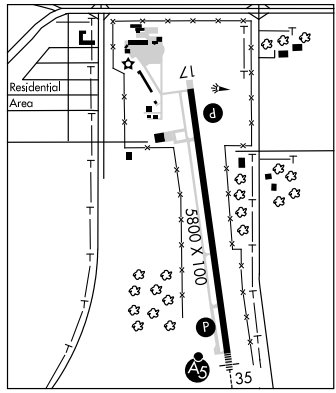
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APPLETON MUNI (AQP) 2 NE UTC−6(−5DT) N45°13.65′ W96°00.26′ **TWIN CITIES**
1020 B TPA—1820(800) NOTAM FILE AQP **L–12I, 14H**
RWY 13–31: H3500X75 (ASPH) MIRL **IAP**
RWY 31: Trees.
RWY 04–22: 2725X157 (TURF)
RWY 04: Road. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED winter months. Ultralights on and invof arpt. Rwy 13 visual lighting on instrument rwy. Rwy 04–22 marked with yellow cones. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 356 AQP (320) 289–1265.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
MONTEVIDEO (T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 316° 19.7 NM to fld. 1034/5E. Unmonitored.
NDB (MHW) 356 AQP N45°13.71′ W96°00.57′ at fld. **AWOS–3.** NOTAM FILE AQP.



A.R.S. SPORT STRIP (See BELLE PLAINE)

AUSTIN MUNI (AUM) 2 E UTC−6(−5DT) N43°39.76′ W92°55.98′ **CHICAGO**
1234 B S4 **FUEL** 100LL, JET A NOTAM FILE AUM **H–5D, L–12J**
RWY 17–35: H5800X100 (CONC) S–14, D–19 HIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2200Z‡, Sun 1500–2100Z‡. Migratory waterfowl and deer in vicinity of arpt. HIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE REIL Rwy 17, MALSR Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (507) 433–6667
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 239° 16.3 NM to fld. 1389/5E. **HIWAS.**
(T) VORW/DME 108.2 JAY Chan 19 N43°34.58′ W92°55.18′ 351° 5.2 NM to fld. 1232/3E. NOTAM FILE AUM.
ILS 110.55 I–AUM Rwy 35. LOC only.



BABCO N44°51.40′ W92°59.07′ NOTAM FILE STP. **TWIN CITIES**
NDB (LOM) 385 BA 322° 5.7 NM to St Paul Downtown Holman Fld.

BACKUS MUNI (7Y3) 1 NE UTC−6(−5DT) N46°49.61′ W94°30.43′ **TWIN CITIES**
1355 B **FUEL** 100LL NOTAM FILE PNM
RWY 15–33: 3588X145 (TURF) LIRL (NSTD)
RWY 15: Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel call 218–947–3211/3100. Ultralight activity on and invof arpt. Rwy 15 and Rwy 33 sand showing through turf. Rwy 15–33 marked with yellow plastic cones. Rwy 15–33 NSTD LIRL due to spacing.
COMMUNICATIONS: CTAF 122.9

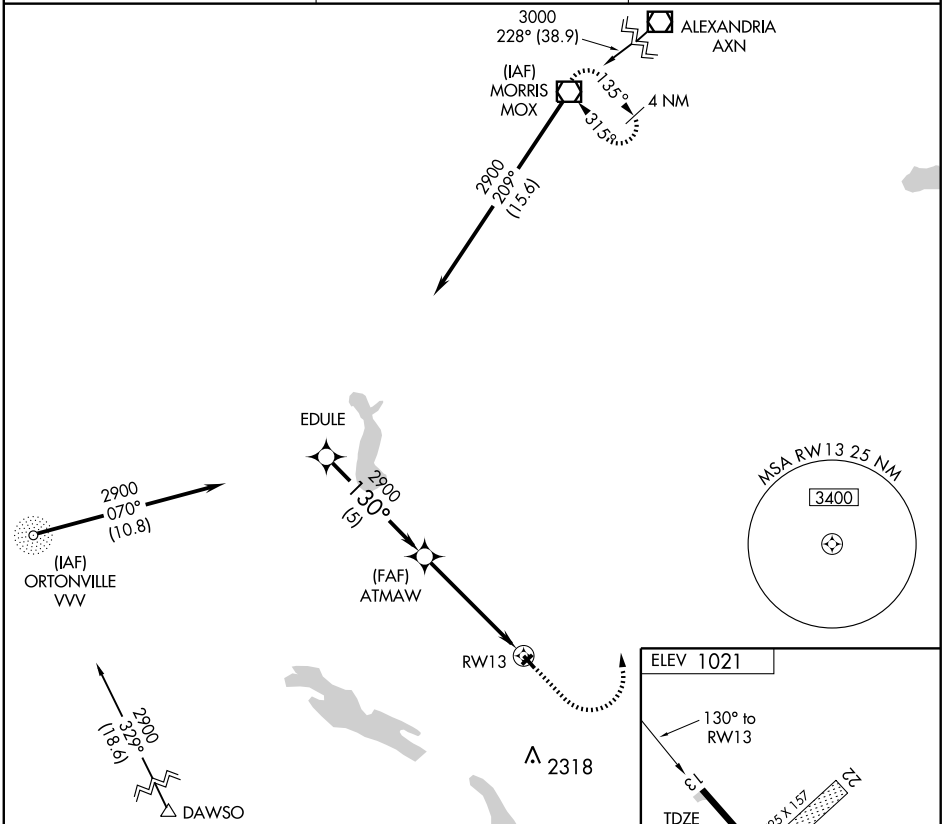
APP CRS		
130°	Rwy Idg	3500
	TDZE	1021
	Apt Elev	1021

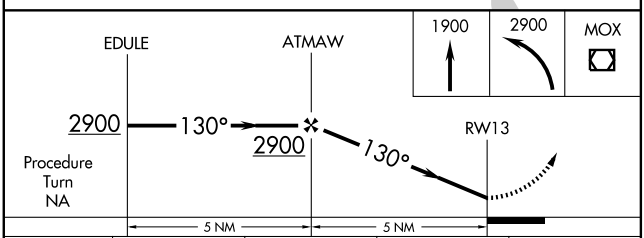
GPS RWY 13
APPLETON MUNI (AQP)

NA

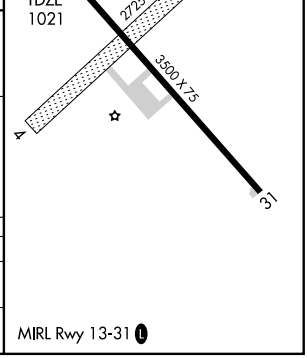
MISSED APPROACH: Climb to 1900, then climbing left turn to 2900 direct MOX VOR/DME and hold.

AWOS-3	PRINCETON RADIO	CTAF
356	122.45	122.9 L





CATEGORY	A	B	C	D
S-13	1480-1	459 (500-1)	1480-1¼ 459 (500-1¼)	NA
CIRCLING	1480-1	459 (500-1)	1480-1½ 459 (500-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

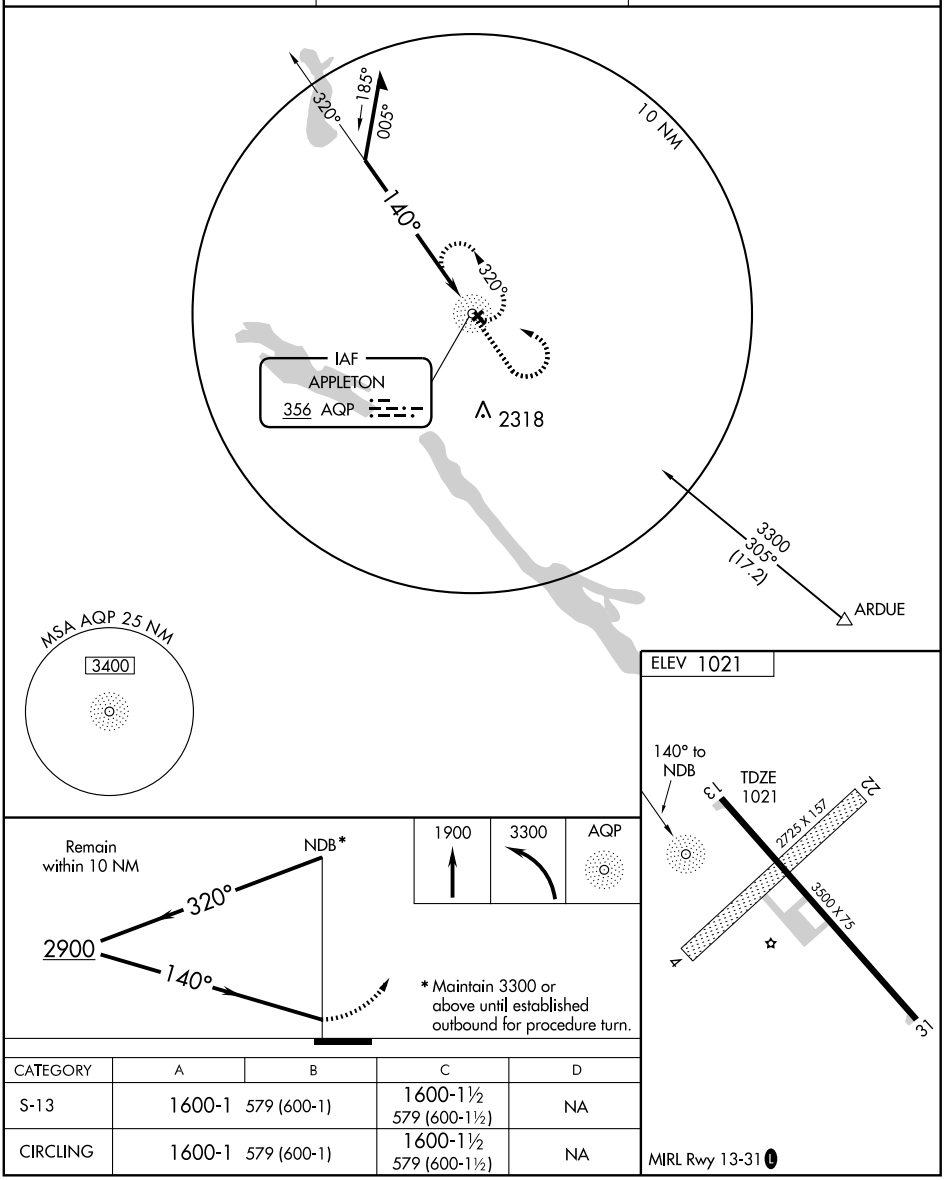
NDB AQP	APP CRS		
356	140°	Rwy Idg	3500
		TDZE	1021
		Apt Elev	1021

NDB RWY 13
APPLETON MUNI (AQP)

NA

MISSED APPROACH: Climb to 1900 then climbing left turn to 3300 direct AQP NDB and hold.

AWOS-3	PRINCETON RADIO	CTAF
356	122.45	122.9 L

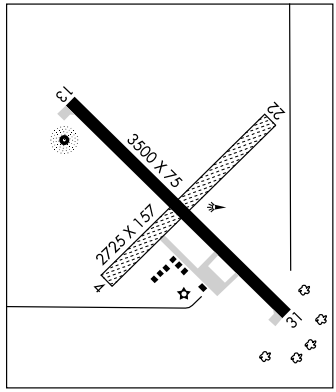


CATEGORY	A	B	C	D
S-13	1600-1	579 (600-1)	1600-1½ 579 (600-1½)	NA
CIRCLING	1600-1	579 (600-1)	1600-1½ 579 (600-1½)	NA

MIRL Rwy 13-31 L

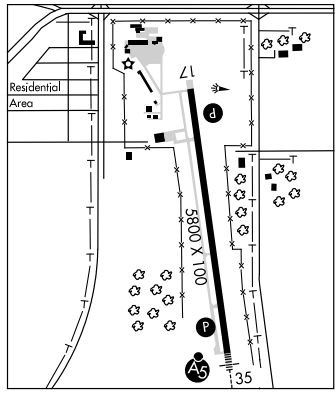
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APPLETON MUNI (AQP) 2 NE UTC−6(−5DT) N45°13.65′ W96°00.26′ **TWIN CITIES**
1020 B TPA—1820(800) NOTAM FILE AQP **L–12I, 14H**
RWY 13–31: H3500X75 (ASPH) MIRL **IAP**
RWY 31: Trees.
RWY 04–22: 2725X157 (TURF)
RWY 04: Road. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED winter months. Ultralights on and invof arpt. Rwy 13 visual lighting on instrument rwy. Rwy 04–22 marked with yellow cones. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 356 AQP (320) 289–1265.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
MONTEVIDEO (T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 316° 19.7 NM to fld. 1034/5E. Unmonitored.
NDB (MHW) 356 AQP N45°13.71′ W96°00.57′ at fld. **AWOS–3.** NOTAM FILE AQP.



A.R.S. SPORT STRIP (See BELLE PLAINE)

AUSTIN MUNI (AUM) 2 E UTC−6(−5DT) N43°39.76′ W92°55.98′ **CHICAGO**
1234 B S4 **FUEL** 100LL, JET A NOTAM FILE AUM **H–5D, L–12J**
RWY 17–35: H5800X100 (CONC) S–14, D–19 HIRL **IAP**
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. P–line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2200Z‡, Sun 1500–2100Z‡. Migratory waterfowl and deer in vicinity of arpt. HIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE REIL Rwy 17, MALSR Rwy 35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (507) 433–6667
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 239° 16.3 NM to fld. 1389/5E. **HIWAS.**
(T) VORW/DME 108.2 JAY Chan 19 N43°34.58′ W92°55.18′ 351° 5.2 NM to fld. 1232/3E. NOTAM FILE AUM.
ILS 110.55 I–AUM Rwy 35. LOC only.



BABCO N44°51.40′ W92°59.07′ NOTAM FILE STP. **TWIN CITIES**
NDB (LOM) 385 BA 322° 5.7 NM to St Paul Downtown Holman Fld.

BACKUS MUNI (7Y3) 1 NE UTC−6(−5DT) N46°49.61′ W94°30.43′ **TWIN CITIES**
1355 B **FUEL** 100LL NOTAM FILE PNM
RWY 15–33: 3588X145 (TURF) LIRL (NSTD)
RWY 15: Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For fuel call 218–947–3211/3100. Ultralight activity on and invof arpt. Rwy 15 and Rwy 33 sand showing through turf. Rwy 15–33 marked with yellow plastic cones. Rwy 15–33 NSTD LIRL due to spacing.
COMMUNICATIONS: CTAF 122.9

LOC I-AUM	APP CRS	Rwy Idg	5800
110.55	351°	TDZE	1234
		Apt Elev	1234

ILS or LOC RWY 35
AUSTIN MUNI (AUM)

Inoperative table does not apply to S-ILS 35 when using local altimeter setting. When local altimeter setting not received, use Albert Lea altimeter setting and increase DA to 1532 feet and all MDAs 60 feet, increase S-LOC 35 Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC 35 Cat A/B visibility to 1 mile, when using Albert Lea altimeter setting increase S-LOC 35 Cat A/B visibility to 1 mile.

NA

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3800 via heading 150° and MCW VORTAC R-034 to FARUN INT and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

ROCHESTER 112.0 RST Chan 57

LOCALIZER 110.55 I-AUM

1477 1583 1649 1387

10 NM

3800 to FARUN 210° (22.9)

AUSTIN 108.2 JAY Chan 19

2321

R-103 R-116 R-223

109.8 AEL Chan 35

DACAB INT

351° (6.2) 2900

R-034

ALTERNATE MISSED APCH FIX

ROCHESTER RST 112.0 Chan 57

R-205 025° 205°

Procedure NA for arrivals at MCW VORTAC on airway radials 343 CW 075.

IAF MASON CITY 114.9 MCW Chan 96

(IF/IAF) FARUN INT

351° 171° 1 min

2828

MSA JAY 25 NM

3400 210° 030° 3800

3800 NoPT 034° (29.5) 171°

ELEV 1234 HIRL Rwy 17-35 L REIL Rwy 17 L

5800 X 100

TDZE 1234

351° 5 NM from FAF

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1800	3800 150°	MCW R-034	FARUN INT

VGSI and ILS glidepath not coincident.

FARUN INT — One Minute Holding Pattern

DACAB INT 2900 351° 171° 351° 3800 2900

GS 3.00° TCH 48

5 NM 6.2 NM

CATEGORY	A	B	C	D
S-ILS 35	1484-¾ 250 (300-¾)			
S-LOC 35	1700-¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5800
169°	TDZE	1231
	Apt Elev	1234

RNAV (GPS) RWY 17

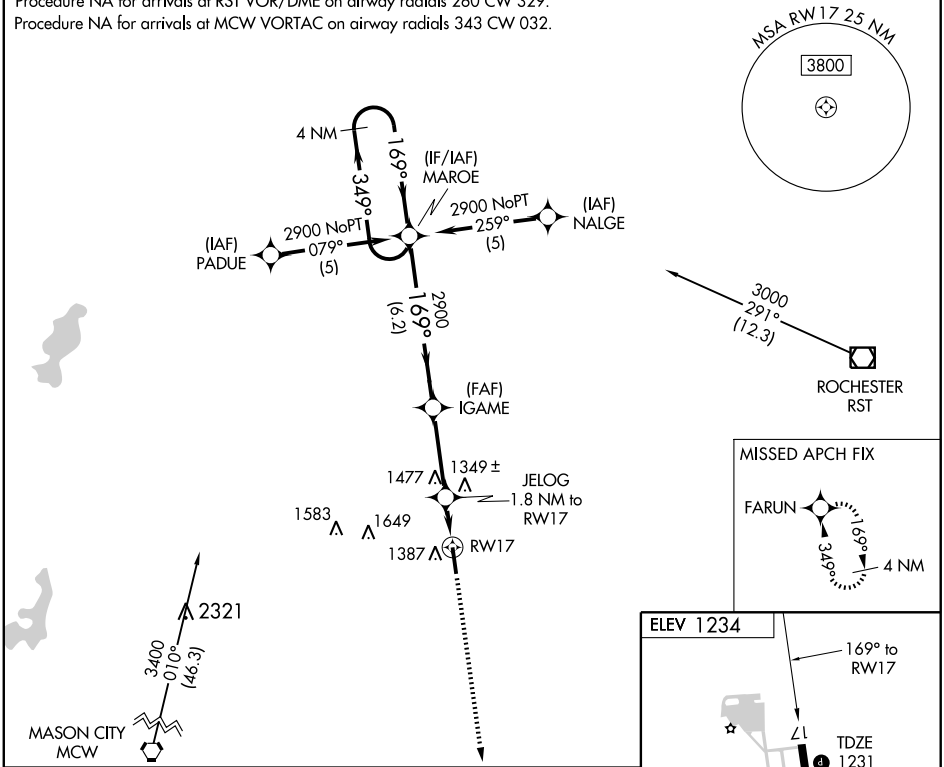
AUSTIN MUNI (AUM)

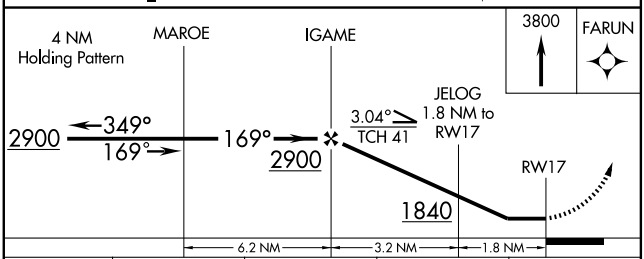
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3800 direct FARUN and hold.

AWOS-3	ROCHESTER APP CON★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L

Procedure NA for arrivals at RST VOR/DME on airway radials 260 CW 329.
Procedure NA for arrivals at MCW VORTAC on airway radials 343 CW 032.





CATEGORY	A	B	C	D
LNAV MDA	1700-1	469 (500-1)	1700-1¼ 469 (500-1¼)	1700-1½ 469 (500-1½)
CIRCLING	1740-1	506 (600-1)	1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5800
CH 99506	349°	TDZE	1234
W35A		Apt Elev	1234

RNAV (GPS) RWY 35

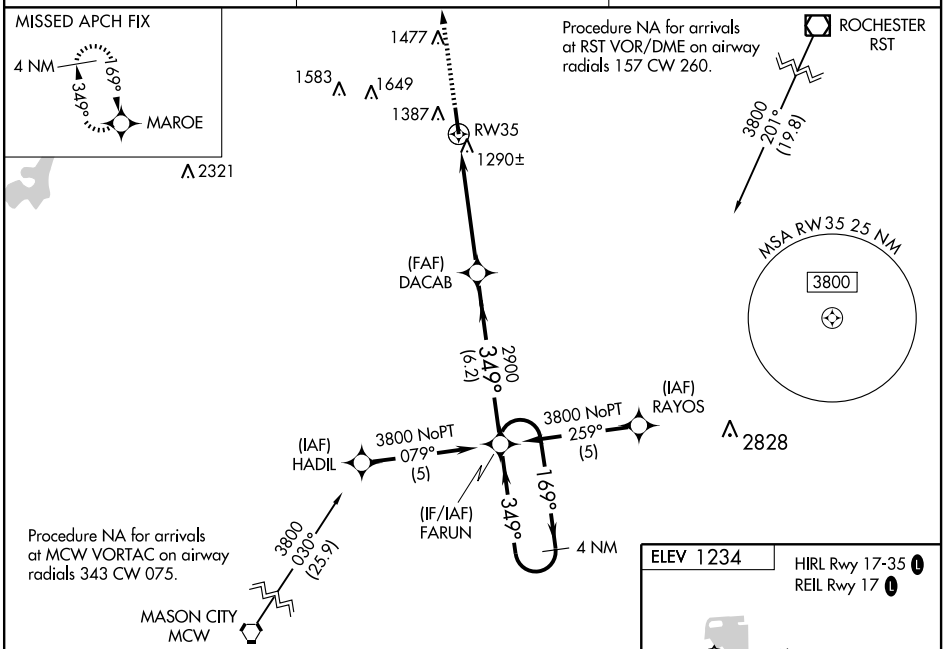
AUSTIN MUNI (AUM)

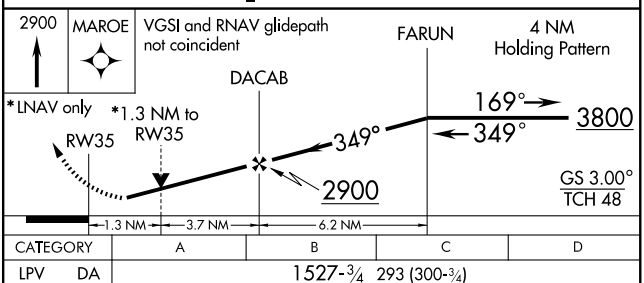
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV and VDP NA when using Albert Lea altimeter setting. When local altimeter setting not received, use Albert Lea altimeter setting and increase all DAs 48 feet and all MDAs 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cat C/D visibility ¼ mile.
For inoperative MALSR, when using Albert Lea altimeter setting, increase LPV visibility to 1¼ mile all Cats.

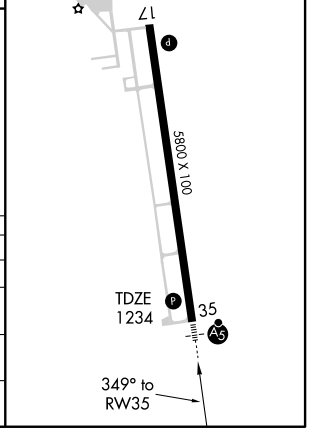
MALSR

MISSED APPROACH: Climb to 2900 direct MAROE and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1527-¾ 293 (300-¾)			
LNAV/VNAV DA	1578-¾ 344 (400-¾)			
LNAV MDA	1700-¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

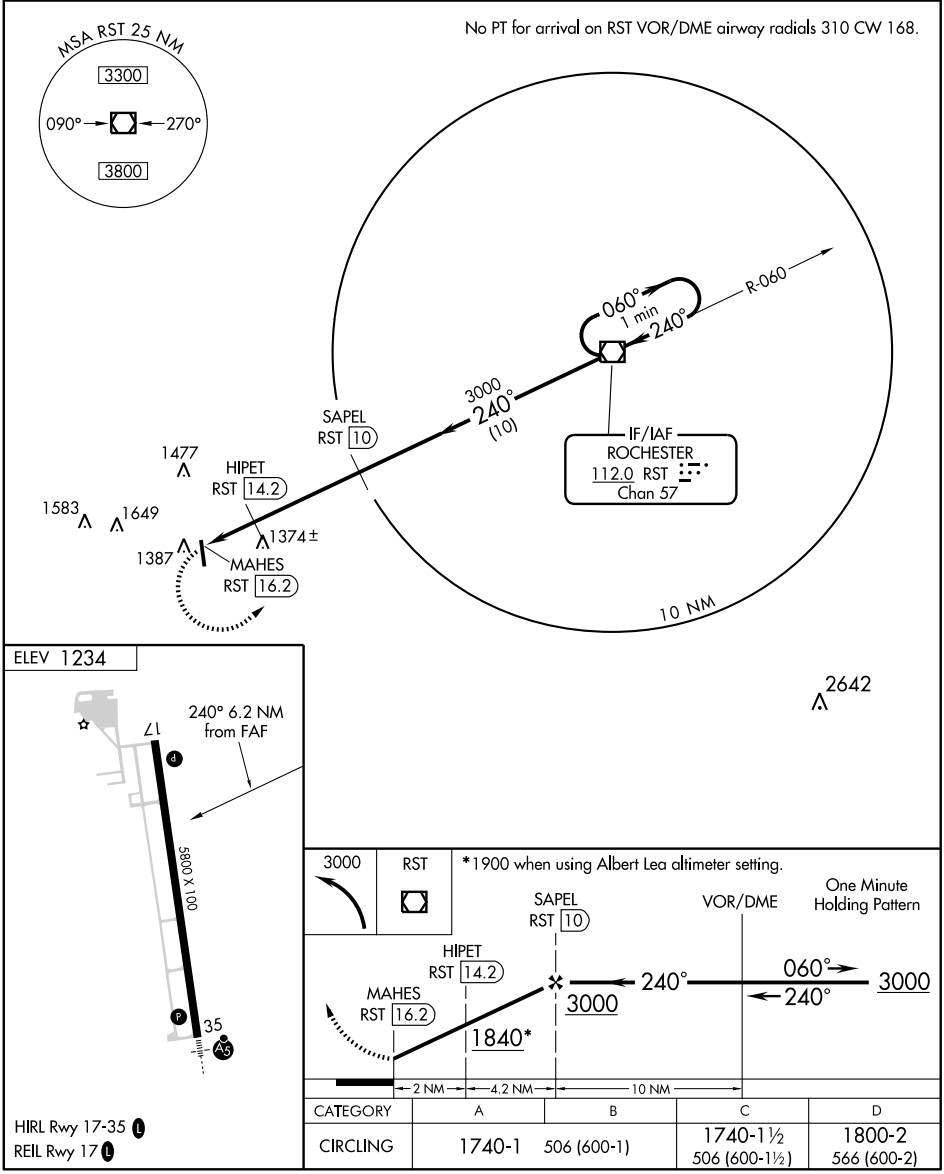
VOR/DME RST	APP CRS	Rwy Idg	N/A
112.0	240°	TDZE	N/A
Chan 57		Apt Elev	1234

VOR/DME-A
AUSTIN MUNI (AUM)

When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct RST VOR/DME and hold.

AWOS-3	ROCHESTER APP CON*	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1740-1	506 (600-1)	1740-1½ 506 (600-1½)	1800-2 566 (600-2)

HIRL Rwy 17-35 L
REIL Rwy 17 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

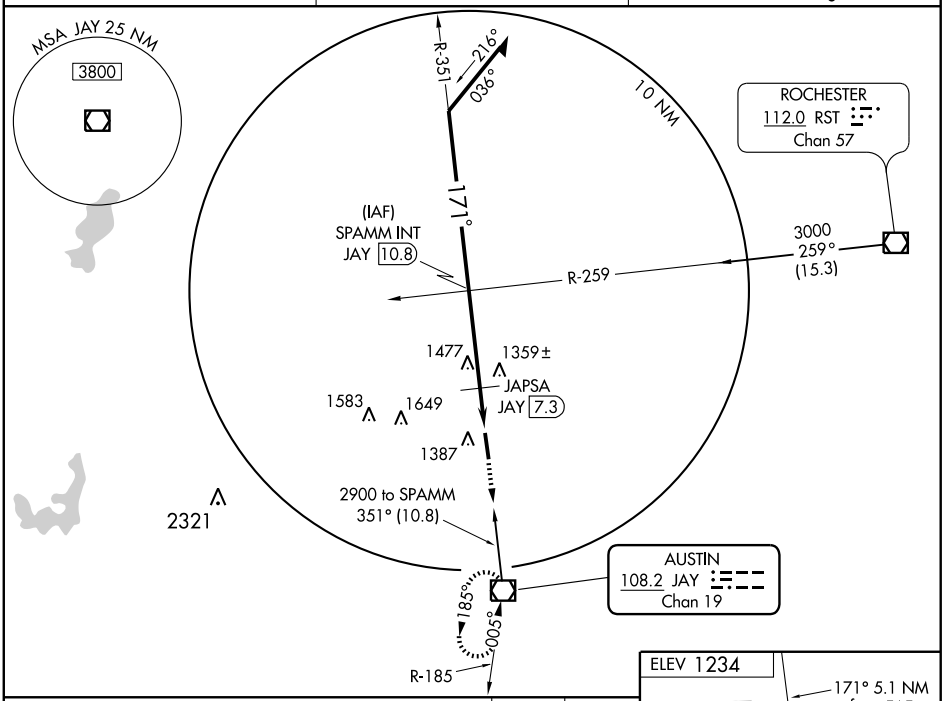
VOR/DME JAY	APP CRS	Rwy Idg	5800
108.2	171°	TDZE	1231
Chan 19		Apt Elev	1234

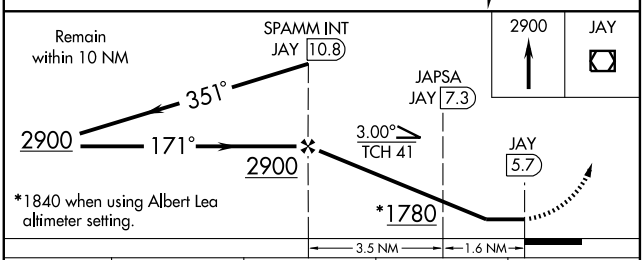
VOR RWY 17
AUSTIN MUNI (AUM)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and S-17 Cat. C/D and circling Cat. C visibility ¼ mile. Increase JAPSA FIX MINIMUMS S-17 Cat. C/D visibility ¼ mile.

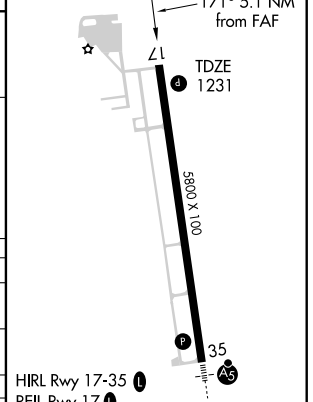
MISSED APPROACH: Climb to 2900 direct JAY VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-17	1780-1 549 (600-1)		1780-1½ 549 (600-1½)	1780-1¾ 549 (600-1¾)
CIRCLING	1780-1 546 (600-1)		1780-1½ 546 (600-1½)	1800-2 566 (600-2)
JAPSA FIX MINIMUMS				
S-17	1620-1 389 (400-1)			1620-1¼ 389 (400-1¼)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JAY	APP CRS	Rwy Idg	5800
108.2	351°	TDZE	1234
Chan 19		Apt Elev	1234

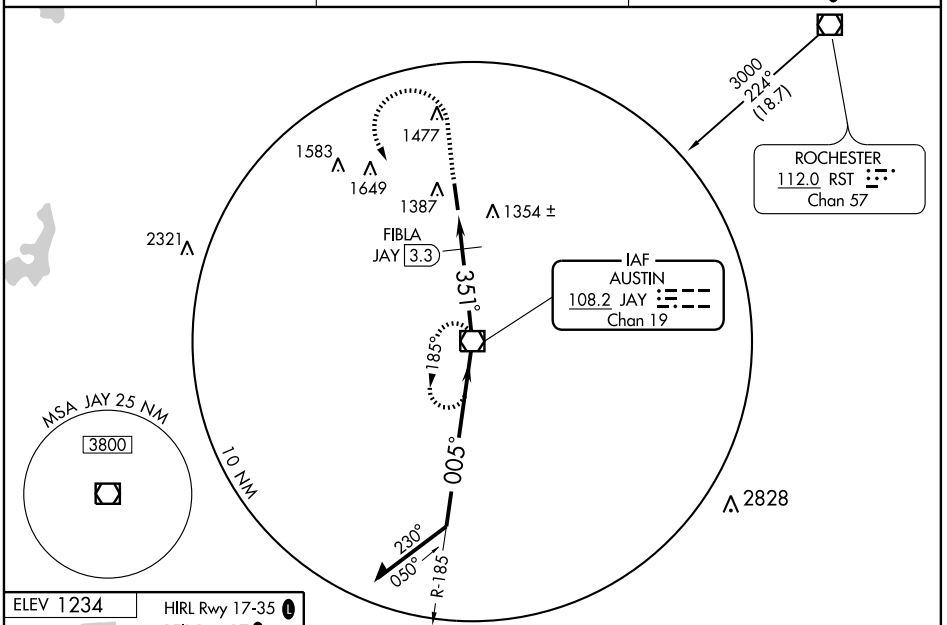
VOR RWY 35
AUSTIN MUNI (AUM)

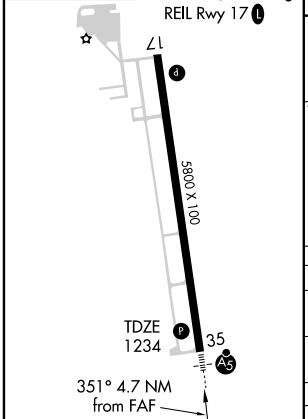
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Albert Lea altimeter setting and increase all MDAs 60 feet, and S-35 Cats C/D visibility ¼ mile.
For inoperative MALSR, increase S-35 Cats A/B visibility to 1 mile and FIBLA FIX MINIMUMS S-35 Cats A/B/C visibility to 1 mile and Cat D to 1¼ mile, when using Albert Lea altimeter setting increase S-35 Cats A/B and FIBLA FIX MINIMUMS S-35 Cats A/B visibility to 1 mile.

MALSR

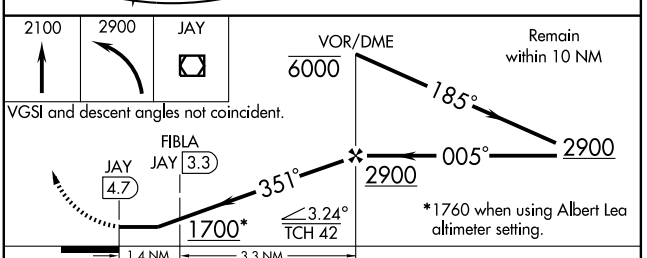
MISSED APPROACH: Climb to 2100 then climbing left turn to 2900 direct JAY VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
119.025	119.8 251.125	122.7 (CTAF) L





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

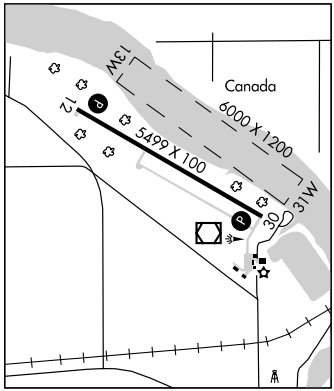


CATEGORY	A	B	C	D
S-35	1700- ¾ 466 (500-¾)			1700-1 466 (500-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)
	FIBLA FIX MINIMUMS			
S-35	1620- ¾ 386 (400-¾)			1620-1 386 (400-1)
CIRCLING	1740-1 506 (600-1)		1740-1½ 506 (600-1½)	1800-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BAGLEY MUNI (7Y4) 1 E UTC−6(−5DT) N47°31.50′ W95°21.65′ **TWIN CITIES**
1500 B NOTAM FILE PNM **L–14H**
RWY 14–32: H3800X75 (ASPH) MIRL
RWY 14: REIL. PAPI(P4L). Trees. **RWY 32:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Unattended. Rwy 14–32 1–2′ dropoff at edge of pavement. Rwy 14–32 bare spots and plow damage on rwy. Rwy 14–32 preset low ints, chg ints and ACTIVATE REIL Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BJI.
BEMIDJI (L) VORTACW 108.6 BJI Chan 23 N47°34.55′ W95°01.49′ 254° 14 NM to fld. 1410/4E.
HIWAS.

BAUDETTE INTL (BDE) 1 N UTC−6(−5DT) N48°43.71′ W94°36.73′ **TWIN CITIES**
1086 B S4 **FUEL** 100LL, JET A AOE NOTAM FILE BDE **H–2J, L–14H**
RWY 12–30: H5499X100 (ASPH) S–30 MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
AIRPORT REMARKS: Attended Apr–Oct 1400–2300Z‡, Nov–Mar Mon–Fri 1400–2300Z‡. For arpt attendant other times call 707–317–0232. Ultralights on and invof arpt. CAUTION: Gulls and other birds on and invof arpt. Twy parallel to Rwy 12–30 is clsd winter months. ACTIVATE MIRL Rwy 12–30, REIL Rwy 12 and Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 126.775 (218) 634–3080.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE BDE.
(L) VORW/DME 111.6 BDE Chan 53 N48°43.37′ W94°36.44′ at fld. 1081/4E.
VOR unusable: 100°–265° byd 35 NM blo 3500′.
DME unusable: 295°–310° byd 35 NM blo 3500′.
ILS 108.3 I–BDE Rwy 30. Class IT.



• • • • • • • • • • • • • • • • • •
1062
WATERWAY 13–31: 6000X1200 (WATER)

BELLE PLAINE

A.R.S. SPORT STRIP (7Y7) 3 N UTC−6(−5DT) N44°40.00′ W93°47.01′ **TWIN CITIES**
955 S4 NOTAM FILE PNM
RWY 18–36: 2505X110 (TURF)
RWY 36: Thld dsplcd 210′.
AIRPORT REMARKS: Unattended. For svcs call 952–873–6659. Ultralight activity on and invof arpt. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

LOC BDE	APP CRS	Rwy Idg	5499
108.3	299°	TDZE	1085
		Apt Elev	1086

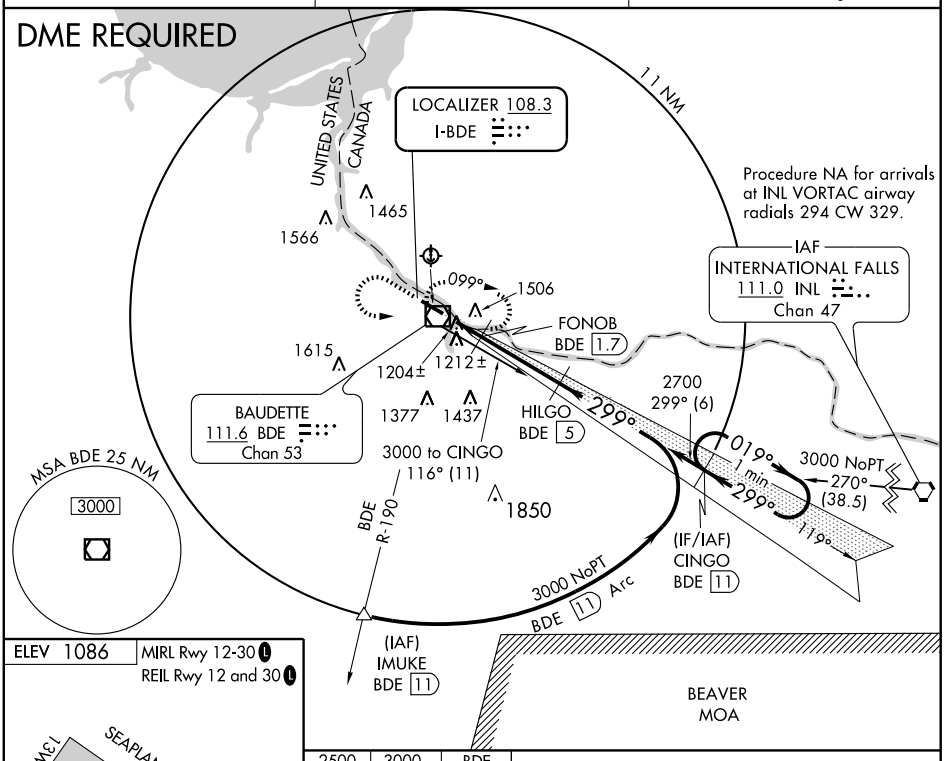
ILS or LOC/DME RWY 30

BAUDETTE INTL (BDE)

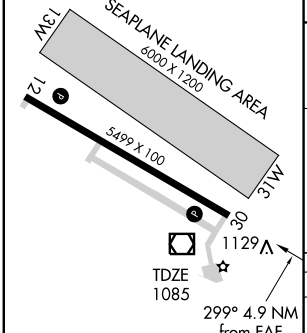
T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Warroad altimeter setting and increase all DA 75 feet and all MDA 80 feet, increase S-ILS 30 all Cats visibility ½ mile, S-LOC 30 and Circling Cat C/D visibility ¼ mile. DME from BDE VOR/DME. Simultaneous reception of I-BDE and BDE DME required.

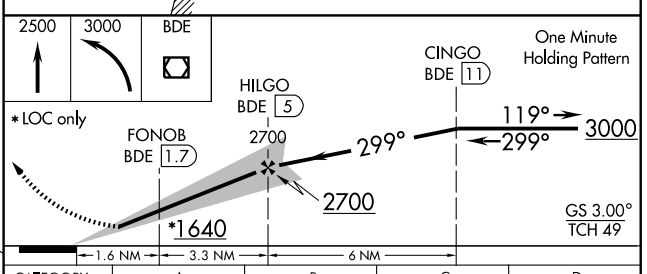
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct BDE VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L



ELEV 1086 MIRL Rwy 12-30 L REIL Rwy 12 and 30 L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 30	1335-¾ 250 (300-¾)			
S-LOC 30	1440-1 355 (400-1)			1440-1¼ 355 (400-1¼)
CIRCLING	1860-1 774 (800-1)	1860-1¼ 774 (800-1¼)	1860-2¼ 774 (800-2¼)	1860-2½ 774 (800-2½)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5499
117°	TDZE	1086
	Apt Elev	1086

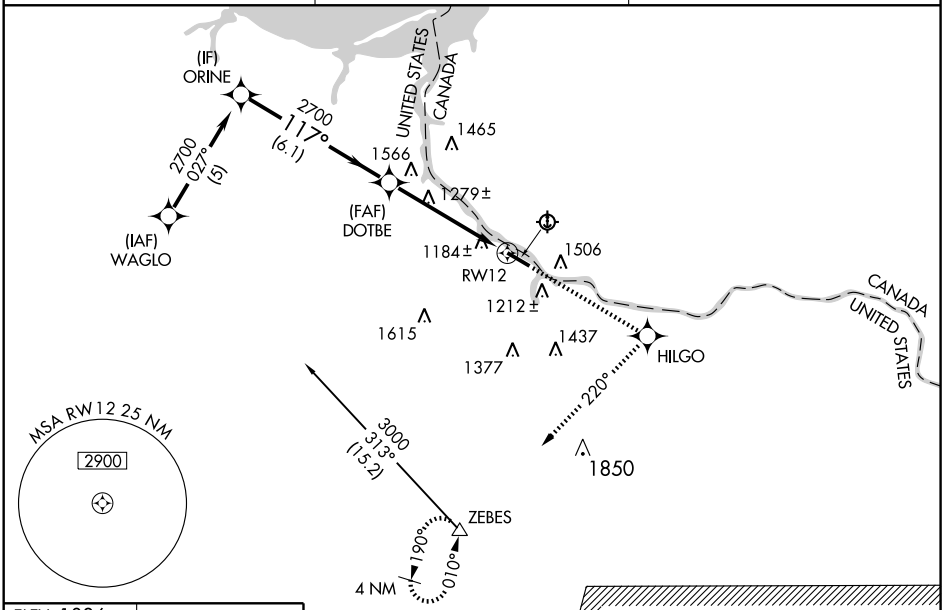
RNAV (GPS) RWY 12

BAUDETTE INTL (BDE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Warroad altimeter setting. VDP NA with Warroad altimeter setting. When local altimeter setting not received, use Warroad altimeter setting and increase all DA 75 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile.

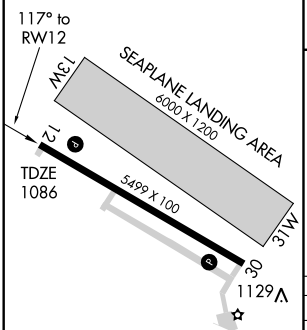
MISSED APPROACH: Climb to 3000 direct HILGO and right turn on track 220° to ZEBES and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L

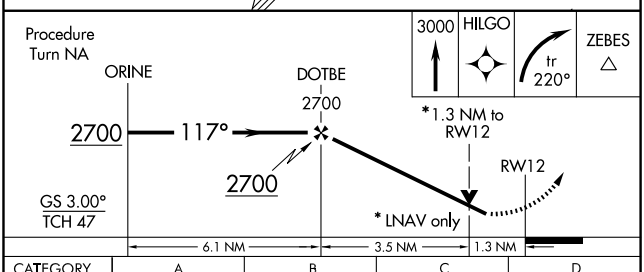


Procedure NA for arrivals at ZEBES via V82 Southbound.

BEAVER MOA



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
LNAV/VNAV DA	1481-1½ 395 (400-1½)			
LNAV MDA	1560-1 474 (500-1)		1560-1¼ 474 (500-1¼)	1560-1½ 474 (500-1½)
CIRCLING	1860-1 774 (800-1)	1860-1¼ 774 (800-1¼)	1860-2¼ 774 (800-2¼)	1860-2½ 774 (800-2½)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5499
CH 81814	297°	TDZE	1085
W30A		Apt Elev	1086

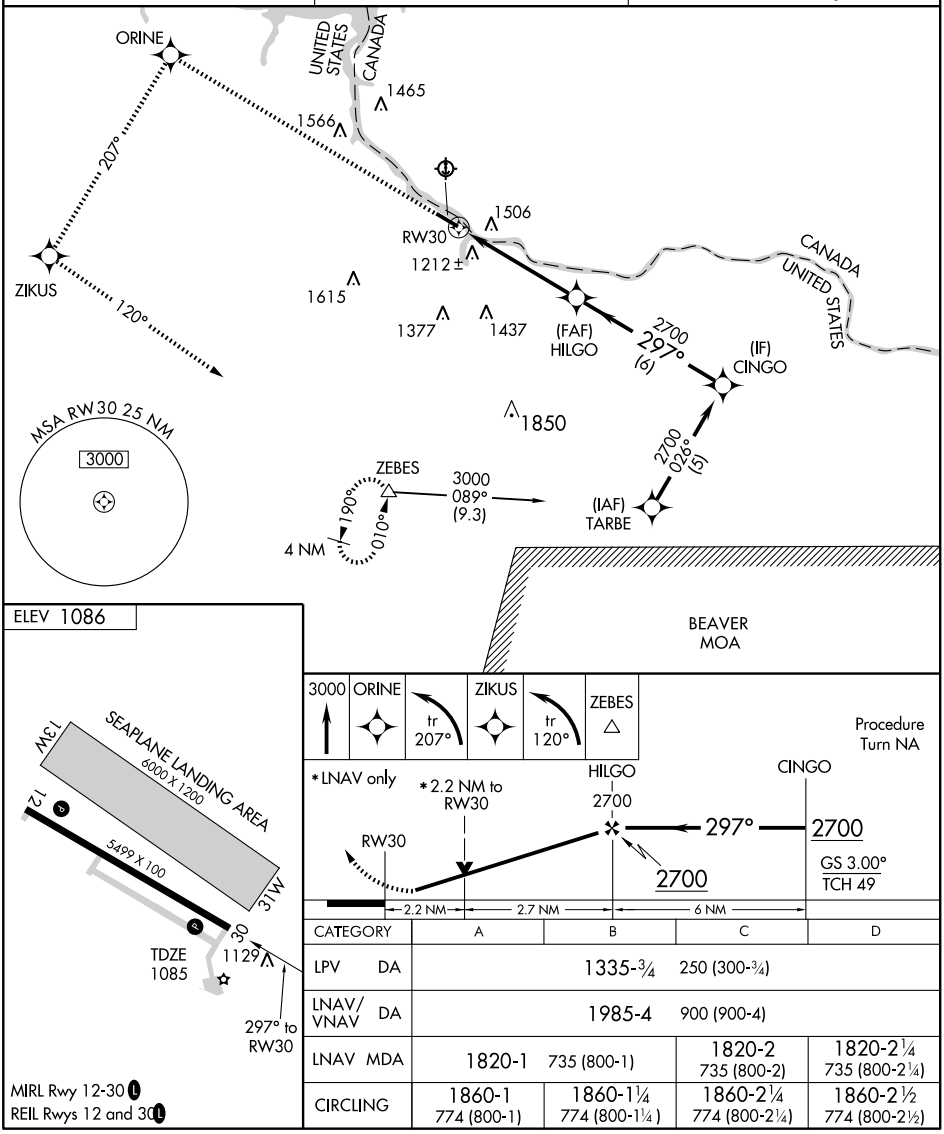
RNAV (GPS) RWY 30

BAUDETTE INTL (BDE)

Baro-VNAV NA when using Warroad altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Warroad altimeter setting. When local altimeter setting not received, use Warroad altimeter setting and increase all DA 75 feet and all MDA 80 feet, increase LPV all Cats and LNAV Cat C/D visibility ½ mile, increase LNAV Cat B and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ORINE and left turn on track 207° to ZIKUS and on track 120° to ZEBES and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1335-¾	250 (300-¾)		
LNAV/VNAV DA	1985-4	900 (900-4)		
LNAV MDA	1820-1	735 (800-1)	1820-2 735 (800-2)	1820-2¼ 735 (800-2¼)
CIRCLING	1860-1 774 (800-1)	1860-1¼ 774 (800-1¼)	1860-2¼ 774 (800-2¼)	1860-2½ 774 (800-2½)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

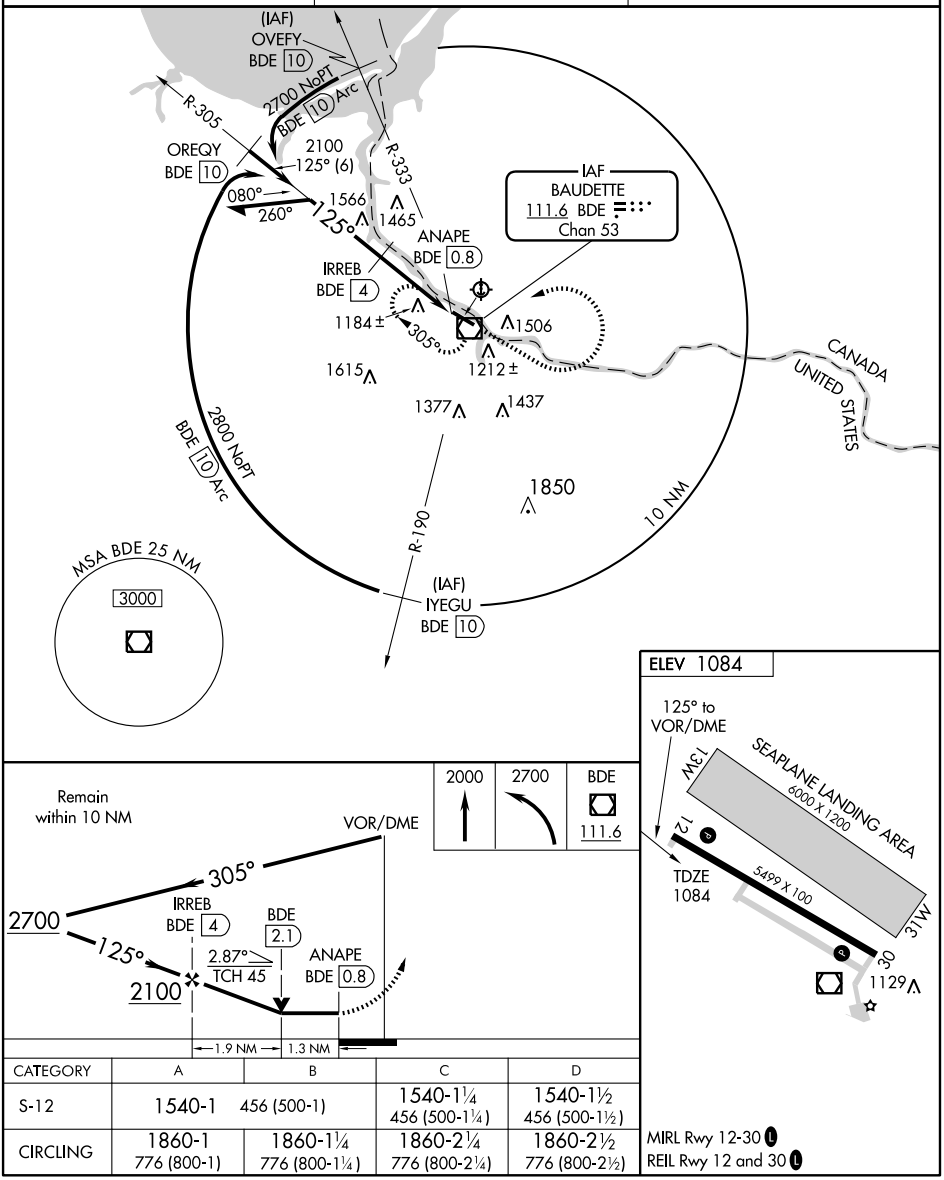
VOR/DME BDE	APP CRS	Rwy Idg	5499
111.6	125°	TDZE	1084
Chan 53		Apt Elev	1084

VOR/DME RWY 12

BAUDETTE INTL (BDE)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct BDE VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	1540-1	456 (500-1)	1540-1¼ 456 (500-1¼)	1540-1½ 456 (500-1½)
CIRCLING	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)

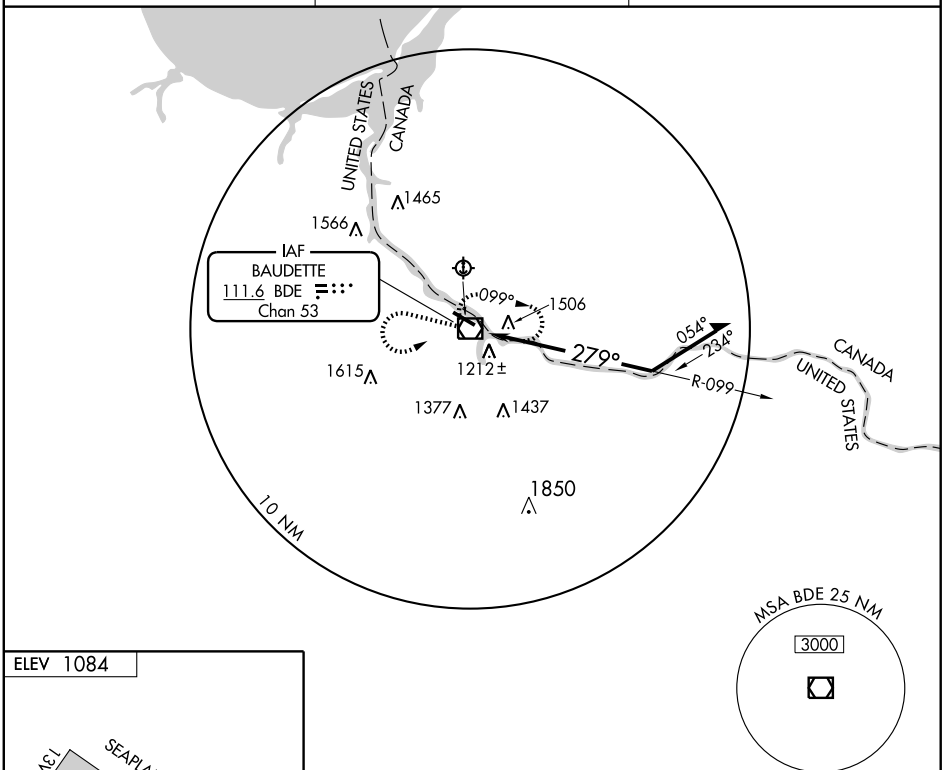
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

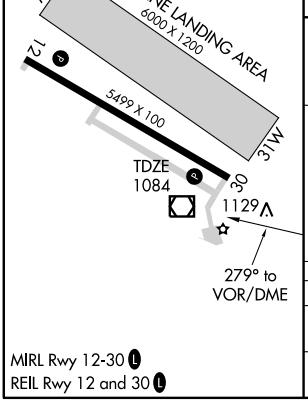
VOR/DME BDE	APP CRS	Rwy Idg	5499
111.6	279°	TDZE	1084
Chan 53		Apt Elev	1084

VOR RWY 30
BAUDETTE INTL (BDE)

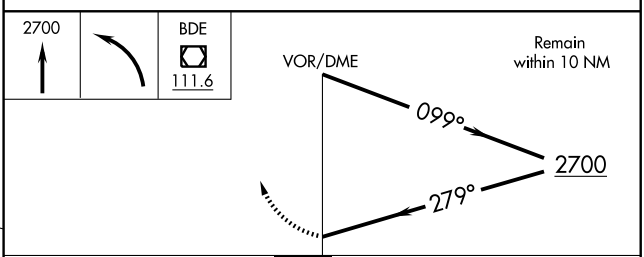
MISSED APPROACH: Climb to 2700 then left turn direct BDE VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
126.775	122.4	122.8 (CTAF) L





MIRL Rwy 12-30 L
REIL Rwy 12 and 30 L



CATEGORY	A	B	C	D
S-30	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)
CIRCLING	1860-1 776 (800-1)	1860-1¼ 776 (800-1¼)	1860-2¼ 776 (800-2¼)	1860-2½ 776 (800-2½)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BEMIDJI

BEMIDJI RGNL (BJI) 3 NW UTC−6(−5DT) N47°30.64′ W94°56.08′

TWIN CITIES
H–2J, L–14H
IAP

1391 B S4 **FUEL** 100LL, JET A OX 3,4 Class I, ARFF Index A NOTAM FILE BJI

RWY 13–31: H7002X150 (ASPH–GRVD) S–75, D–200 HIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 31: REIL. MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

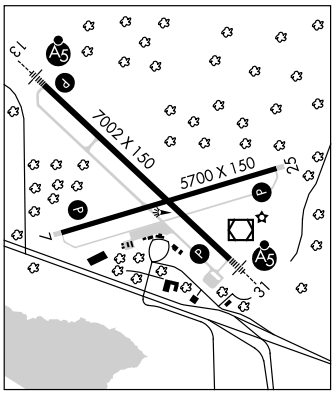
RWY 07–25: H5700X150 (ASPH–GRVD) S–75, D–200 MIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 47′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700
RWY 13:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002
RWY 25:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700
RWY 31:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002



AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1400–0200Z‡ in summer and Sat–Sun 1400–0000Z‡ in winter. Deer and birds on and invof arpt. Snow removal crews will be monitoring CTAF during all air carrier operations for airfield condition information. ARFF crews will be monitoring CTAF during all air carrier operations. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 218–444–2438. Air carrier ops involving acft with more than 30 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. HIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 07–25; REIL Rwy 07, Rwy 31 and Rwy 25 and PAPI Rwy 07, Rwy 25, Rwy 13 and Rwy 31, MALSR Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (218) 759–2501. **HIWAS** 108.6 BJI.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 123.6 (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.75

AIRSPACE: CLASS E svc Mon–Sat 1045–0545Z‡, Sun 1400–0545Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BJI.

(L) VORTACW 108.6 BJI Chan 23 N47°34.55′ W95°01.49′ 133° 5.4 NM to fld. 1410/4E. **HIWAS.** VOR portion OTS indef. VOR portion unusable 011°–050° blo 6000′. DME unusable byd 30 NM blo 3500′.

LAKE BEMIDJI (T) VOR/DME 110.0 IDJ Chan 37 N47°30.47′ W94°55.40′ at fld. 1384/4E. Associated with AWOS–3 (BJI).

BUNAN NDB (LOM) 371 MD N47°26.70′ W94°50.10′ 310° 5.7 NM to fld. Unmonitored.

ILS 111.9 I–MDI Rwy 31 LOM BUNAN NDB. LOM unmonitored.

ILS/DME 109.35 I–BJI Chan 030(Y) Rwy 25. Class IA.

BENSON MUNI (BBB) 2 W UTC−6(−5DT) N45°19.92′ W95°39.04′

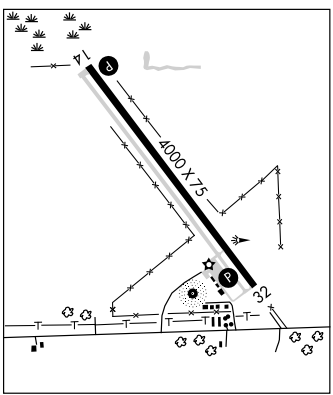
TWIN CITIES
L–14H
IAP

1039 B S2 **FUEL** 100LL NOTAM FILE BBB

RWY 14–32: H4000X75 (ASPH) S–40, D–50 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 32: REIL. PAPI (P4L)–GA 3.0° TCH 41′. Trees.



AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with credit card. Ultralight acft on and invof the arpt. Category C and D acft ops prohibited. Rwy 14 PAPI unusable byd 2 NM. ACTIVATE PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32 and MIRL Rwy 14–32—CTAF.

WEATHER DATA SOURCES: AWOS–3 239 BBB (320) 843–3242.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.

MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 131° 19.4 NM to fld. 1132/5E. Unmonitored.

NDB (MHW) 239 BBB N45°19.63′ W95°39.06′ at fld. **AWOS–3**. NOTAM FILE BBB. Unmonitored.

ILS or LOC/DME RWY 25

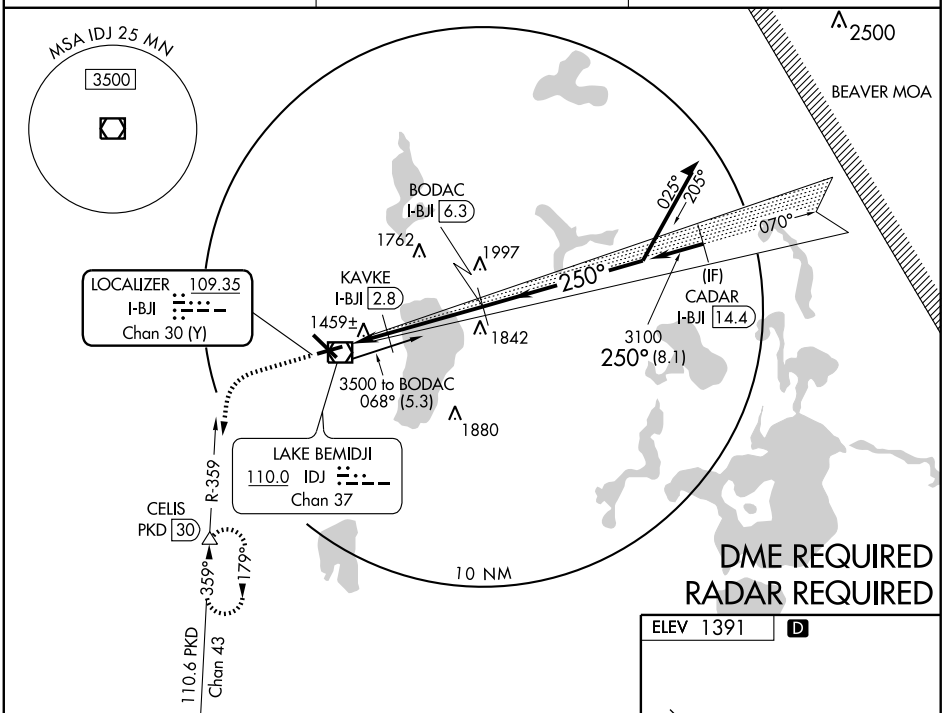
BEMIDJI RGNL (BJI)

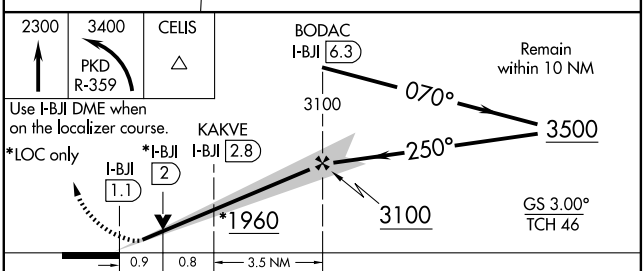
LOC/DME I-BJI	APP CRS	Rwy ldg	5700
109.35	250°	TDZE	1389
Chan 30 (Y)		Apt Elev	1391

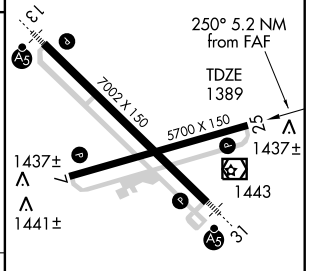
T A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Park Rapids altimeter setting and increase DA 93 feet and all MDA 100 feet, increase S-ILS 25 all Cats visibility and S-LOC 25 Cat C visibility ¼ mile, S-LOC 25 Cat D visibility ½ mile. VDP NA with Park Rapids altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing left turn to 3400 via PKD VOR/DME R-359 to CELIS/PKD 30 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	1589-¾ 200 (200-¾)			
S-LOC 25	1720-1 331 (400-1)			
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 25, and 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MDI	APP CRS	Rwy Idg	7002
111.9	310°	TDZE	1389
		Apt Elev	1391

ILS or LOC RWY 31

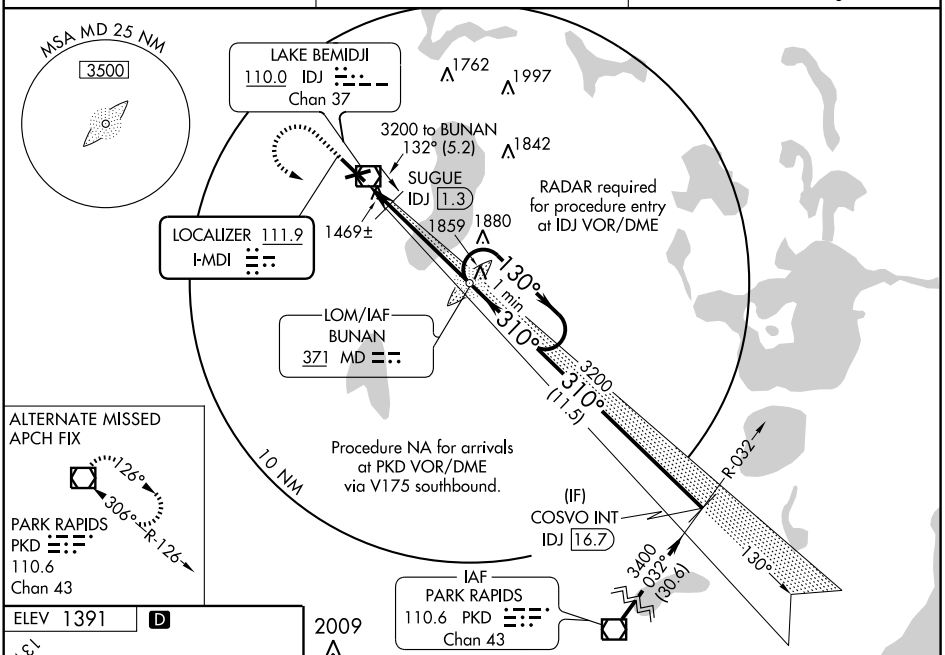
BEMIDJI RGNL (BJI)

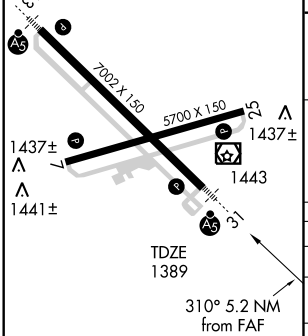
ADF required. Autopilot coupled approach NA below 2093. When local altimeter setting not received, use Park Rapids altimeter setting and increase DA 93 feet and all MDA 100 feet, increase S-LOC 31 Cat C/D visibility ¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase S-ILS 31 all Cats visibility to 1 mile. SUGUE Fix minimums NA when using Park Rapids altimeter setting.
**DME from IDJ VOR/DME.

MALSR

MISSED APPROACH: Climb to 2300 then climbing left turn to 3200 direct BUNAN LOM and hold.

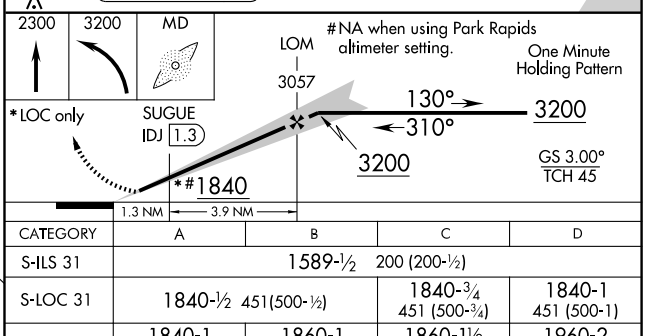
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 25 and 31 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31	1589-½ 200 (200-½)			
S-LOC 31	1840-½ 451(500-½)		1840-¾ 451 (500-¾)	1840-1 451 (500-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)
** SUGUE FIX MINIMUMS				
S-LOC 31	1780-½ 391 (400-½)			1780-¾ 391 (400-¾)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	7002
130°	TDZE	1391
	Apt Elev	1391

RNAV (GPS) RWY 13

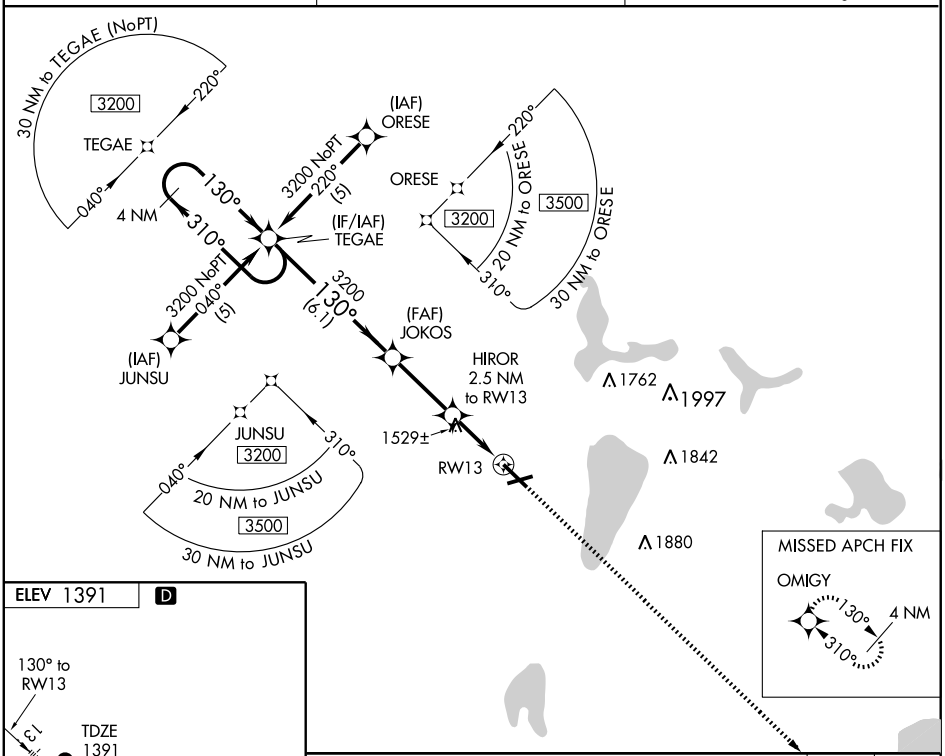
BEMIDJI RGNL (BJI)

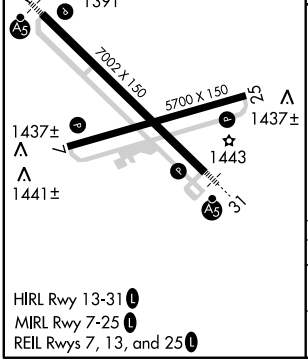
For inoperative MALSR, increase LNAV Cats A/B/C visibility to 1 mile, Cat D visibility to 1¼ mile. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Park Rapids altimeter setting. When local altimeter setting not received, use Park Rapids altimeter setting, and increase all MDA 100 feet. For inoperative MALSR when using Park Rapids altimeter setting, increase LNAV Cats A/B visibilities to 1 mile.

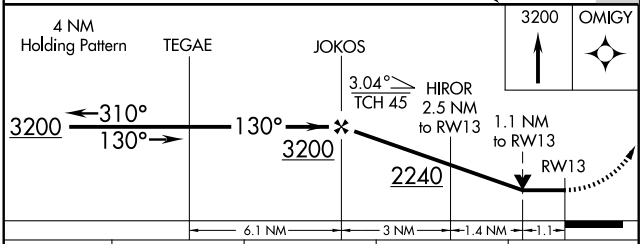
MALSR

MISSED APPROACH: Climb to 3200 direct OMIGY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 389 (400-¾)			1780-1 389 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 25

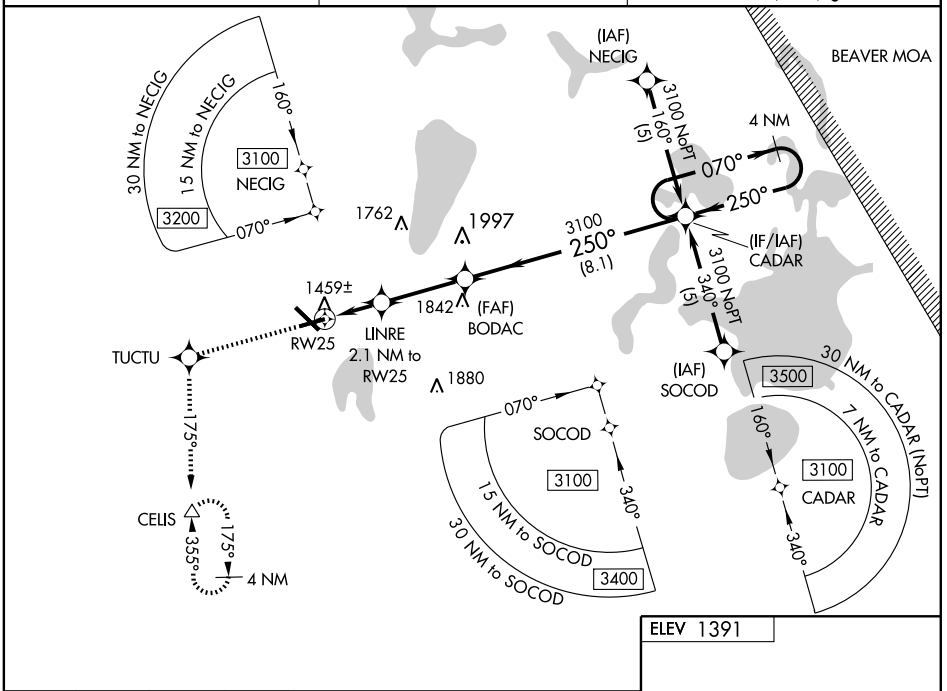
BEMIDJI RGNL (BJI)

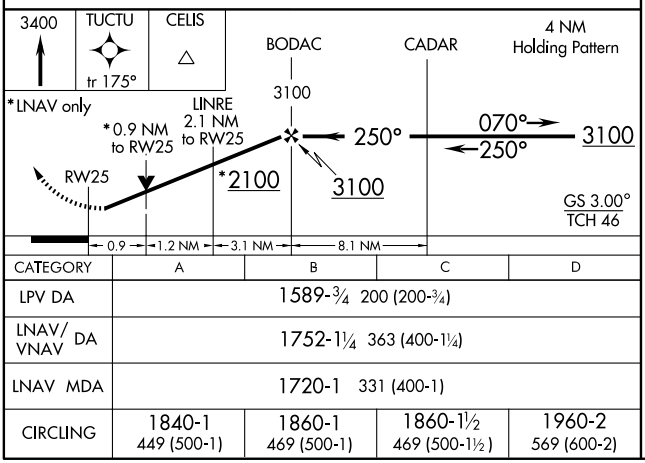
WAAS	APP CRS	Rwy ldg	5700
CH 65917	250°	TDZE	1389
W25A		Apt Elev	1391

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Park Rapids altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase LPV all Cats visibility and LNAV Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility and LNAV Cat D visibility ½ mile. Baro-VNAV NA when using Park Rapids altimeter setting. VDP NA with Park Rapids altimeter setting.

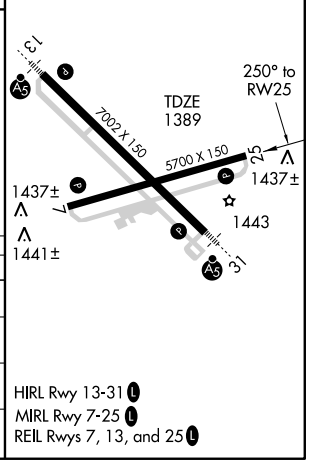
MISSED APPROACH: Climb to 3400 direct TUCTU and on track 175° to CELIS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1589-¾ 200 (200-¾)			
LNAV/VNAV DA	1752-1¼ 363 (400-1¼)			
LNAV MDA	1720-1 331 (400-1)			
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)



HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7002
CH 99711	310°	TDZE	1389
W31A		Apt Elev	1391

RNAV (GPS) RWY 31

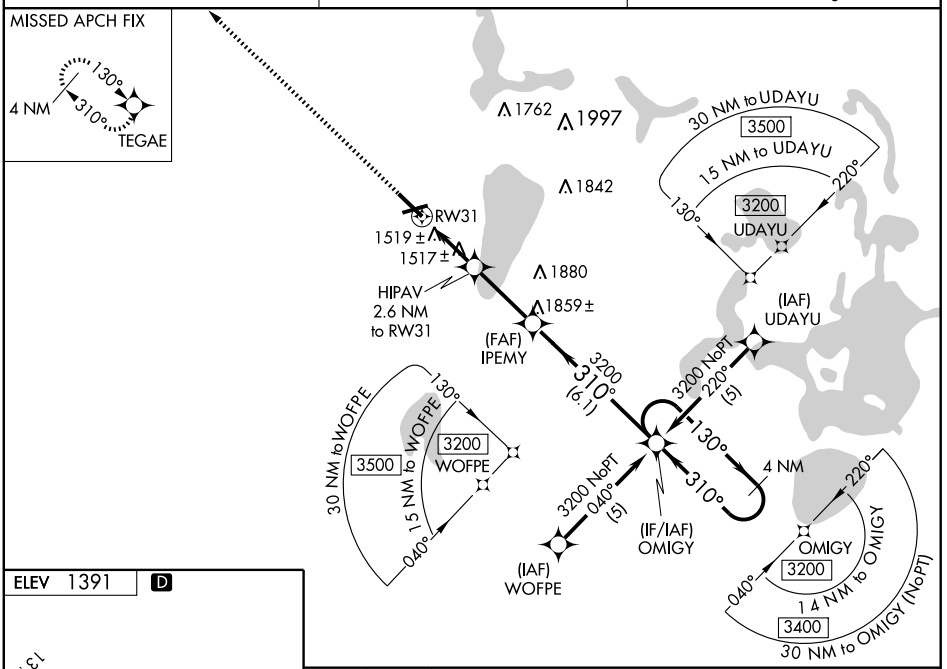
BEMIDJI RGNL (BJI)

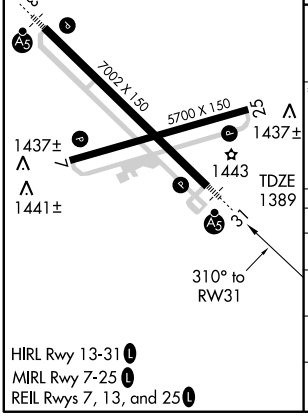
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Park Rapids altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. VDP NA when using Park Rapids altimeter setting. When local altimeter setting not received, use Park Rapids altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase LPV visibility to 1 mile all Cats.

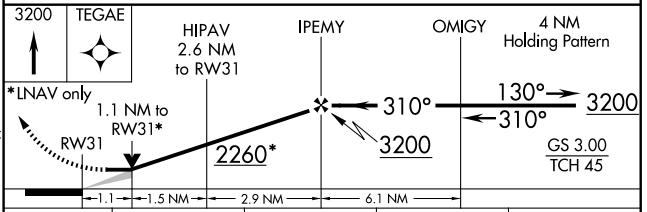
MALSR

MISSED APPROACH: Climb to 3200 direct TEGAE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1589-½ 200 (300-½)			
LNAV/VNAV DA	1825-1 436 (500-1)			
LNAV MDA	1780-½ 391 (400-½)			1780-1 391 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME IDJ	APP CRS	Rwy Idg 7002
110.0	123°	TDZE 1391
Chan 37		Apt Elev 1391

VOR/DME RWY 13

BEMIDJI RGNL (BJI)

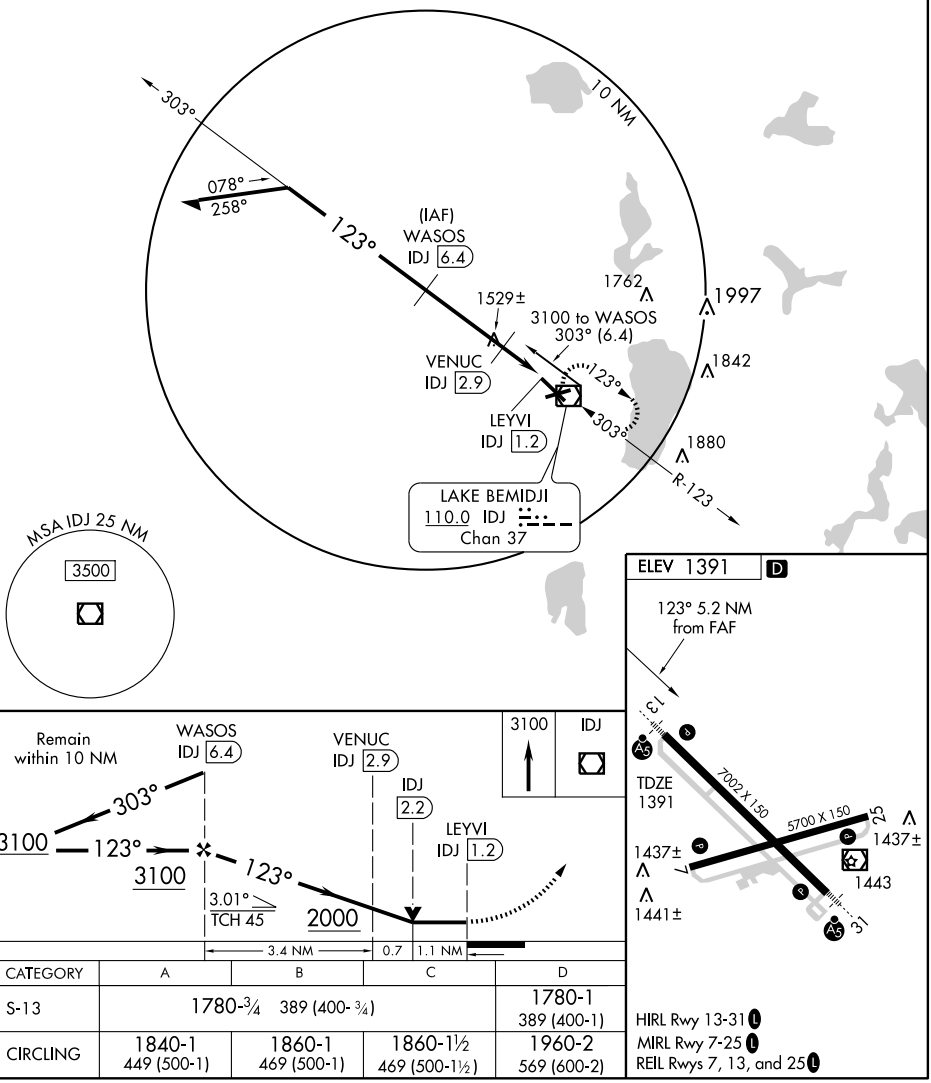
T NA — When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet. VDP NA with Park Rapids altimeter setting. For inoperative MALSR increase S-13 Cats A, B and C visibility to 1 mile and Cat D visibility to 1¼ mile. For inoperative MALSR when using Park Rapids altimeter setting, increase S-13 Cats A and B visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3100 direct IDJ VOR/DME and hold, continue to climb-in-hold to 3100.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF) L

RADAR REQUIRED



CATEGORY	A	B	C	D
S-13	1780-¾ 389 (400-¾)			1780-1 389 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 31

BEMIDJI RGNL (BJI)

VOR/DME IDJ 110.0 Chan 37	APP CRS 328°	Rwy Idg 7002 TDZE 1389 Apt Elev 1391

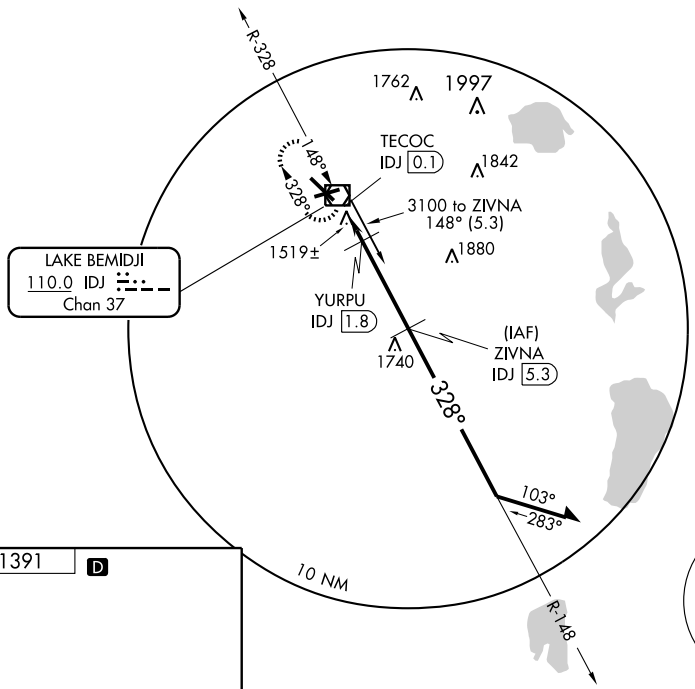
When local altimeter setting not received, use Park Rapids altimeter setting and increase all MDA 100 feet, increase S-31 Cat C visibility ¼ mile. VDP NA with Park Rapids altimeter setting. For inoperative MALSR, increase S-31 Cat D visibility to 1¼ mile.

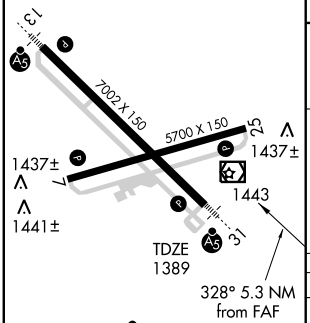
MALSR

MISSED APPROACH: Climb to 3100 direct IDJ VOR/DME and hold, continue climb-in-hold to 3100.

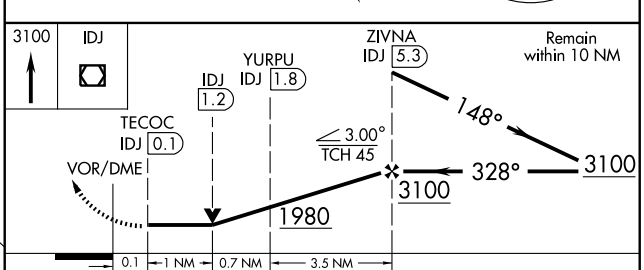
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	134.75 251.1	122.8 (CTAF)

RADAR REQUIRED





HIRL Rwy 13-31 L
MIRL Rwy 7-25 L
REIL Rwys 7, 13, and 25 L



CATEGORY	A	B	C	D
S-31	1780-½ 391 (400-½)			1780-1 391 (400-1)
CIRCLING	1840-1 449 (500-1)	1860-1 469 (500-1)	1860-1½ 469 (500-1½)	1960-2 569 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BEMIDJI

BEMIDJI RGNL (BJI) 3 NW UTC−6(−5DT) N47°30.64′ W94°56.08′

TWIN CITIES
H–2J, L–14H
IAP

1391 B S4 **FUEL** 100LL, JET A OX 3,4 Class I, ARFF Index A NOTAM FILE BJI

RWY 13–31: H7002X150 (ASPH–GRVD) S–75, D–200 HIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 31: REIL. MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

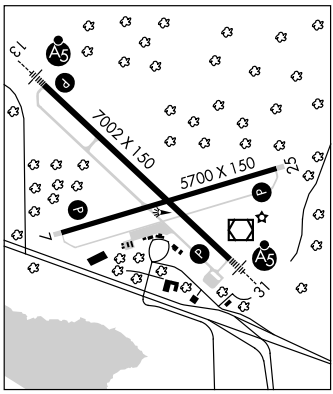
RWY 07–25: H5700X150 (ASPH–GRVD) S–75, D–200 MIRL

RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 47′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700
RWY 13:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002
RWY 25:	TORA–5700	TODA–5700	ASDA–5700	LDA–5700
RWY 31:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002



AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡, Sat–Sun 1400–0200Z‡ in summer and Sat–Sun 1400–0000Z‡ in winter. Deer and birds on and invof arpt. Snow removal crews will be monitoring CTAF during all air carrier operations for airfield condition information. ARFF crews will be monitoring CTAF during all air carrier operations. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 218–444–2438. Air carrier ops involving acft with more than 30 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. HIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 07–25; REIL Rwy 07, Rwy 31 and Rwy 25 and PAPI Rwy 07, Rwy 25, Rwy 13 and Rwy 31, MALSR Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (218) 759–2501. **HIWAS** 108.6 BJI.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 123.6 (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.75

AIRSPACE: CLASS E svc Mon–Sat 1045–0545Z‡, Sun 1400–0545Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BJI.

(L) VORTACW 108.6 BJI Chan 23 N47°34.55′ W95°01.49′ 133° 5.4 NM to fld. 1410/4E. **HIWAS.** VOR portion OTS indef. VOR portion unusable 011°–050° blo 6000′. DME unusable byd 30 NM blo 3500′.

LAKE BEMIDJI (T) VOR/DME 110.0 IDJ Chan 37 N47°30.47′ W94°55.40′ at fld. 1384/4E. Associated with AWOS–3 (BJI).

BUNAN NDB (LOM) 371 MD N47°26.70′ W94°50.10′ 310° 5.7 NM to fld. Unmonitored.

ILS 111.9 I–MDI Rwy 31 LOM BUNAN NDB. LOM unmonitored.

ILS/DME 109.35 I–BJI Chan 030(Y) Rwy 25. Class IA.

BENSON MUNI (BBB) 2 W UTC−6(−5DT) N45°19.92′ W95°39.04′

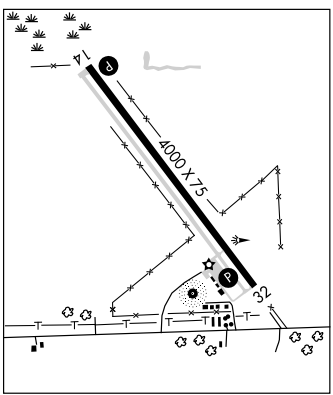
TWIN CITIES
L–14H
IAP

1039 B S2 **FUEL** 100LL NOTAM FILE BBB

RWY 14–32: H4000X75 (ASPH) S–40, D–50 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 32: REIL. PAPI (P4L)–GA 3.0° TCH 41′. Trees.



AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with credit card. Ultralight acft on and invof the arpt. Category C and D acft ops prohibited. Rwy 14 PAPI unusable byd 2 NM. ACTIVATE PAPI Rwy 14 and Rwy 32, REIL Rwy 14 and Rwy 32 and MIRL Rwy 14–32—CTAF.

WEATHER DATA SOURCES: AWOS–3 239 BBB (320) 843–3242.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 125.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.

MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 131° 19.4 NM to fld. 1132/5E. Unmonitored.

NDB (MHW) 239 BBB N45°19.63′ W95°39.06′ at fld. **AWOS–3**. NOTAM FILE BBB. Unmonitored.

NDB BBB 239	APP CRS 148°	Rwy Idg 4000 TDZE 1039 Apt Elev 1039

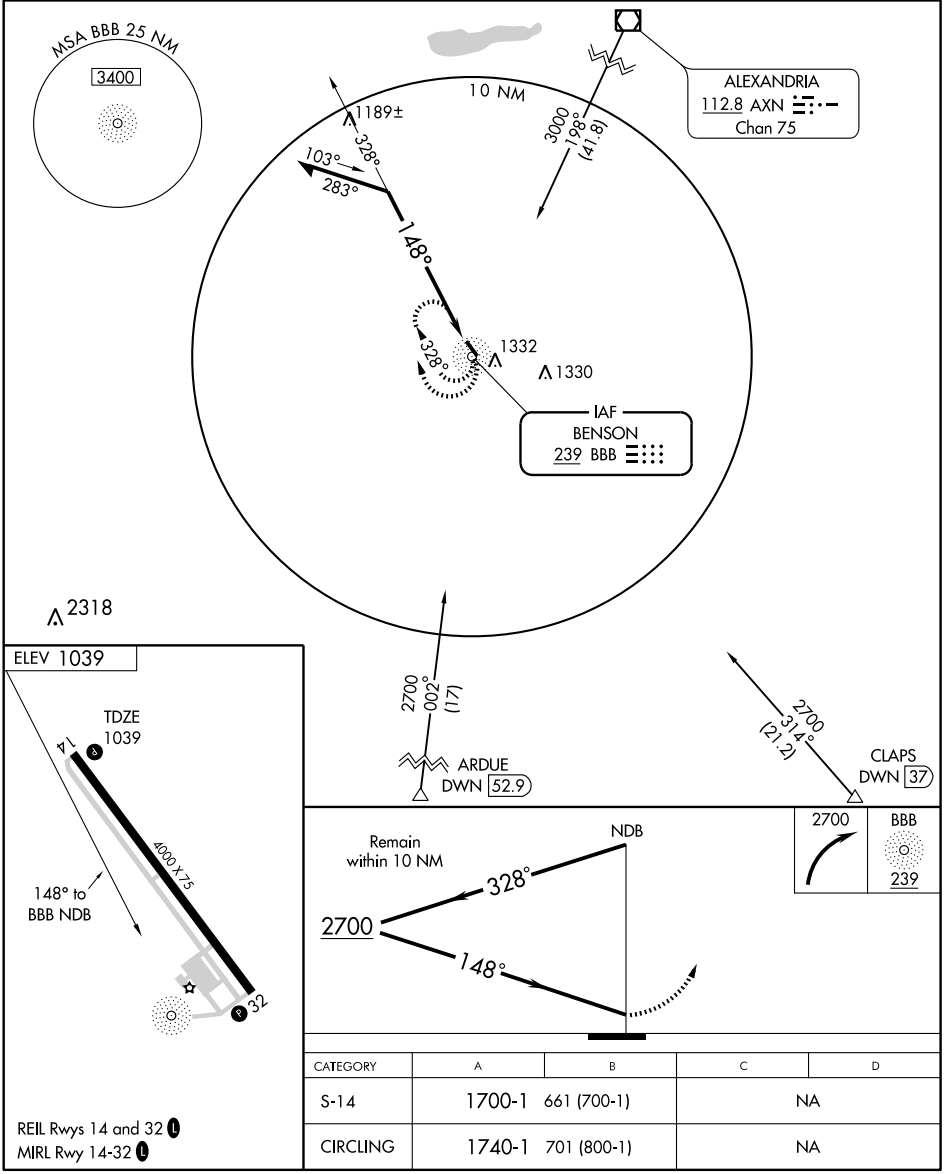
NDB RWY 14
BENSON MUNI (BBB)

NA

If local altimeter setting not recieved, use Appleton altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2700 in BBB NDB holding pattern.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	125.5 323.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	1700-1	661 (700-1)	NA	
CIRCLING	1740-1	701 (800-1)	NA	

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

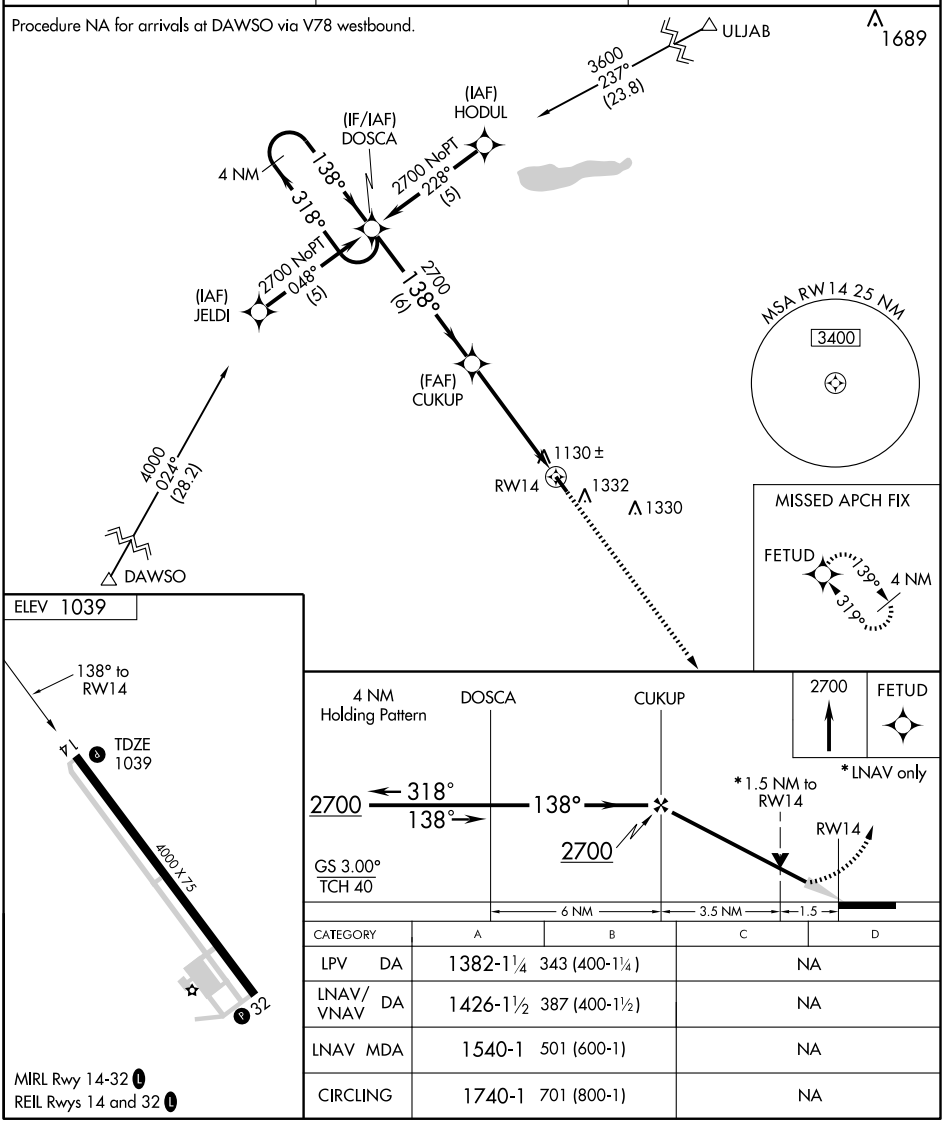
WAAS	APP CRS	Rwy Idg	4000
CH 49210	138°	TDZE	1039
W14A		Apt Elev	1039

RNAV (GPS) RWY 14
BENSON MUNI (BBB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA.
Baro-VNAV and VDP NA when using Appleton altimeter setting.
When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct FETUD and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	125.5 323.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1382-1¼	343 (400-1¼)	NA	
LNAV/VNAV DA	1426-1½	387 (400-1½)	NA	
LNAV MDA	1540-1	501 (600-1)	NA	
CIRCLING	1740-1	701 (800-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010

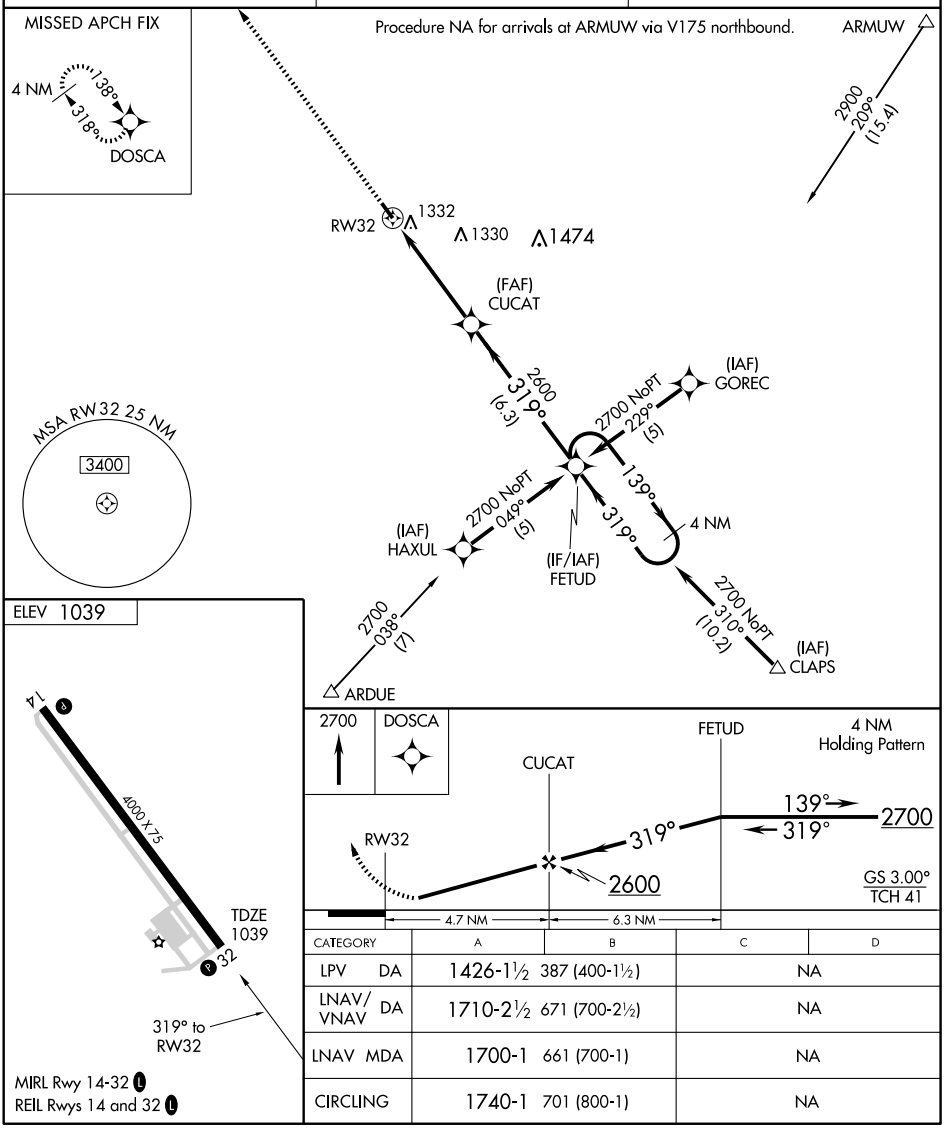
WAAS	APP CRS	Rwy Idg	4000
CH 99710	319°	TDZE	1039
W32A		Apt Elev	1039

RNAV (GPS) RWY 32
BENSON MUNI (BBB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Appleton altimeter setting.
When local altimeter setting not received, use Appleton altimeter setting and increase all DA and MDA 40 feet, increase Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct DOSCA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
239	125.5 323.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1426-1½ 387 (400-1½)		NA	
LNAV/VNAV DA	1710-2½ 671 (700-2½)		NA	
LNAV MDA	1700-1 661 (700-1)		NA	
CIRCLING	1740-1 701 (800-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BIG FALLS MUNI (7Y9) 3 NE UTC−6(−5DT) N48°12.03′ W93°45.74′ **TWIN CITIES**

1232 NOTAM FILE PNM

RWY 03–21: 2850X100 (TURF)

RWY 21: Thld dsplcd 785′.

RWY 11–29: 2602X200 (TURF) LIRL (NSTD)

RWY 11: Trees. **RWY 29:** Trees.

AIRPORT REMARKS: Unattended. Arpt surfaces not plowed in winter, call arpt manager 218–556–4827, or check NOTAMS. Ultralight tfc on and invof arpt. Rwy 11–29 marked with yellow cones. Rwy 11–29 NSTD LIRL due to spacing.

COMMUNICATIONS: CTAF 122.9

BIGFORK MUNI (FOZ) 2 N UTC−6(−5DT) N47°46.97′ W93°39.01′ **TWIN CITIES**

1348 B NOTAM FILE FOZ **L–14H**

RWY 15–33: H3100X75 (ASPH) MIRL **IAP**

AIRPORT REMARKS: Unattended. 350′ microwave twr 2 miles South Rwy 15. Deer and waterfowl on and invof arpt. Rwy 15–33 cracks. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 345 FOZ (218) 743–3289.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.9

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.

GRAND RAPIDS (L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 344° 37.8 NM to fld. 1400/6E.

NDB (MHW) 345 FOZ N47°47.01′ W93°39.24′ at fld. **AWOS–3**. NOTAM FILE FOZ.

BLUE EARTH MUNI (SBU) 3 S UTC−6(−5DT) N43°35.72′ W94°05.57′ **OMAHA**

1107 B S2 **FUEL** 100LL, JET A TPA—2107(1000) NOTAM FILE PNM **L–12I**

RWY 16–34: H3399X75 (ASPH) MIRL 0.4% up SE **IAP**

RWY 16: Silo. **RWY 34:** Road.

RWY 03–21: 2280X200 (TURF)

RWY 03: Trees. **RWY 21:** Road.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 507–525–3068 or 507–525–3064 or 507–526–2056. Rwy 03–21 CLOSED winter months. Deer and waterfowl on and invof arpt. Rwy 03–21 marked with yellow cones. ACTIVATE MIRL Rwy 16–34—CTAF.

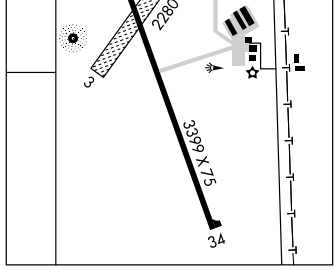
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 095° 14.7 NM to fld. 1164/7E.

NDB (MHW) 332 SBU N43°35.82′ W94°05.81′ at fld. NOTAM FILE PNM.



BOWSTRING (9Y0) 2 NW UTC−6(−5DT) N47°33.49′ W93°52.20′ **TWIN CITIES**

1372 NOTAM FILE PNM

RWY 07–25: 2531X150 (TURF) LIRL

RWY 25: Trees

AIRPORT REMARKS: Unattended. Arpt plowed winter months. Deer on and invof arpt. Rwy 07–25 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

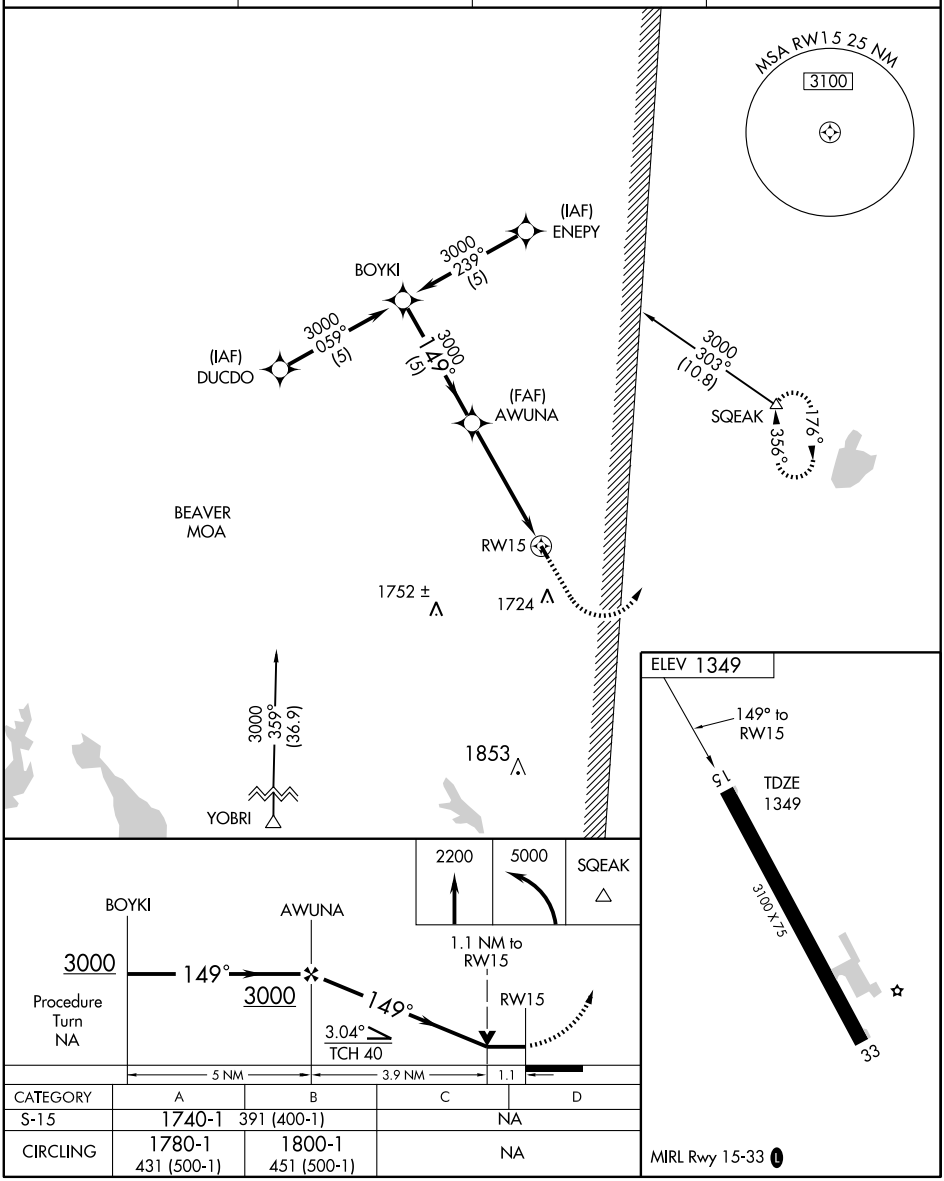
GPS RWY 15
BIGFORK MUNI (FOZ)

APP CRS	Rwy Idg	3100
149°	TDZE	1349
	Apt Elev	1349

NA

MISSED APPROACH: Climb to 2200 then climbing left turn to 5000 direct SQEAK and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
345	127.9 281.45	121.725	122.9 L



CATEGORY	A	B	C	D
S-15	1740-1	391 (400-1)	NA	
CIRCLING	1780-1 431 (500-1)	1800-1 451 (500-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB FOZ 345	APP CRS 160°	Rwy Idg 3100 TDZE 1346 Apt Elev 1348

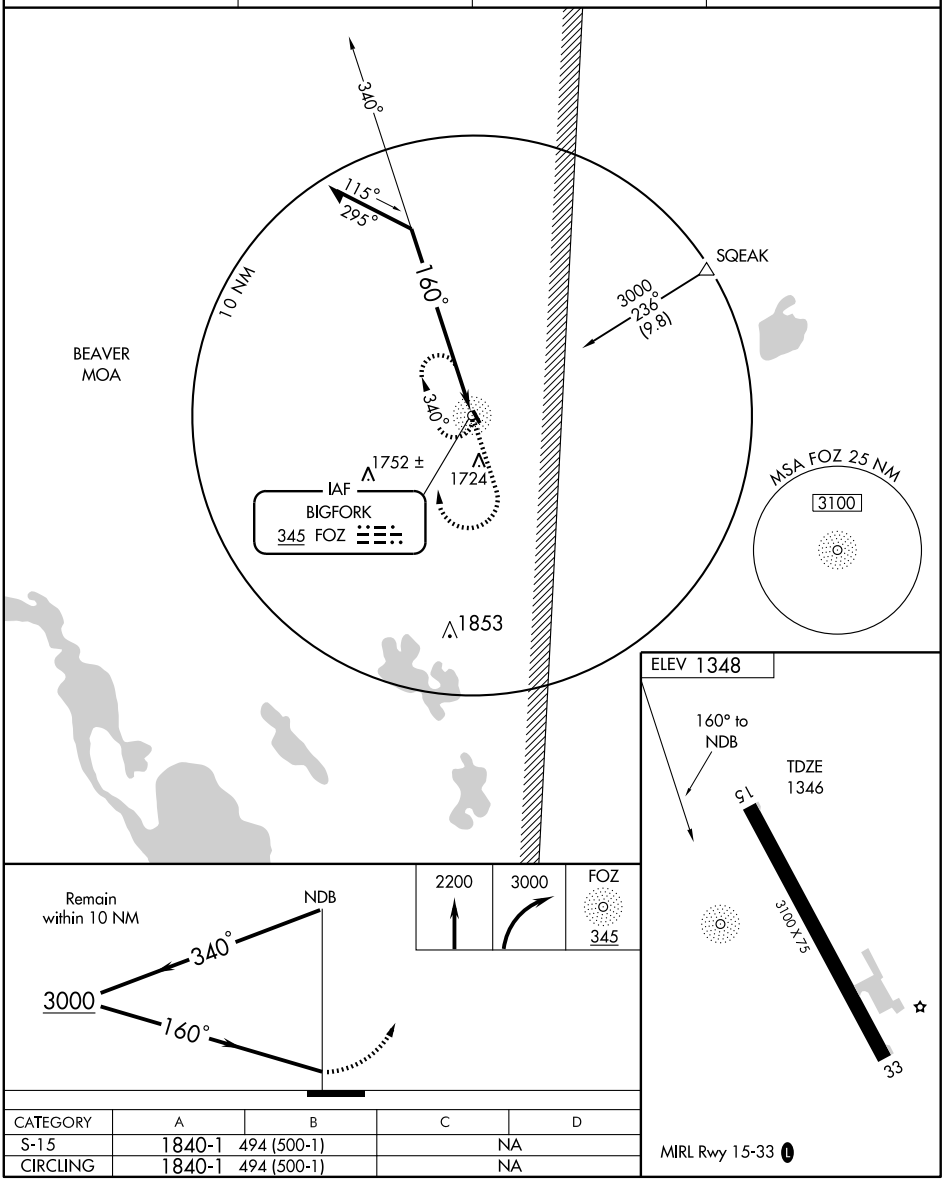
NDB RWY 15
BIGFORK MUNI (FOZ)

Procedure not authorized when BEAVER MOA is active.

NA

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 direct FOZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
345	127.9 281.45	121.725	122.9 (L)



CATEGORY	A	B	C	D
S-15	1840-1	494 (500-1)	NA	
CIRCLING	1840-1	494 (500-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BIG FALLS MUNI (7Y9) 3 NE UTC−6(−5DT) N48°12.03′ W93°45.74′ **TWIN CITIES**

1232 NOTAM FILE PNM

RWY 03–21: 2850X100 (TURF)

RWY 21: Thld dsplcd 785′.

RWY 11–29: 2602X200 (TURF) LIRL (NSTD)

RWY 11: Trees. **RWY 29:** Trees.

AIRPORT REMARKS: Unattended. Arpt surfaces not plowed in winter, call arpt manager 218–556–4827, or check NOTAMS. Ultralight tfc on and invof arpt. Rwy 11–29 marked with yellow cones. Rwy 11–29 NSTD LIRL due to spacing.

COMMUNICATIONS: CTAF 122.9

BIGFORK MUNI (FOZ) 2 N UTC−6(−5DT) N47°46.97′ W93°39.01′ **TWIN CITIES**

1348 B NOTAM FILE FOZ **L–14H**

RWY 15–33: H3100X75 (ASPH) MIRL **IAP**

AIRPORT REMARKS: Unattended. 350′ microwave twr 2 miles South Rwy 15. Deer and waterfowl on and invof arpt. Rwy 15–33 cracks. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 345 FOZ (218) 743–3289.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.9

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.

GRAND RAPIDS (L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 344° 37.8 NM to fld. 1400/6E.

NDB (MHW) 345 FOZ N47°47.01′ W93°39.24′ at fld. **AWOS–3**. NOTAM FILE FOZ.

BLUE EARTH MUNI (SBU) 3 S UTC−6(−5DT) N43°35.72′ W94°05.57′ **OMAHA**

1107 B S2 **FUEL** 100LL, JET A TPA—2107(1000) NOTAM FILE PNM **L–12I**

RWY 16–34: H3399X75 (ASPH) MIRL 0.4% up SE **IAP**

RWY 16: Silo. **RWY 34:** Road.

RWY 03–21: 2280X200 (TURF)

RWY 03: Trees. **RWY 21:** Road.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 507–525–3068 or 507–525–3064 or 507–526–2056. Rwy 03–21 CLOSED winter months. Deer and waterfowl on and invof arpt. Rwy 03–21 marked with yellow cones. ACTIVATE MIRL Rwy 16–34—CTAF.

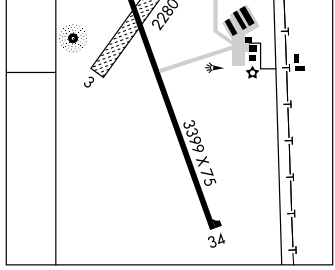
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.75

RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 095° 14.7 NM to fld. 1164/7E.

NDB (MHW) 332 SBU N43°35.82′ W94°05.81′ at fld. NOTAM FILE PNM.



BOWSTRING (9Y0) 2 NW UTC−6(−5DT) N47°33.49′ W93°52.20′ **TWIN CITIES**

1372 NOTAM FILE PNM

RWY 07–25: 2531X150 (TURF) LIRL

RWY 25: Trees

AIRPORT REMARKS: Unattended. Arpt plowed winter months. Deer on and invof arpt. Rwy 07–25 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

NDB SBU 332	APP CRS 330°	Rwy Idg 3399 TDZE 1107 Apt Elev 1107

NDB or GPS RWY 34

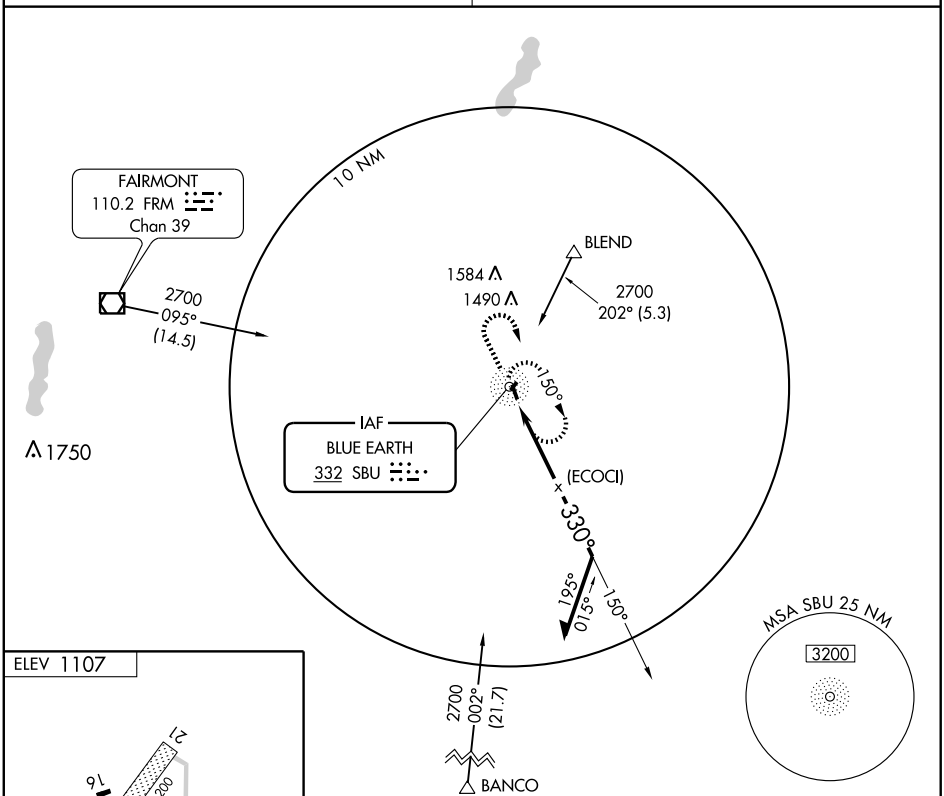
BLUE EARTH MUNI (SBU)

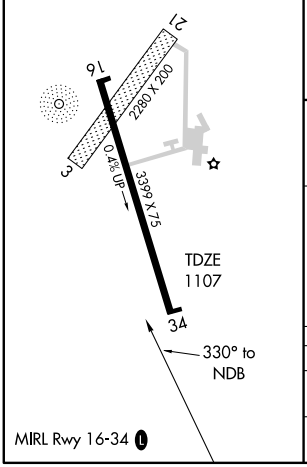
NA Use Fairmont altimeter setting.

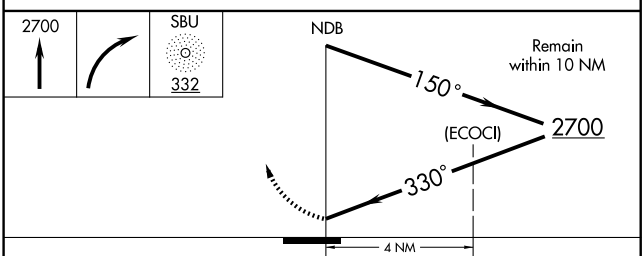
MISSED APPROACH: Climb to 2700 then right turn direct SBU NDB and hold.

MINNEAPOLIS CENTER
127.75 257.7

UNICOM
122.8 (CTAF) L



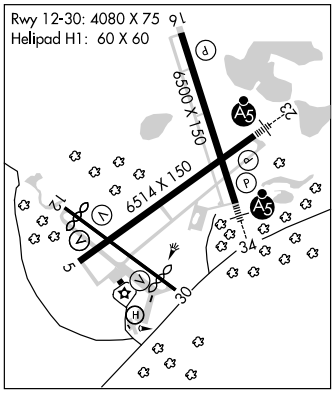




CATEGORY	A	B	C	D
S-34	1700-1	593 (600-1)	1700-1½ 593 (600-1½)	NA
CIRCLING	1700-1	593 (600-1)	1700-1½ 593 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BRAINERD LAKES RGNL (BRD) 3 NE UTC−6(−5DT) **TWIN CITIES**
N46°24.11′ W94°08.14′ **H–2J, L–14H**
1232 B S4 **FUEL** 100LL, JET A TPA—2232(1000) Class I, ARFF Index A **IAP**
NOTAM FILE BRD



RWY 05–23: H6514X150 (ASPH–TRTD) S–75, D–125, 2S–159, 2D–220 HIRL
RWY 05: REIL. VASI(V4L)—GA 3.0° TCH 46′. Tree.
RWY 23: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 16–34: H6500X150 (CONC–GRVD) S–75, D–125, 2S–158, 2D–220 HIRL
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 34: MALSR. PAPI(P4R)—GA 3.0° TCH 57′.
RWY 12–30: H4080X75 (ASPH) S–12 MIRL
RWY 12: VASI(V4L)—GA 3.0° TCH 27′. Thld dsplcd 520′. Trees.
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 26′. Thld dsplcd 571′. Road.

AIRPORT REMARKS: Attended May–Sep 1300–0300Z‡, Oct–Apr 1300–0200Z‡. For attendance other hours, see current phone listing in pilots lounge, 218–829–3398. Deer and gulls on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 218–825–2166 between hrs 1400–2300Z‡. Rwy 12–30 not avbl for air carrier ops with more than 9 passenger seats. Air carrier ops involving acft with more than 30 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. HIRL Rwy 05–23 Rwy 16–34 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 12–30, REIL Rwy 05, Rwy 16, Rwy 30 and MALSR Rwy 23 and Rwy 34—CTAF.

WEATHER DATA SOURCES: ASOS 126.775 (218) 828–3314.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 123.65 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05.
AIRSPACE: CLASS E svc Mon–Sat 1100–0500Z‡, Sun 1200–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
(H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 302° 5.6 NM to fld. 1260/3E.
VOR portion unusable:
163°–183° blo 4000′ 033°–163° byd 30 NM blo 3000′
183°–283° blo 7000′ 283°–325° byd 6 NM blo 7000′
013°–033° byd 15 NM blo 3400′ 325°–013° byd 30 NM blo 3000′
DME unusable byd 29 NM blo 3000′.
LAREW NDB (LOM) 251 BR N46°27.40′ W94°01.36′ 232° 5.7 NM to fld. Unmonitored.
ILS 109.9 I–BRD Rwy 23. Class IE. LOM LAREW NDB. ILS unmonitored.
ILS 109.7 I–LER Rwy 34. ILS unmonitored.

• • • •

LOC I-BRD	APP CRS	Rwy Idg	6514
109.9	231°	TDZE	1224
		Apt Elev	1232

ILS or LOC RWY 23

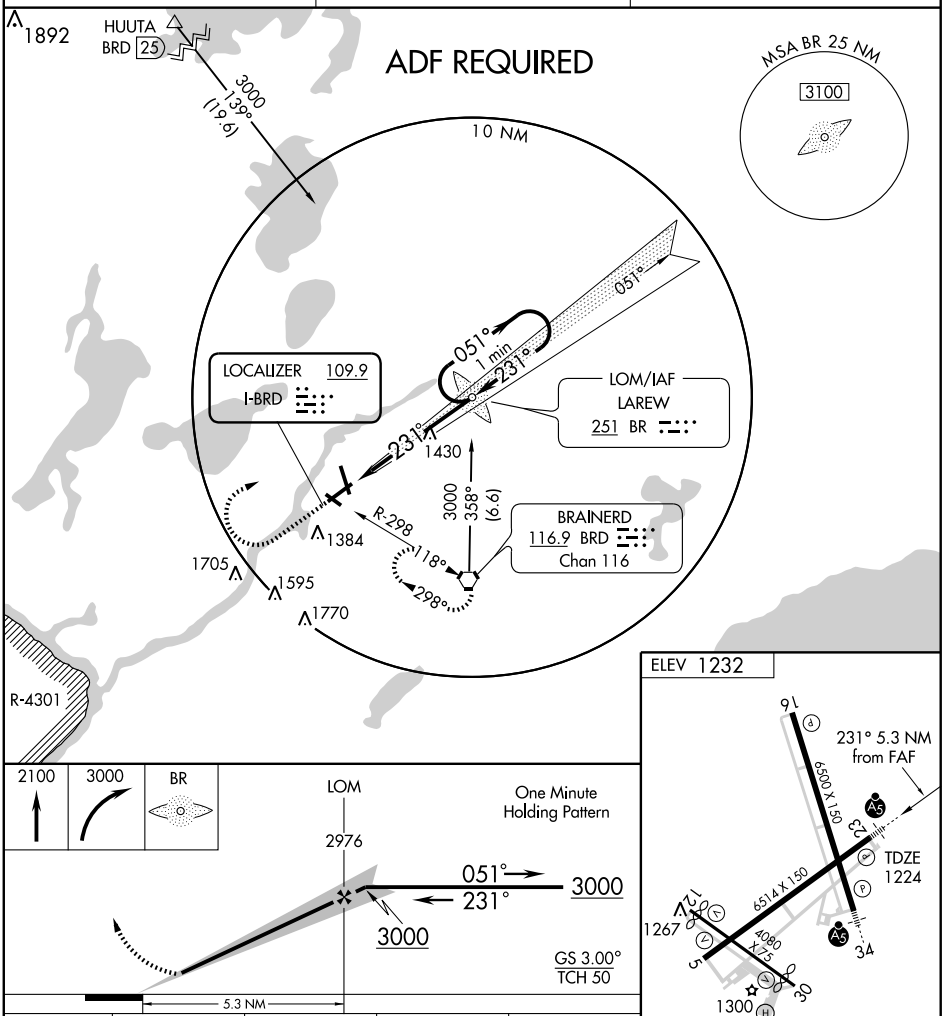
BRAINERD LAKES RGNL (BRD)

If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DAs 52 feet, all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3000 direct LAREW LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 23	1424-½ 200 (200-½)			
S-LOC 23	1680-½ 456 (500-½)		1680-¾ 456 (500-¾)	1680-1 456 (500-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-LER	APP CRS		
109.7	340°	Rwy Idg	6500
		TDZE	1232
		Apt Elev	1232

ILS or LOC RWY 34

BRAINERD LAKES RGNL (BRD)

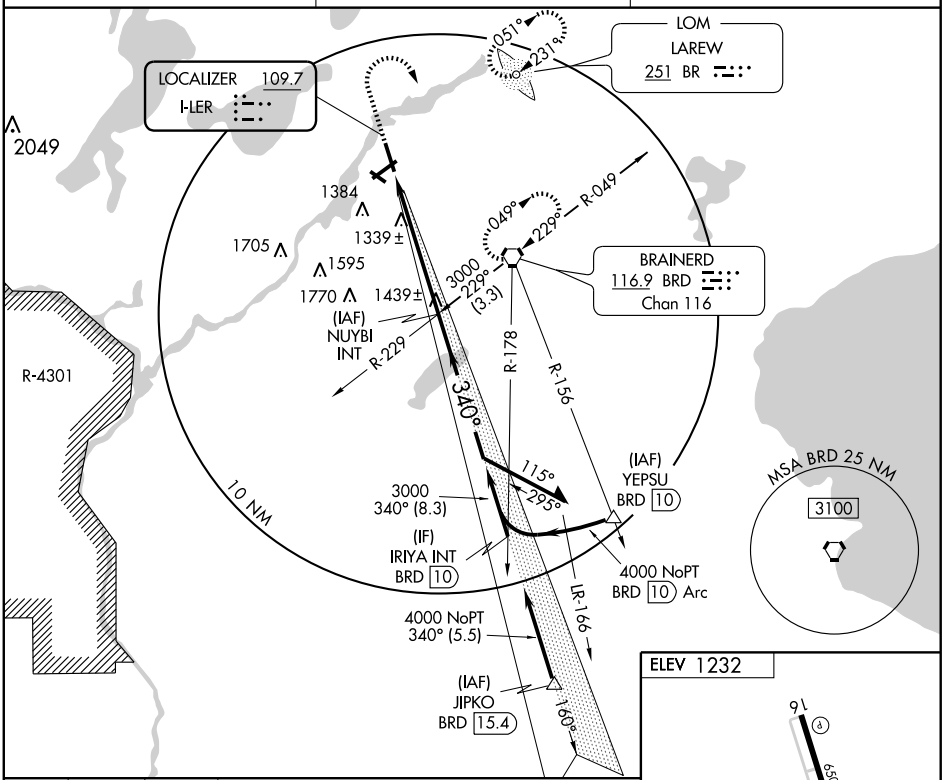
If local altimeter setting not received, use Aitkin altimeter setting and increase DA 52 feet and increase all MDAs 60 feet.

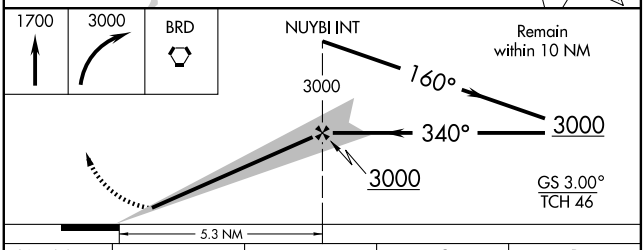
NA

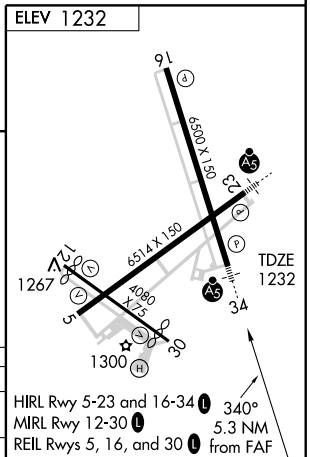
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct BRD VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 34	1432-½ 200 (200-½)			
S-LOC 34	1600-½ 368 (400-½)			1600-¾ 368 (400-¾)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM BR	APP CRS	Rwy Idg	6514
251	231°	TDZE	1224
		Apt Elev	1232

NDB RWY 23

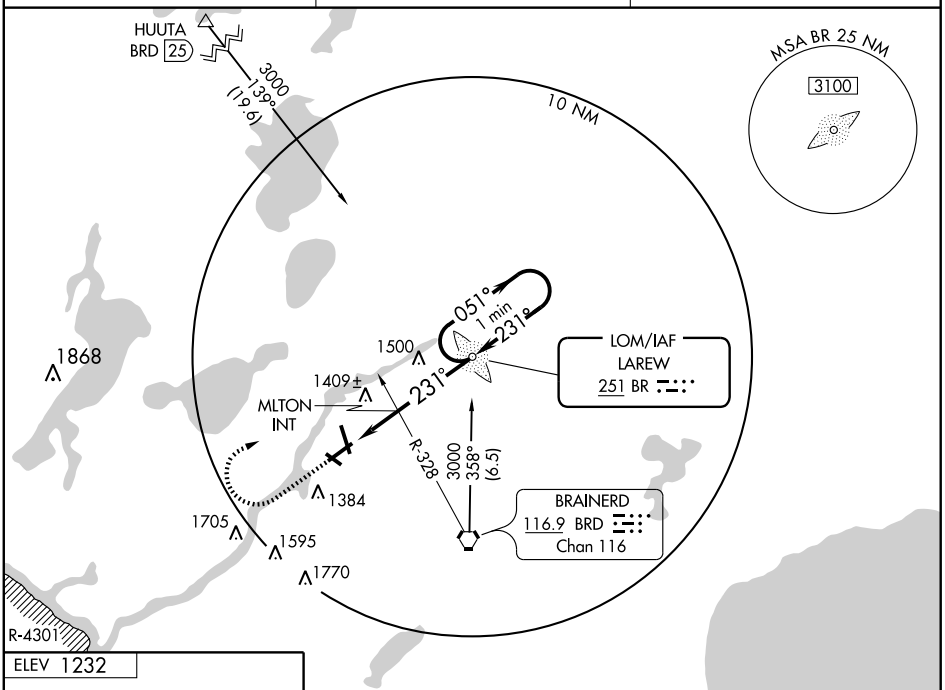
BRAINERD LAKES RGNL (BRD)

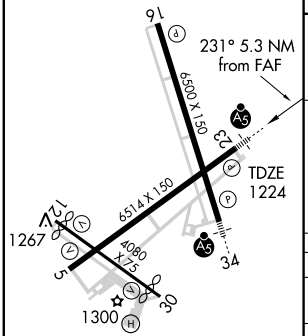
T A NA — If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all MDAs 60 feet.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct BR LOM and hold.

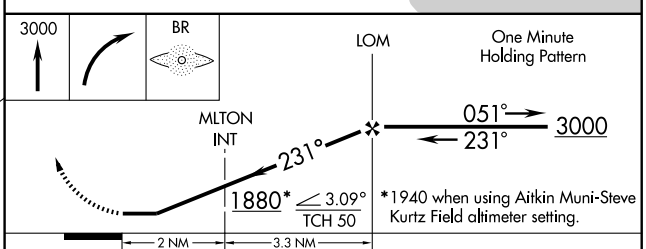
ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S- 23	1880-¾ 656 (700-¾)		1880-1¼ 656 (700-1¼)	1880-1¾ 656 (700-1¾)
CIRCLING	1880-1 648 (700-1)		1880-1¾ 648 (700-1¾)	1880-2 648 (700-2)
MLTON FIX MINIMUMS				
S- 23	1720-¾ 496 (500-¾)			1720-1¼ 496 (500-1¼)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6514
CH 82018	050°	TDZE	1223
W05A		Apt Elev	1232

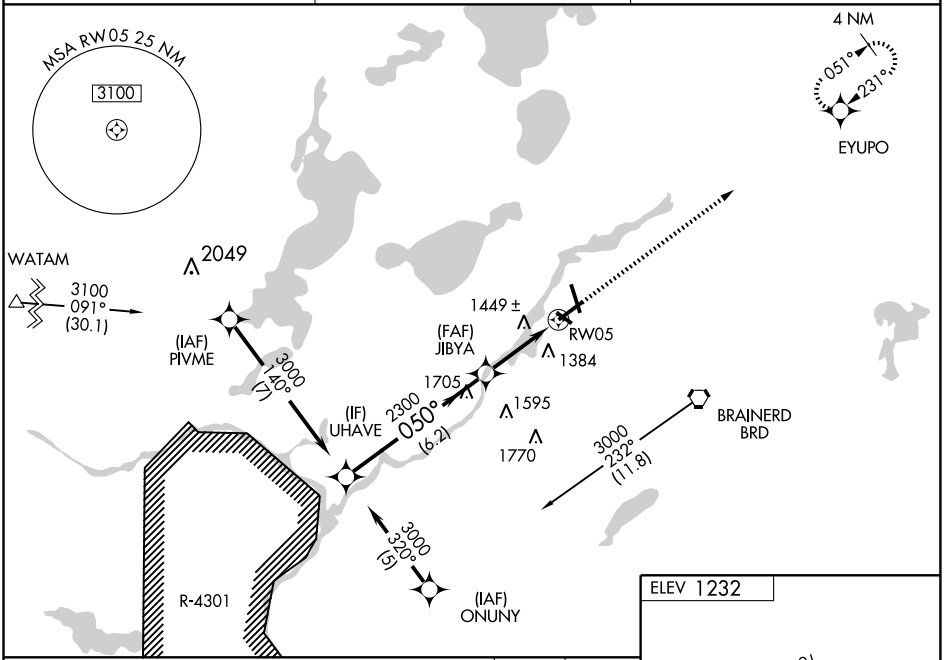
RNAV (GPS) RWY 5

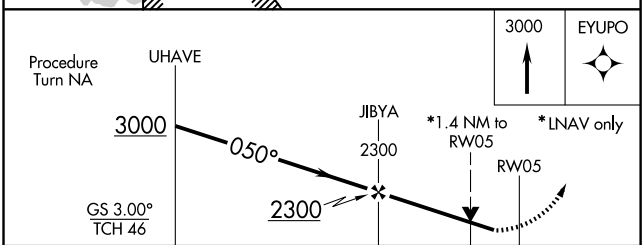
BRAINERD LAKES RGNL (BRD)

Baro-VNAV NA when using Aitkin Muni-Steve Kurtz Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when R-4301 is active. When local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cats C and D visibility ¼ mile. VDP NA with Aitkin Muni-Steve Kurtz Field altimeter setting.

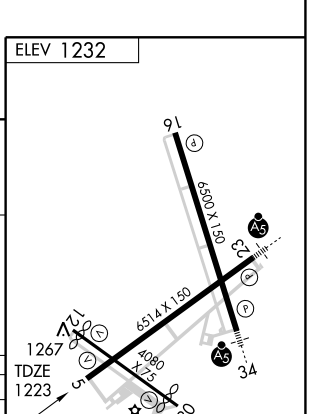
MISSED APPROACH: Climb to 3000 direct EYUPO and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1423-¾ 200 (200-¾)			
LNAV/VNAV DA	1776-2 553 (600-2)			
LNAV MDA	1700-1 477 (500-1)		1700-1¼ 477 (500-1¼)	1700-1½ 477 (500-1½)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)



HIRL Rwys 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 56518 W12A	APP CRS 123°	Rwy Idg 3560 TDZE 1225 Apt Elev 1232

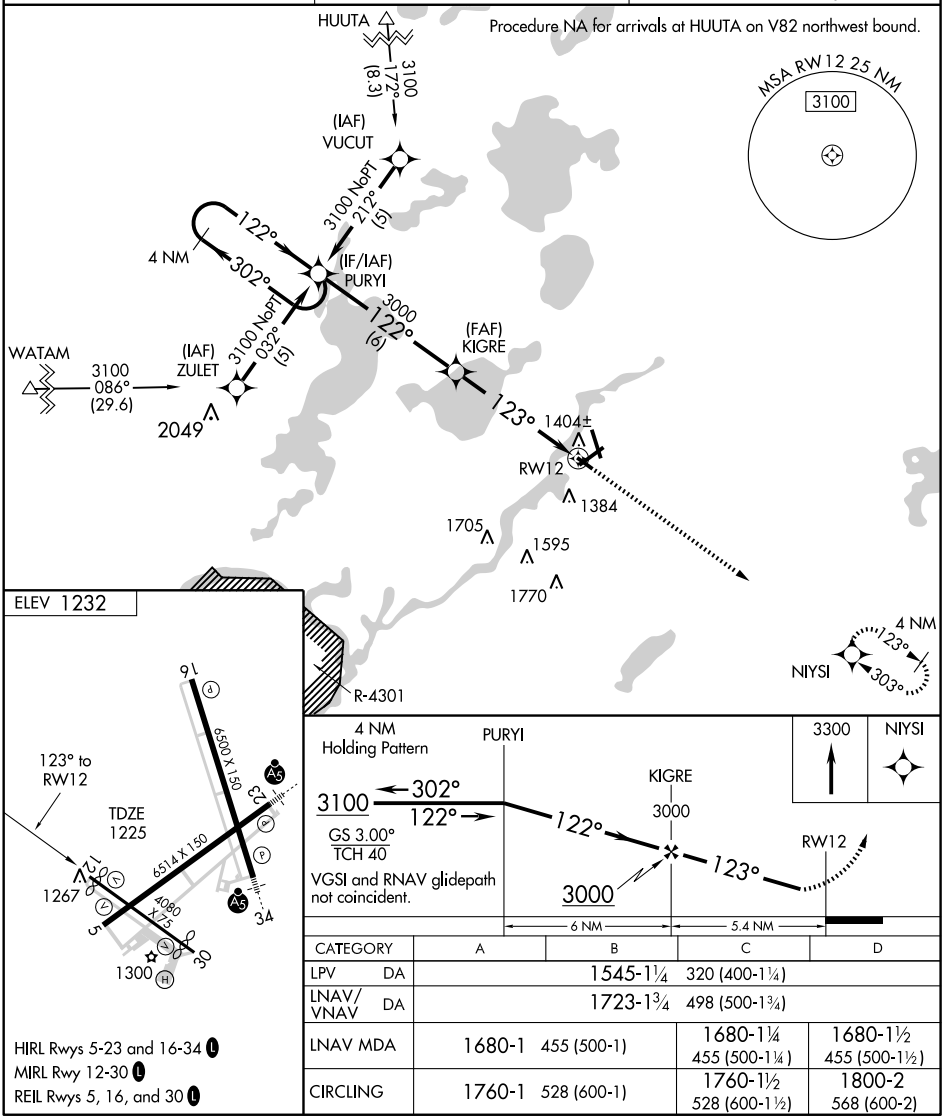
RNAV (GPS) RWY 12

BRAINERD LAKES RGNL (BRD)

When VGSI inop, procedure NA at night.
Baro-VNAV NA when using Aitkin Muni-Steve Kurtz field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct NIYSI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1545-1¼ 320 (400-1¼)			
LNAV/VNAV DA	1723-1¾ 498 (500-1¾)			
LNAV MDA	1680-1 455 (500-1)		1680-1¼ 455 (500-1¼)	1680-1½ 455 (500-1½)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6514
CH 82502	231°	TDZE	1224
W23A		Apt Elev	1232

RNAV (GPS) RWY 23

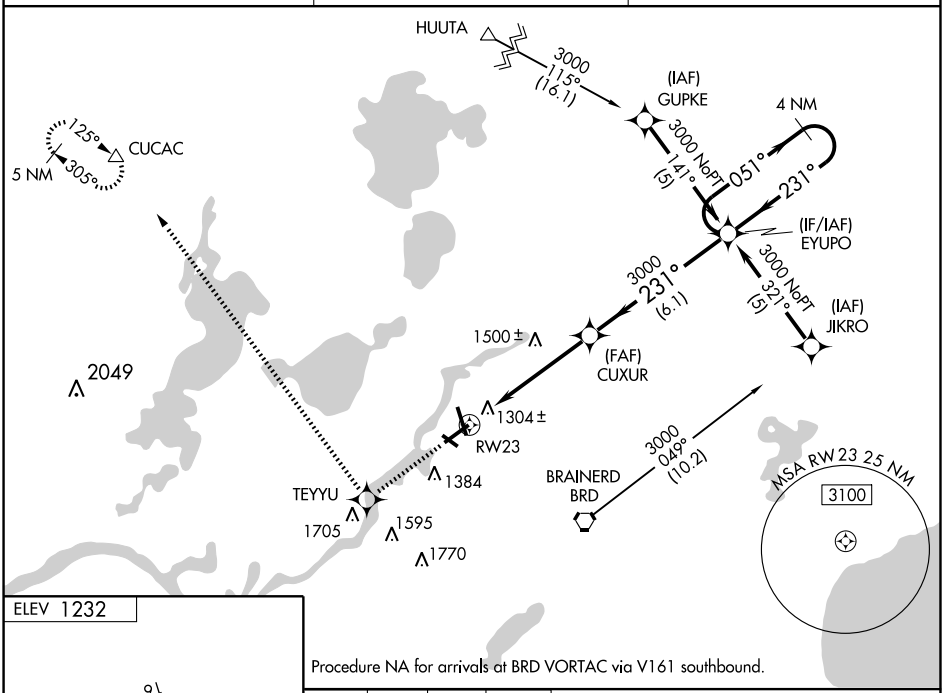
BRAINERD LAKES RGNL (BRD)

For inoperative MALSR, increase LPV all CATS visibility to 1 mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA.
VDP and Baro-VNAV NA when using Aitkin Muni-Steve Kurtz Field altimeter setting. If local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DAs 52 feet and all MDAs 60 feet.

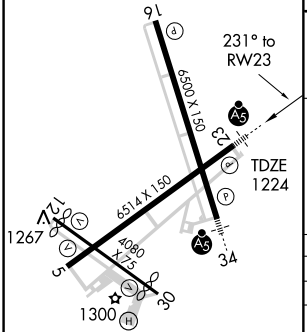
MALSR

MISSED APPROACH: Climb to 3300 direct TEYYU and via 321° track to CUCAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L

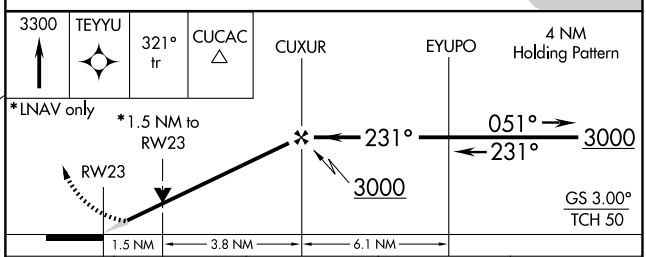


ELEV 1232



HIRL Rwy 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

Procedure NA for arrivals at BRD VORTAC via V161 southbound.



CATEGORY	A	B	C	D
LPV DA	1501-½ 277 (300-½)			
LNAV/VNAV DA	1573-¾ 349 (400-¾)			
LNAV MDA	1760-½ 536 (600-½)		1760-1 536 (600-1)	1760-1¼ 536 (600-1¼)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3509
CH 87018	303°	TDZE	1225
W30A		Apt Elev	1232

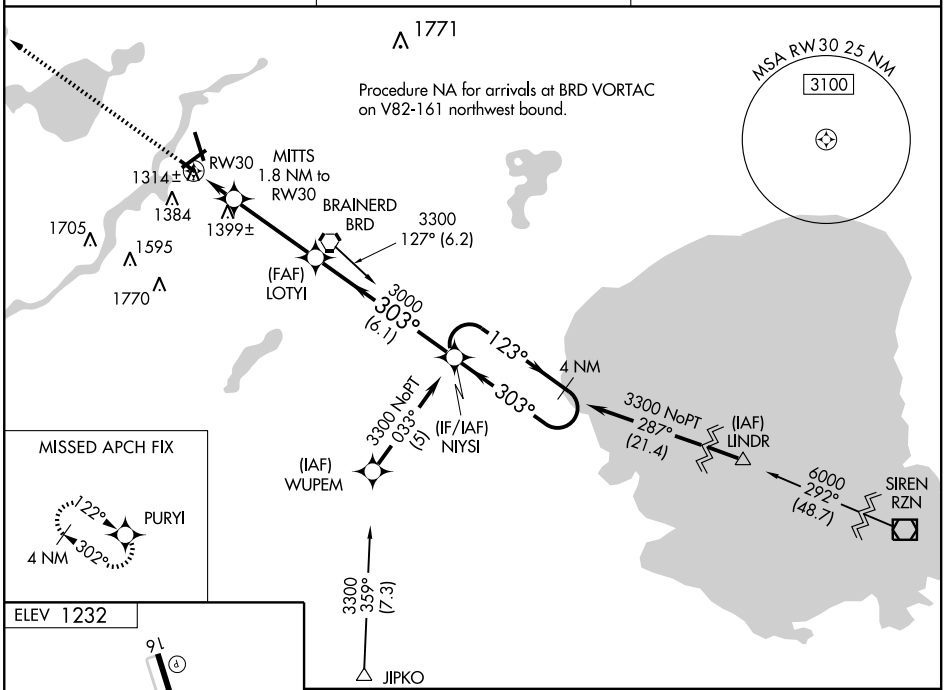
RNAV (GPS) RWY 30

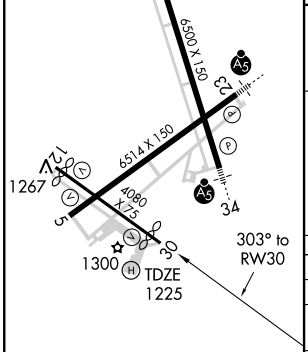
BRAINERD LAKES RGNL (BRD)

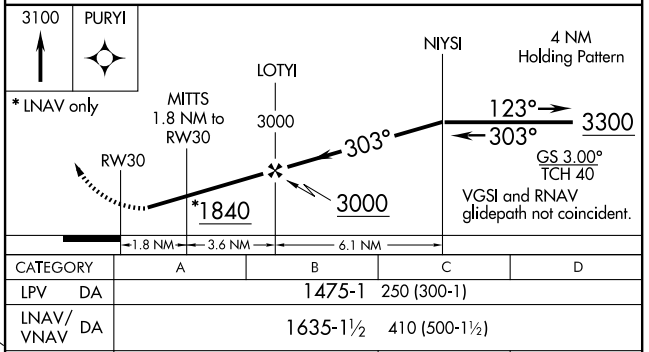
When VGSI inop, procedure NA at night. Baro-VNAV NA when using Aitkin Muni-Steve Kurtz Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aitkin Muni-Steve Kurtz Field altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3100 direct PURYI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1475-1 250 (300-1)			
LNAV/VNAV DA	1635-1½ 410 (500-1½)			
LNAV MDA	1660-1 435 (500-1)		1660-1¼ 435 (500-1¼)	1660-1½ 435 (500-1½)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

HIRL Rwys 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 70711	340°	Rwy Idg	6500
W34A		TDZE	1232
		Apt Elev	1232

RNAV (GPS) RWY 34

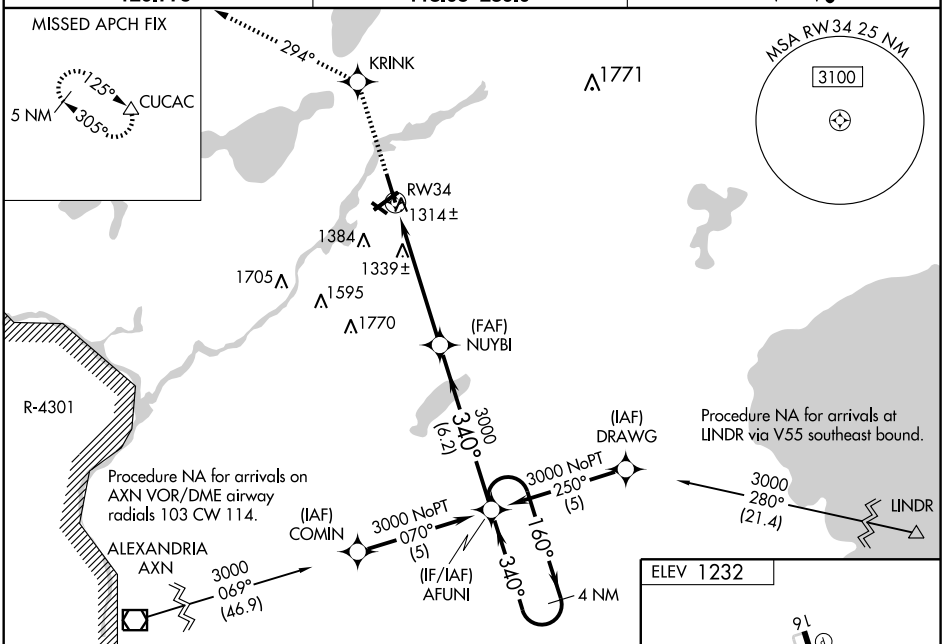
BRAINERD LAKES RGNL (BRD)

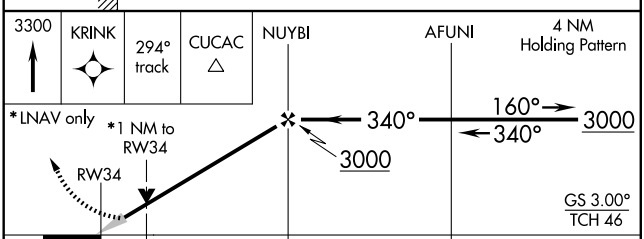
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
Baro-VNAV NA when using Aitkin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Aitkin altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile. VDP NA when using Aitkin altimeter setting.
For inoperative MALSR when using Aitkin altimeter setting, increase LNAV Cat D visibility to 1½ mile.

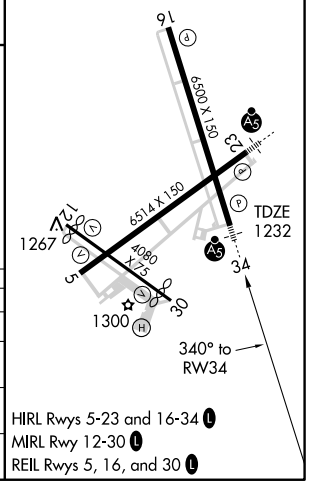
MALSR

MISSED APPROACH: Climb to 3300 direct KRINK and via 294° track to CUCAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	118.05 239.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1432-½ 200 (200-½)			
LNAV/VNAV DA	1584-¾ 352 (400-¾)			
LNAV MDA	1600-½ 368 (400-½)			1600-1 368 (400-1)
CIRCLING	1760-1 528 (600-1)		1760-1½ 528 (600-1½)	1800-2 568 (600-2)

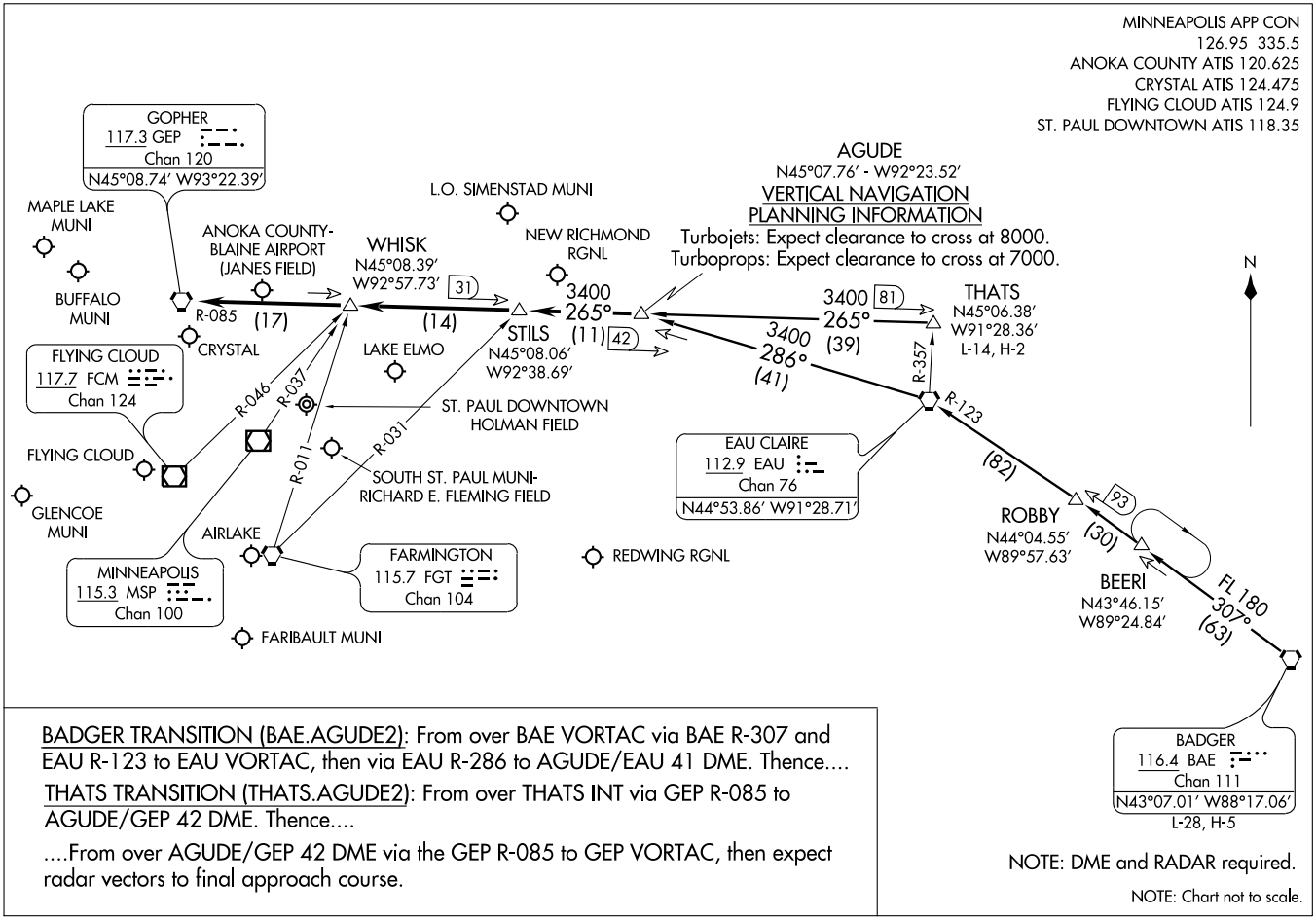
HIRL Rwys 5-23 and 16-34 L
MIRL Rwy 12-30 L
REIL Rwys 5, 16, and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

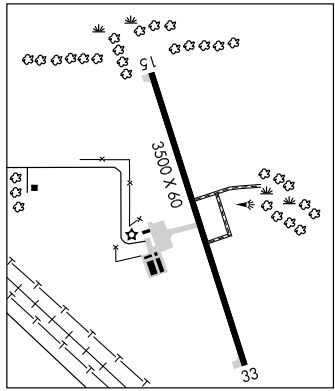
(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

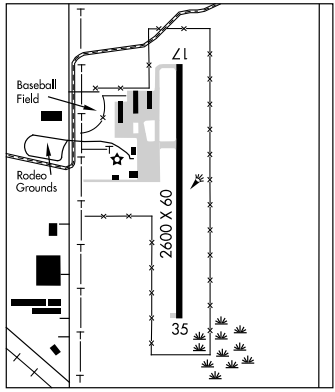
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

BROOTEN MUNI (6D1) 1 SE UTC−6(−5DT) N45°30.00′ W95°06.77′ TWIN CITIES L–14H
1305 B NOTAM FILE PNM
RWY 15–33: H3500X60 (ASPH) LIRL
RWY 15: Trees. **RWY 33:** Tree.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 163° 28.0 NM to fld. 1367/7E. **HIWAS.**



BUFFALO MUNI (CFE) 2 SE UTC−6(−5DT) N45°09.54′ W93°50.60′ TWIN CITIES L–12I, 14H, A IAP
967 B S4 **FUEL** 100LL TPA—1797(830) NOTAM FILE CFE
RWY 17–35: H2600X60 (ASPH) LIRL (NSTD) 0.5% up N
RWY 17: Pole. **RWY 35:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. Rwy 17 and Rwy 35 NSTD LIRL.
WEATHER DATA SOURCES: AWOS–3 120.45 (763) 684–0762.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS APP/DEP CON** 126.5
GCO 121.725 (MINNEAPOLIS CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 266° 20.0 NM to fld. 877/6E. **HIWAS.**



BUNAN N47°26.70′ W94°50.10′ NOTAM FILE BJI. TWIN CITIES
NDB (LOM) 371 MD 310° 5.6 NM to Bemidji Rgnl. Unmonitored.

VORTAC GEP 117.3 Chan 120	APP CRS 266°	Rwy Idg N/A TDZE N/A Apt Elev 967

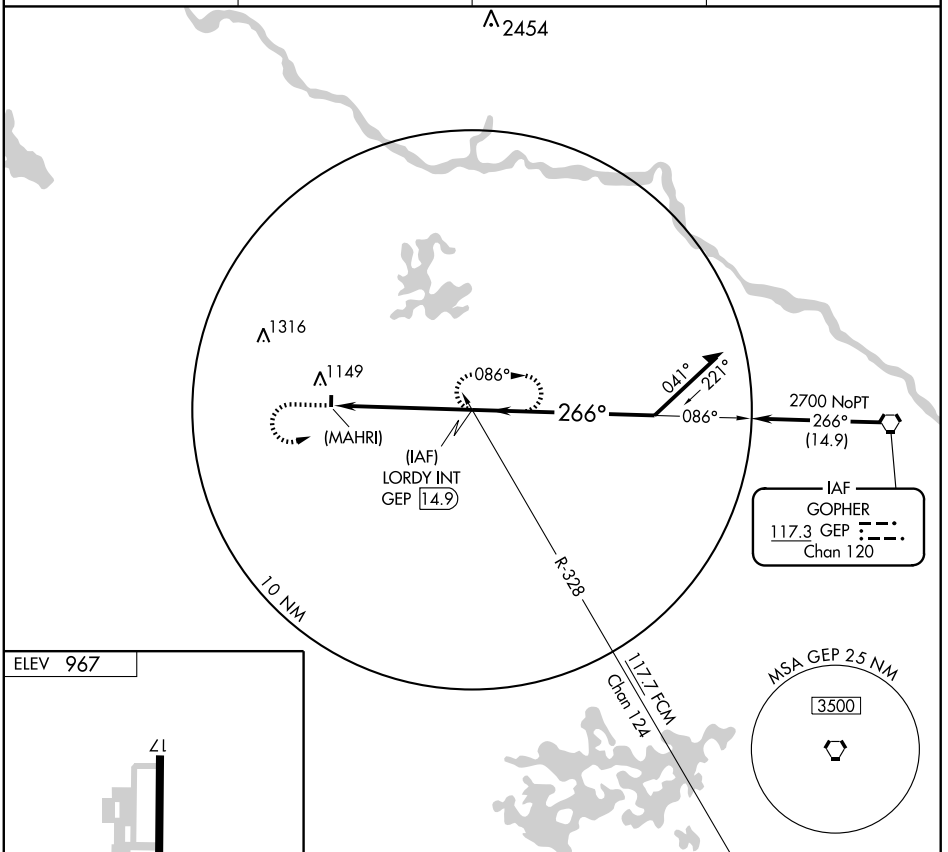
VOR or GPS-B
BUFFALO MUNI (CFE)

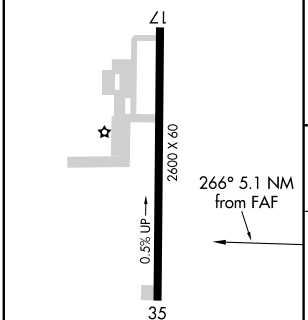
NA

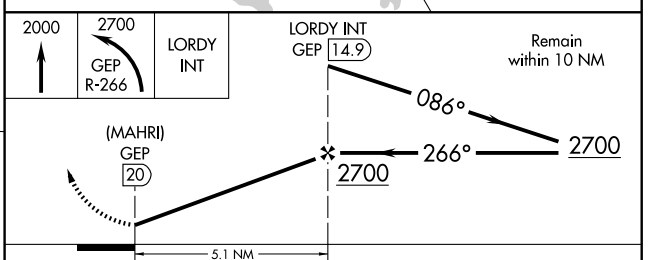
Use Princeton altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via GEP R-266 to LORDY INT and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
120.45	126.5 357.4	121.725	122.8 (CTAF)







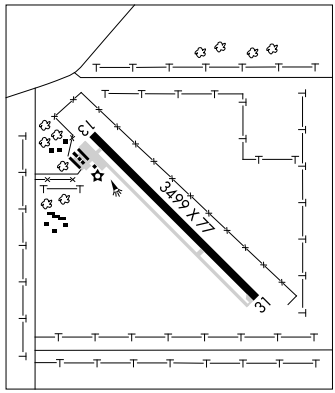
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
CIRCLING	1560-1	593 (600-1)	1560-1½ 593 (600-1½)	NA

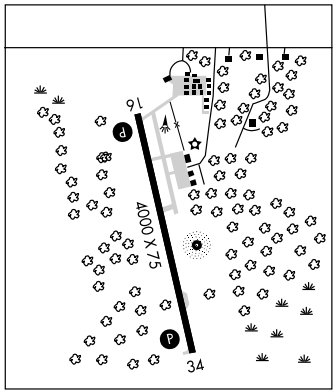
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CALEDONIA

HOUSTON CO (CHU) 3 S UTC−6(−5DT) N43°35.78′ W91°30.24′ **CHICAGO**
1179 B **FUEL** 100LL NOTAM FILE PNM **L–28G**
RWY 13–31: H3499X77 (ASPH) S–10 MIRL **IAP**
AIRPORT REMARKS: Unattended. Fuel 24hr credit card svc avbl. Rwy 13–31 alligator cracking, loose aggregate. No hold line at Rwy 31. Turf twy rutted. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
NODINE RCO 122.1R 117.9T (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 184° 19 NM to fld. 1282/1E.



CAMBRIDGE MUNI (CBG) 2 SW UTC−6(−5DT) N45°33.45′ W93°15.85′ **TWIN CITIES**
945 B S4 **FUEL** 100LL NOTAM FILE CBG **L–14I**
RWY 16–34: H4000X75 (ASPH) S–19 MIRL **IAP**
RWY 16: PAPI(P4R)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Unattended. Self service fuel avbl with credit card. Migratory waterfowl and deer on and invof arpt. For Noise Abatement, acft departing Rwy 16 fly rwy heading to 1945′ MSL (1000′AGL) and 2 NM before left turn. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (763) 689–9562.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 005° 25.1 NM to fld. 877/6E. **HIWAS.**
NDB (MHW) 350 CBG N45°33.45′ W93°15.73′ at fld. NOTAM FILE CBG.



CAMP RIPLEY (See RAY S MILLER AAF)

APP CRS	Rwy Idg	3499
314°	TDZE	1179
	Apt Elev	1179

GPS RWY 31

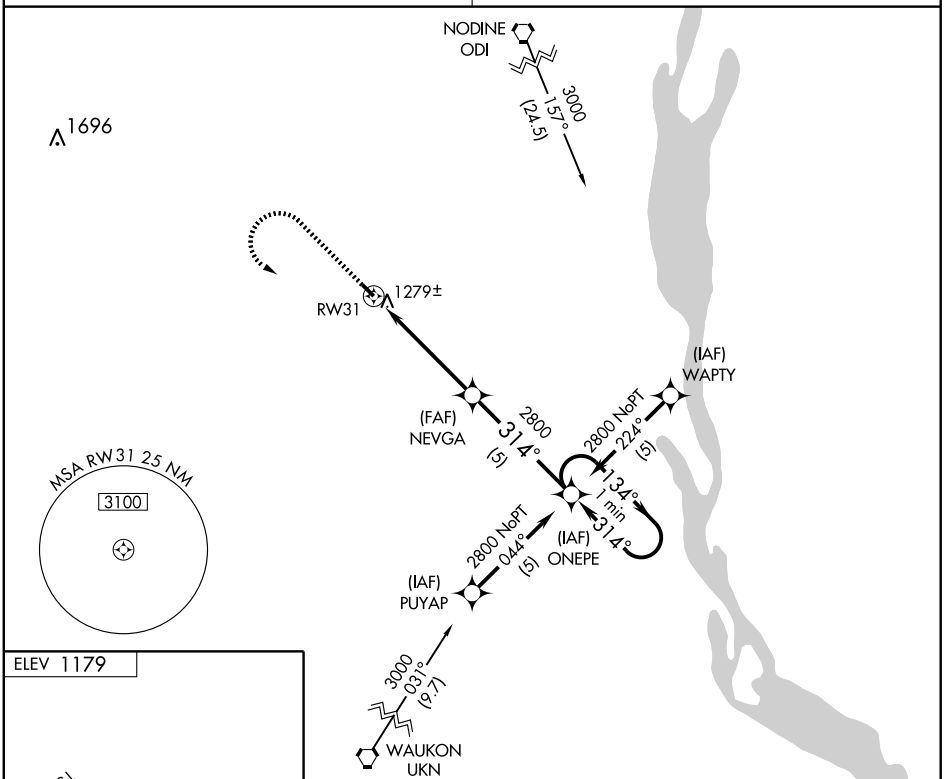
CALEDONIA/HOUSTON COUNTY (CHU)

NA

Use La Crosse, WI altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2800 direct ONEPE WP and hold.

MINNEAPOLIS CENTER	CTAF
128.6 363.0	122.9 L



CATEGORY	A	B	C	D
S-31	1660-1	481 (500-1)	1660-1¼ 481 (500-1¼)	NA
CIRCLING	1820-1	641 (700-1)	1820-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31 L

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NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ODI 117.9 Chan 126	APP CRS 184°	Rwy Idg N/A TDZE N/A Apt Elev 1179

VOR/DME or GPS-A

CALEDONIA/HOUSTON COUNTY (CHU)

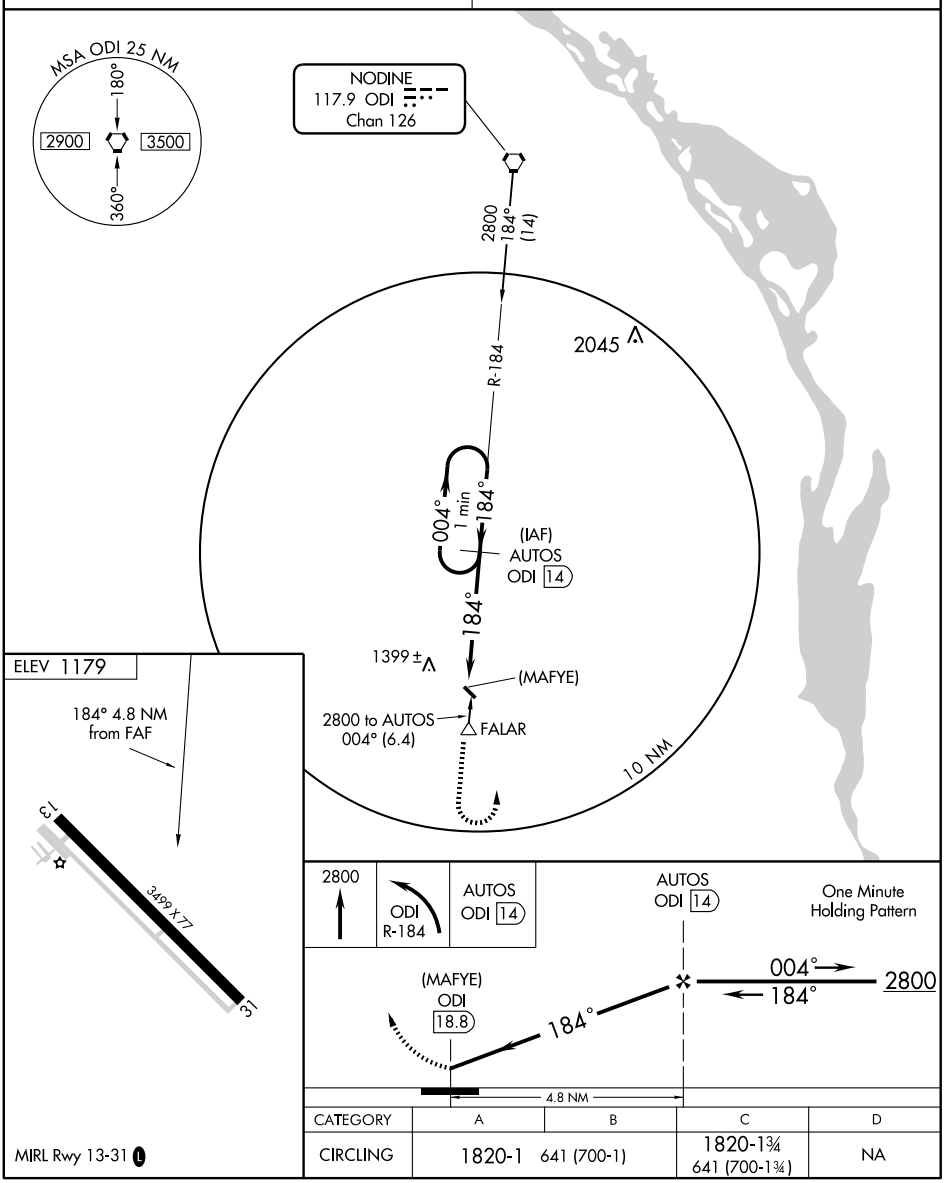
NA

Use La Crosse, WI altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn via ODI R-184 to AUTOS/14 DME and hold.

MINNEAPOLIS CENTER
128.6 363.0

CTAF
122.9 L



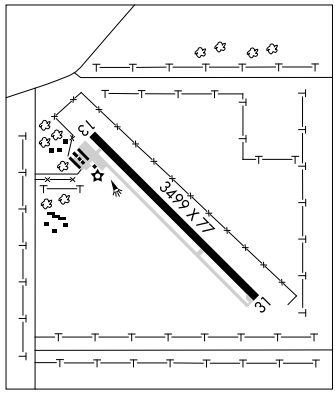
CATEGORY	A	B	C	D
CIRCLING	1820-1	641 (700-1)	1820-1¾ 641 (700-1¾)	NA

MIRL Rwy 13-31 L

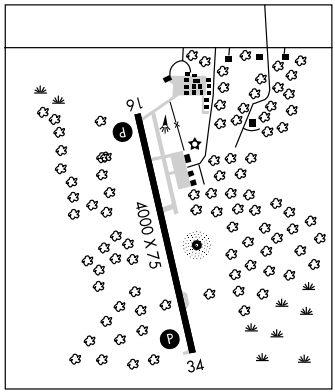
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CALEDONIA

HOUSTON CO (CHU) 3 S UTC−6(−5DT) N43°35.78′ W91°30.24′ **CHICAGO**
1179 B **FUEL** 100LL NOTAM FILE PNM **L–28G**
RWY 13–31: H3499X77 (ASPH) S–10 MIRL **IAP**
AIRPORT REMARKS: Unattended. Fuel 24hr credit card svc avbl. Rwy 13–31 alligator cracking, loose aggregate. No hold line at Rwy 31. Turf twy rutted. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
NODINE RCO 122.1R 117.9T (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 184° 19 NM to fld. 1282/1E.



CAMBRIDGE MUNI (CBG) 2 SW UTC−6(−5DT) N45°33.45′ W93°15.85′ **TWIN CITIES**
945 B S4 **FUEL** 100LL NOTAM FILE CBG **L–14I**
RWY 16–34: H4000X75 (ASPH) S–19 MIRL **IAP**
RWY 16: PAPI(P4R)—GA 3.0° TCH 40′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Unattended. Self service fuel avbl with credit card. Migratory waterfowl and deer on and invof arpt. For Noise Abatement, acft departing Rwy 16 fly rwy heading to 1945′ MSL (1000′AGL) and 2 NM before left turn. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (763) 689–9562.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 005° 25.1 NM to fld. 877/6E. **HIWAS.**
NDB (MHW) 350 CBG N45°33.45′ W93°15.73′ at fld. NOTAM FILE CBG.



CAMP RIPLEY (See RAY S MILLER AAF)

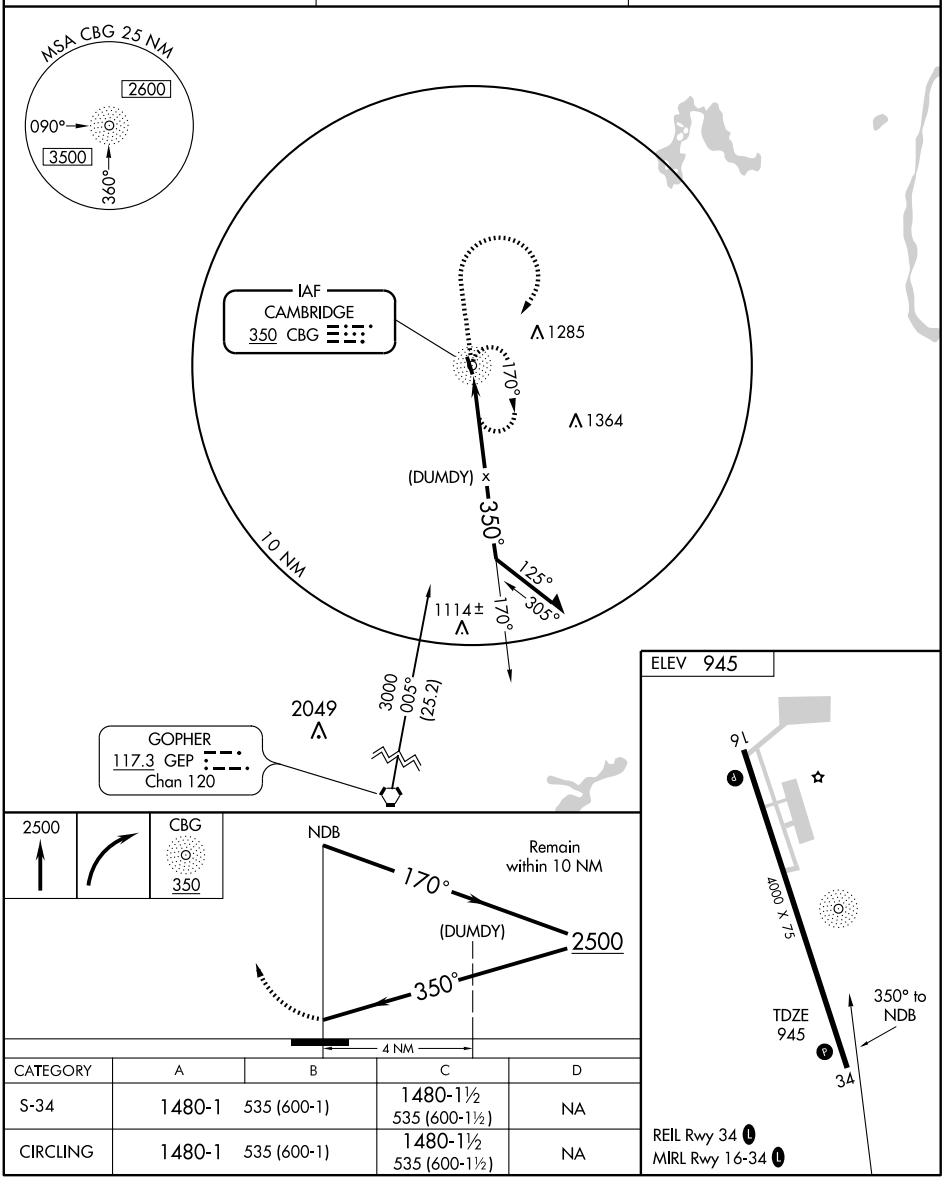
NDB CBG	APP CRS	Rwy Idg	4000
350	350°	TDZE	945
		Apt Elev	945

NDB or GPS RWY 34
CAMBRIDGE MUNI (CBG)

NA

MISSED APPROACH: Climb to 2500 then right turn direct CBG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	121.05 397.9	122.8 (CTAF) L



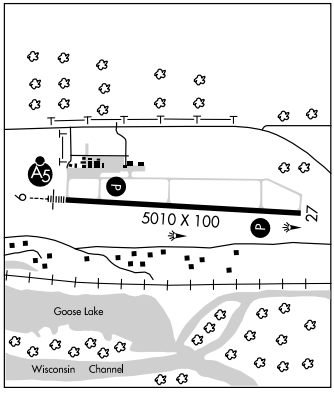
CATEGORY	A	B	C	D
S-34	1480-1	535 (600-1)	1480-1½ 535 (600-1½)	NA
CIRCLING	1480-1	535 (600-1)	1480-1½ 535 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RAY S MILLER AAF (CAMP RIPLEY) (RYM) ARNG 1 NW UTC−6(−5DT) **TWIN CITIES**
N46°05.48′ W94°21.63′ **H–2J, L–14H**
1150 NOTAM FILE RYM Not insp. **DIAP**
RWY 13–31: H6100X100 (ASPH) PCN 27 F/A/W/T HIRL
RWY 31: MALSF.
RWY 132–312: 3500X80 (GRVL)
MILITARY SERVICE: LGT HIRL Rwy 13–31 opr low ints, to increase ints ACTIVATE—126.2 MALSF Rwy 31 opr when HIRL reach step 3. **FUEL** J8
MILITARY REMARKS: Opr 1400–2130Z‡, other times 48 hr prior notice rqr. **RSTD** PPR. Base OPS DSN 871–2781/2779/2780, C320–616–2781/2779/2780. **CAUTION** Rwy edge lgts positioned 25′ from usable rwy sfc. **NS ABTMT** Procedure in effect. **MISC** Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/−4 Kts. ATC/Wx will not include/relay wind correction into forecast phraseology. Therefore, aircrews will incorporate a +/−4 Kts accuracy into their decision making process for flying opr. Parking area capacity designated for 3 C130 acft simultaneously. Assault Strip marking center 3500′ of rwy, 750′ ovrn both ends. Ctc Base OPS for Assault Strip lgt.
WEATHER DATA SOURCES: AWOS–3 148.35 360.25 (C320) 632–7500.
COMMUNICATIONS:
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05 239.0
MILLER TOWER 126.2 254.4 49.20 Mon–Fri 1400Z‡–2200Z‡, for NSTD hrs check NOTAMS. **CLNC DEL** 126.2
MILLER OPS 49.65 **RANGE CONTROL** 304.3 36.1
AIRSPACE: CLASS D Mon–Fri 1400Z‡–2200Z‡, for NSTD hrs check NOTAMS, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 219° 20.8 NM to fld. 1260/3E.
CAMP RIPLEY (T) TACAN Chan 48 RYM (111.1) N46°05.46′ W94°21.28′ at fld. 1149/3E. NOTAM FILE PNM. Unmonitored when Miller OPS clsd. Other times 48 hr prior notice rqr.
RIPLEY NDB (MHW) 404 XCR N46°04.75′ W94°20.61′ at fld. NOTAM FILE PNM.
ILS/DME 111.1 I–RYM Chan 48 Rwy 31. Class IE. GS unusable for coupled approaches blo 1660′ MSL. Unmonitored when Miller OPS clsd.

RED LAKE FALLS MUNI (D81) 3 S UTC−6(−5DT) N47°49.50′ W96°15.47′ **TWIN CITIES**
1061 B NOTAM FILE PNM
RWY 15–33: H2500X60 (ASPH) LIRL (NSTD)
RWY 15: Sign.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. Rwy 15–33 NSTD LIRL; lgts 40 feet off sides of rwy.
COMMUNICATIONS: CTAF 122.9

RED WING RGNL (RGK) 3 NE UTC−6(−5DT) N44°35.36′ W92°29.10′ **GREEN BAY**
778 B S4 **FUEL** 100LL, JET A NOTAM FILE RGK **H–2J, L–12J, 14I, A**
RWY 09–27: H5010X100 (ASPH) S–30, D–75 HIRL **IAP**
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 27: REIL. PAPI(P4L)—GA 3.16° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2200Z‡. 24hr credit card fuel avbl. Deer on and invof arpt. For NS ABTMT procedure ctc aprt manager 651–385–3623. Red Wing Rgnl is physically located in Wisconsin. ACTIVATE HIRL Rwy 09–27, MALSR Rwy 09, REIL Rwy 27, PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.25 (715) 594–3763.
COMMUNICATIONS: CTAF/UNICOM 123.05
RED WING RCO 122.6 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 089° 30.0 NM to fld. 972/6E.
REGUE NDB (LOM) 274 RG N44°35.87′ W92°38.85′ 092° 7 NM to fld.
ILS 110.1 I–RGK Rwy 09 LOM REGUE NDB.



REDWOOD FALLS N44°28.04′ W95°07.69′ NOTAM FILE RWF. **TWIN CITIES**
(H) VORW/DME 113.3 RWF Chan 80 016° 5.2 NM to Redwood Falls Muni. 1061/7E. **HIWAS.** **H–2H, L–12I**
RCO 122.4 (PRINCETON RADIO)

ILS or LOC/DME RWY 31

LOC I-RYM	APCH CRS	Rwy Idg 6100 TDZE 1149 Arpt Elev 1152
111.1	312°	

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

▼ NA

* When ALS inop, increase CAT D vis ¼ mile.

MALSF

MISSED APPROACH: Climb to 2000, then climbing left turn to 3300 direct XCR NDB and hold. (TACAN equipped acft climb to 2000, then climbing left turn to 4200 via RYM R-220 to GARYE 15 DME and hold).

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35

ADF or TACAN REQUIRED

R-4301

Procedure NA when R-4301 is active.

BRAINERD

7000 216°- (20.9)

To XCR

MSA RYM 25 NM

3300

1674

1708

1419

1639

CAMP RIPLEY Chan 48 RYM

RIPLEY 404 XCR

R-080

3200

(IAF) RUSEE RYM 15

LOCALIZER 111.1 I-RYM

132°

5000 132° from XCR (5.7)

1299

5000 133° from RYM (6.6)

1644

When local altimeter setting not received, use Little Falls altimeter setting and increase DA to 1373, increase all MDAs 40 ft and S-LOC 31 CAT D vis by ¼ mile.

1570

1494

(IAF) PEGGO RYM 6.6

1680

1557

087°

267°

3200 No PT RYM 15 Arc

LR-125

312°

TODEE RYM 15

3200

(IAF) GARYE RYM 15

3200

R-220

GS unusable for coupled approaches below 1660 ft. MSL.

10 NM

LR-141

132°

040°

220°

RYM

3200 No PT RYM 15 Arc

22

ELEV 1152

2000	3300	XCR

PEGGO RYM 6.6

Remain within 10 NM

5000

132°

3128

3300

TACAN

4

312°

312°

3200

GS 3.00°

TCH 38

6.2 NM

13

132°

6100 x 100

3500 x 80

TDZE 1149

31

Assault Strip

312°

1299

312° 6.2 NM from FAF

CATEGORY	A	B	C	D
S-ILS 31	1349-¾ 200 (200-¾)			
S-LOC 31 *	1580-¾ 431 (500-¾)		1580-1 431 (500-1)	1580-1¼ 431 (500-1¼)
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

HIRL Rwy 13-31 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010

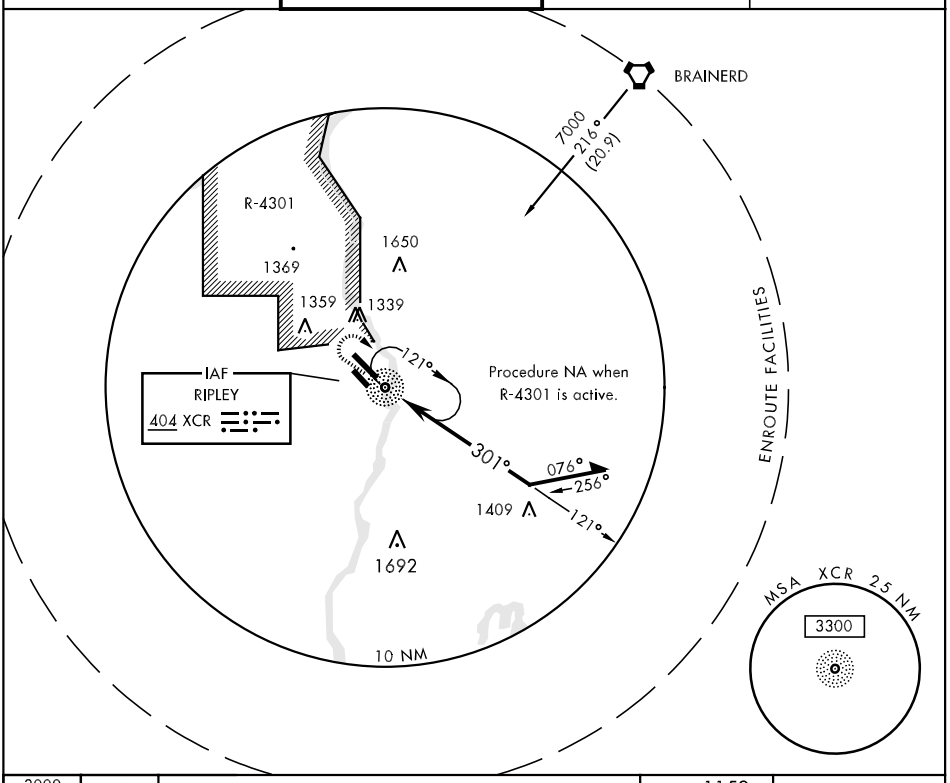
NC-1, 21 OCT 2010 to 18 NOV 2010

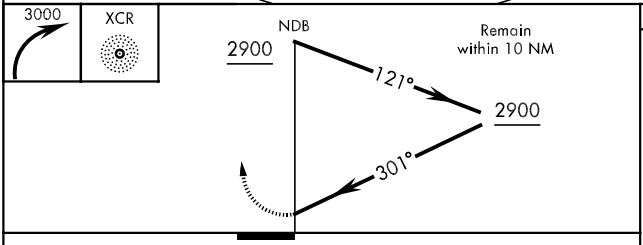
NDB RWY 31

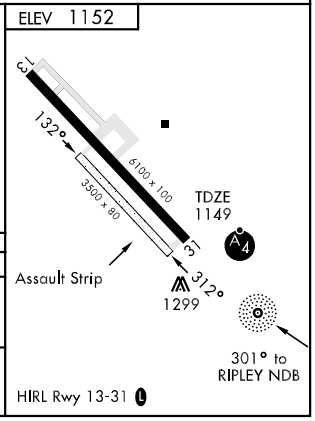
NDB XCR 404	APCH CRS 301°	Rwy Idg 6100 TDZE 1149 Arpt Elev 1152	AL-5226 [USA]	RAY S. MILLER AAF (KRYM)

T A NA	When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40'. Inop table does not apply to CAT C.	MALSF	MISSED APPROACH: Climbing right turn to 3000 in XCR NDB holding pattern.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 L 254.4 49.2	126.2	148.35







CATEGORY	A	B	C	D
S-31	1760-¾ 611 (700-¾)		1760-1¾ 611 (700-1¾)	1760-2 611 (700-2)
CIRCLING	1760-1 608 (700-1)		1760-1¾ 608 (700-1¾)	1760-2 608 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

APCH CRS	Rwy ldg	6100
132°	TDZE	1152
	Arpt Elev	1152

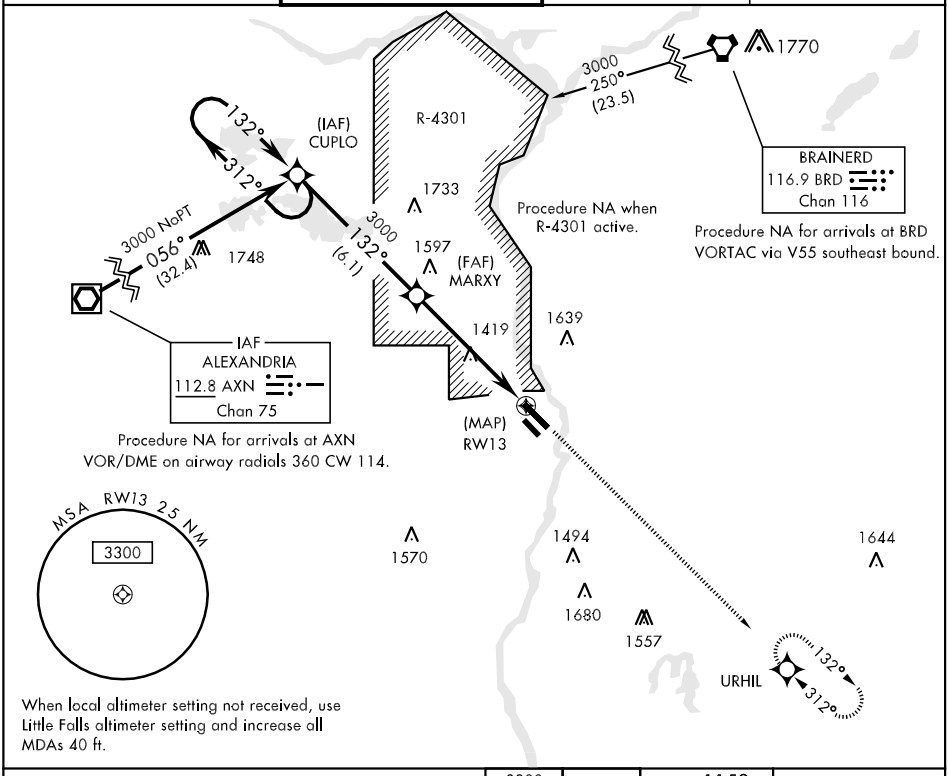
AL-5226 [USA]

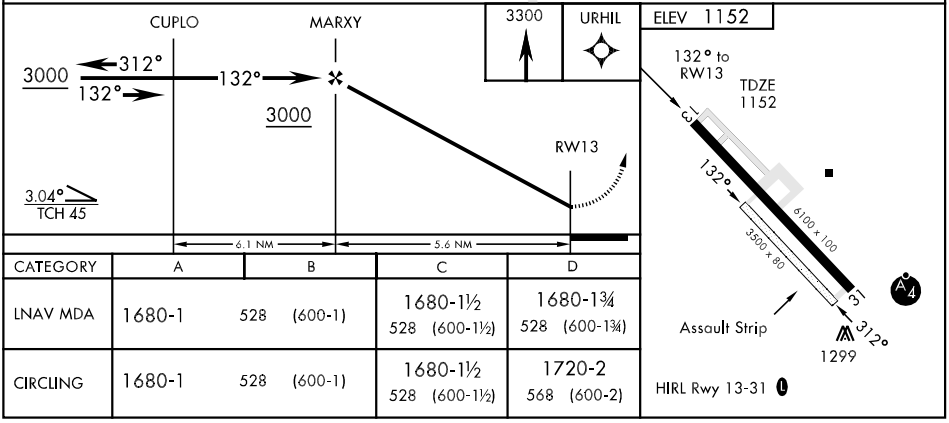
RAY S. MILLER AAF (KRYM)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 direct URHIL and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35





CATEGORY	A	B	C	D
LNAV MDA	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	1680-1¾ 528 (600-1¾)
CIRCLING	1680-1	528 (600-1)	1680-1½ 528 (600-1½)	1720-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APCH CRS 312°

Rwy Idg 6100
TDZE 1149
Arpt Elev 1152

AL-5226 [USA]

NA

* When ALS inop, increase CAT D vis ¼ mile.

DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climbing right turn to 3300 direct URHIL WPT and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	254.4 126.2 (L) 49.2	126.2	148.35

R-4301

1419

1639

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDAs 40 ft.

Procedure NA when R-4301 is active.

(MAP) RW31

1299

(FAF) PEGGO

1644

(IAF) GITTI

3300

NoPT 3300

234° (8.5)

1570

1494

1680

1557

3200

312° (6.1)

(IAF) URHIL

132°

312°

MSA RW31 2.5 NM

3300

NoPT 3300

037° (15.6)

1610

3300

(IAF) INONY

3300 URHIL

VDP NA when using Little Falls altimeter setting.

URHIL

132°

312°

3300

1.2 NM to RW31

PEGGO

312°

RW31

3200

3.05°

TCH 38

6.2 NM

6.1 NM

ELEV 1152

132°

6100 x 100

3500 x 80

TDZE 1149

Assault Strip

1299

312°

312° to RW31

HIRL Rwy 13-31 (L)

CATEGORY	A	B	C	D
LNAV MDA *	1580- ¾ 431 (500- ¾)		1580-1 431 (500-1)	1580-1¼ 431 (500-1¼)
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13

TACAN	APCH CRS	Rwy Idg	6100
Chan 48 RYM	128°	TDZE	1152
		Arpt Elev	1152

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

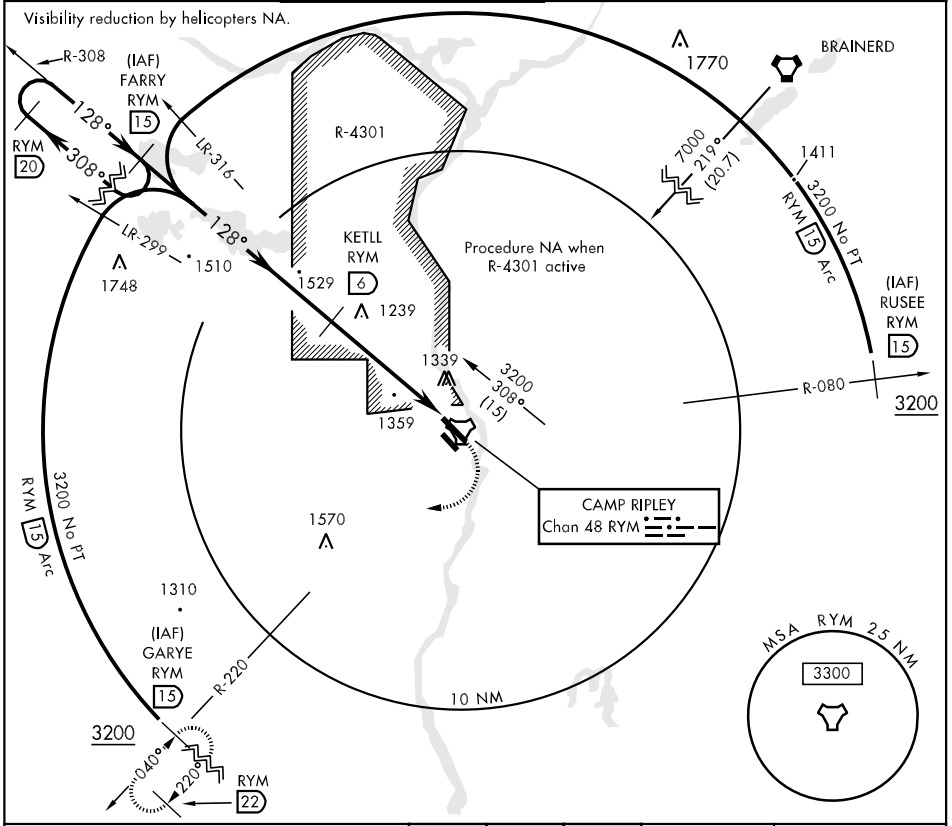
When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40'.

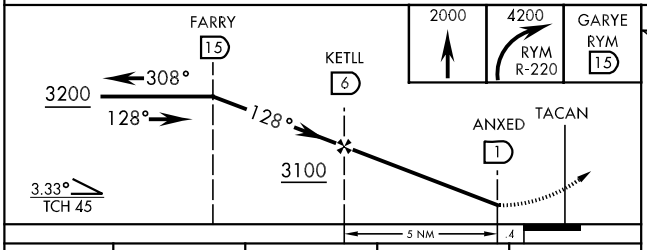
NA

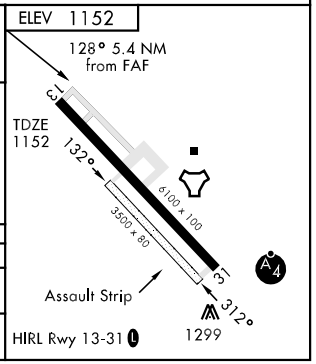
MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 via RYM TACAN R-220 to GARYE (15 DME) and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 (L) 254.4 49.2	126.2	148.35

Visibility reduction by helicopters NA.







CATEGORY	A		B		C		D	
S-13	1700-1	548	(600-1)		1700-1½	548 (600-1½)	1700-1¾	548 (600-1¾)
CIRCLING	1700-1	548	(600-1)		1700-1½	548 (600-1½)	1720-2	568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 31

TACAN	RYM
Chan	48

APCH CRS
318°

Rwy ldg	6100
TDZE	1149
Arpt Elev	1152

AL-5226 [USA]

RAY S. MILLER AAF (KRYM)

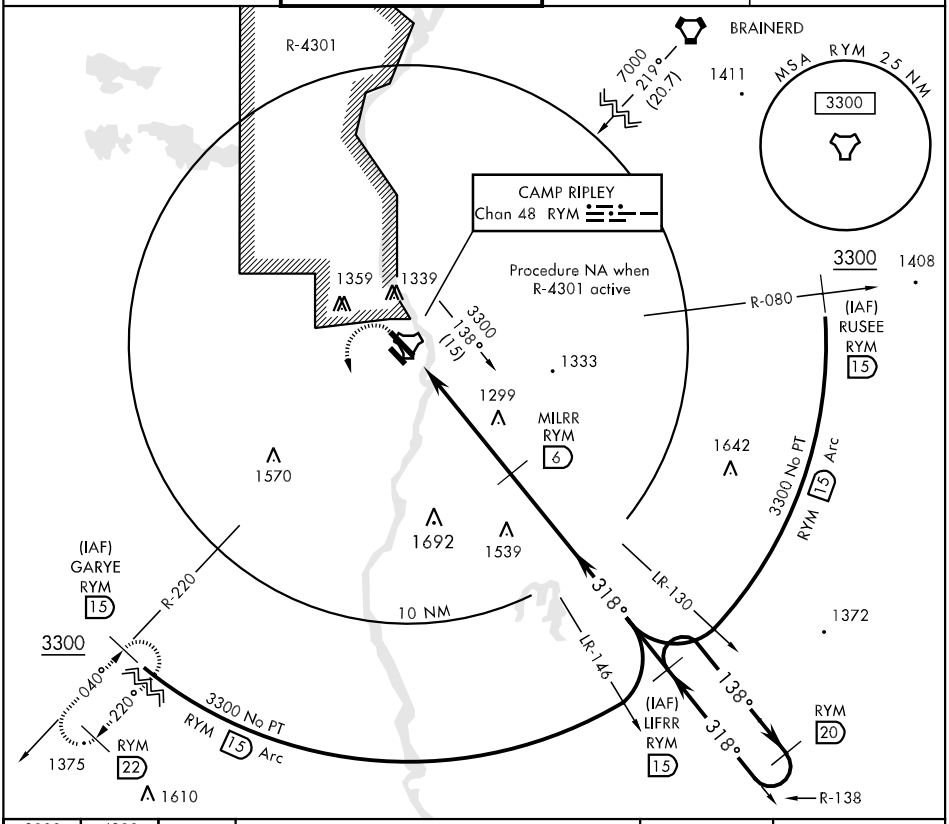
When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 40′ and INCR S-31 CAT D vis ¼ mile.

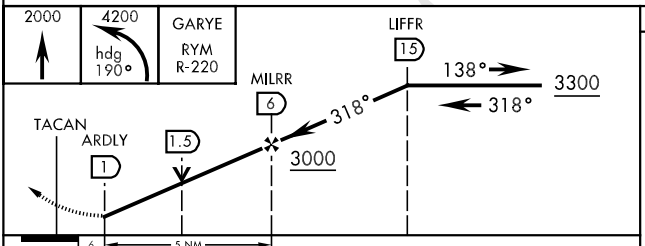
NA Inop table does not apply to CAT C.

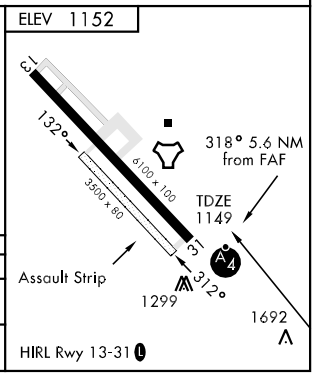
MALSF

MISSED APPROACH: Climb to 2000 then climbing left turn to 4200 via hdg 190° and RYM R-220 to GARYE (15 DME) and hold.

MINNEAPOLIS CENTER	MILLER TOWER ★	CLNC DEL	AWOS-3
118.05 239.0	126.2 (L) 254.4 49.2	126.2	148.35







CATEGORY	A	B	C	D
S-31	1560-¾ 411 (500-¾)		1560-1¼ 411 (500-1¼)	
CIRCLING	1620-1 468 (500-1)	1640-1 488 (500-1)	1640-1½ 488 (500-1½)	1720-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CANBY

MYERS FLD (CNB) 1 N UTC−6(−5DT) N44°43.77′ W96°15.96′ **TWIN CITIES**
1194 B **FUEL** 100LL, JET A NOTAM FILE CNB **L–12I, 14H**
RWY 12–30: H4648X75 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 25′. **RWY 30:** REIL. PAPI(P4L)—GA 3.0° TCH 29′. Thld dsplcd 239′. Road.
AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs with credit card. MIRL Rwy 12–30 preset on low ints. To increase ints and ACTIVATE REIL Rwy 12 and Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (507) 223–5293
COMMUNICATIONS: CTAF 122.9
MADISON RCO 122.3 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/CON** 128.5
GCO 121.725 (FLIGHT SERVICES).
RADIO AIDS TO NAVIGATION: NOTAM FILE MML.
MARSHALL (T) VORW/DME 111.0 MML Chan 47 N44°26.90′ W95°49.49′ 307° 25.3 NM to fld. 1180/5E.
AWOS–3 unmonitored.

CHANDLER FLD (See ALEXANDRIA)

CHATFIELD

FLYING A (2C4) 8 W UTC−6(−5DT) N43°49.00′ W92°20.21′ **CHICAGO**
1300 NOTAM FILE PNM
RWY 09–27: 3000X150 (TURF)
AIRPORT REMARKS: Attended 1400–0000Z‡. Ultralight tfc on and invof arpt. Major powerplant repairs avbl. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

CHISHOLM–HIBBING (See HIBBING)

CLARISSA MUNI (8Y5) 2 SE UTC−6(−5DT) N46°06.78′ W94°54.40′ **TWIN CITIES**
1308 NOTAM FILE PNM
RWY 10–28: 2600X200 (TURF)
RWY 10: Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended. Confirm winter conditions with arpt manager prior to use due to irregular snow removal call 218–756–3592/218–756–2125/218–756–2335. Rwy 10–28 edges marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

CLEAR LAKE

LEADERS CLEAR LAKE (8Y6) 2 E UTC−6(−5DT) N45°26.66′ W93°58.27′ **TWIN CITIES**
990 S4 **FUEL** 100LL NOTAM FILE PNM
RWY 18–36: 3000X150 (ASPH–TURF)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. There are several bare spots along the center of the rwy. Rwy 18–36 and dsplcd thresholds marked with yellow cones. Old A frame markers on north end do not coincide with rwy markings. Ultralight tfc on and invof arpt.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	4648
CH 56418	118°	TDZE	1194
W12A		Apt Elev	1194

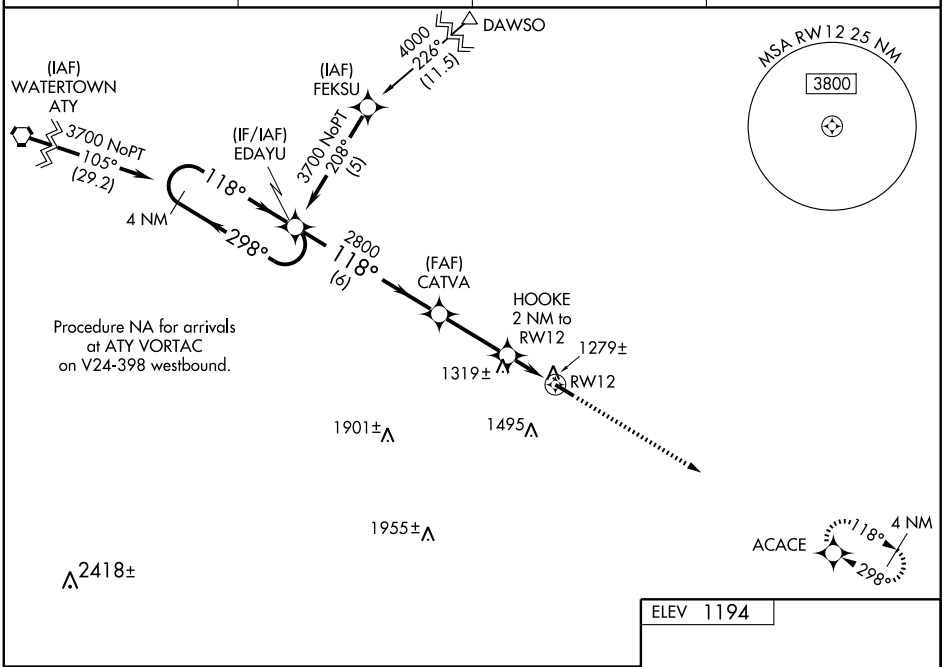
RNAV (GPS) RWY 12

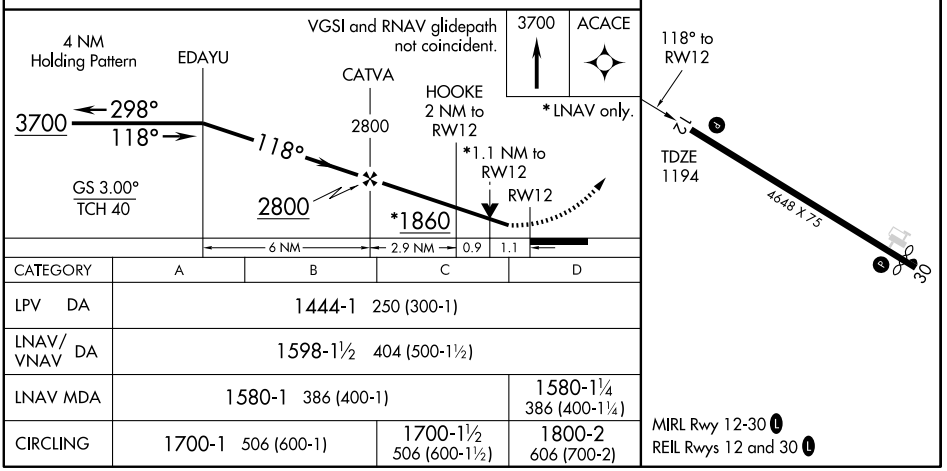
CANBY/MYERS FIELD (CNB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Lac Qui Parle County altimeter setting. Baro-VNAV NA when using Lac Qui Parle County altimeter setting. When local altimeter setting not received, use Lac Qui Parle County altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct ACACE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.575	128.5 306.2	121.725	122.9 L





CATEGORY	A	B	C	D
LPV DA	1444-1 250 (300-1)			
LNAV/VNAV DA	1598-1½ 404 (500-1½)			
LNAV MDA	1580-1 386 (400-1)			1580-1¼ 386 (400-1¼)
CIRCLING	1700-1 506 (600-1)		1700-1½ 506 (600-1½)	1800-2 606 (700-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4409
CH 77718	298°	TDZE	1192
W30A		Apt Elev	1194

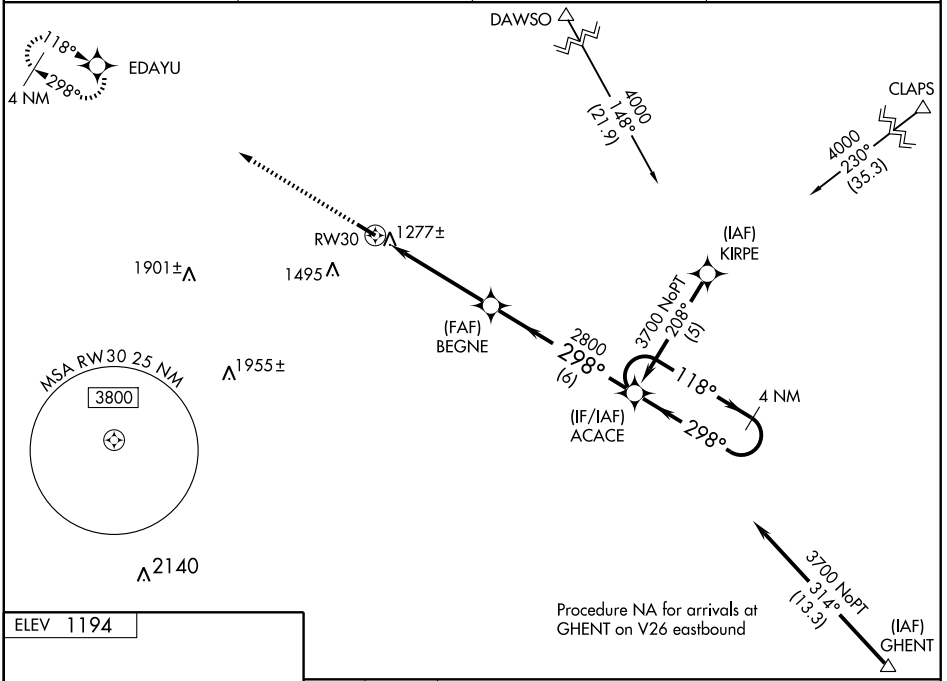
RNAV (GPS) RWY 30

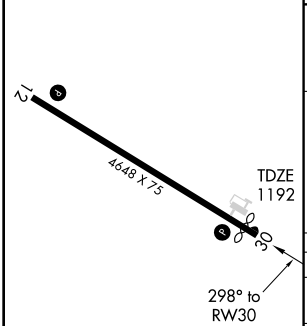
CANBY/MYERS FIELD (CNB)

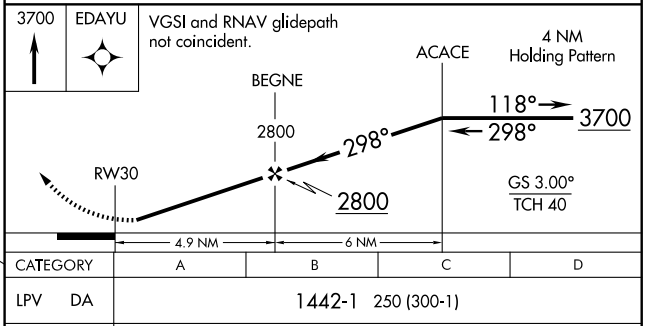
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Lac Qui Parle County altimeter setting. When local altimeter setting not received, use Lac Qui Parle County altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct EDAYU and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.575	128.5 306.2	121.725	122.9 L



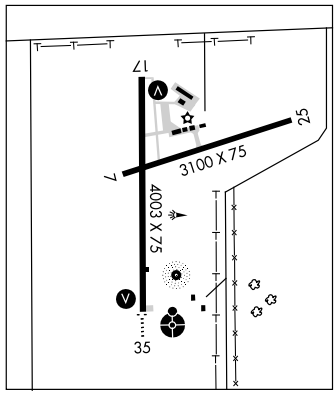




CATEGORY	A	B	C	D
LPV DA	1442-1 250 (300-1)			
LNAV/VNAV DA	1573-1½ 381 (400-1½)			
LNAV MDA	1680-1 488 (500-1)		1680-1¼ 488 (500-1¼)	1680-1½ 488 (500-1½)
CIRCLING	1700-1 506 (600-1)		1700-1½ 506 (600-1½)	1800-2 606 (700-2)

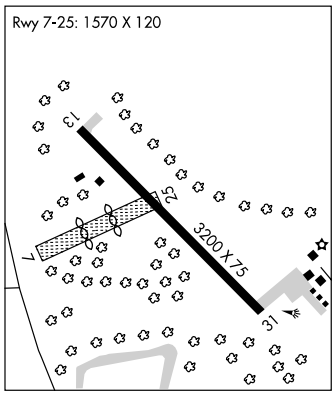
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CLOQUET CARLTON CO (COQ) 3 SW UTC−6(−5DT) N46°42.07′ W92°30.22′ GREEN BAY
1279 B S4 **FUEL** 100LL, JET A NOTAM FILE COQ L–14I
RWY 17–35: H4003X75 (ASPH) S–8, D–12 MIRL IAP
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 29′.
RWY 35: ODALS. VASI(V4L).
RWY 07–25: H3100X75 (ASPH). MIRL. 0.3% up SW
RWY 07: Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs credit card svc. For svc after hrs 218–591–6157. ACTIVATE MIRL Rwy 17–35 and Rwy 07–25, VASI Rwy 17 and Rwy 35, ODALS Rwy 35 and REIL Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (218) 879–0783.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 122.15
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 239° 13.8 NM to fld. 1428/5E.
NDB (MHW) 335 COQ N46°41.83′ W92°30.20′ at fld. NOTAM FILE COQ.



COOK COUNTY N47°50.40′ W90°23.14′ NOTAM FILE CKC. GREEN BAY
NDB (MHW) 358 CKC at Grand Marais/Cook County. L–14I

COOK MUNI (CQM) 2 S UTC−6(−5DT) N47°49.31′ W92°41.44′ GREEN BAY
1327 B **FUEL** 100LL, JET A NOTAM FILE CQM L–14I
RWY 13–31: H3200X75 (ASPH) MIRL 0.3% up NW IAP
RWY 13: Trees. **RWY 31:** Trees.
RWY 07–25: 1570X120 (TURF)
RWY 07: Thld dsplcd 585′. Trees.
RWY 25: Thld dsplcd 625′.
AIRPORT REMARKS: Attended 1500–1900Z‡. Self svc fuel avbl 24 hrs. Rwy 07–25 CLOSED winter months. Rwy 13–31 rough ride, secondary cracking, alligator cracking. Rwy 07–25 and dsplcd thlds marked with yellow cones. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—CTAF
WEATHER DATA SOURCES: AWOS–3 118.175 (218) 666–2539.
COMMUNICATIONS: CTAF 122.9
EVELETH RCO 122.45 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HIB.
HIBBING (L) VORW/DME 110.8 HIB Chan 45 N47°18.09′ W92°42.24′ 359° 31.2 NM to fld. 1312/2E.



CRANE LAKE N48°15.60′ W92°28.48′ GREEN BAY
RCO 122.2 (PRINCETON RADIO) L–14I

CRANE LAKE

SCOTTS SPB (CDD) 0 NE UTC−6(−5DT) N48°16.00′ W92°29.01′ GREEN BAY
1119 **FUEL** 100LL, MOGAS LRA NOTAM FILE CDD
WATERWAY 07–25: 8000X1000 (WATER)
WATERWAY 16–34: 7000X1000 (WATER)
SEAPLANE REMARKS: Attended May–Sep 1300Z‡–dark. Inlet southwest of dock is a congested area, avoid as approach/departure area.
WEATHER DATA SOURCES: AWOS–3 385 SCG (218) 993–2467.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CDD.
SCOTT NDB (MHW) 385 SCG N48°15.60′ W92°28.48′ at fld. **AWOS–3.** VFR only.

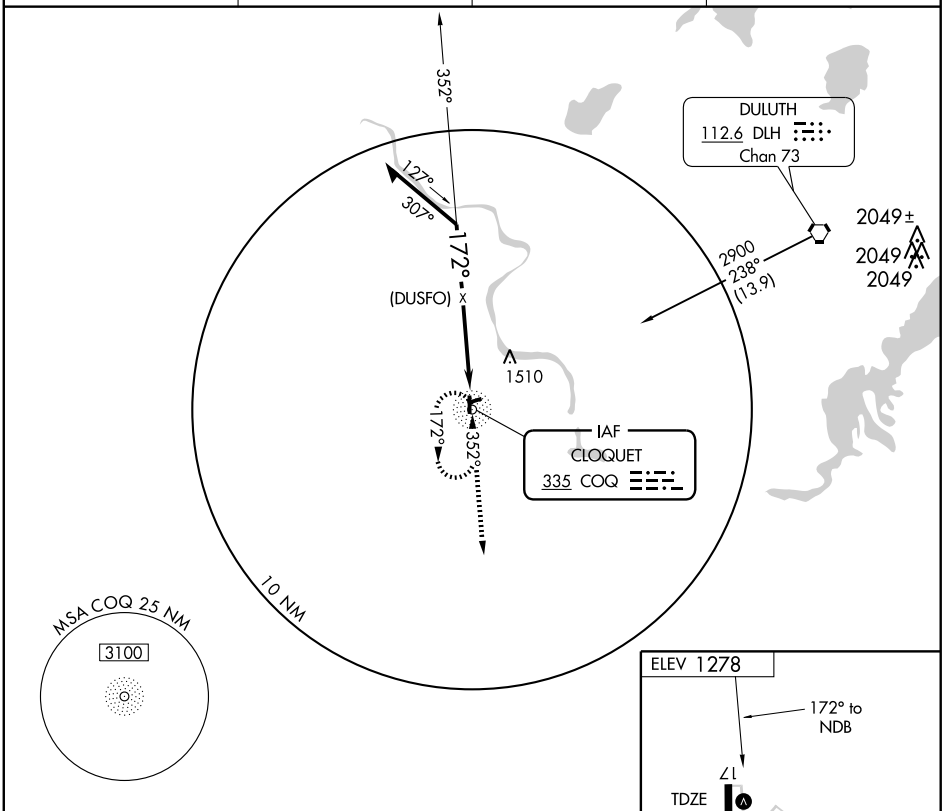
NDB COQ 335	APP CRS 172°	Rwy Idg 4003 TDZE 1274 Apt Elev 1279

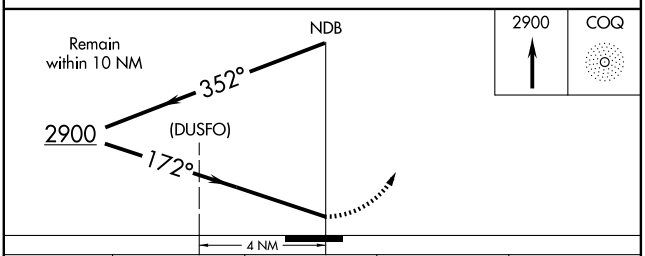
NDB or GPS RWY 17
CLOQUET CARLTON COUNTY (COQ)

T
NA

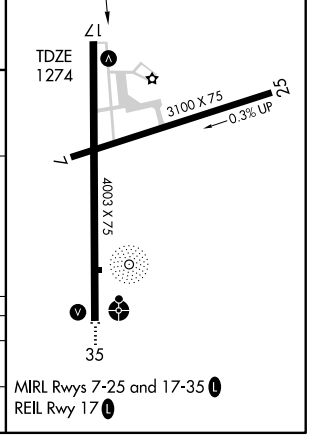
MISSED APPROACH: Climb to 2900 then direct COQ NDB and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-17	1860-1	586 (600-1)	1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1	582 (600-1)	1860-1½ 582 (600-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB COQ 335	APP CRS 005°	Rwy Idg 4003 TDZE 1278 Apt Elev 1279

NDB RWY 35

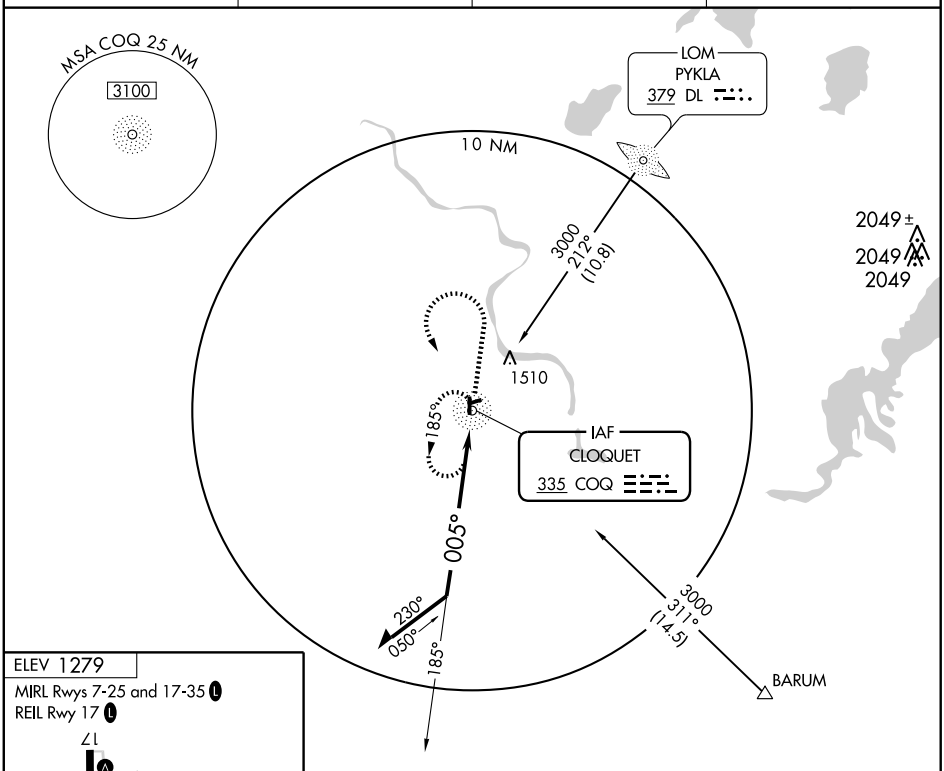
CLOQUET CARLTON COUNTY (COQ)

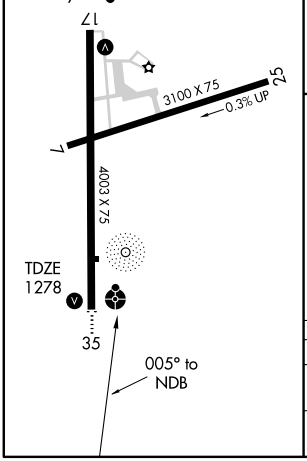
T NA When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDAs 60 feet and increase S-35 and Circling Cat. C visibilities ¼ mile.

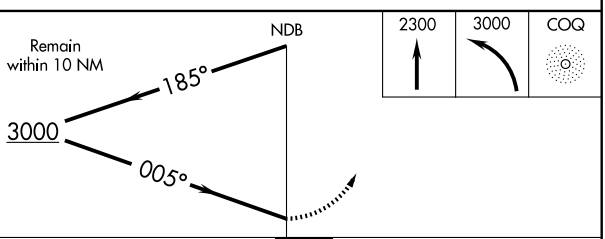
ODALS

MISSED APPROACH: Climb to 2300 then climbing left turn to 3000 direct COQ NDB and hold, continue climb-in-hold to 3000.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-35	1860-1	582 (600-1)	1860-1½ 582 (600-1½)	NA
CIRCLING	1860-1	581 (600-1)	1860-1½ 581 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4003
356°	TDZE	1278
	Apt Elev	1279

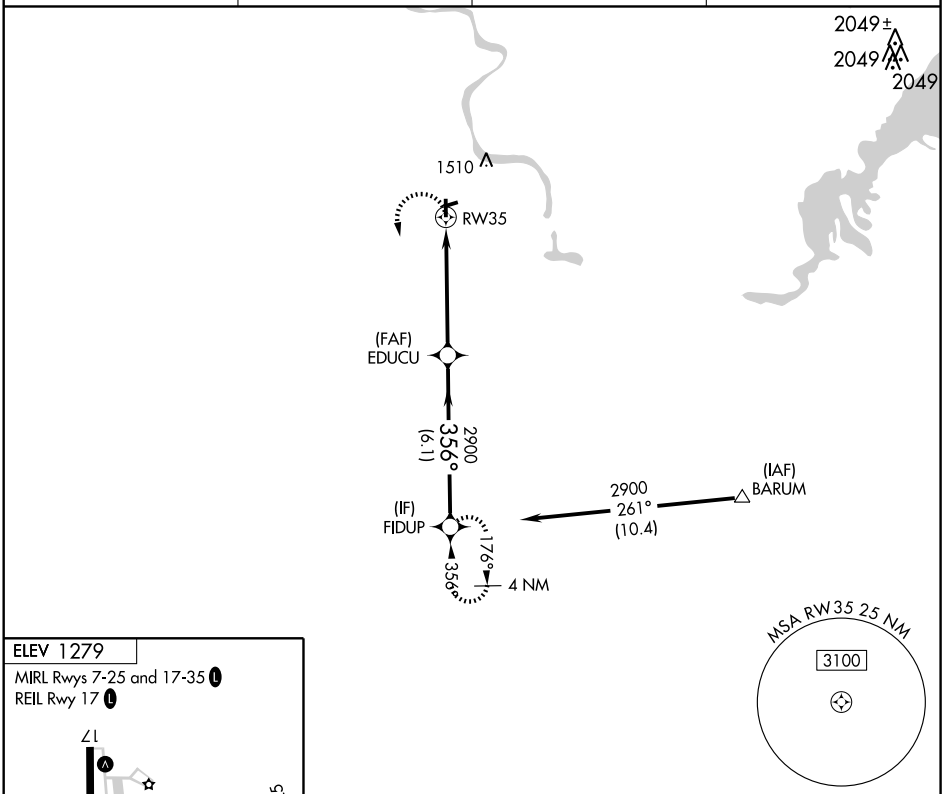
RNAV (GPS) RWY 35
CLOQUET CARLTON COUNTY (COQ)

DME/DME RNP-0.3 NA.
VDP NA when using Duluth Intl altimeter setting.
When local altimeter setting not received, use Duluth Intl altimeter setting and increase all MDAs 60 feet and Cat. C Circling visibility ¼ mile.

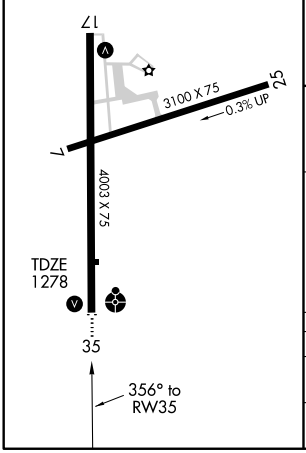
ODALS

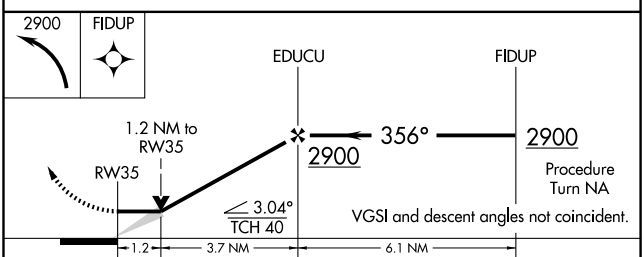
MISSED APPROACH: Climbing left turn to 2900 direct FIDUP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L



ELEV 1279
MIRL Rwys 7-25 and 17-35 L
REIL Rwy 17 L





CATEGORY	A	B	C	D
LNAV MDA	1680-1	402 (500-1)	1680-1¼ 402 (500-1¼)	NA
CIRCLING	1740-1 461 (500-1)	1780-1 501 (600-1)	1860-1½ 581 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DLH	APP CRS	Rwy Idg	N/A
112.6	059°	TDZE	N/A
Chan 73		Apt Elev	1279

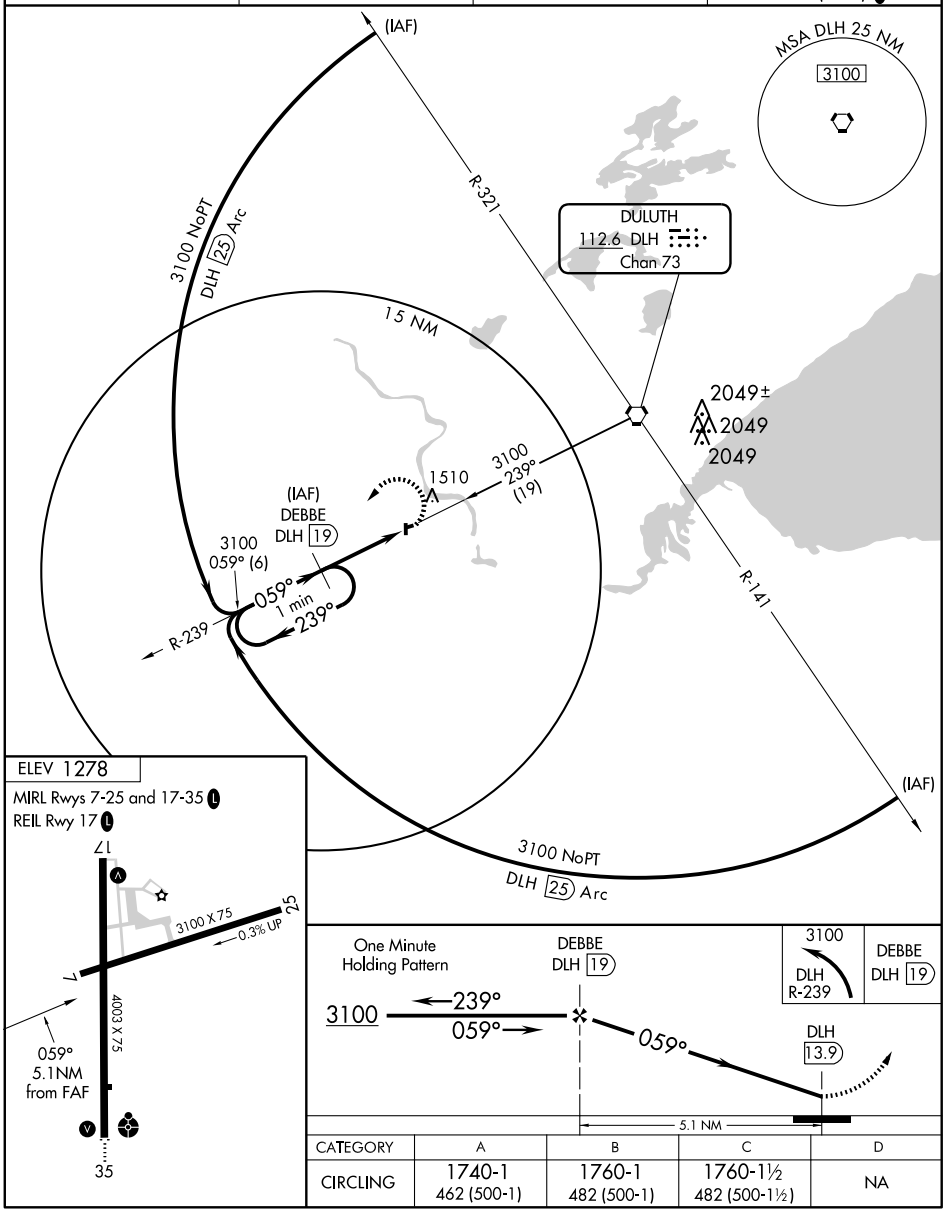
VOR/DME-A

CLOQUET CARLTON COUNTY (COQ)

T
NA

MISSED APPROACH: Climbing left turn to 3100 via DLH R-239 to DEBBE DLH 19 DME and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
118.525	125.45 255.9	122.15	122.8 (CTAF) L



ELEV 1278

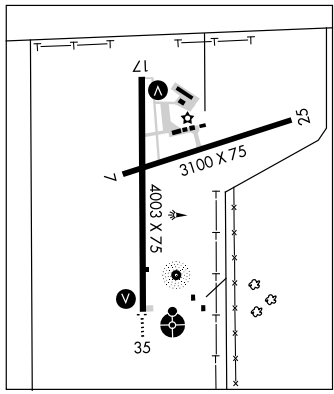
MIRL Rwys 7-25 and 17-35 L

REIL Rwy 17 L

CATEGORY	A	B	C	D
CIRCLING	1740-1 462 (500-1)	1760-1 482 (500-1)	1760-1½ 482 (500-1½)	NA

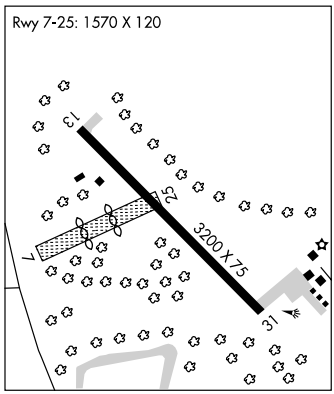
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CLOQUET CARLTON CO (COQ) 3 SW UTC−6(−5DT) N46°42.07′ W92°30.22′ GREEN BAY
1279 B S4 **FUEL** 100LL, JET A NOTAM FILE COQ L–14I
RWY 17–35: H4003X75 (ASPH) S–8, D–12 MIRL IAP
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 29′.
RWY 35: ODALS. VASI(V4L).
RWY 07–25: H3100X75 (ASPH). MIRL. 0.3% up SW
RWY 07: Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs credit card svc. For svc after hrs 218–591–6157. ACTIVATE MIRL Rwy 17–35 and Rwy 07–25, VASI Rwy 17 and Rwy 35, ODALS Rwy 35 and REIL Rwy 17—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (218) 879–0783.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 122.15
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 239° 13.8 NM to fld. 1428/5E.
NDB (MHW) 335 COQ N46°41.83′ W92°30.20′ at fld. NOTAM FILE COQ.



COOK COUNTY N47°50.40′ W90°23.14′ NOTAM FILE CKC. GREEN BAY
NDB (MHW) 358 CKC at Grand Marais/Cook County. L–14I

COOK MUNI (CQM) 2 S UTC−6(−5DT) N47°49.31′ W92°41.44′ GREEN BAY
1327 B **FUEL** 100LL, JET A NOTAM FILE CQM L–14I
RWY 13–31: H3200X75 (ASPH) MIRL 0.3% up NW IAP
RWY 13: Trees. **RWY 31:** Trees.
RWY 07–25: 1570X120 (TURF)
RWY 07: Thld dsplcd 585′. Trees.
RWY 25: Thld dsplcd 625′.
AIRPORT REMARKS: Attended 1500–1900Z‡. Self svc fuel avbl 24 hrs. Rwy 07–25 CLOSED winter months. Rwy 13–31 rough ride, secondary cracking, alligator cracking. Rwy 07–25 and dsplcd thlds marked with yellow cones. MIRL Rwy 13–31 preset low ints, to increase ints ACTIVATE—CTAF
WEATHER DATA SOURCES: AWOS–3 118.175 (218) 666–2539.
COMMUNICATIONS: CTAF 122.9
EVELETH RCO 122.45 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HIB.
HIBBING (L) VORW/DME 110.8 HIB Chan 45 N47°18.09′ W92°42.24′ 359° 31.2 NM to fld. 1312/2E.



CRANE LAKE N48°15.60′ W92°28.48′ GREEN BAY
RCO 122.2 (PRINCETON RADIO) L–14I

CRANE LAKE

SCOTTS SPB (CDD) 0 NE UTC−6(−5DT) N48°16.00′ W92°29.01′ GREEN BAY
1119 **FUEL** 100LL, MOGAS LRA NOTAM FILE CDD
WATERWAY 07–25: 8000X1000 (WATER)
WATERWAY 16–34: 7000X1000 (WATER)
SEAPLANE REMARKS: Attended May–Sep 1300Z‡–dark. Inlet southwest of dock is a congested area, avoid as approach/departure area.
WEATHER DATA SOURCES: AWOS–3 385 SCG (218) 993–2467.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE CDD.
SCOTT NDB (MHW) 385 SCG N48°15.60′ W92°28.48′ at fld. **AWOS–3.** VFR only.

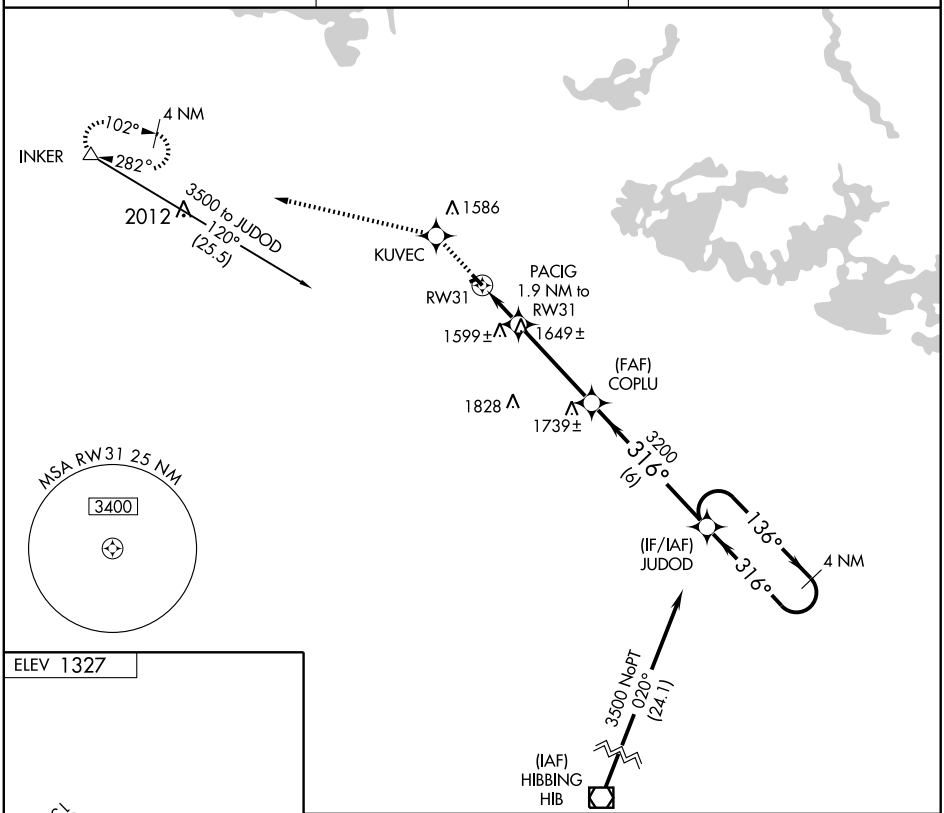
APP CRS	Rwy Idg	3200
316°	TDZE	1327
	Apt Elev	1327

RNAV (GPS) RWY 31
COOK MUNI (CQM)

DME/DME RNP- 0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3600 direct KUVEC and via 282° track to INKER and hold.

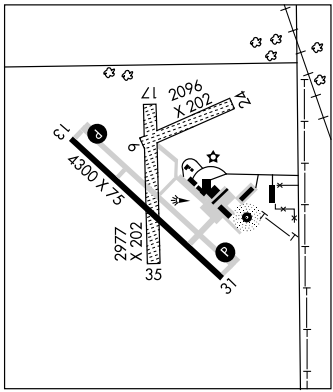
AWOS-3	PRINCETON RADIO	CTAF
118.175	122.45	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 493 (500-1)		NA	
CIRCLING	1900-1 573 (600-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CROOKSTON MUNI KIRKWOOD FLD (CKN) 4 N UTC−6(−5DT) N47°50.50′ W96°37.29′ — TWIN CITIES
900 B S4 **FUEL** 100LL, JET A TPA—1700(800) NOTAM FILE CKN — L–14G
RWY 13–31: H4300X75 (ASPH) S–11, D–16 MIRL — IAP
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 30′.
RWY 31: REIL. PAPI(P4R)—GA 3.0° TCH 40′.
RWY 17–35: 2977X202 (TURF)
RWY 06–24: 2096X202 (TURF) 0.4% up NE
RWY 24: Trees.
AIRPORT REMARKS: Attended dalgt hours. Fuel avbl 24 hrs with credit card. Rwy 17–35 and Rwy 06–24 CLOSED winter months. Rwy 13 designated no wind rwy. Rwy 06–24 and Rwy 17–35 marked with yellow cones. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 400 CKN (218) 281–3018.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **GRAND FORKS APP/DEP CON** 118.1 **CLNC DEL** 118.15
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 097° 23.8 NM to fld. 841/9E. **HIWAS.**
NDB (MHW) 400 CKN N47°50.42′ W96°36.99′ at fld.
AWOS–3. NOTAM FILE CKN.



CRYSTAL (See MINNEAPOLIS)

DARWIN N45°05.25′ W94°27.23′ NOTAM FILE PNM. — TWIN CITIES
(L) VORTAC 109.0 DWN Chan 27 277° 2.3 NM to Litchfield Muni. 1130/7E. — L–12I, 14H
RCO 122.1R 109.0T (PRINCETON RADIO)

DAWSON–MADISON N44°59.05′ W96°10.75′ NOTAM FILE DXX. — OMAHA
NDB (MHW) 341 DXX at Lac Qui Parle Co. **AWOS–3**. — L–12I, 14H

DEERWOOD

BIRCH LAKE SPB (M69) 6 NW UTC−6(−5DT) N46°22.18′ W93°48.83′ — TWIN CITIES
1278 NOTAM FILE PNM
WATERWAY 13–31: 6000X2000 (WATER)
WATERWAY 07–25: 5000X2000 (WATER)
SEAPLANE REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

MAL'S SERPENT LAKE SPB (M14) 1 E UTC−6(−5DT) N46°28.45′ W93°55.12′ — TWIN CITIES
1246 NOTAM FILE PNM
WATERWAY 06W–24W: 10000X500 (WATER)
WATERWAY 06: Rgt tfc.
WATERWAY 18W–36W: 6000X500 (WATER)
SEAPLANE REMARKS: Unattended. Avoid overflight of Crosby Hospital 1.4 NM NW.
COMMUNICATIONS: CTAF 122.9

NDB CKN	APP CRS	Rwy Idg	4300
400	122°	TDZE	896
		Apt Elev	900

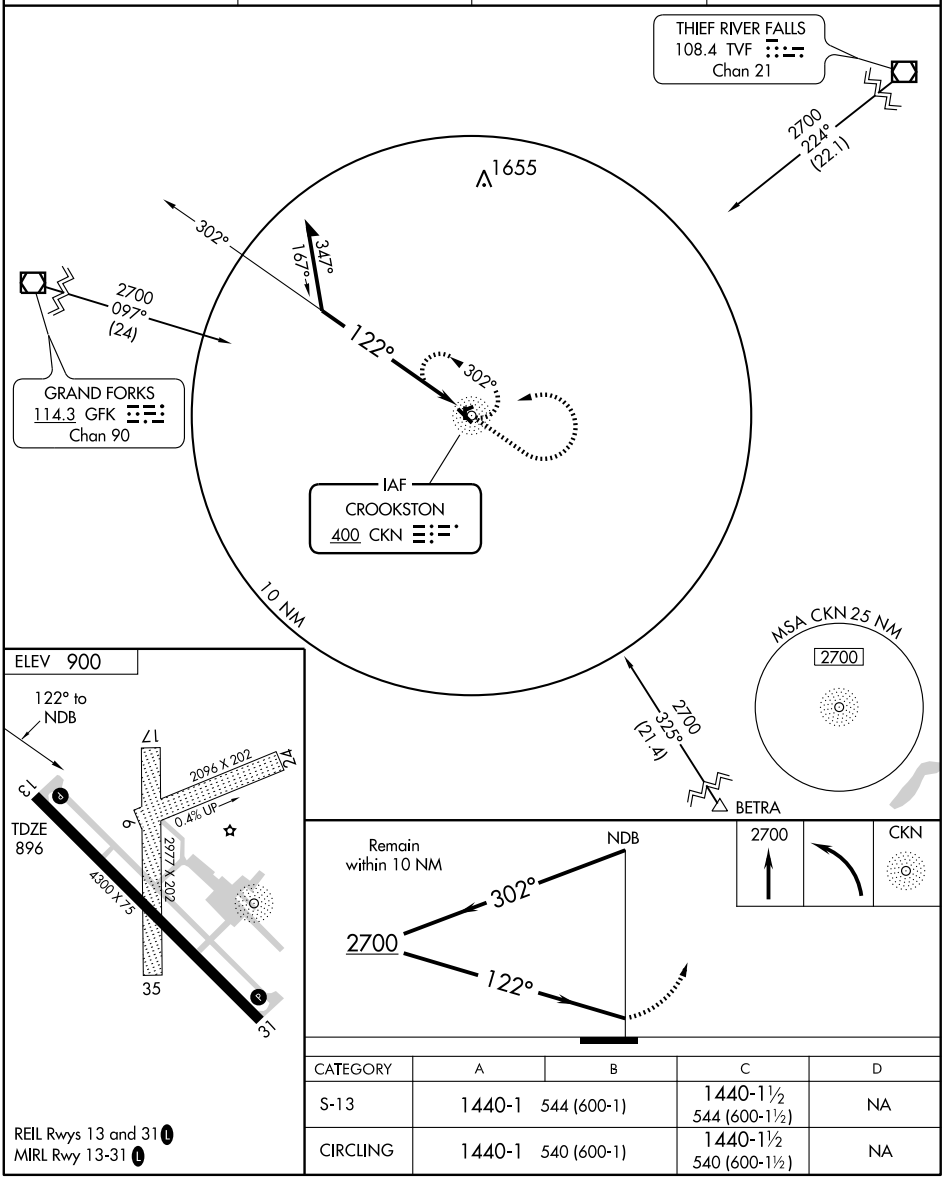
NDB RWY 13

CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

When local altimeter setting not received, use Grand Forks Intl altimeter setting and increase all MDA 80 feet, increase all Cat C visibities ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct CKN NDB and hold.

AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-13	1440-1	544 (600-1)	1440-1½ 544 (600-1½)	NA
CIRCLING	1440-1	540 (600-1)	1440-1½ 540 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 72704	128°	TDZE	896
W13A		Apt Elev	900

RNAV (GPS) RWY 13

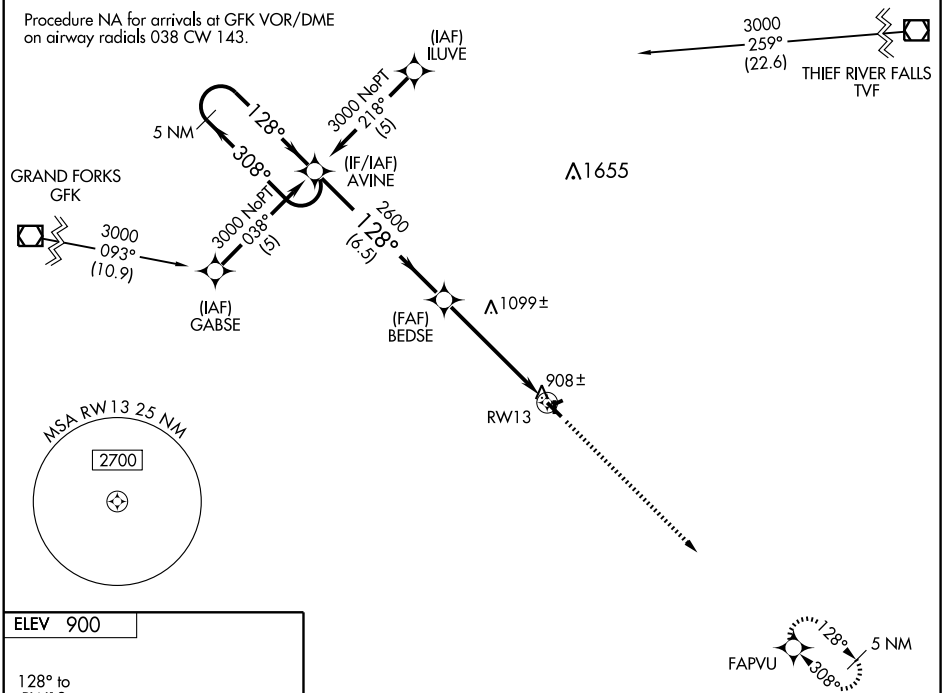
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

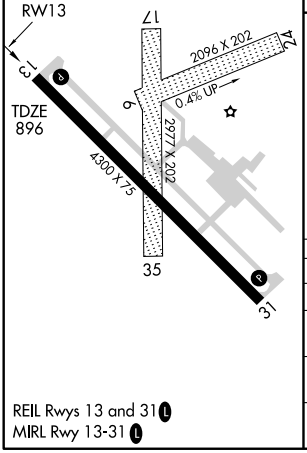
Baro-VNAV NA when using Grand Forks altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Grand Forks altimeter setting and increase all DAs 62 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct FAPVU and hold.

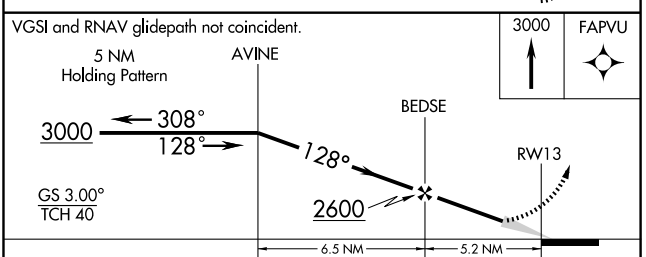
AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L

Procedure NA for arrivals at GFK VOR/DME on airway radials 038 CW 143.





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1146-1 250 (300-1)			NA
LNAV/VNAV DA	1210-1 314 (400-1)			NA
LNAV MDA	1360-1 464 (500-1)		1360-1¼ 464 (500-1¼)	NA
CIRCLING	1360-1 460 (500-1)		1360-1½ 460 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4300
CH 69304	308°	TDZE	897
W31A		Apt Elev	900

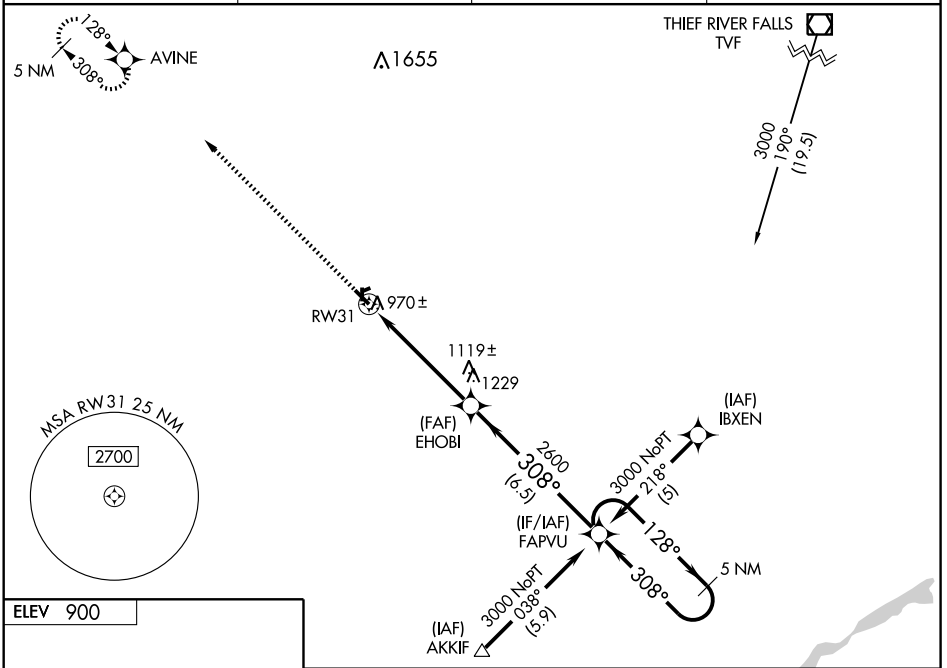
RNAV (GPS) RWY 31

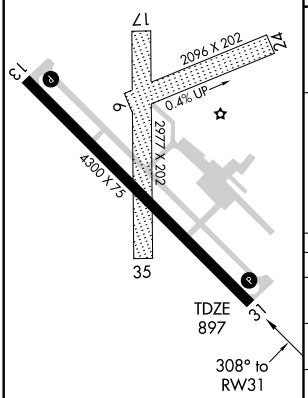
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

Baro-VNAV NA when using Grand Forks altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
If local altimeter setting not received, use Grand Forks altimeter setting and increase all DAs 62 feet and all MDAs 80 feet.
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

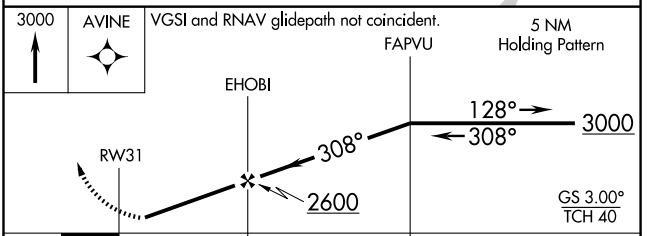
MISSED APPROACH: Climb to 3000 direct AVINE and hold.

AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1157-1 260 (300-1)			NA
LNAV/VNAV DA	1320-1½ 423 (500-1½)			NA
LNAV MDA	1380-1 483 (500-1)		1380-1¼ 483 (500-1¼)	NA
CIRCLING	1380-1 480 (500-1)		1380-1½ 480 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

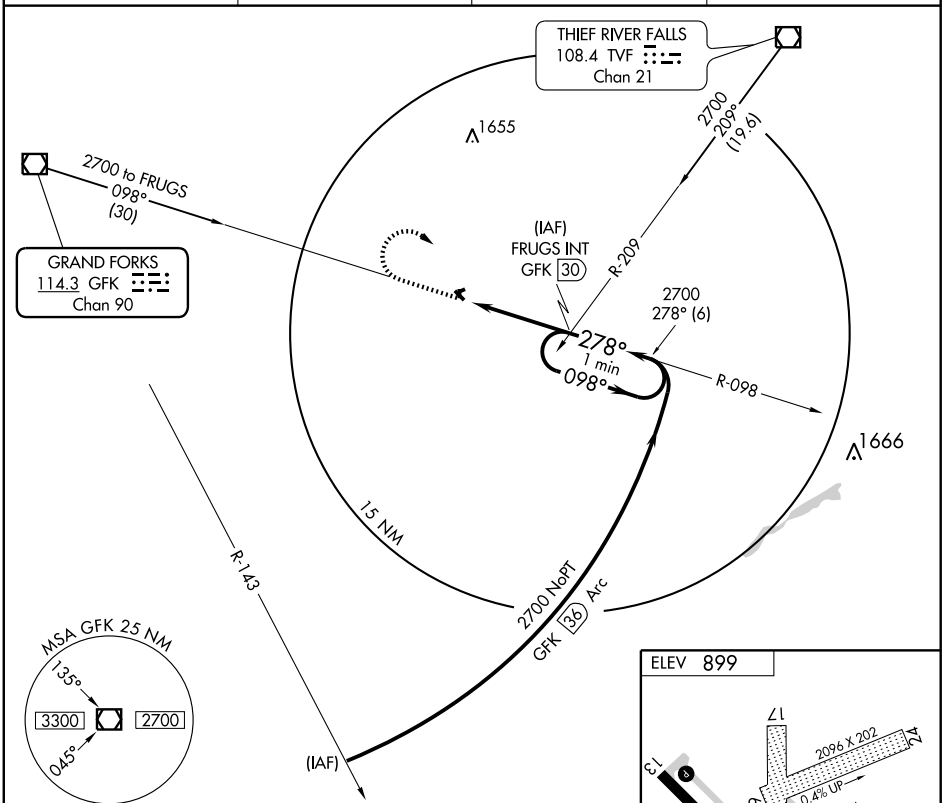
VOR/DME GFK	APP CRS	Rwy Idg	4300
114.3	278°	TDZE	896
Chan 90		Apt Elev	899

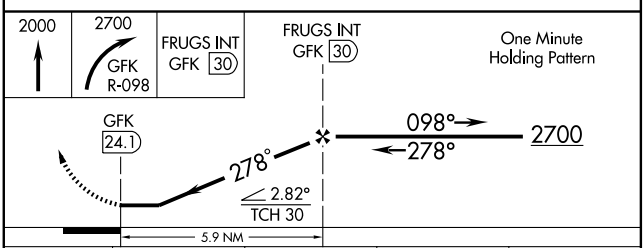
VOR RWY 31

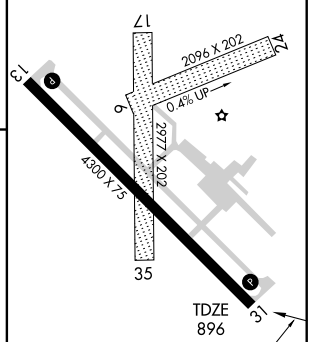
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via GFK R-098 to FRUGS Int and hold.

AWOS-3	GRAND FORKS APP CON	CLNC DEL	UNICOM
400	118.1 318.1	118.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-31	1700-1 804 (900-1)	1700-1¼ 804 (900-1¼)	1700-2¼ 804 (900-2¼)	NA
CIRCLING	1700-1 801 (900-1)	1700-1¼ 801 (900-1¼)	1700-2¼ 801 (900-2¼)	NA

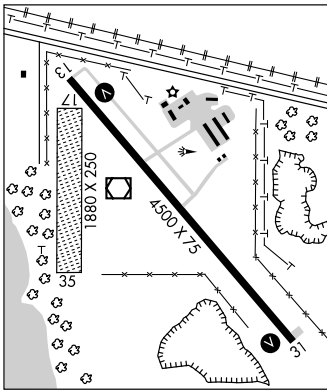
REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

278° 5.9 NM from FAF

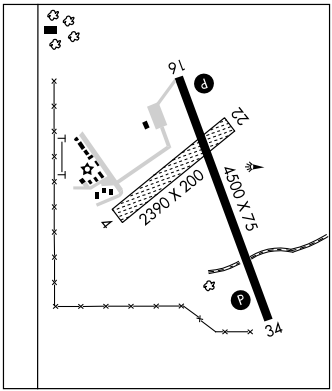
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT LAKES–WETHING FLD (DTL) 2 W UTC−6(−5DT) N46°49.51′ W95°53.14′ **TWIN CITIES**
1397 B S4 **FUEL** 100LL, JET A TPA—2197(800) NOTAM FILE DTL **L–14H**
RWY 13–31: H4500X75 (ASPH) S–23, D–42 MIRL 0.8% up NW **IAP**
RWY 13: REIL. VASI(V4L)—TCH 45′. Road.
RWY 31: REIL. VASI(V4L)—TCH 35′. Trees.
RWY 17–35: 1880X250 (TURF)
RWY 35: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1500–2200Z‡. Self svc avbl 24 hrs. Ultralights on and invof arpt. Rwy 17–35 CLOSED winter months. Rwy 17–35 marked with cones. Rwy 13 and Rwy 31 omnidirectional REIL. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and VASI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.2 DTL (218) 847–8626.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE DTL.
(T) VORW/DME 111.2 DTL Chan 49 N46°49.54′ W95°53.23′ at fld. 1387/5E. **AWOS–3**. Unmonitored.



DODGE CENTER (TOB) 1 SE UTC−6(−5DT) N44°01.08′ W92°49.90′ **GREEN BAY**
1305 B S4 **FUEL** 100LL NOTAM FILE TOB **L–12J**
RWY 16–34: H4500X75 (CONC) MIRL **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Trees.
RWY 34: REIL. PAPI(P4L). —GA 3.0° TCH 40′.
RWY 04–22: 2390X200 (TURF)
RWY 04: Road. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self svc fuel avbl with credit card. Rwy 04–22 CLOSED winter months. Ultralight tfc on and invof arpt. Windmills 1.5 miles SW of arpt. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (507) 374–6369.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 319° 17.4 NM to fld. 1389/5E. **HIWAS.**



APP CRS	Rwy Idg	4500
135°	TDZE	1397
	Apt Elev	1397

RNAV (GPS) RWY 13

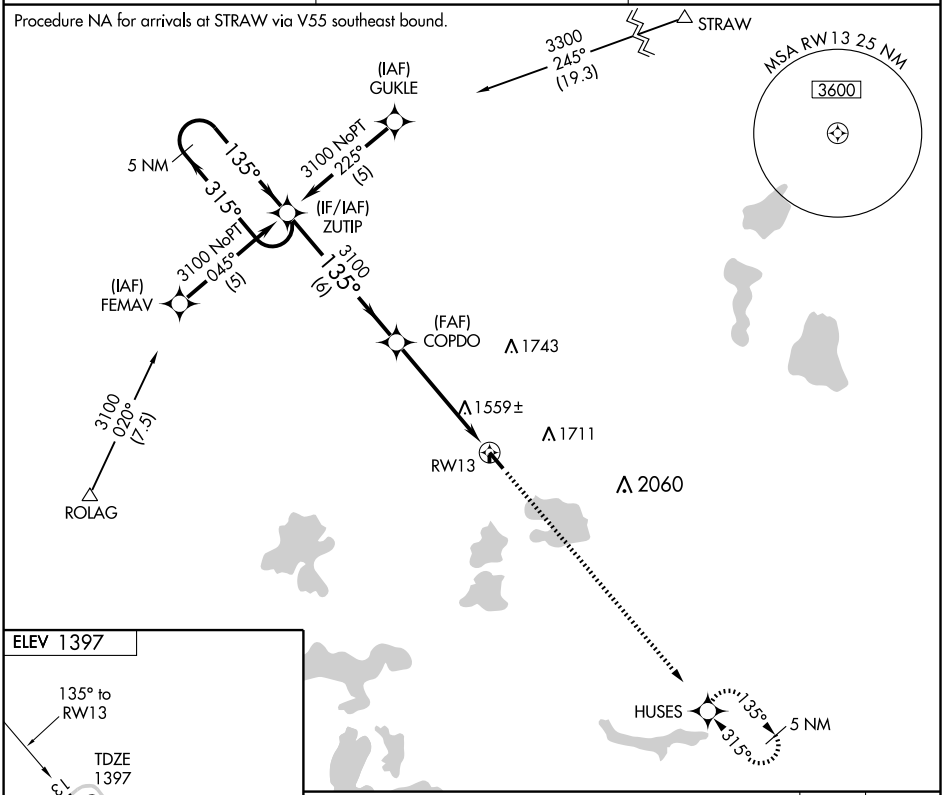
DETROIT LAKES-WETHING FIELD (DTL)

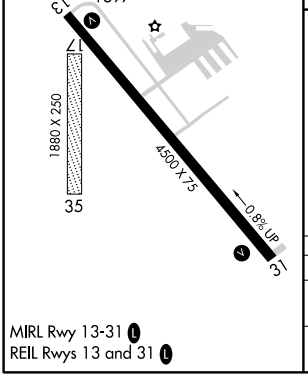
When VGSI inoperative, straight-in/circling Rwy 13 procedure NA at night.
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Park Rapids altimeter setting and increase DA/MDAs 100 feet.

MISSED APPROACH: Climb to 3100 direct HUSES and hold.

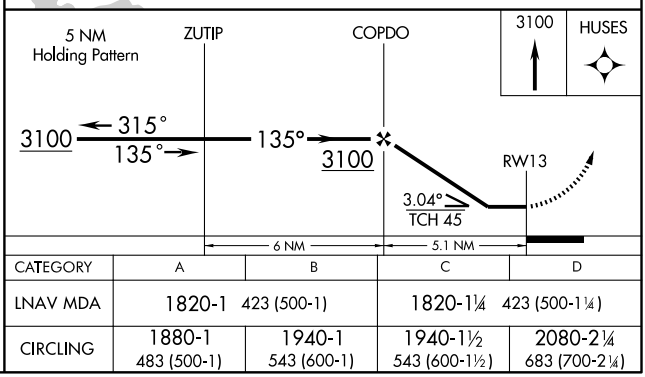
AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L

Procedure NA for arrivals at STRAW via V55 southeast bound.





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	1820-1 423 (500-1)		1820-1¼ 423 (500-1¼)	
CIRCLING	1880-1 483 (500-1)	1940-1 543 (600-1)	1940-1½ 543 (600-1½)	2080-2¼ 683 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 86704	315°	TDZE	1390
W31A		Apt Elev	1397

RNAV (GPS) RWY 31

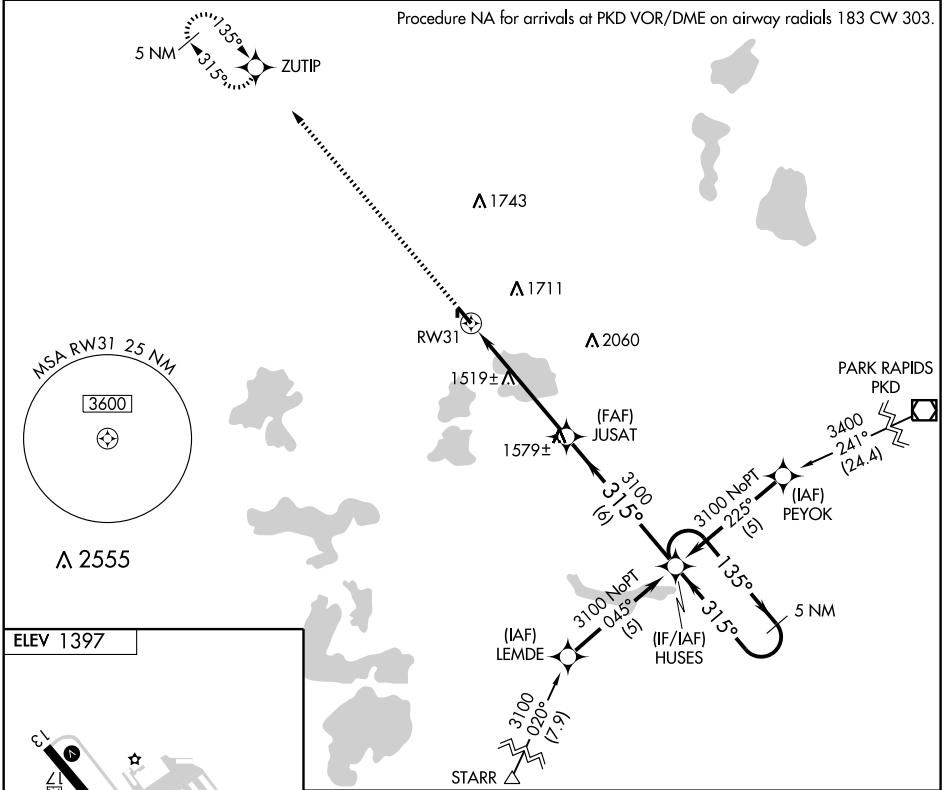
DETROIT LAKES-WETHING FIELD (DTL)

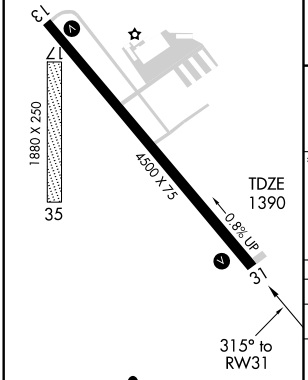
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Park Rapids altimeter setting.
If local altimeter setting not received, use Park Rapids altimeter setting and increase DA/MDAs 100 feet.

MISSED APPROACH: Climb to 3100 direct ZUTIP and hold.

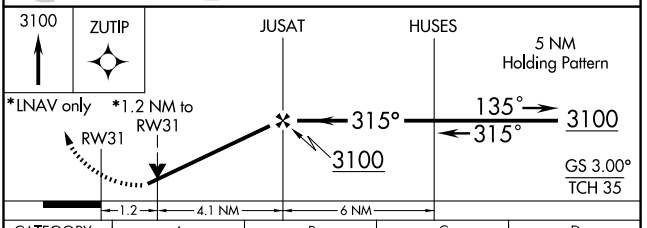
AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L

Procedure NA for arrivals at PKD VOR/DME on airway radials 183 CW 303.





MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LPV DA	1654-1 264 (300-1)			
LNAV MDA	1780-1 390 (400-1)			1780-1¼ 390 (400-1¼)
CIRCLING	1880-1 483 (500-1)	1940-1 543 (600-1)	1940-1½ 543 (600-1½)	2080-2¼ 683 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DTL	APP CRS	Rwy Idg	4500
111.2	142°	TDZE	1396
Chan 49		Apt Elev	1396

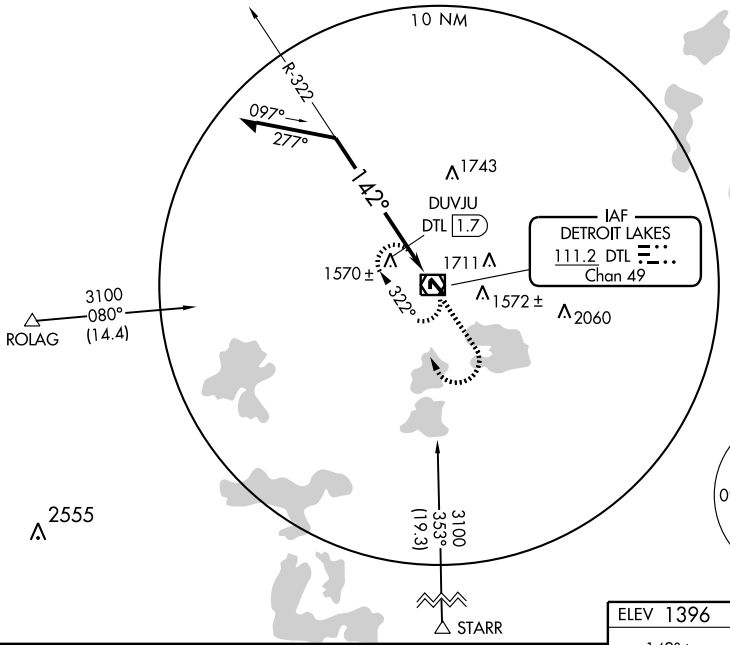
VOR RWY 13

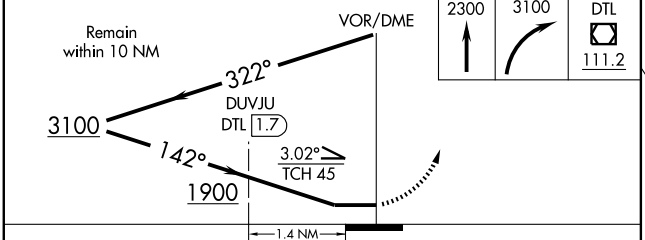
DETROIT LAKES-WETHING FIELD (DTL)

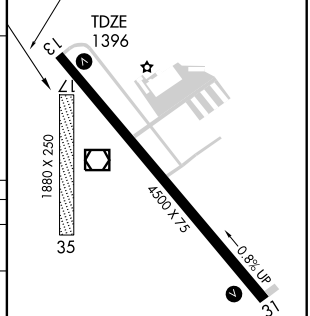
NA

MISSED APPROACH: Climb to 2300 then climbing right turn to 3100 direct DTL VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1900-1 504 (600-1)		1900-1½ 504 (600-1½)	
CIRCLING	1900-1 504 (600-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)
DUVJU FIX MINIMUMS				
S-13	1820-1 424 (500-1)		1820-1¼ 424 (500-1¼)	
CIRCLING	1880-1 424 (500-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DTL	APP CRS	Rwy Idg	4500
111.2	310°	TDZE	1388
Chan 49		Apt Elev	1396

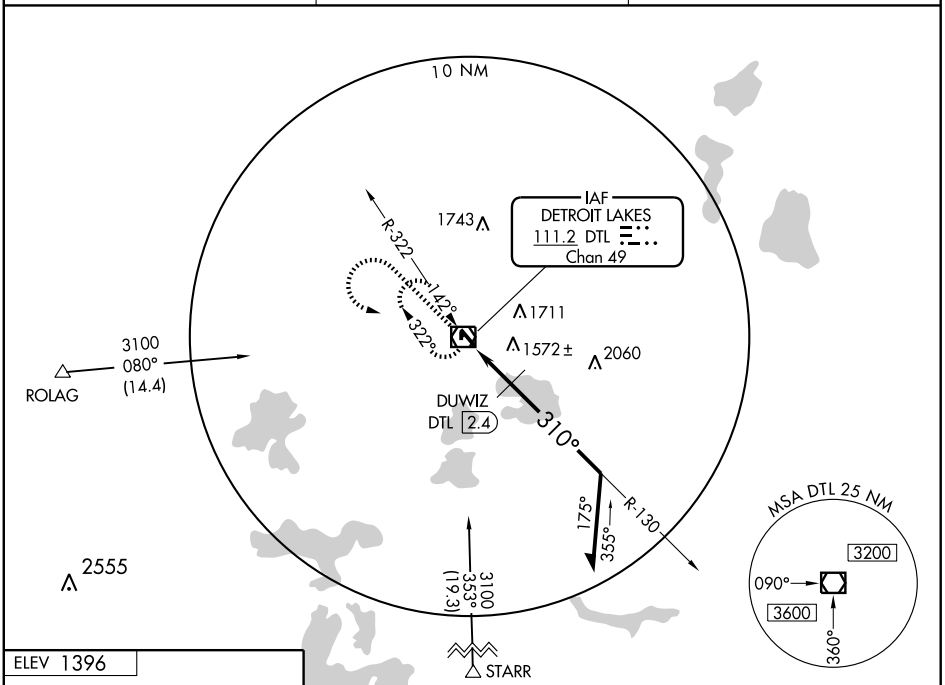
VOR RWY 31

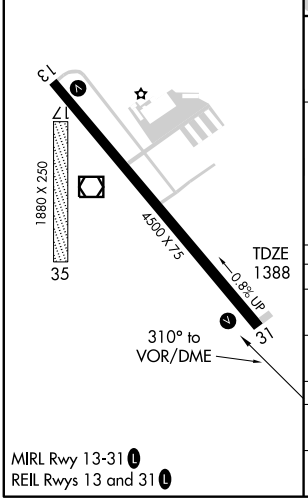
DETROIT LAKES-WETHING FIELD (DTL)

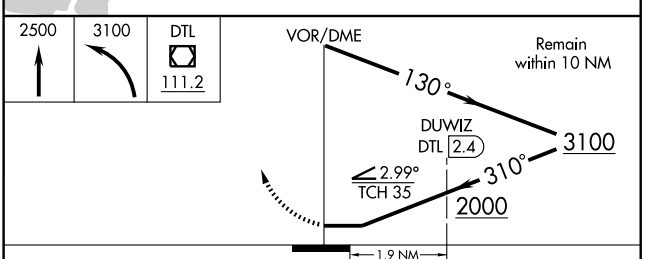
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct DTL VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
111.2	122.5	122.8 (CTAF) L





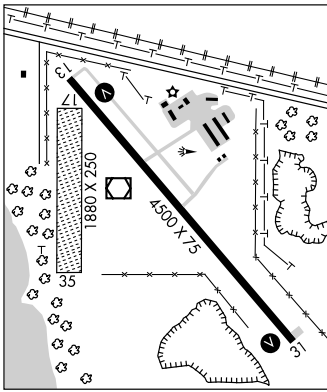


CATEGORY	A	B	C	D
S-31	2000-1 612 (700-1)		2000-1¾ 612 (700-1¾)	2000-2 612 (700-2)
CIRCLING	2000-1 604 (700-1)		2000-1¾ 604 (700-1¾)	2080-2¼ 684 (700-2¼)
DUWIZ FIX MINIMUMS				
S-31	1880-1 492 (500-1)		1880-1¼ 492 (500-1¼)	1880-1½ 492 (500-1½)
CIRCLING	1880-1 484 (500-1)	1940-1 544 (600-1)	1940-1½ 544 (600-1½)	2080-2¼ 684 (700-2¼)

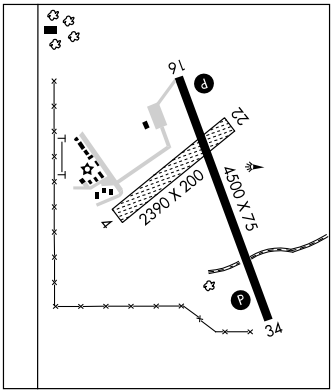
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DETROIT LAKES–WETHING FLD (DTL) 2 W UTC−6(−5DT) N46°49.51′ W95°53.14′ **TWIN CITIES**
1397 B S4 **FUEL** 100LL, JET A TPA—2197(800) NOTAM FILE DTL **L–14H**
RWY 13–31: H4500X75 (ASPH) S–23, D–42 MIRL 0.8% up NW **IAP**
RWY 13: REIL. VASI(V4L)—TCH 45′. Road.
RWY 31: REIL. VASI(V4L)—TCH 35′. Trees.
RWY 17–35: 1880X250 (TURF)
RWY 35: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat 1500–2200Z‡. Self svc avbl 24 hrs. Ultralights on and invof arpt. Rwy 17–35 CLOSED winter months. Rwy 17–35 marked with cones. Rwy 13 and Rwy 31 omnidirectional REIL. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13 and Rwy 31 and VASI Rwy 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.2 DTL (218) 847–8626.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE DTL.
(T) VORW/DME 111.2 DTL Chan 49 N46°49.54′ W95°53.23′ at fld. 1387/5E. **AWOS–3**. Unmonitored.



DODGE CENTER (TOB) 1 SE UTC−6(−5DT) N44°01.08′ W92°49.90′ **GREEN BAY**
1305 B S4 **FUEL** 100LL NOTAM FILE TOB **L–12J**
RWY 16–34: H4500X75 (CONC) MIRL **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Trees.
RWY 34: REIL. PAPI(P4L). —GA 3.0° TCH 40′.
RWY 04–22: 2390X200 (TURF)
RWY 04: Road. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self svc fuel avbl with credit card. Rwy 04–22 CLOSED winter months. Ultralight tfc on and invof arpt. Windmills 1.5 miles SW of arpt. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (507) 374–6369.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0400Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0400–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 319° 17.4 NM to fld. 1389/5E. **HIWAS.**



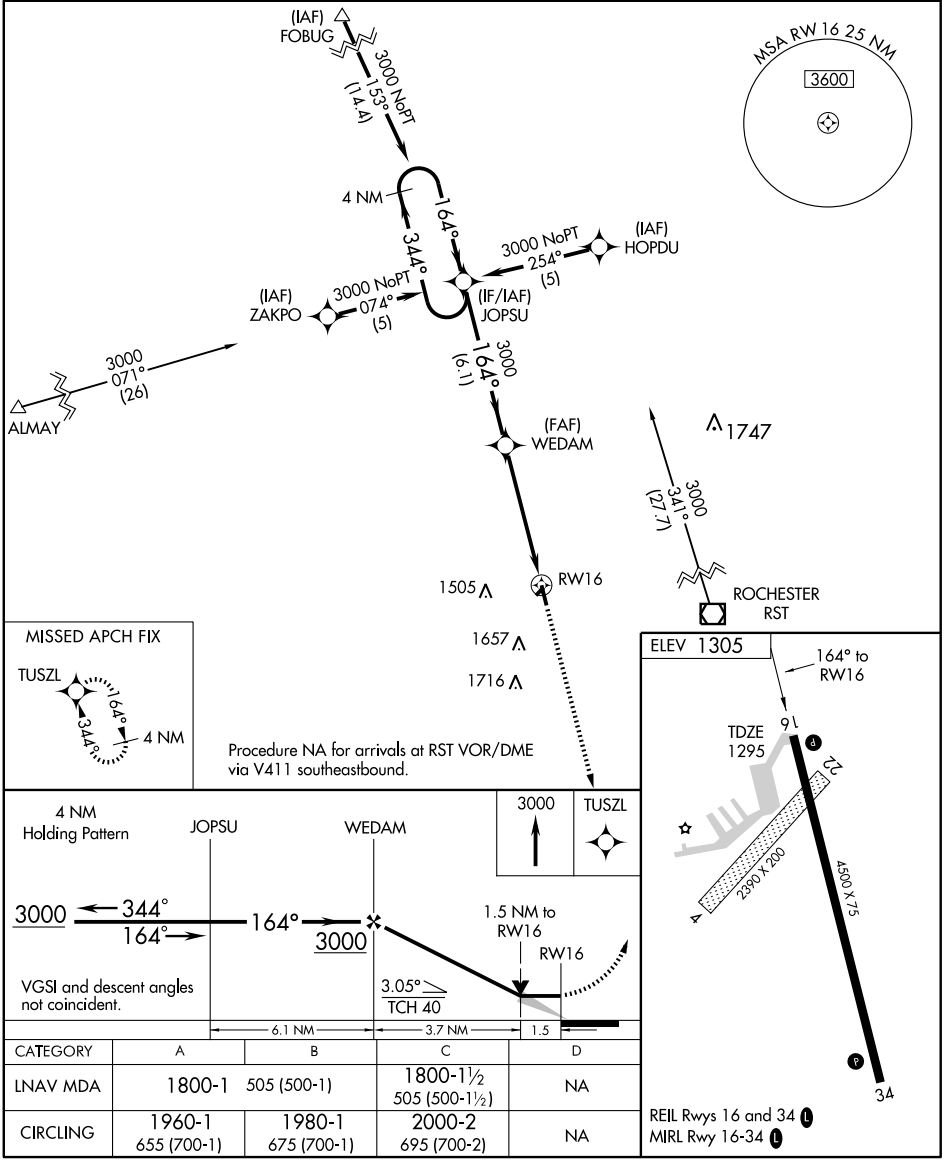
APP CRS	Rwy Idg	4500
164°	TDZE	1295
	Apt Elev	1305

RNAV (GPS) RWY 16
DODGE CENTER (TOB)

DME/DME RNP- 0.3 NA.
VDP NA with Rochester Intl altimeter setting.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct TUSZL and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1800-1 505 (500-1)		1800-1½ 505 (500-1½)	NA
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

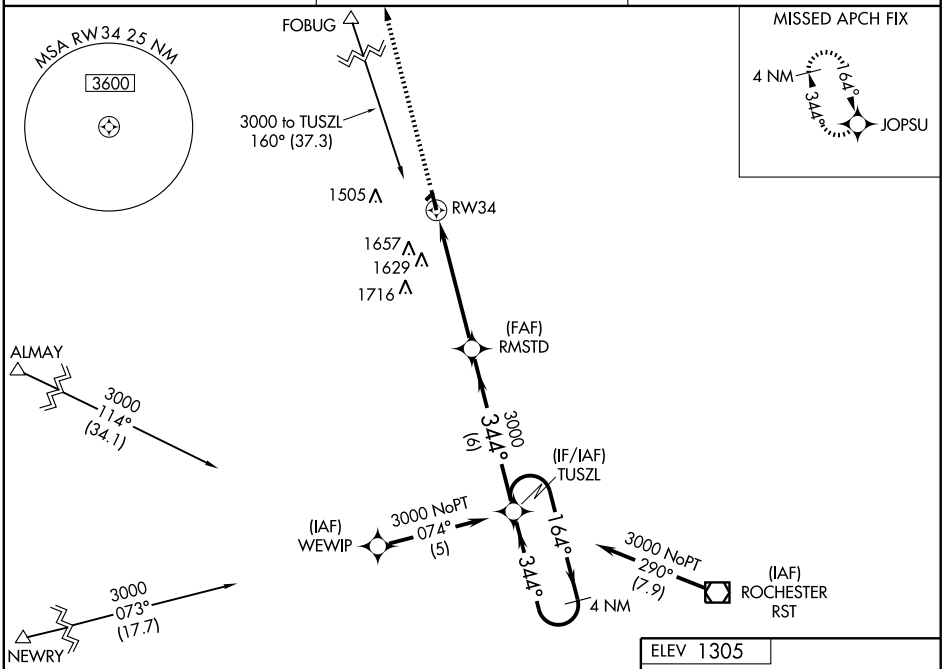
DODGE CENTER (TOB)

APP CRS	Rwy Idg	4500
344°	TDZE	1305
	Apt Elev	1305

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet, LNAV Cat C visibility ¼ mile.
VDP NA with Rochester Intl altimeter setting.

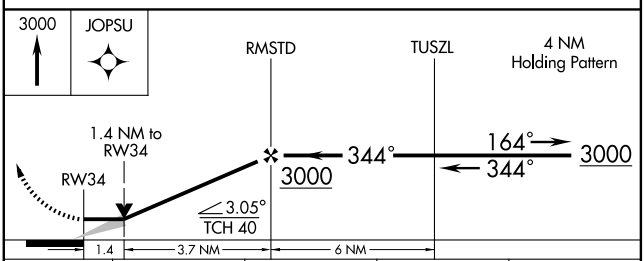
MISSED APPROACH: Climb to 3000 direct JOPSU and hold.

AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 (L)

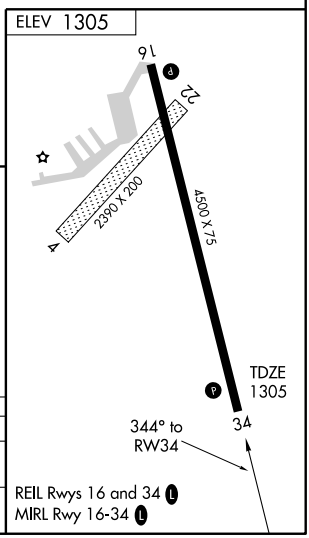


Procedure NA for arrivals at RST VOR/DME via V411 southeastbound and arrivals at ALMAY via V505 northbound.

1868



CATEGORY	A	B	C	D
LNAV MDA	1780-1 475 (500-1)		1780-1¼ 475 (500-1¼)	NA
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RST	APP CRS	Rwy Idg	N/A
112.0	319°	TDZE	N/A
Chan 57		Apt Elev	1305

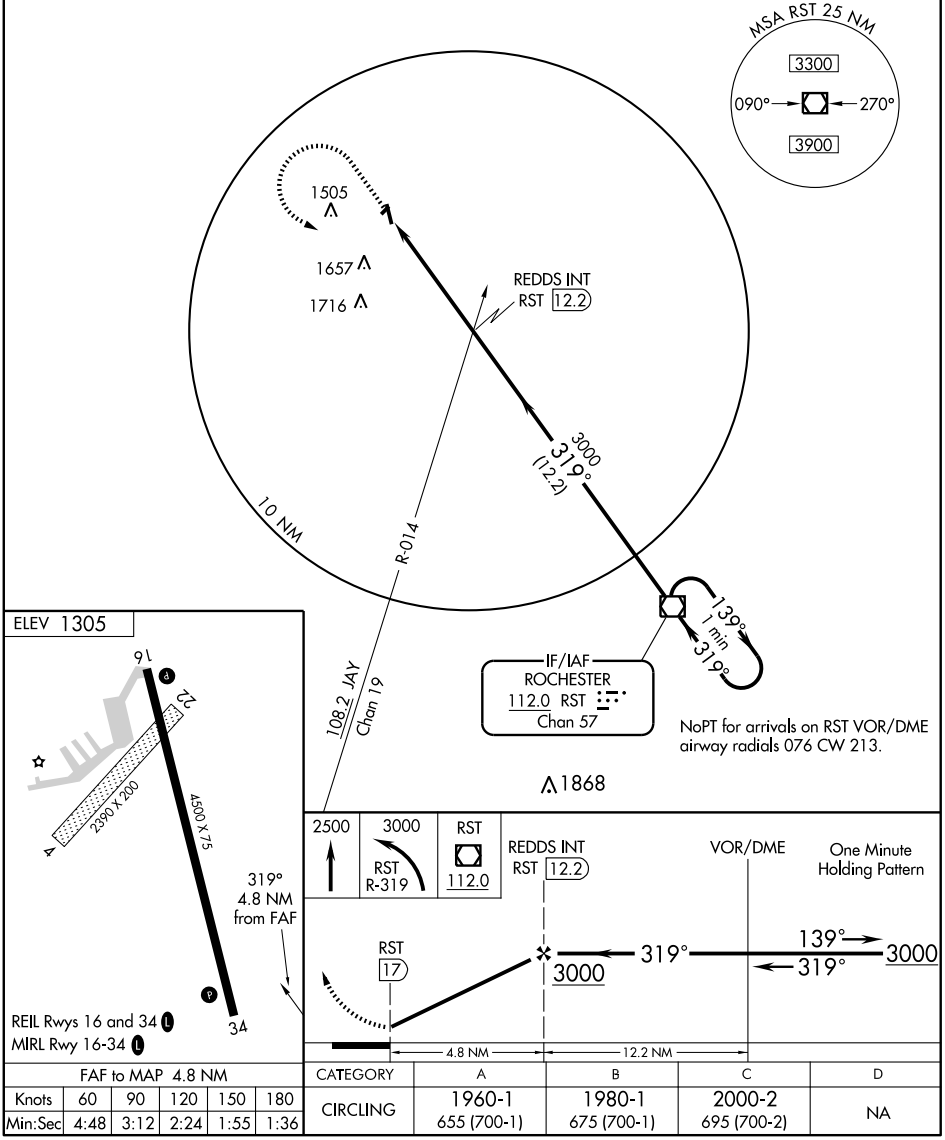
VOR-A
DODGE CENTER (TOB)

When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 via RST VOR/DME R-319 to RST VOR/DME and hold.

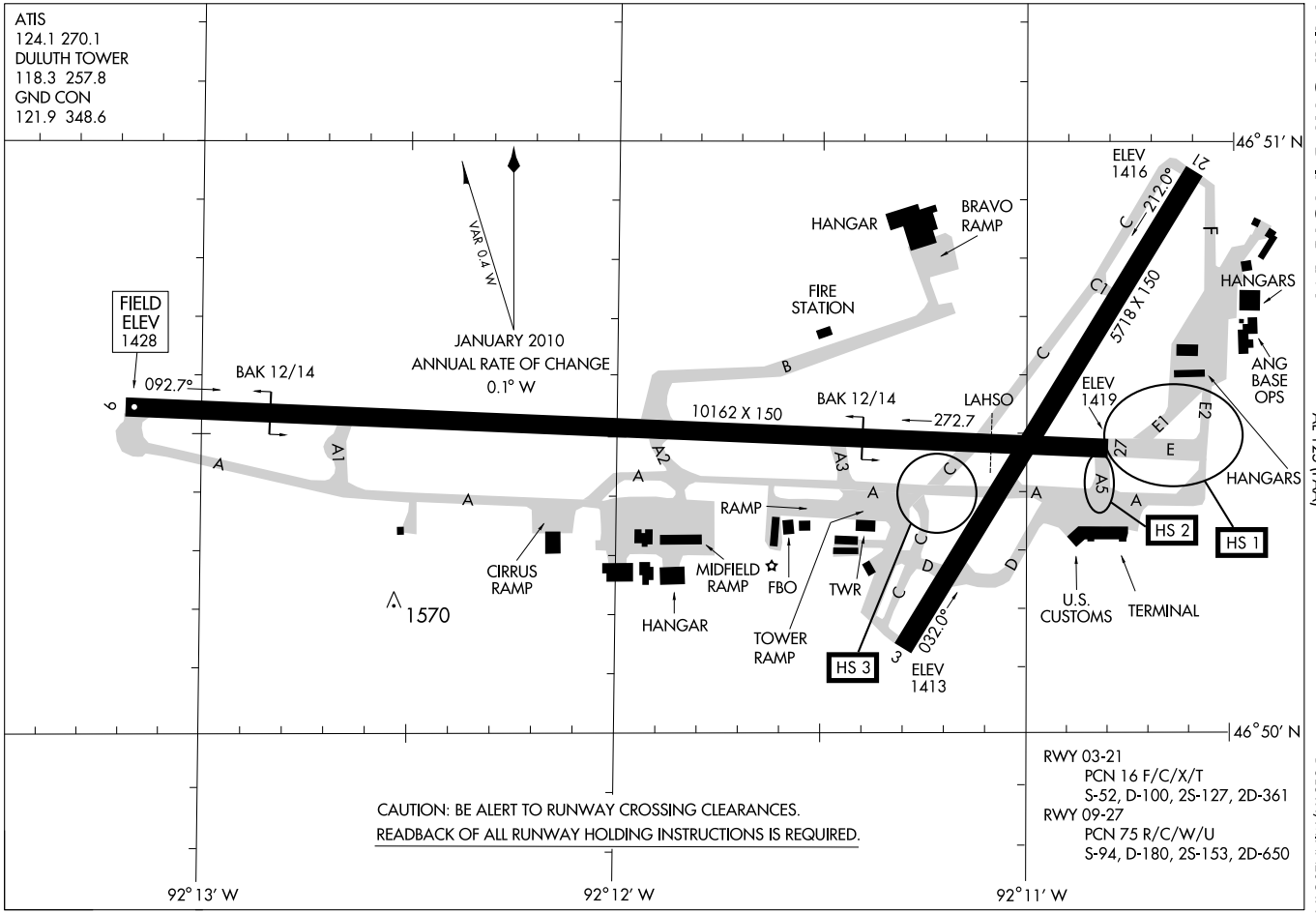
AWOS-3	ROCHESTER APP CON ★	CTAF
119.075	119.8 251.125	122.9 L

NC-1, 21 OCT 2010 to 18 NOV 2010



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1960-1 655 (700-1)	1980-1 675 (700-1)	2000-2 695 (700-2)	NA



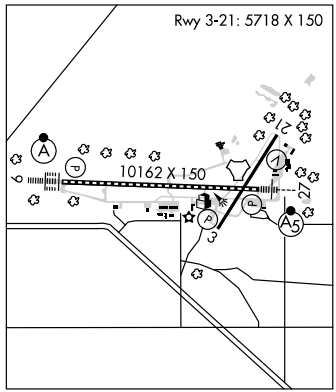
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 03-21
PCN 16 F/C/X/T
S-52, D-100, 2S-127, 2D-361
RWY 09-27
PCN 75 R/C/W/U
S-94, D-180, 2S-153, 2D-650

DULUTH

DULUTH INTL (DLH)(KDLH) CIV/MIL/ANG 5 NW UTC−6(−5DT) N46°50.53′ W92°11.62′ **GREEN BAY**
1428 B S4 **FUEL** 100LL, JET A1 OX 1, 2, 3, 4 AOE Class I, ARFF Index B **H–2I, L–14I**
NOTAM FILE DLH **IAP, DIAP, AD**

RWY 09–27: H10162X150 (CONC–GRVD) S–94, D–180, 2S–153, 2D–650 PCN 75 R/C/W/U HIRL CL
RWY 09: ALSF2. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 27: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 96′.
RWY 03–21: H5718X150 (ASPH–GRVD) S–52, D–100, 2S–127, 2D–361 PCN 16 F/C/X/T HIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.
RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 40′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	03–21	8950

ARRESTING GEAR/SYSTEM
RWY 09 ←BAK–14 BAK–12B(B) (1500′)
BAK–14 BAK–12B(B) (2260′) →**RWY 27**

MILITARY SERVICE: JASU 9(AM32A–60) 2(A/M32A–86) 2(MC–11) 6(MC–2A)(Mil). **FUEL** 100LL, Jet A, (Tran acft svcs avbl continuously–Monaco Air Duluth, call C612–726–5700). **FLUID** SP LOX LHNIT(Mil), SP De–Ice LHOX LHNIT. (MONACO AIR DULUTH). **OIL** O–148(Mil). JOAP

AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. High speed military jet traffic at 3000′ to 3300′ MSL in area. Rwy 03–21 poor condition with potential for debris. Rwy 09–27 appears to be the most affected area. Rwy 09–27 and north segment of Rwy 03–21 ungrooved. Landing fee for all commercial acft and all acft over 10000 pounds. When Rwy 03–21 is in use Twy C North of Rwy 09–27 may be restricted by air traffic control to acft with wingspans less than 49′. Windshear/downdrafts final apch Rwy 27. Twy C south of Twy A clsd winter months. Twy A4 clsd indef. Flight Notification Service (ADCUS) available.

MILITARY REMARKS: CAUTION: Bird hazard (phase II conditions) exists during 1 Sep through 31 Oct. Ctc SOF/Comd Post for info. J8 avbl at both civilian and military fueling facilities. **ANG** Opr Mon–Fri 1200–2130Z‡ except holidays. Ltd opr hr and tran svc avbl. Ctc Comd Post DSN 825–7370/71, C218–788–7370/71. Tran acft may not be svc when wind chill exceeds or is forecast to exceed −30° F. For rwy condition reading info, afld status and crash rescue capability ctc Comd Post or Twr.

WEATHER DATA SOURCES: ASOS (C218) 723–8340.

COMMUNICATIONS: ATIS 124.1 270.1 **UNICOM** 122.95 **PTD** 288.9
RCO 122.35 (PRINCETON RADIO)
Ⓡ **APP/DEP CON** 125.45 255.9 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
TOWER 118.3 257.8 **GND CON** 121.9 348.6
ANG COMD POST 288.9 (6735 LSB)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
(H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 004° 2.4 NM to fld. 1428/5E. VOR unusable:
233°–261° blo 10,000′.
LAKESIDE (H) TACAN LKI (135.4) Chan 11 N46°50.63′ W92°11.16′ at fld. 1424/5E. Opr Tue–Fri 1300–0400Z‡, Mon and Sat 1300–2200Z‡. No NOTAM MP Thu 1400–1600Z‡.
PYKLA NDB (MHW/LOM) 379 DL N46°50.74′ W92°21.30′ 089° 6.6 NM to fld. NDB unmonitored.
ILS 110.3 I–DLH Rwy 09. LOM PYKLA NDB. LOM unmonitored.
COPTER ILS 110.3 I–DLH Rwy 09.
ILS 108.7 I–JUD Rwy 27. LOC unusable byd 25° left and right of course. GS unusable for coupled approaches blo 2550′ MSL.
COPTER ILS 108.7 I–JUD Rwy 27.
ASR

COMM/NAV/WEATHER REMARKS: LAKESIDE TACAN CAUTION—Do not select Chan 73 DLH for Chan 11 LKI. Twr 2049′ on radial 099 Ch 73 DLH. Radar See Terminal Flip for Radar Minima.

LOC I-JUD	APP CRS	Rwy Idg	10162
108.7	270°	TDZE	1421
		Apt Elev	1428

COPTER ILS or LOC RWY 27

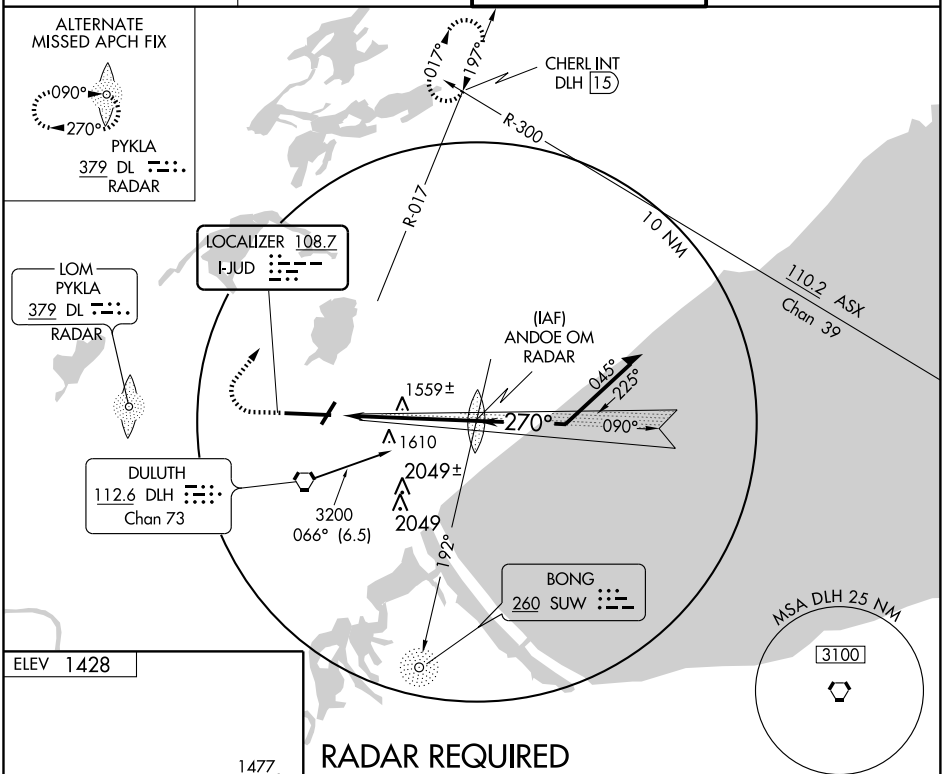
DULUTH INTL (DLH)

ASR — Inoperative table does not apply to H-ILS 27. For inoperative MALSR, increase H-LOC 27 visibility to RVR 2400.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via heading 060° and DLH VORTAC R-017 to CHERL Int/DLH 15 DME and hold.

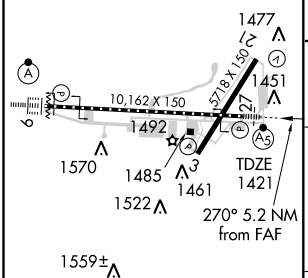
ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

ELEV 1428



TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

FAF to MAP 5.2 NM					
Knots	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58

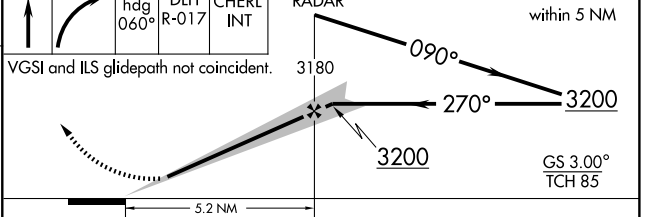
RADAR REQUIRED

3000	4500	hdg 060°	DLH R-017	CHERL INT

ANDOE OM RADAR

Remain within 5 NM

VGSI and ILS glidepath not coincident.



CATEGORY	COPTER	B	C	D
H-ILS 27	1621/20 200 (200-½)	NA		
H-LOC 27	1820/12 399 (400-¼)	NA		
CIRCLING		NA		

COPTER ILS RWY 9

LOC I-DLH	APCH CRS	Rwy ldg 10,162 / TDZE 1428 / Arpt Elev 1428
110.3	090°	

AL-125 [USAF]

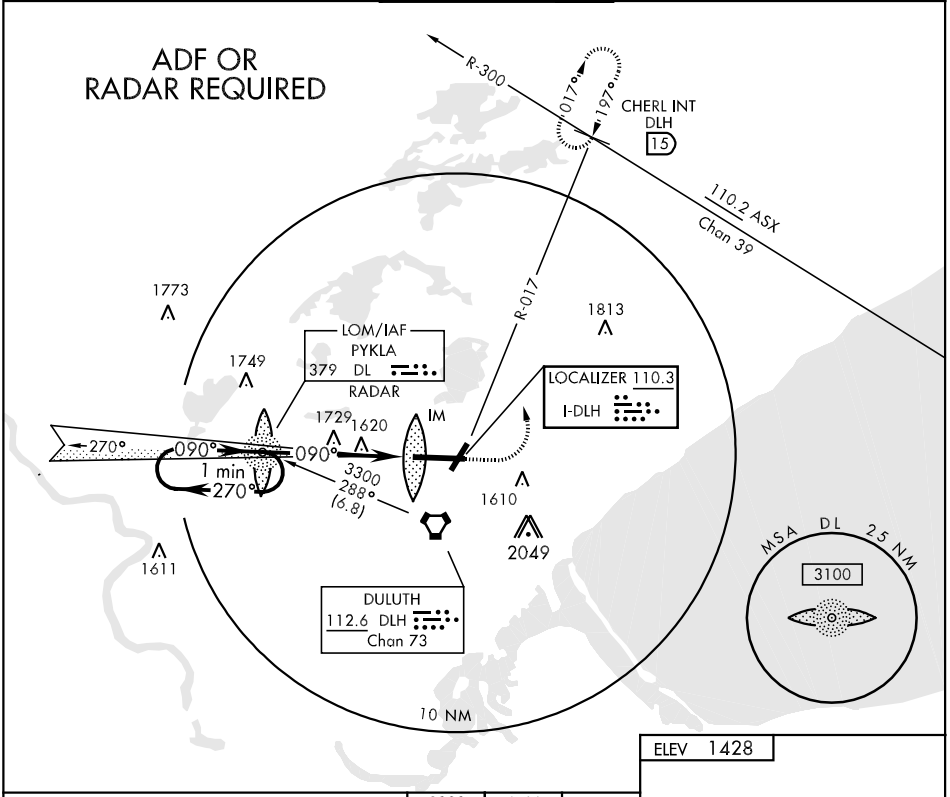
DULUTH INTL (KDLH)

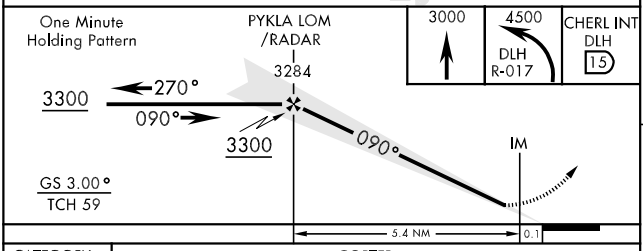
* When ALS inop, increase RVR to 24 and vis to ½ mile.

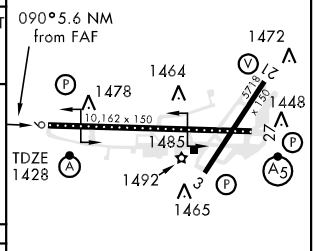
ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via DLH R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	







CATEGORY	COPTER		
S-ILS 9 *	1628/12	200	(200-¼)
S-LOC 9 *	1880/12	452	(500-¼)
CIRCLING	NOT AUTHORIZED		

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

FAF to MAP 5.6 NM

Knots	45	60	75	90	105
Min:Sec	7:28	5:36	4:29	3:44	3:12

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN LKI Chan 11	APCH CRS 082°	Rwy ldg 10,162 TDZE 1428 Arpt Elev 1428	JAL-125 [USAF]	DULUTH INTL (KDLH)

* Category E not authorized SE of Rwy 3 and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via LKI TACAN R-099 to MILOD 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	

RADAR REQUIRED

2180

1849

LAKESIDE Chan 11 LKI

1810

1773

1749

1813

FLPPR LKI 15

R-262

082°

LR-254

LKI 7

1611

1610

2049

LKI 25

099°

279°

R-099

MILOD LKI 15

LKI 15 Arc

R-180

LKI 15

20 NM

1638

360°

(IAF) EMITT LKI 25

360°

180°

LKI 40

1637

CAUTION:
DO NOT SELECT CHANNEL 73 "DLH" FOR CHANNEL 11 "LKI". TOWERS 2049' ON R-099 CHANNEL 73 "DLH".

(b) 180 110 (a) 290 (c) (c)

MSA LKI 25 NM 3100

EMERG SAFE ALT 100 NM 4100

2500	4000	MILOD LKI 15
	LKI R-099	

EMITT R-180 25

R-180 15

FLPPR R-262 15

FL180

360°

082°

7

2

TACAN

Arc 15

3300

5.0 NM

ELEV 1428

082° to TACAN

1472

1464

1478

1448

10,162 x 150

1485

TDZE 1428

1492

1465

CATEGORY	C	D	E
S-9	1880/40 452 (500-¾)	1880/50	452 (500-1)
CIRCLING *	1920-1½ 492 (500-1½)	1980-2	552 (600-2)

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
LKI Chan 11	279°	10,162	1421	1428

JAL-125 [USAF]

DULUTH INTL (KDLH)

* Category E not authorized SE of Rwy 3 and Rwy 27.

MALSR

MISSED APPROACH: Climb to 4000 via LKI TACAN R-262 to FLPPR 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	

RADAR REQUIRED

2180

1849

1810

1773

1749

1611

1610

2049

1638

1637

LAKESIDE
Chan 11 LKI

FLPPR
LKI
15

LKI
6

MILOD
LKI
15

LKI
25

R-262

082°

262°

279°

R-099

LR-107

R-180

LKI
15
Arc

20 NM

360°

(IAF)
EMITT
LKI
25

180°

LKI
40

(b) 180 110 (a) 290 (c) (c)

CAUTION:
DO NOT SELECT CHANNEL 73 "DLH" FOR CHANNEL 11 "LKI". TOWERS 2049' ON R-099 CHANNEL 73 "DLH".

MSA LKI 25 NM
3100

EMERG SAFE ALT 100 NM 4100

4000
LKI
R-262

FLPPR
LKI
15

MILOD
R-099
15

R-180
15

EMITT
R-180
25

FL180

360°

279°

6

TACAN

1

Arc
15

3200

5.0 NM

ELEV 1428

279° to TACAN

1472

1464

1478

1448

1485

1492

1465

10,162 x 150

TDZE
1421

CATEGORY	C	D	E
S-27	1860/40 439 (500-¾)	1860/50	439 (500-1)
CIRCLING *	1920-1½ 492 (500-1½)	1980-2	552 (600-2)

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DLH	APP CRS	Rwy Idg	10162
110.3	090°	TDZE	1428
		Apt Elev	1428

ILS or LOC RWY 9

DULUTH INTL (DLH)

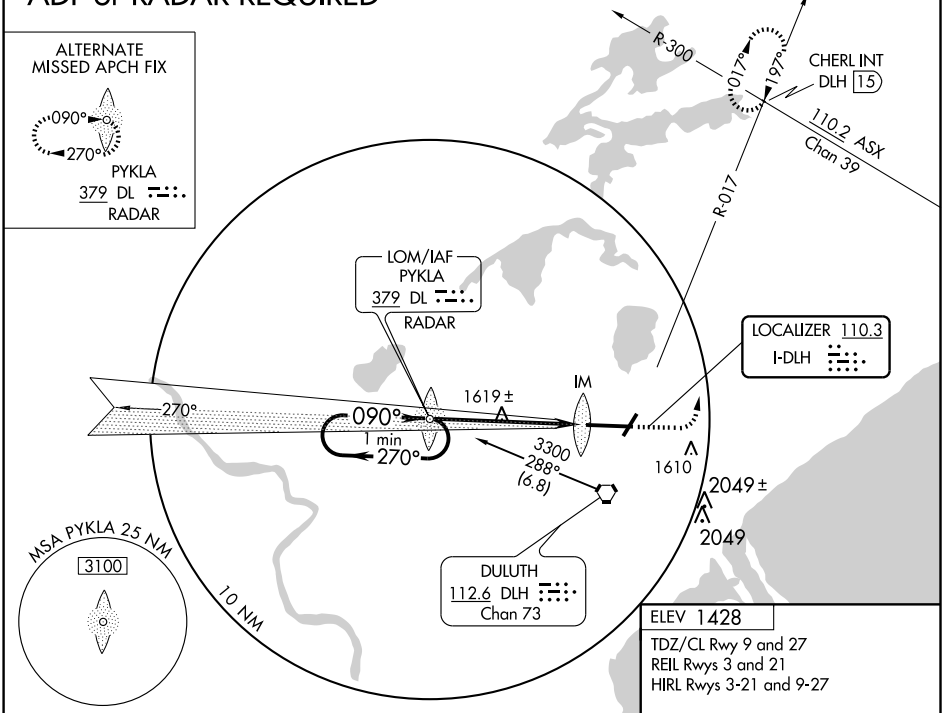
T A ASR — Cat E Circling NA southeast of Rwys 3 and 27. ADF or RADAR required. For inoperative ALSF, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E to 1½ miles.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via heading 320° and DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

ADF or RADAR REQUIRED



ELEV 1428

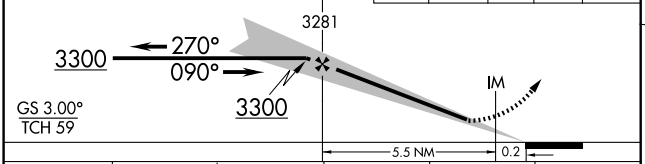
TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

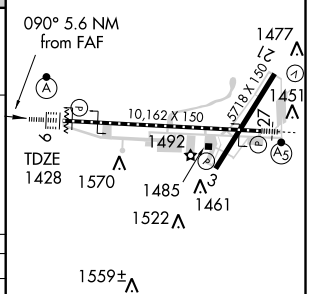
VGSI and ILS glidepath not coincident.

3000	4500	hdg 320°	DLH R-017	CHERL INT

One Minute Holding Pattern

PYKLA LOM RADAR





CATEGORY	A	B	C	D	E
S-ILS 9	1628/18 200 (200-½)				1628/24 200 (200-½)
S-LOC 9	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	2060-2½ 632 (700-2½)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-JUD	APP CRS	Rwy Idg	10162
108.7	270°	TDZE	1421
		Apt Elev	1428

ILS or LOC RWY 27

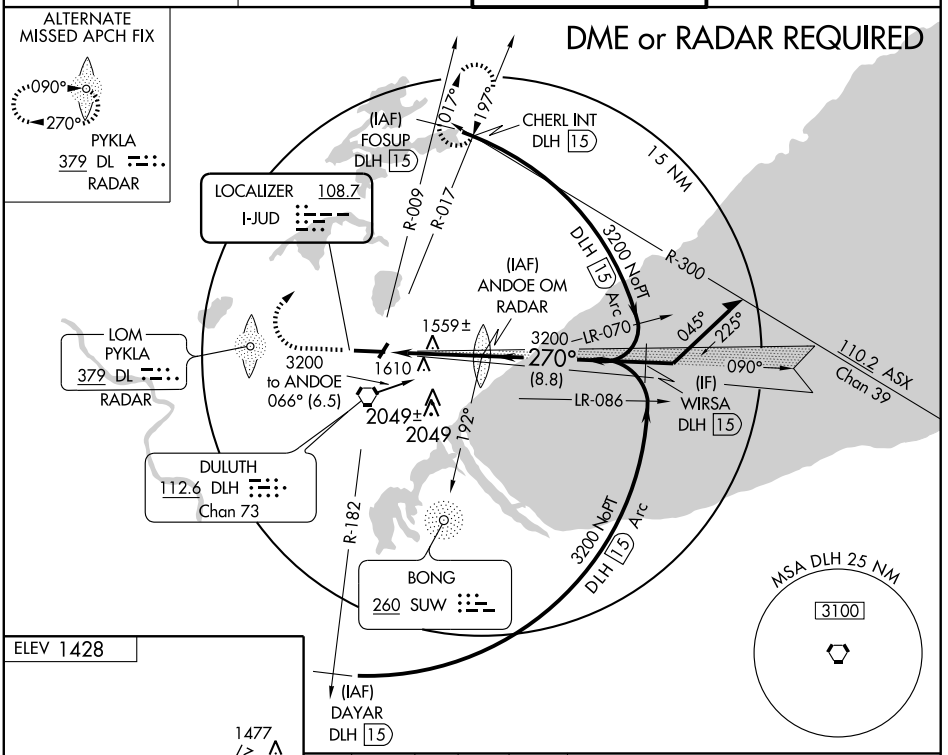
DULUTH INTL (DLH)

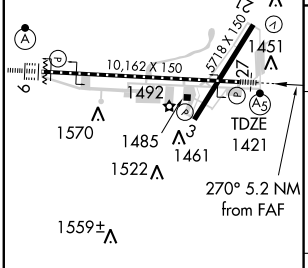
T A ASR — Inoperative table does not apply to S-ILS 27. For inoperative MALSR, increase S-LOC 27 Cat E visibility to 1½ mile. Cat E Circling NA SE of Rwys 3 and 27. Autopilot coupled approach NA below 2550.

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via heading 060° and DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6



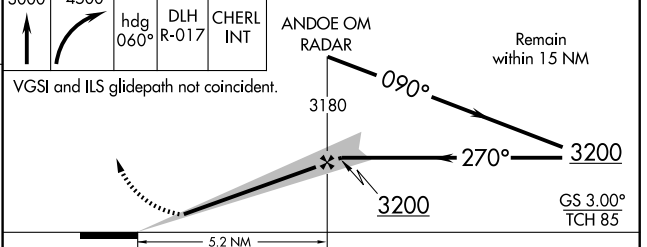


TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

3000	4500	hdg 060°	DLH R-017	CHERL INT

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D	E
S-ILS 27	1621/40 200 (200-¾)		1651/40 230 (300-¾)		
S-LOC 27	1820/24 399 (400-½)			1820/40 399 (400-¾)	1820/50 399 (400-1)
CIRCLING	1920-1 492 (500-1)			1980-2 552 (600-2)	2060-2¼ 632 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-DLH	APP CRS	Rwy Idg	10162
110.3	090°	TDZE	1428
		Apt Elev	1428

ILS RWY 9 (CAT II)

DULUTH INTL (DLH)

T A ASR — ADF or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 via heading 320° and DLH VORTAC R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6

ADF or RADAR REQUIRED

ALTERNATE MISSED APCH FIX

090° 270°

PYKLA

379 DL

RADAR

R-300 R-017 197° CHERL INT DLH 15

110.2 ASX Chan 39

R-017

LOM/IAF PYKLA

379 DL

RADAR

LOCALIZER 110.3 I-DLH

270° 090° 1 min 270° 1619± IM 3300 288° (6.8) 1610

2049 ± 2049

MSA PYKLA 25 NM 3100

10 NM

DULUTH 112.6 DLH Chan 73

ELEV 1428

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

PYKLA LOM RADAR

3000 4500 hdg 320° DLH R-017 CHERL INT

3281 DH RA 101 IM 1428 MSL

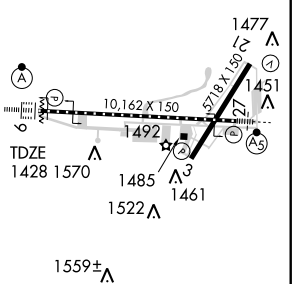
3300 270° 090° 3300

GS 3.00° TCH 59

5.5 NM 790' 1155'

CATEGORY	A	B	C	D
S-ILS 9	RA 101/12 100 DA 1528			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 9 and 27

REIL Rwys 3 and 21

HIRL Rwys 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DULUTH, MN			
DULUTH INTL (DLH)	09	03-21	8,950 feet
GRAND FORKS, ND			
GRAND FORKS INTL (GFK)	27R	17R-35L	3,000 feet
	35L	09L-27R	4,600 feet
MINNEAPOLIS, MN			
MINNEAPOLIS-ST PAUL INTL/			
WOLD-CHAMBERLAIN (MSP)	22	TWY K	8,550 feet
	30L	TWY A9 TWY W9	8,150 feet
ROCHESTER, MN			
ROCHESTER INTL (RST)	02	13-31	5,850 feet
	13	02-20	5,270 feet
	31	02-20	3,200 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 3

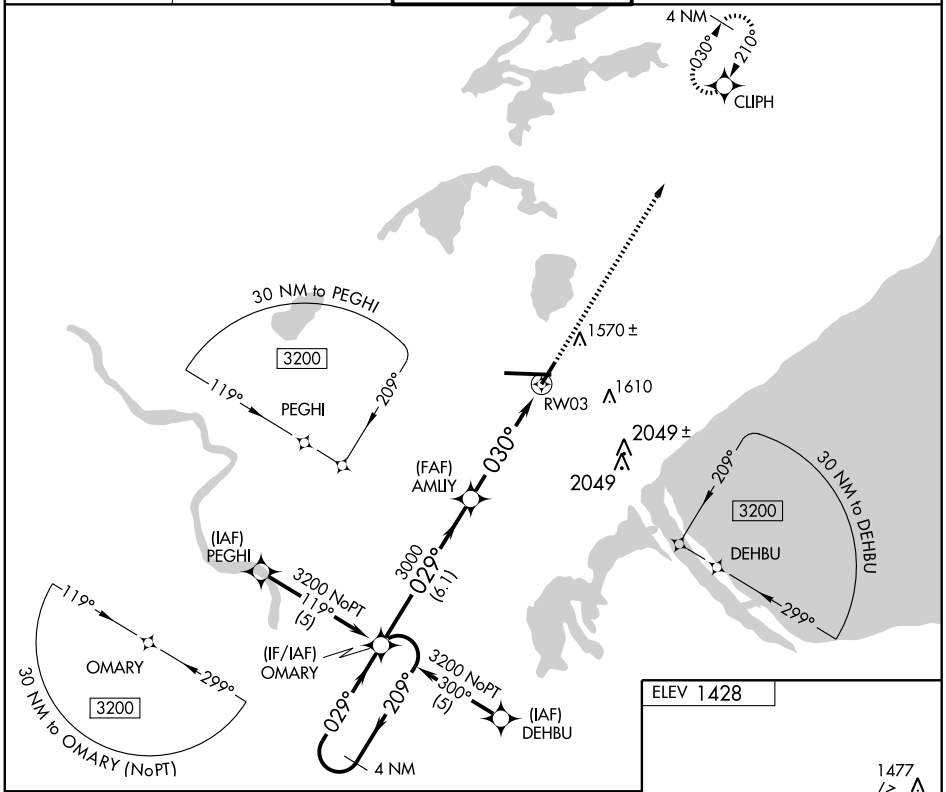
DULUTH INTL (DLH)

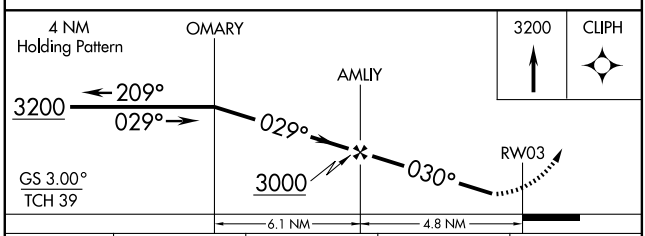
WAAS	APP CRS	Rwy Idg	5718
CH 82314	030°	TDZE	1420
W03A		Apt Elev	1428

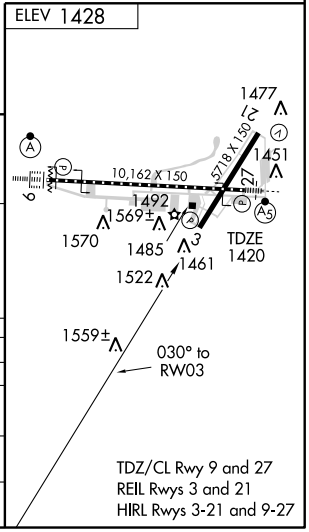
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct CLIPH and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D
LPV DA	1824-1½ 404 (400-1½)			
LNAV/VNAV DA	1874-1¾ 454 (500-1¾)			
LNAV MDA	1820-1 400 (400-1)			1820-1¼ 400 (400-1¼)
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1920-2 552 (600-2)

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10162
CH 90502	090°	TDZE	1428
W09A		Apt Elev	1428

RNAV (GPS) RWY 9

DULUTH INTL (DLH)

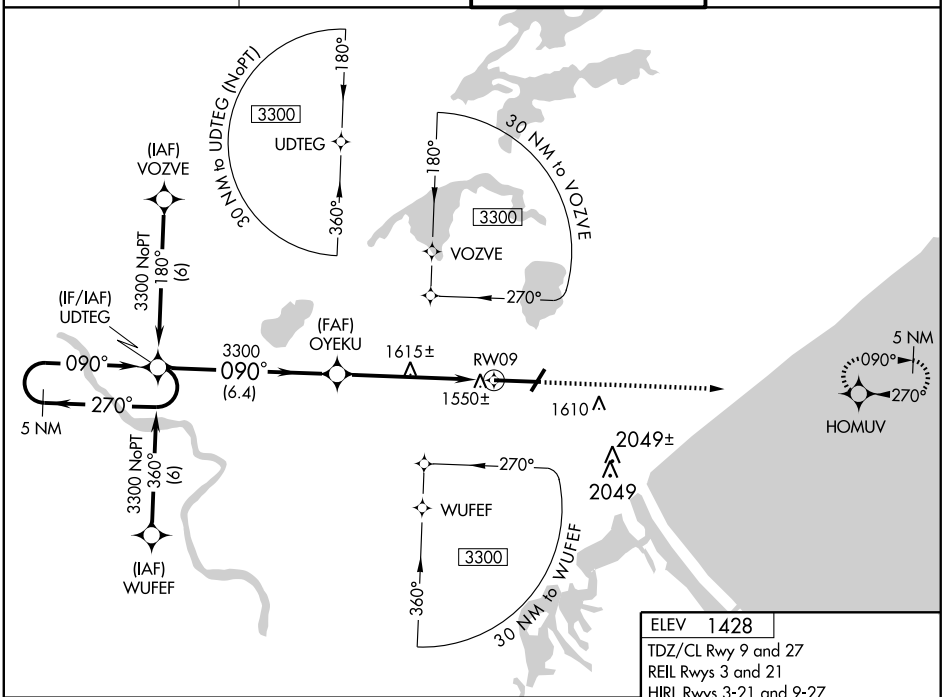
ASR

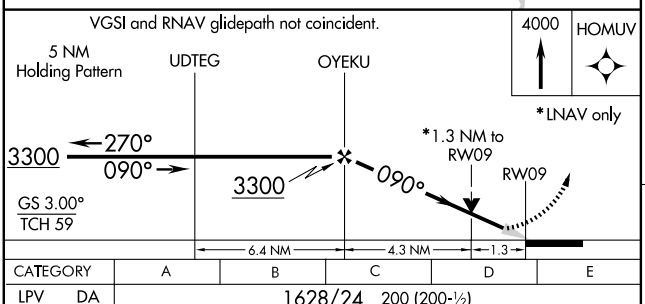
DME/DME RNP-0.3 NA. Circling NA for Cat. E SE of Rwys 3 and 27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative ALSF-2, increase LPV Cat. E visibility to ¾, LNAV/VNAV all Cats visibility to 1½ and LNAV Cat. E visibility to 1½.

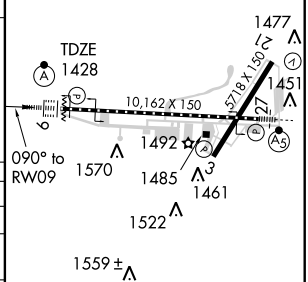
ALSF-2

MISSED APPROACH: Climb to 4000 direct HOMUV and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D	E
LPV DA	1628/24 200 (200-½)				
LNAV/VNAV DA	1860/50 432 (500-1)				
LNAV MDA	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING	1920-1½ 492 (500-1½)			1980-2 552 (600-2)	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

DULUTH INTL (DLH)

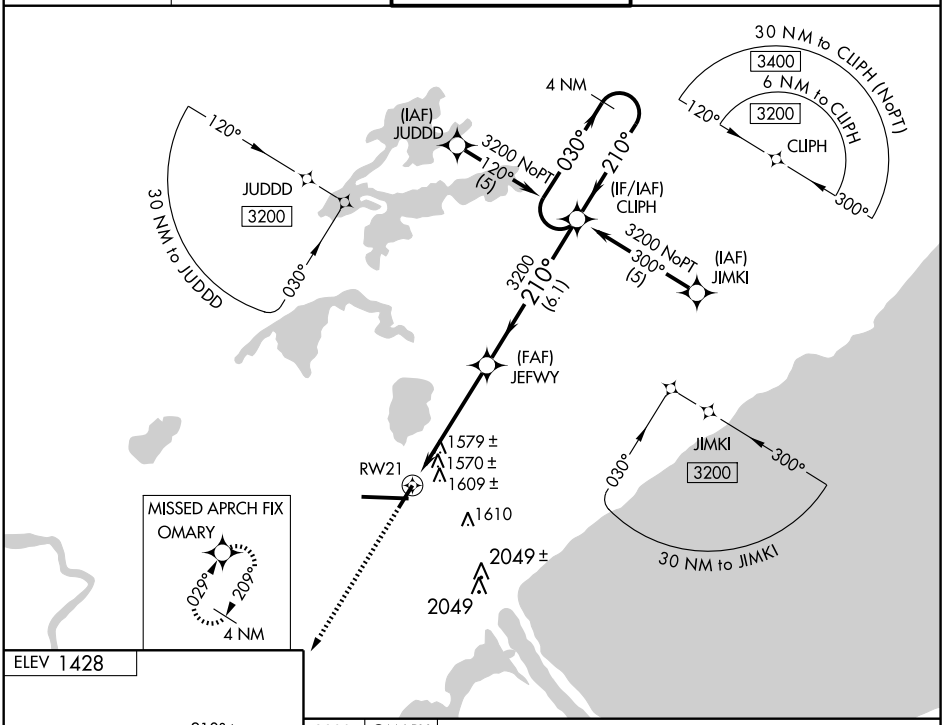
WAAS	APP CRS	Rwy Idg	5718
CH 40114	210°	TDZE	1420
W21A		Apt Elev	1428

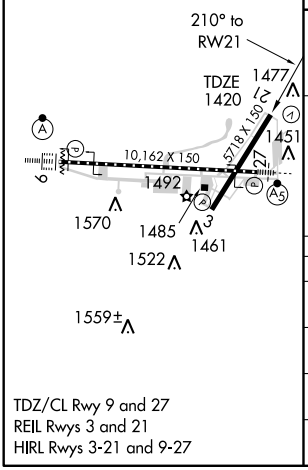
ASR

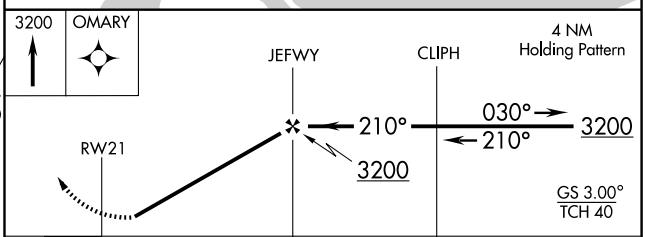
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 direct OMARY and hold.

ATIS	DULUTH APP CON *	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D
LPV DA	1708-1 288 (300-1)			
LNAV/VNAV DA	1927-1¾ 507 (500-1¾)			
LNAV MDA	1840-1 420 (500-1)		1840-1¼ 420 (500-1¼)	
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10162
CH 50502	270°	TDZE	1421
W27A		Apt Elev	1428

RNAV (GPS) RWY 27

DULUTH INTL (DLH)

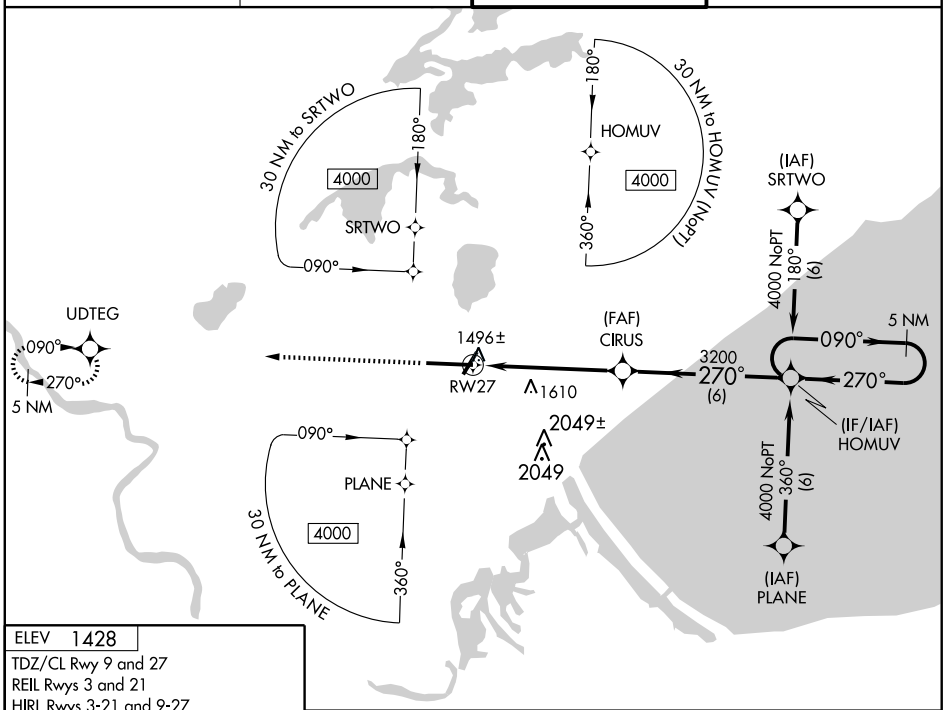
ASR

DME/DME RNP- 0.3 NA. Circling NA for Cat. E SE of Rwys 3 and 27.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1¾.

MALSR

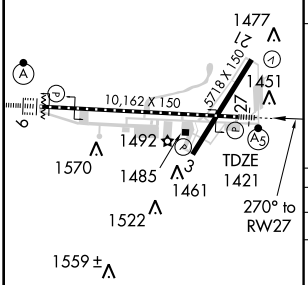
MISSED APPROACH: Climb to 3300 direct UDTEG and hold.

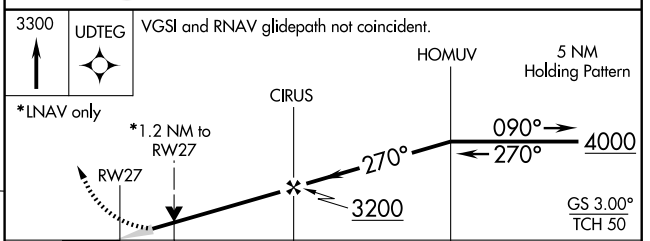
ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6



ELEV 1428

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27





CATEGORY	A	B	C	D	E
LPV DA	1671/24 250 (300-½)				
LNAV/VNAV DA	1746/40 325 (400-¾)				
LNAV MDA	1900/24 479 (500-½)		1900/40 479 (500-¾)	1900/50 479 (500-1)	1900/60 479 (500-1¼)
CIRCLING	1920-1¼ 492 (500-1¼)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

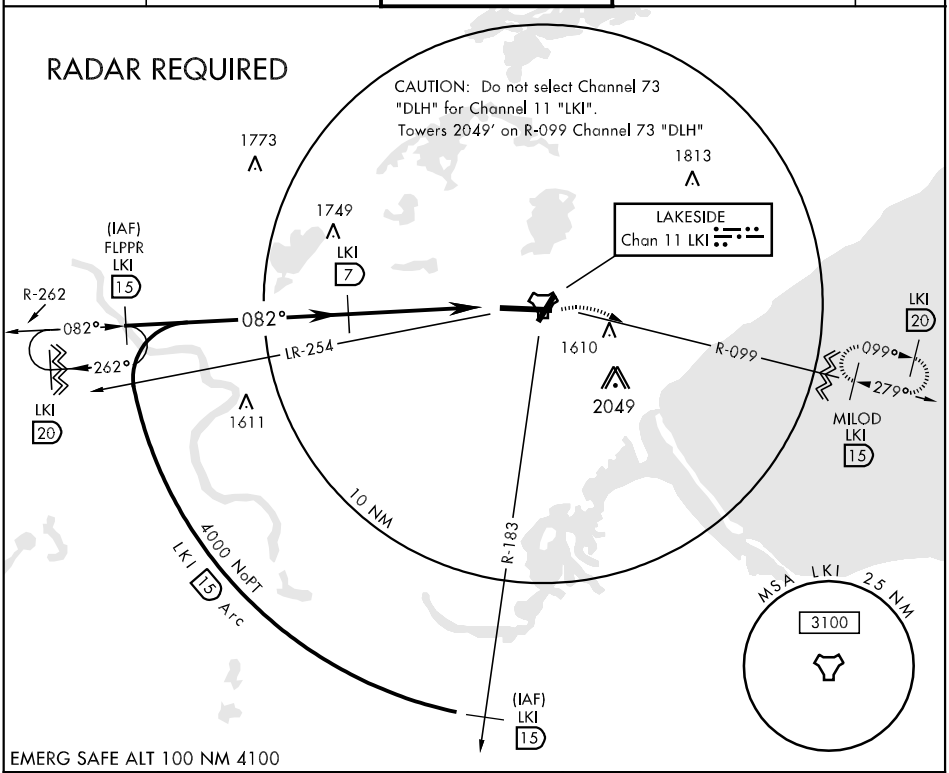
TACAN LKI Chan 11	APCH CRS 082°	Rwy ldg 10,162 TDZE 1428 Arpt Elev 1428	AL-125 [USAF]	DULUTH INTL (KDLH)

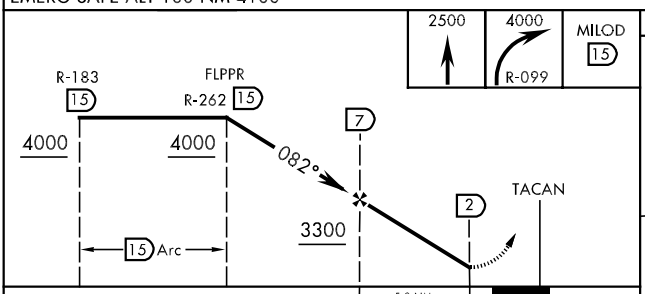
* Category E not authorized SE Rwy 3 and Rwy 27.

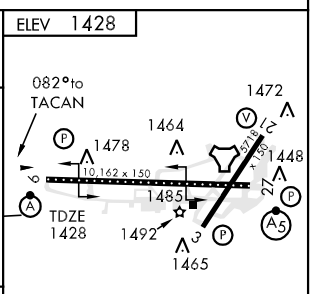
ALSF-2

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 via LKI R-099 to MILOD 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	







CATEGORY	A	B	C	D	E
S-9	1880/24 452 (500-½)		1880/40 452 (500-¾)	1880/50 452 (500-1)	
CIRCLING *	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 27

TACAN LKI Chan 11	APCH CRS 279°	Rwy ldg 10,162 TDZE 1421 Arpt Elev 1428	AL-125 [USAF]	DULUTH INTL (KDLH)

* Category E not authorized SE Rwy 3 and Rwy 27.

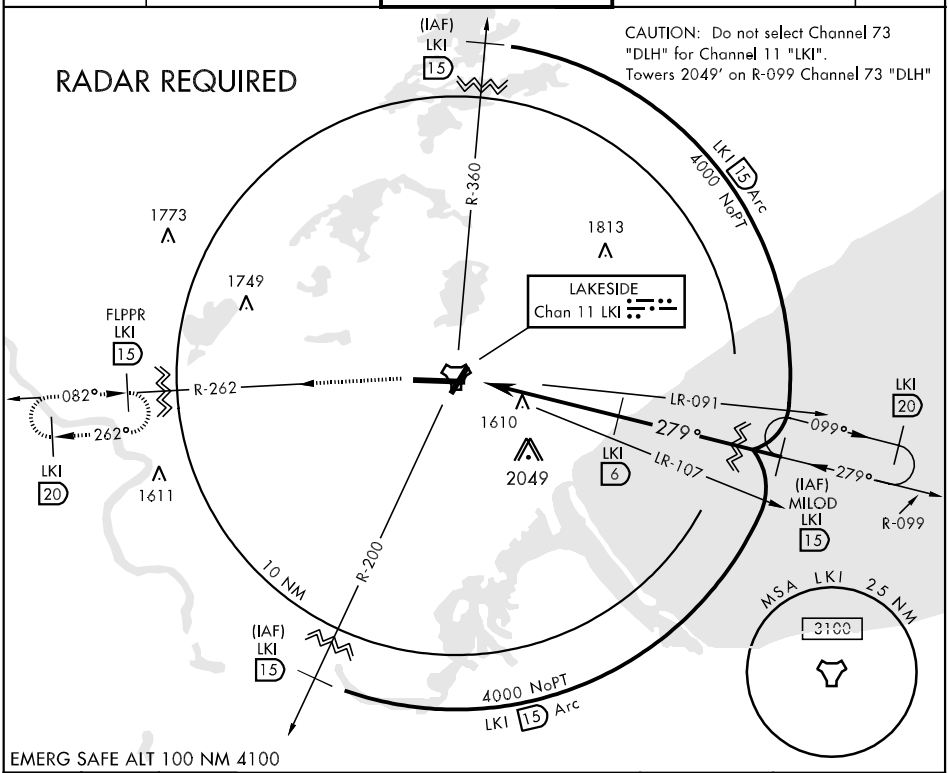
MALSR

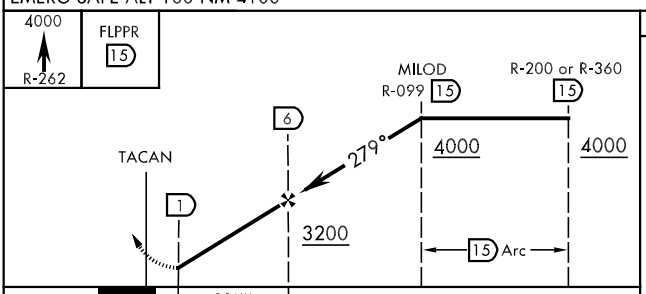
MISSED APPROACH: Climb to 4000 via R-262 to FLPPR 15 DME and hold.

ATIS	DULUTH APP CON	DULUTH TOWER	GND CON	ASR
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6	

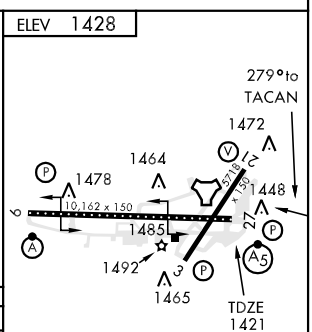
RADAR REQUIRED

CAUTION: Do not select Channel 73 "DLH" for Channel 11 "LKI". Towers 2049' on R-099 Channel 73 "DLH"





ELEV 1428



CATEGORY	A	B	C	D	E
S-27	1860/24 439 (500-½)		1860/40 439 (500-¾)	1860/50 439 (500-1)	
CIRCLING *	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	

TDZL/CL Rwy 9
REIL Rwy 3 and 21
HIRL Rwy 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DLH	APP CRS	Rwy Idg	5718
112.6	197°	TDZE	1420
Chan 73		Apt Elev	1428

VOR/DME or TACAN RWY 21

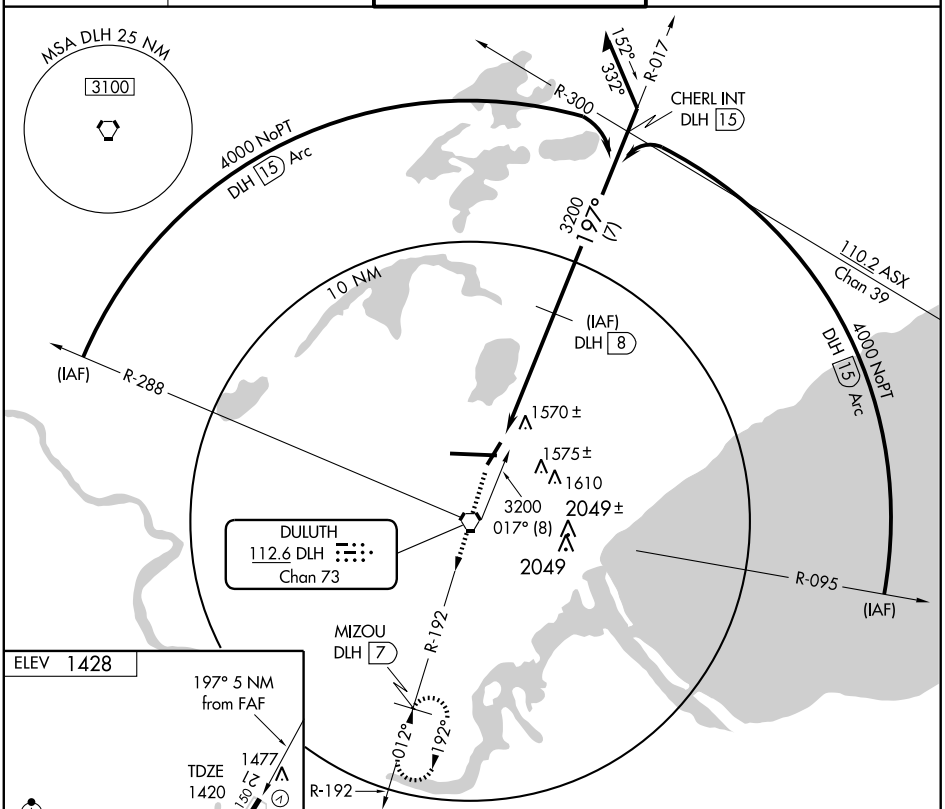
DULUTH INTL (DLH)

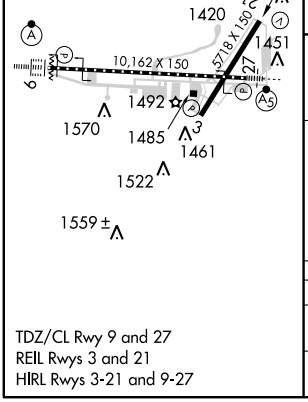
T ASR

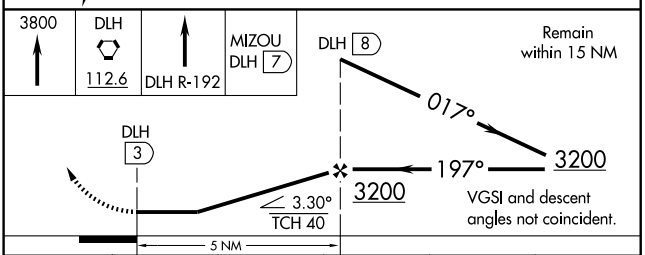
Cat E Circling not authorized southeast of Rwys 3 and 27.

MISSED APPROACH: Climb to 3800 via direct DLH VORTAC, then DLH R-192 to MIZOU 7 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6







CATEGORY	A	B	C	D	E
S-21	1860-1	440 (500-1)	1860-1¼ 440 (500-1¼)	1860-1½	440 (500-1½)
CIRCLING	1920-1	492 (500-1)	1920-1½ 492 (500-1½)	1980-2	552 (600-2)

TDZ/CL Rwy 9 and 27
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 9-27

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR or TACAN RWY 3

DULUTH INTL (DLH)

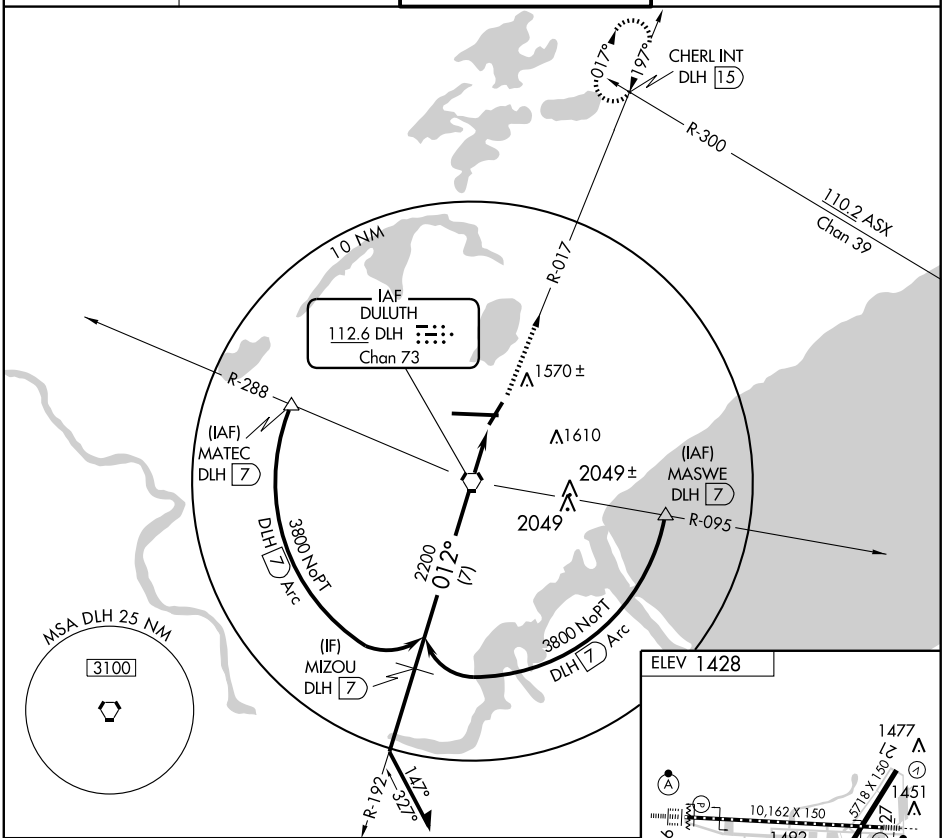
VORTAC DLH	APP CRS	Rwy Idg	5718
112.6	012°	TDZE	1420
Chan 73		Apt Elev	1428

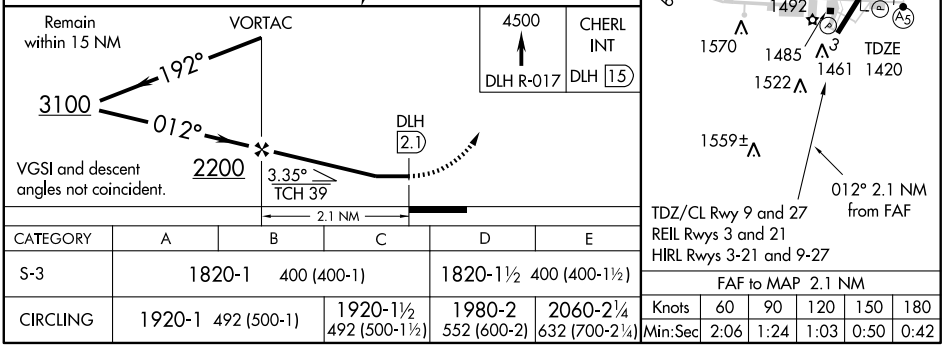
ASR

Circling NA for Cat E southeast of Rwy 3 and 27. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 via DLH R-017 to CHERL INT/DLH 15 DME and hold.

ATIS	DULUTH APP CON ★	DULUTH TOWER	GND CON
124.1 270.1	125.45 255.9	118.3 257.8	121.9 348.6





CATEGORY	A	B	C	D	E
S-3	1820-1 400 (400-1)			1820-1½ 400 (400-1½)	
CIRCLING	1920-1 492 (500-1)		1920-1½ 492 (500-1½)	1980-2 552 (600-2)	2060-2¼ 632 (700-2¼)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NORTH COUNTRY SPB (9MØ) 16 N UTC−6(−5DT) N47°00.90′ W92°10.09′ **GREEN BAY**

1370 **FUEL** 100LL NOTAM FILE PNM

WATERWAY 09–27: 5000X300 (WATER)

WATERWAY 03–21: 5000X300 (WATER)

WATERWAY 13–31: 5000X300 (WATER)

SEAPLANE REMARKS: Unattended. 100LL fuel available for emerg purposes only.

COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.8

SKY HARBOR (DYT) 6 SE UTC−6(−5DT) N46°43.31′ W92°02.61′ **GREEN BAY**

610 B S4 **FUEL** 100LL AOE NOTAM FILE DYT **L–14I**

RWY 14–32: H3050X75 (ASPH) MIRL **IAP**

RWY 14: REIL. PAPI(P4L)—GA 4.0° TCH 24′. Trees.

RWY 32: REIL. PAPI(P4L)—GA 4.0° TCH 20′. Thld dsplcd 658′. Trees.

AIRPORT REMARKS: Attended May–Oct SR–SS, Nov–Apr 1400–2200Z‡. Fuel avbl 24 hrs with credit card. Birds on and invof arpt. Trees obscuring AER 32. Rwy 12 tree +90′, 2200′ from AER 12. Be alert: extensive acft activity invof Richard I. Bong Arpt 2 miles SW. North ramp area rough. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.275 (218) 720–4886.

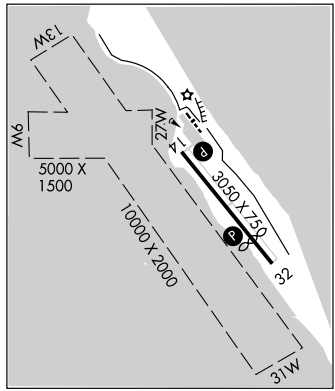
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 124.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.

DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 121° 8.2 NM to fld. 1428/5E.



WATERWAY 13–31: 10000X2000 (WATER)

WATERWAY 09–27: 5000X1500 (WATER)

SEAPLANE REMARKS: Wind surfing activity invof sealanes May through Sept. For seaplane ops be alert for extensive water sport activities in Lake Superior Bay.

EAST GULL LAKE (9Y2) 8 NW UTC−6(−5DT) N46°23.00′ W94°21.72′ **TWIN CITIES**

1236 NOTAM FILE PNM

RWY 13–31: 2618X160 (TURF)

RWY 13: Tree. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. CLOSED winters. Watch for vehicles and pedestrians crossing rwy. Low spot 100–200′ north of AER 31 thld. Rwy 13–31 NSTD markings, marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

ELBOW LAKE MUNI—PRIDE OF THE PRAIRIE (Y63) 1 SW UTC−6(−5DT) **TWIN CITIES**

N45°59.16′ W95°59.52′ **L–14H**

1205 B S4 **FUEL** 100LL NOTAM FILE Y63

RWY 14–32: H3400X60 (ASPH) MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 25′. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 25′. Ground.

AIRPORT REMARKS: Attended. Mon–Fri 1300–0000Z‡. Self service fuel with credit card. Ultralights on and invof arpt. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE REIL Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.075 (218) 685–6456.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE FFM.

FERGUS FALLS (T) VORW/DME 110.4 FFM Chan 41 N46°17.36′ W96°09.41′ 154° 19.5 NM to fld.

APP CRS	Rwy Idg	2392
317°	TDZE	610
	Apt Elev	610

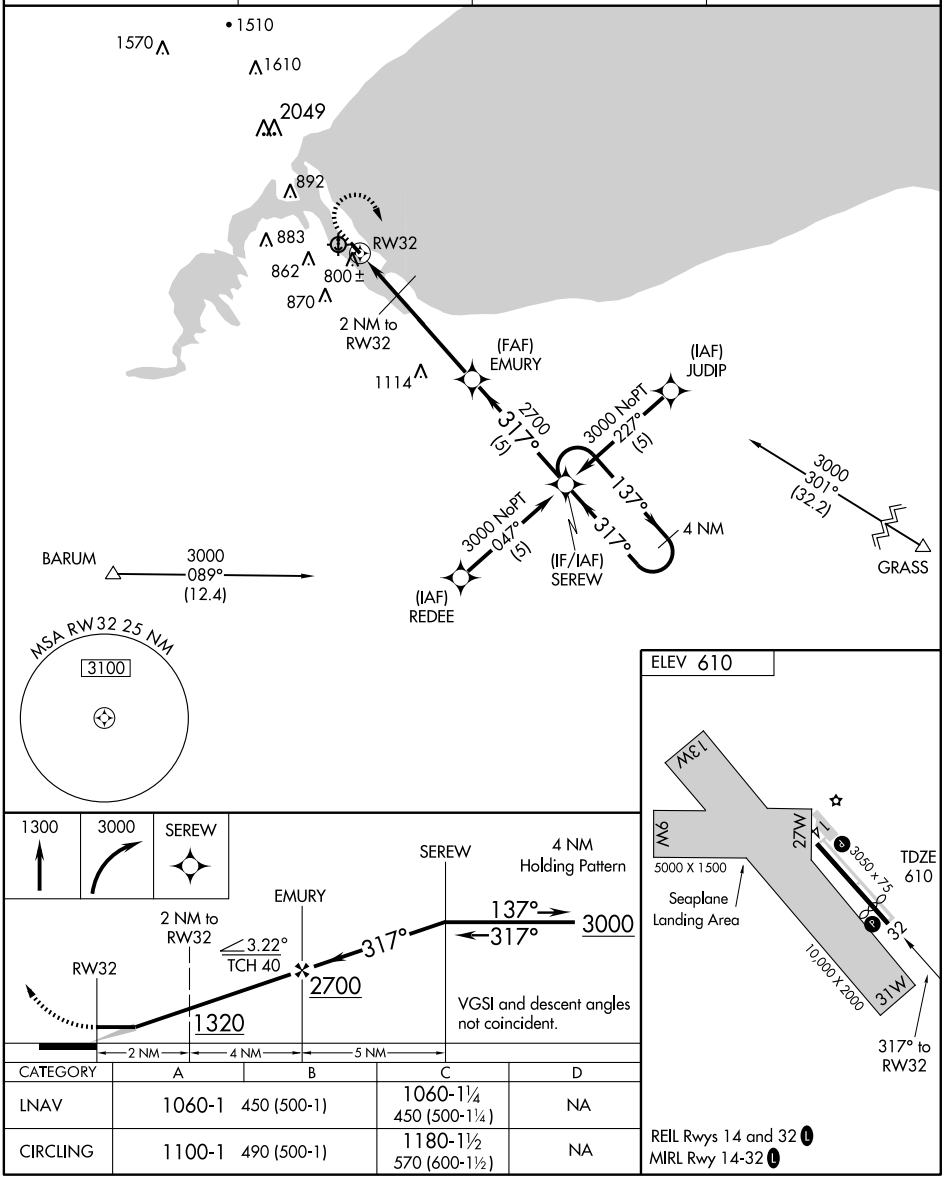
RNAV (GPS) RWY 32

DULUTH/SKY HARBOR (DYT)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct SEREW WP and hold.

AWOS-3	DULUTH APP CON ★	CLNC DEL	UNICOM
119.275	125.45 255.9	124.8	122.7 (CTAF) L

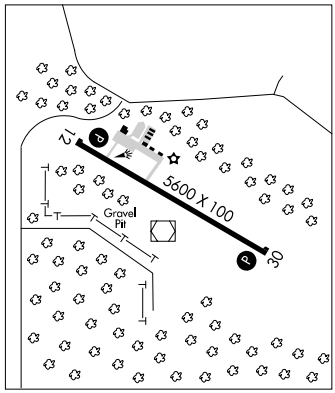


CATEGORY	A	B	C	D
LNAV	1060-1 450 (500-1)		1060-1¼ 450 (500-1¼)	NA
CIRCLING	1100-1 490 (500-1)		1180-1½ 570 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

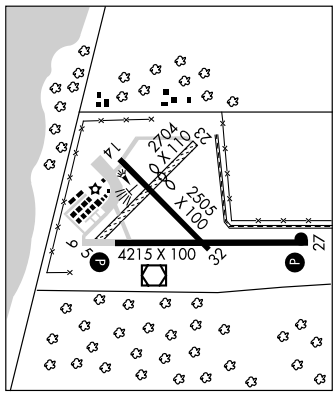
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ELY MUNI (ELO) 4 S UTC−6(−5DT) N47°49.47′ W91°49.84′ **GREEN BAY**
1456 B **FUEL** 100LL, JET A LRA NOTAM FILE ELO **H–2J, L–14I**
RWY 12–30: H5600X100 (ASPH) S–60, D–100 MIRL 0.3% up SE **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after hrs call 218–365–6335. Rwy 12 and Rwy 30 REIL are omnidirectional. Rwy 12 REIL OTS indef. Rwy 30 REIL OTS indef. Rwy 12 and Rwy 30 PAPI OTS indef. MIRL Rwy 12–30 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (218) 365–3814.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (PRINCETON RADIO)
AIRRSPACE: CLASS E svc Sep–Mar 1400–2300Z‡, Apr–May 1500–0000Z‡, Jun–Aug 1500–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELO.
(L) VOR/DME 109.6 ELO Chan 33 N47°49.31′ W91°49.81′ at fld. 1489/0E.
VOR unusable 105°–160° byd 20 NM; 161°–179°, 220°–235°.
DME portion unusable 140°–210° byd 30 NM blo 4000′.



EVELETH

EVELETH–VIRGINIA MUNI (EVM) 3 SE UTC−6(−5DT) N47°25.51′ W92°29.89′ **GREEN BAY**
1379 B S2 **FUEL** 100LL, JET A NOTAM FILE EVM **L–14I**
RWY 09–27: H4215X100 (ASPH) S–12 MIRL **IAP**
RWY 09: PAPI(P4R)—GA 3.0° TCH 30′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 05–23: 2704X110 (TURF)
RWY 05: Trees.
RWY 23: Thld dsplcd 885′. Trees.
RWY 14–32: H2505X100 (ASPH) S–25, D–43 MIRL 0.4% up NW
RWY 14: Trees. **RWY 32:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡, Sat 1400–0000Z‡, Sun 1500–2300Z‡. For fuel after hrs call 218–258–3639. Deer and birds on and invof arpt. Rwy 05–23 CLOSED winter months. Rwy 05–23 length and Rwy 23 dsplcd thld marked with yellow cones. ACTIVATE MIRL Rwy 09–27 and Rwy 14–32, REIL Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 108.2 EVM (218) 744–2369.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.45 (PRINCETON RADIO)
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE EVM.
(T) VORW/DME 108.2 EVM Chan 19 N47°25.33′ W92°29.92′ at fld. 1371/1E. **AWOS–3**. Unmonitored.



SKY HARBOR SPB (9Y5) 2 SE UTC−6(−5DT) N47°27.58′ W92°28.59′ **GREEN BAY**
1376 S4 **FUEL** 100LL NOTAM FILE PNM
WATERWAY 07–25: 6500X1000 (WATER)
WATERWAY 03–21: 6500X1000 (WATER)
WATERWAY 14–32: 4500X1000 (WATER)
SEAPLANE REMARKS: Attended May–Oct Mon–Fri 1400–2300Z‡, Nov–Apr Mon–Fri 1400–2230Z‡. For svc after hrs and weekends call 218–744–4104. CAUTION: A rock reef lays from the southwest tip of the island in the center of the lake westward to the shoreline.
COMMUNICATIONS: CTAF 122.7

APP CRS	Rwy Idg	5600
120°	TDZE	1451
	Apt Elev	1455

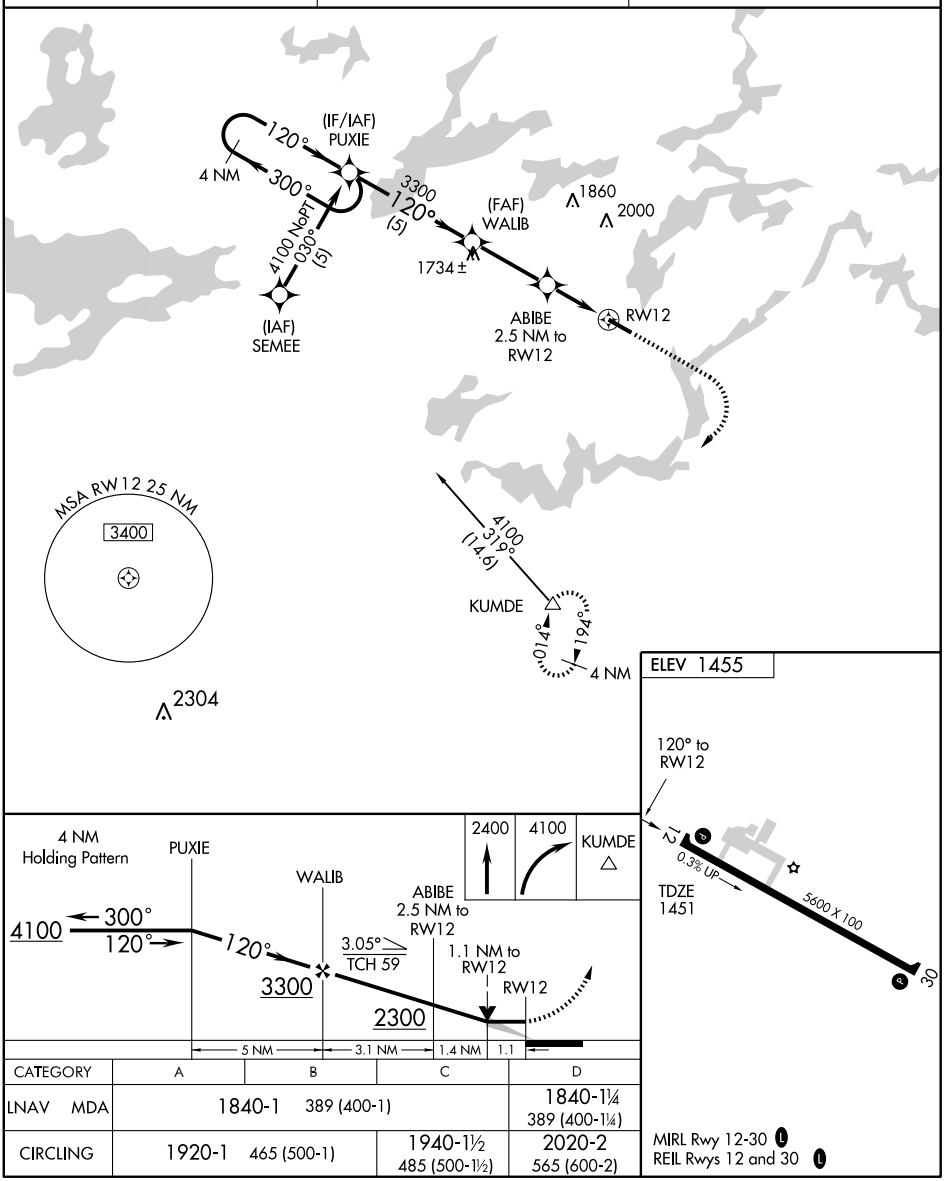
RNAV (GPS) RWY 12

ELY MUNI (ELO)

T
A NA GPS or RNP -0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 then climbing right turn to 4100 direct KUMDE WP and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1840-1 389 (400-1)			1840-1¼ 389 (400-1¼)
CIRCLING	1920-1 465 (500-1)		1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

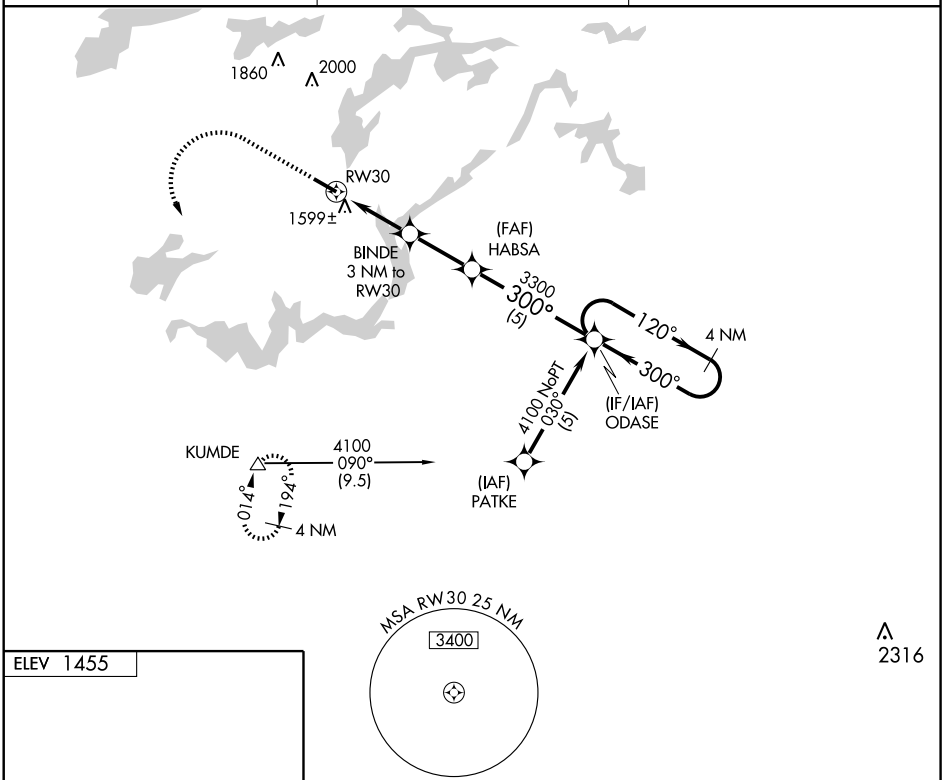
ELY MUNI (ELO)

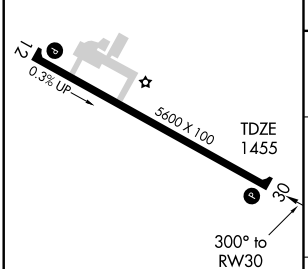
APP CRS	Rwy Idg	5600
300°	TDZE	1455
	Apt Elev	1455

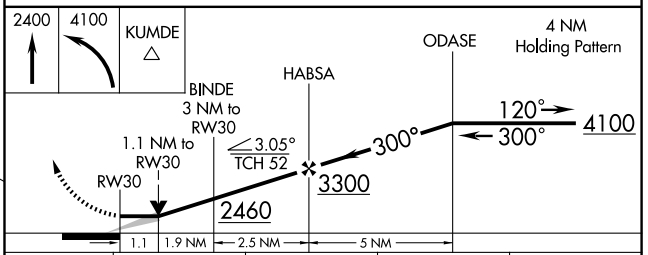
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 then climbing left turn to 4100 direct KUMDE WP and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1860-1	405 (500-1)	1860-1¼	405 (500-1¼)
CIRCLING	1920-1	465 (500-1)	1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

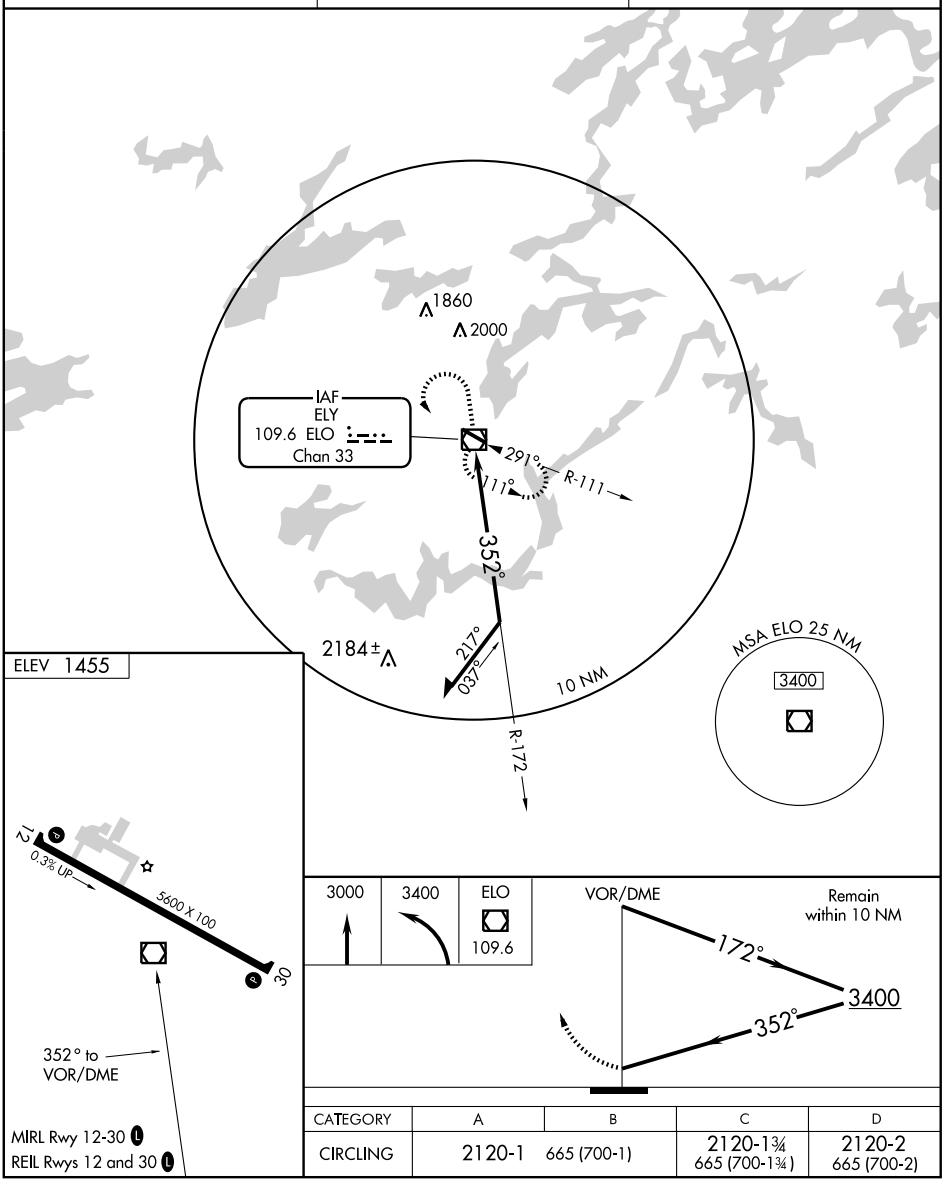
VOR/DME ELO	APP CRS	Rwy Idg	N/A
109.6	352°	TDZE	N/A
Chan 33		Apt Elev	1455

VOR-A
ELY MUNI (ELO)

MISSED APPROACH: Climb to 3000 then climbing left turn to 3400 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L

NC-1, 21 OCT 2010 to 18 NOV 2010



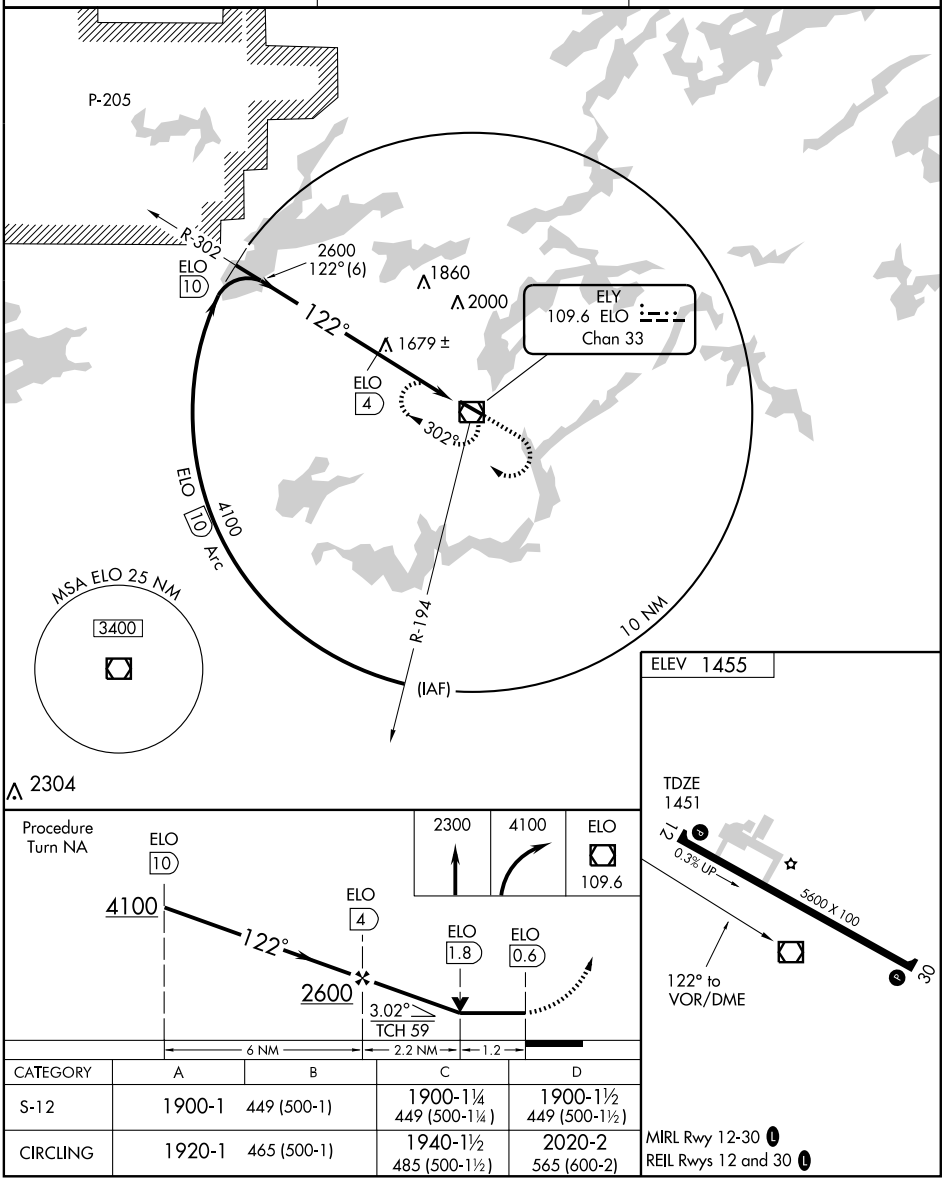
CATEGORY	A	B	C	D
CIRCLING	2120-1	665 (700-1)	2120-1¾ 665 (700-1¾)	2120-2 665 (700-2)

VOR/DME ELO	APP CRS	Rwy Idg	5600
109.6	122°	TDZE	1451
Chan 33		Apt Elev	1455

VOR/DME RWY 12
ELY MUNI (ELO)

MISSED APPROACH: Climb to 2300 then climbing right turn to 4100 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	1900-1	449 (500-1)	1900-1¼ 449 (500-1¼)	1900-1½ 449 (500-1½)
CIRCLING	1920-1	465 (500-1)	1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

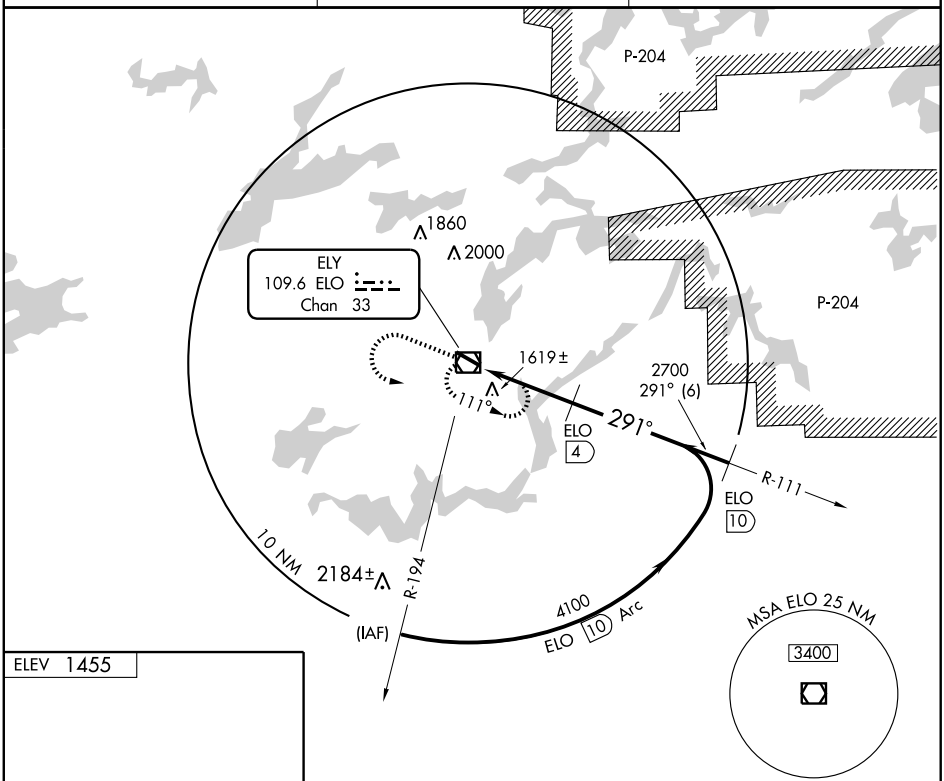
VOR/DME ELO 109.6 Chan 33	APP CRS 291°	Rwy Idg 5600 TDZE 1455 Apt Elev 1455

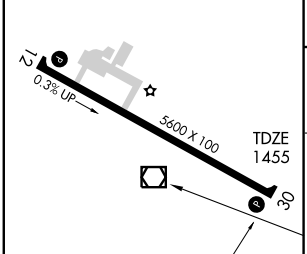
VOR/DME RWY 30

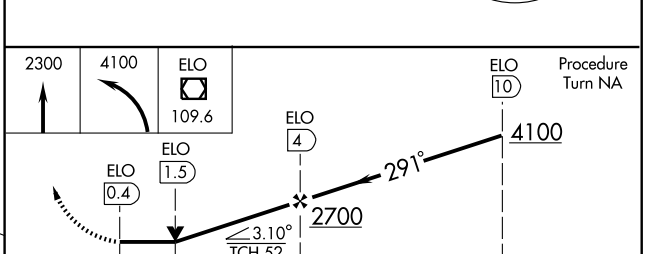
ELY MUNI (ELO)

MISSED APPROACH: Climb to 2300 then climbing left turn to 4100 direct ELO VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
132.025	122.1R	122.8 (CTAF) L







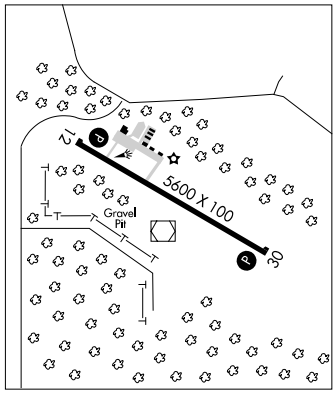
CATEGORY	A	B	C	D
S-30	1880-1	425 (500-1)	1880-1¼	425 (500-1¼)
CIRCLING	1920-1	465 (500-1)	1940-1½ 485 (500-1½)	2020-2 565 (600-2)

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

47°49'N-91°50'W

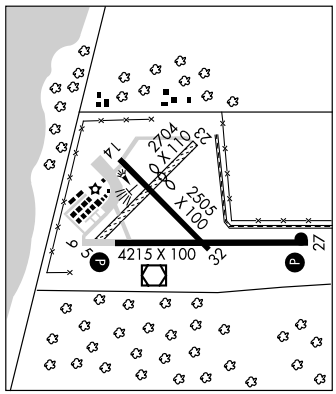
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ELY MUNI (ELO) 4 S UTC−6(−5DT) N47°49.47′ W91°49.84′ **GREEN BAY**
1456 B **FUEL** 100LL, JET A LRA NOTAM FILE ELO **H–2J, L–14I**
RWY 12–30: H5600X100 (ASPH) S–60, D–100 MIRL 0.3% up SE **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after hrs call 218–365–6335. Rwy 12 and Rwy 30 REIL are omnidirectional. Rwy 12 REIL OTS indef. Rwy 30 REIL OTS indef. Rwy 12 and Rwy 30 PAPI OTS indef. MIRL Rwy 12–30 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 132.025 (218) 365–3814.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.6T (PRINCETON RADIO)
AIRRSPACE: CLASS E svc Sep–Mar 1400–2300Z‡, Apr–May 1500–0000Z‡, Jun–Aug 1500–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE ELO.
(L) VOR/DME 109.6 ELO Chan 33 N47°49.31′ W91°49.81′ at fld. 1489/0E.
VOR unusable 105°–160° byd 20 NM; 161°–179°, 220°–235°.
DME portion unusable 140°–210° byd 30 NM blo 4000′.



EVELETH

EVELETH–VIRGINIA MUNI (EVM) 3 SE UTC−6(−5DT) N47°25.51′ W92°29.89′ **GREEN BAY**
1379 B S2 **FUEL** 100LL, JET A NOTAM FILE EVM **L–14I**
RWY 09–27: H4215X100 (ASPH) S–12 MIRL **IAP**
RWY 09: PAPI(P4R)—GA 3.0° TCH 30′. Trees.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 05–23: 2704X110 (TURF)
RWY 05: Trees.
RWY 23: Thld dsplcd 885′. Trees.
RWY 14–32: H2505X100 (ASPH) S–25, D–43 MIRL 0.4% up NW
RWY 14: Trees. **RWY 32:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–0100Z‡, Sat 1400–0000Z‡, Sun 1500–2300Z‡. For fuel after hrs call 218–258–3639. Deer and birds on and invof arpt. Rwy 05–23 CLOSED winter months. Rwy 05–23 length and Rwy 23 dsplcd thld marked with yellow cones. ACTIVATE MIRL Rwy 09–27 and Rwy 14–32, REIL Rwy 27 and PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 108.2 EVM (218) 744–2369.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.45 (PRINCETON RADIO)
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE EVM.
(T) VORW/DME 108.2 EVM Chan 19 N47°25.33′ W92°29.92′ at fld. 1371/1E. **AWOS–3**. Unmonitored.



SKY HARBOR SPB (9Y5) 2 SE UTC−6(−5DT) N47°27.58′ W92°28.59′ **GREEN BAY**
1376 S4 **FUEL** 100LL NOTAM FILE PNM
WATERWAY 07–25: 6500X1000 (WATER)
WATERWAY 03–21: 6500X1000 (WATER)
WATERWAY 14–32: 4500X1000 (WATER)
SEAPLANE REMARKS: Attended May–Oct Mon–Fri 1400–2300Z‡, Nov–Apr Mon–Fri 1400–2230Z‡. For svc after hrs and weekends call 218–744–4104. CAUTION: A rock reef lays from the southwest tip of the island in the center of the lake westward to the shoreline.
COMMUNICATIONS: CTAF 122.7

APP CRS	Rwy Idg	4215
273°	TDZE	1369
	Apt Elev	1378

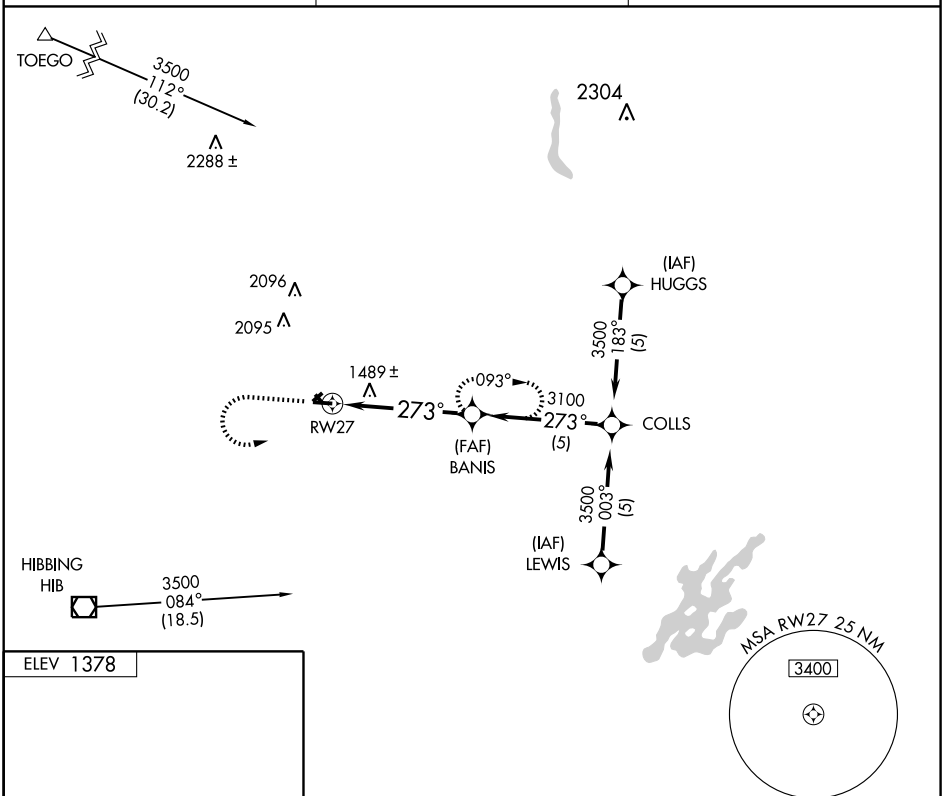
GPS RWY 27

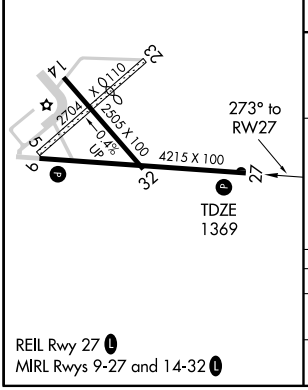
EVELETH-VIRGINIA MUNI (EVM)

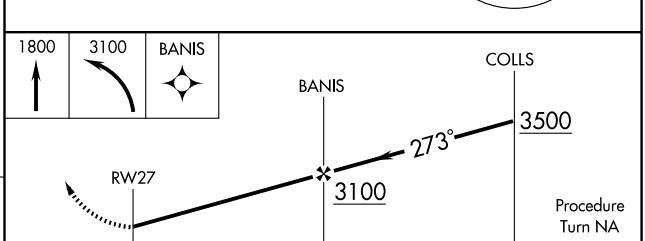
T
NA

MISSED APPROACH: Climb to 1800 then left climbing turn to 3100 direct BANIS WP and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-27	1740-1 371 (400-1)			1740-1¼ 371 (400-1¼)
CIRCLING	1920-1 542 (600-1)		1940-1½ 562 (600-1½)	2060-2¼ 682 (700-2¼)

REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

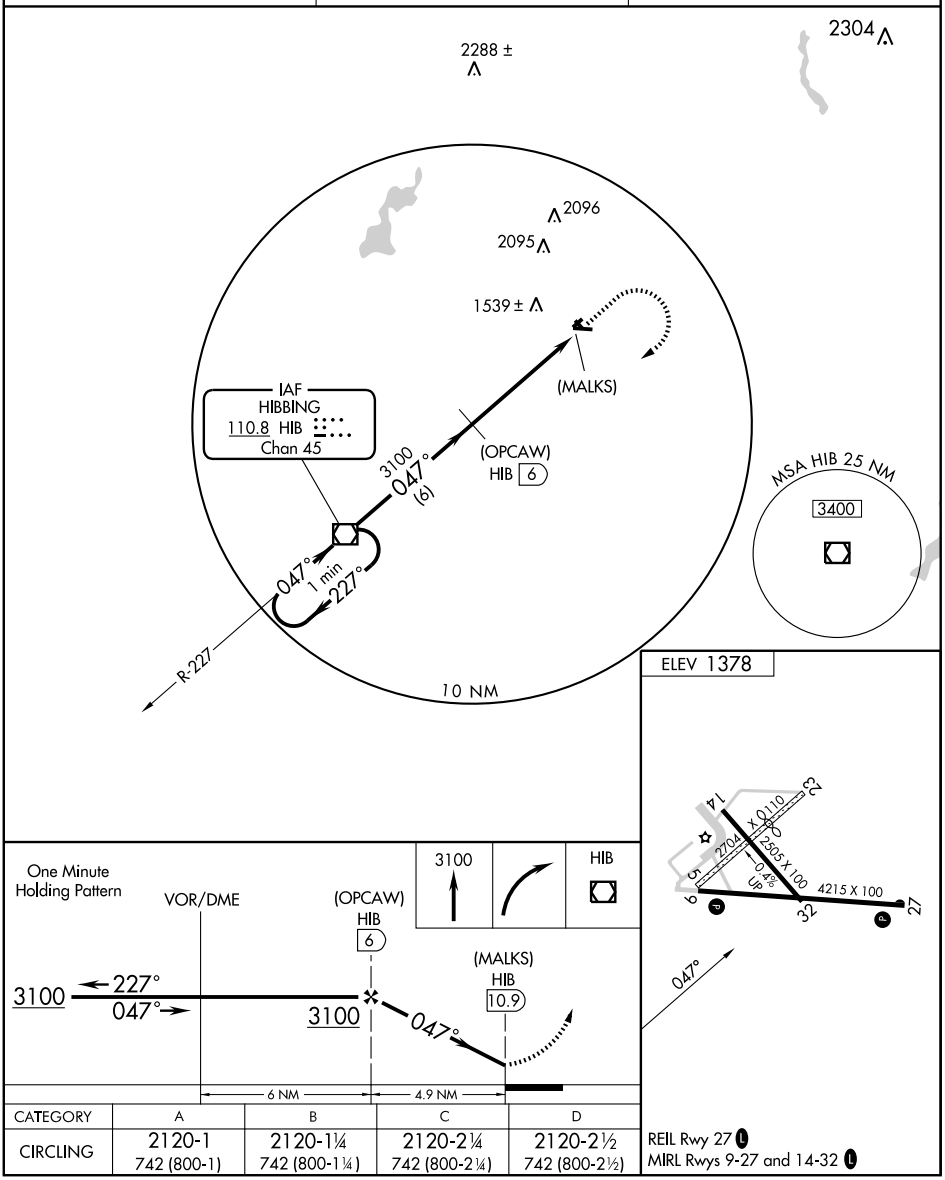
VOR/DME HIB	APP CRS	Rwy Idg	N/A
110.8	047°	TDZE	N/A
Chan 45		Apt Elev	1378

VOR/DME or GPS-A

EVELETH-VIRGINIA MUNI (EVM)

MISSED APPROACH: Climb to 3100 then right turn direct HIB VOR/DME and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2120-1 742 (800-1)	2120-1¼ 742 (800-1¼)	2120-2¼ 742 (800-2¼)	2120-2½ 742 (800-2½)

REIL Rwy 27 L

MIRL Rwys 9-27 and 14-32 L

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME EVM	APP CRS	Rwy Idg	4215
108.2	268°	TDZE	1369
Chan 19		Apt Elev	1378

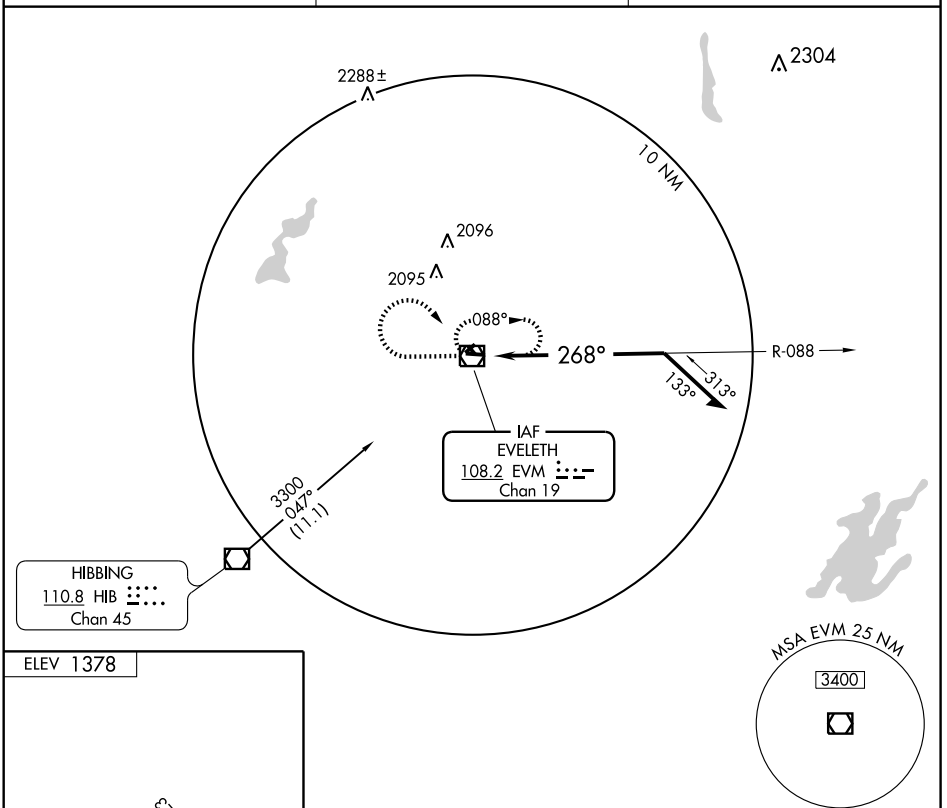
VOR RWY 27

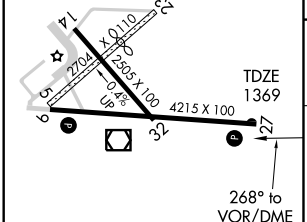
EVELETH-VIRGINIA MUNI (EVM)

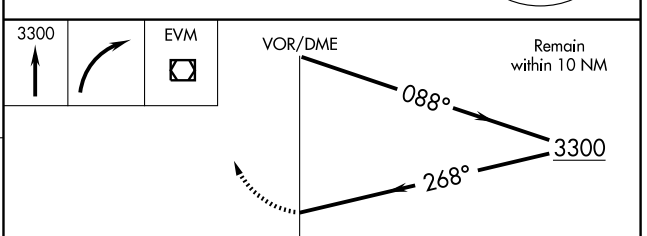
T NA — If local altimeter setting not received, use Range Rgnl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3300 then right turn direct EVM VOR/DME and hold.

AWOS-3	DULUTH APP CON ★	UNICOM
108.2	125.45 255.9	122.7 (CTAF) L





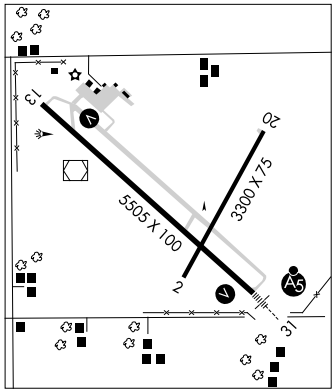


CATEGORY	A	B	C	D
S-27	1820-1 451 (500-1)		1820-1¼ 451 (500-1¼)	1820-1½ 451 (500-1½)
CIRCLING	1900-1 522 (600-1)	1960-1 582 (600-1)	1980-1¾ 602 (700-1¾)	2040-2 662 (700-2)

REIL Rwy 27 L
MIRL Rwys 9-27 and 14-32 L

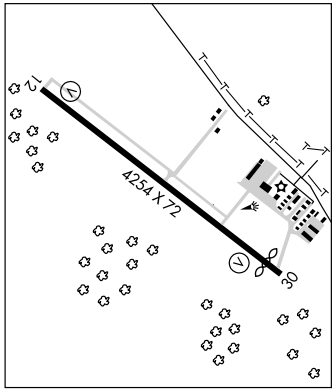
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

FAIRMONT MUNI (FRM) 2 SE UTC−6(−5DT) N43°38.64′ W94°24.94′ OMAHA
1162 B S2 **FUEL** 100LL, JET A NOTAM FILE FRM H–5C, L–12I
RWY 13–31: H5505X100 (ASPH–PFC) S–35, D–40 HIRL IAP
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48′. Road.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 46′.
RWY 02–20: H3300X75 (ASPH) S–12 MIRL
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1830–2200Z‡. For svc after hrs call 507–238–9216. Self service fuel with credit card. Migratory bird hazard spring and fall, gulls on and invof arpt. ACTIVATE MIRL Rwy 02–20, HIRL Rwy 13–31, VASI and REIL Rwy 13, VASI and MALSR Rwy 31—122.8.
WEATHER DATA SOURCES: AWOS–3 110.2 FRM (507) 238–1562.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.6R 110.2T (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 127.75
AIRSPACE: CLASS E svc Mon–Fri 1130–0130Z‡, Sat 1130–1900Z‡, Sun 1600–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.
(L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ at fld. 1164/7E. **AWOS–3**
MONTZ NDB (LOM) 420 FQ N43°34.43′ W94°19.08′ 311° 6.0 NM to fld.
ILS 111.1 I-FQJ Rwy 31. LOM MONTZ NDB. Glide Slope unusable for coupled apchs blo 1480′.



FALLS INTL (See INTERNATIONAL FALLS)

FARIBAULT MUNI (FBL) 3 NW UTC−6(−5DT) N44°19.64′ W93°18.65′ OMAHA
1060 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE FBL L–12J
RWY 12–30: H4254X72 (ASPH) S–16, D–22 MIRL 0.3% up NW IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 22′. Trees.
RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 22′. Thld dsplcd 237′. Road.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z‡, Oct–Apr 1400–2300Z‡. For svc after hrs call 507–838–7152. Self svc fuel with credit card. When landing on Rwy 12, be alert for turbulence and possible windshear when winds are out of the south. Ultralights and gliders use twy and extended twy parallel to Rwy 12–30. Ultralights and gliders using twy fly pattern on NE side of Rwy 12–30. ACTIVATE MIRL Rwy 12–30, and REIL Rwy 12 and Rwy 30 —CTAF. VASI Rwy 12 and Rwy 30 on continuously.
WEATHER DATA SOURCES: AWOS–3 111.2 FOW (507) 332–2505.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7
GCO 121.725 (MINNEAPOLIS CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HALFWAY (T) VORW/DME 111.2 FOW Chan 49 N44°12.27′ W93°22.23′ 017° 7.8 NM to fld. 1098/2E. **AWOS–3**. Unmonitored.



FARMINGTON N44°37.86′ W93°10.92′ NOTAM FILE PNM TWIN CITIES
(H) VORTAC 115.7 FGT Chan 104 259° 2 NM to Airlake. 972/6E. H–21, L–12J, 14I, A
VOR unusable:
DME unusable 260°–320° byd 25 NM blo 4000′.
RCO 122.1R 115.7T (PRINCETON RADIO)

LOC I-FQJ	APP CRS	Rwy Idg	5505
111.1	310°	TDZE	1162
		Apt Elev	1162

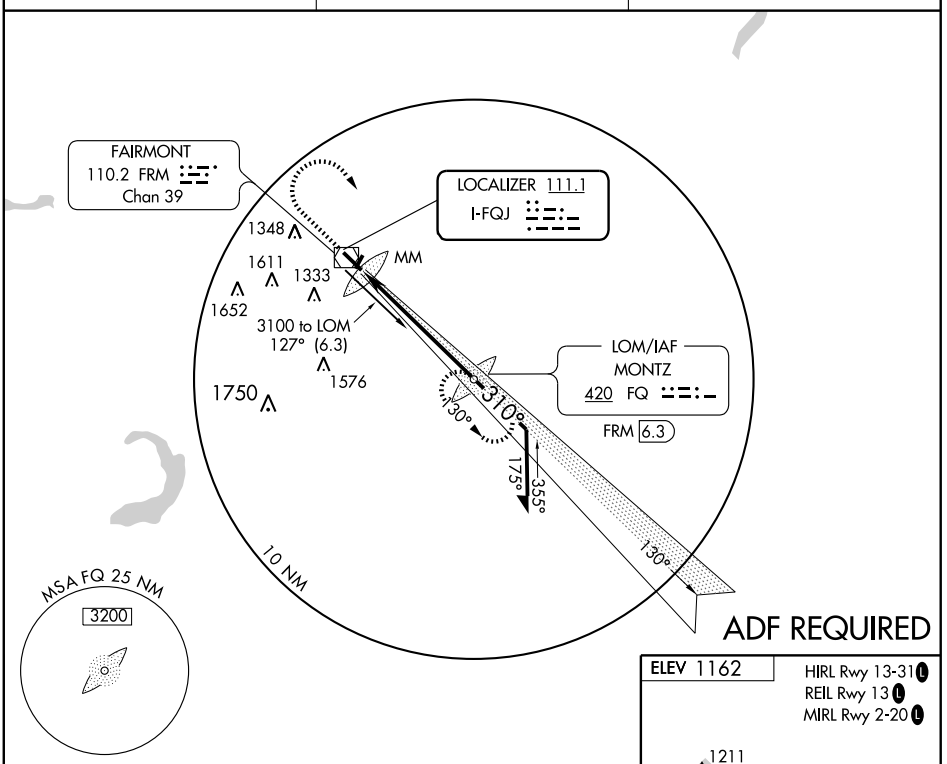
COPTER ILS RWY 31
FAIRMONT MUNI (FRM)

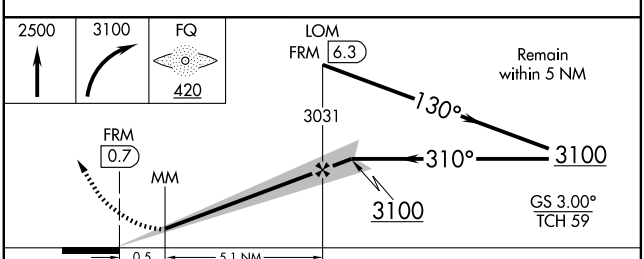
NA
For inoperative MALSR increase visibility to ½ mile.

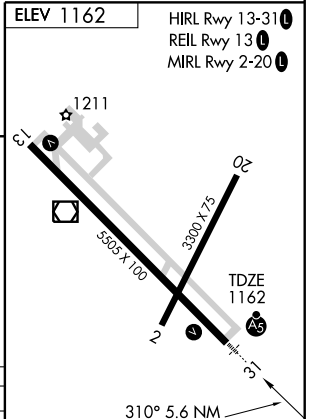
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MONTZ LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	COPTER	B	C	D
S-ILS 31	1362-¼ 200 (200-¼)	NA		
S-LOC 31	1540-¼ 378 (400-¼)	NA		
CIRCLING	NA			

FAF to MAP 5.6 NM

Knots	45	60	75	90	105
Min:Sec	7:28	5:36	4:29	3:44	3:12

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 31

FAIRMONT MUNI (FRM)

LOC I-FQJ	APP CRS	Rwy Idg	5505
111.1	310°	TDZE	1162
		Apt Elev	1162

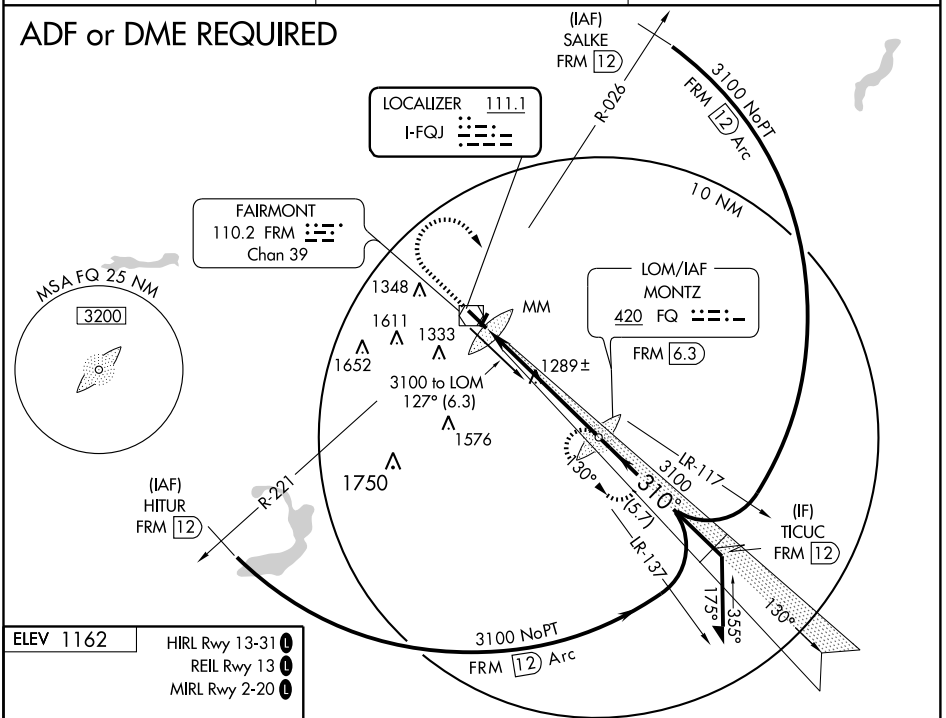
ADF required.
NA Autopilot coupled approach NA below 1480 feet MSL.
S-ILS-31: Inoperative table does not apply.
S-LOC-31: For inoperative MALSR increase Cats A, B, and C visibility to 1, Cat D visibility to 1¼.

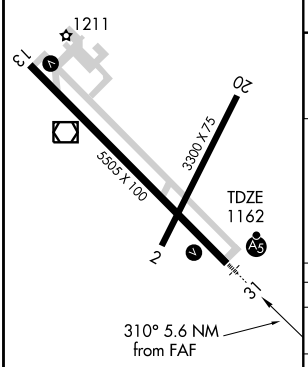
MALSR

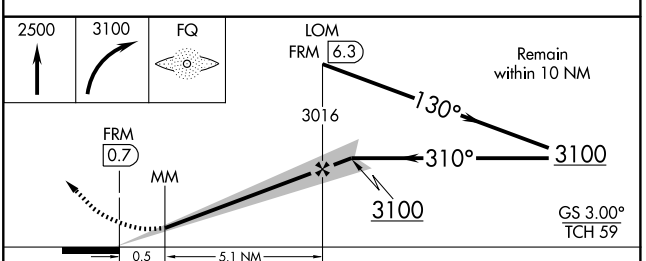
MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MONTZ LOM/ FRM 6.3 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 31	1412-¾ 250 (300-¾)			
S-LOC 31	1540-¾ 378 (400-¾)			
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5505
CH 45812	130°	TDZE	1162
W13A		Apt Elev	1162

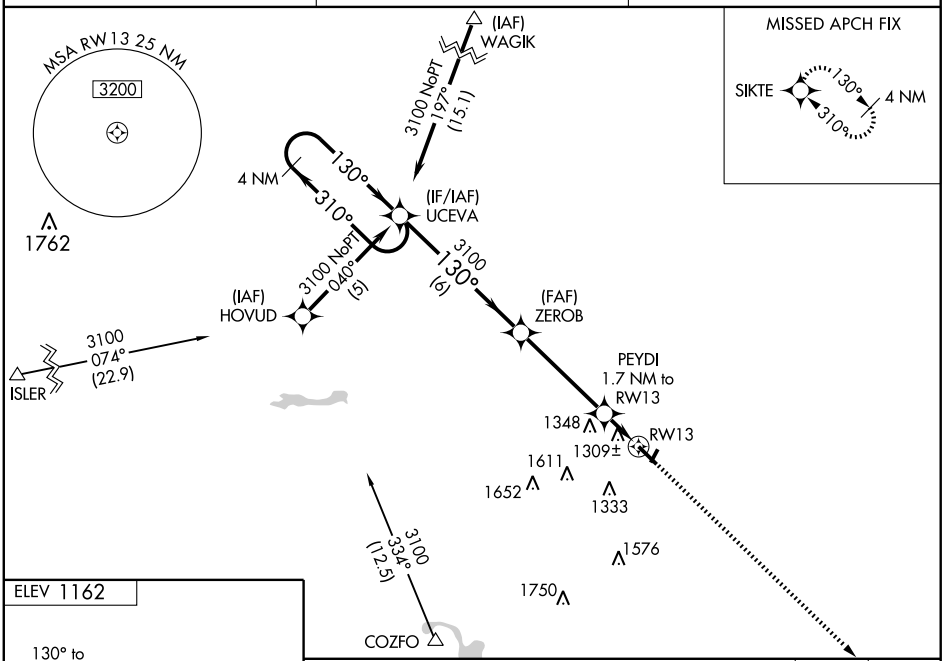
RNAV (GPS) RWY 13

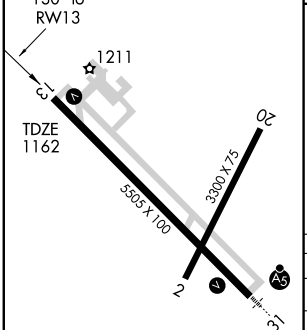
FAIRMONT MUNI (FRM)

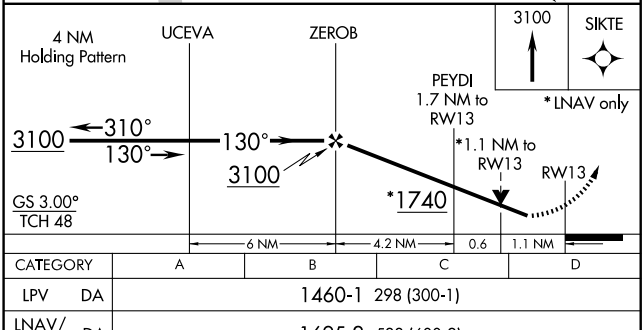
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use St. James altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats visibility and LNAV Cat C/D visibility ¼ mile.
Baro-VNAV and VDP NA when using St. James altimeter setting.

MISSED APPROACH: Climb to 3100 direct SIKTE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1460-1 298 (300-1)			
LNAV/VNAV DA	1695-2 533 (600-2)			
LNAV MDA	1560-1 398 (400-1)			1560-1¼ 398 (400-1¼)
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5505
CH 90412	310°	TDZE	1162
W31A		Apt Elev	1162

RNAV (GPS) RWY 31

FAIRMONT MUNI (FRM)

T For inoperative MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use St. James altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C visibility ¼ mile.
Baro-VNAV NA when using St. James altimeter setting.
For inoperative MALSR when using St. James altimeter setting, increase LPV all Cats visibility ½ mile.

A

MALSR

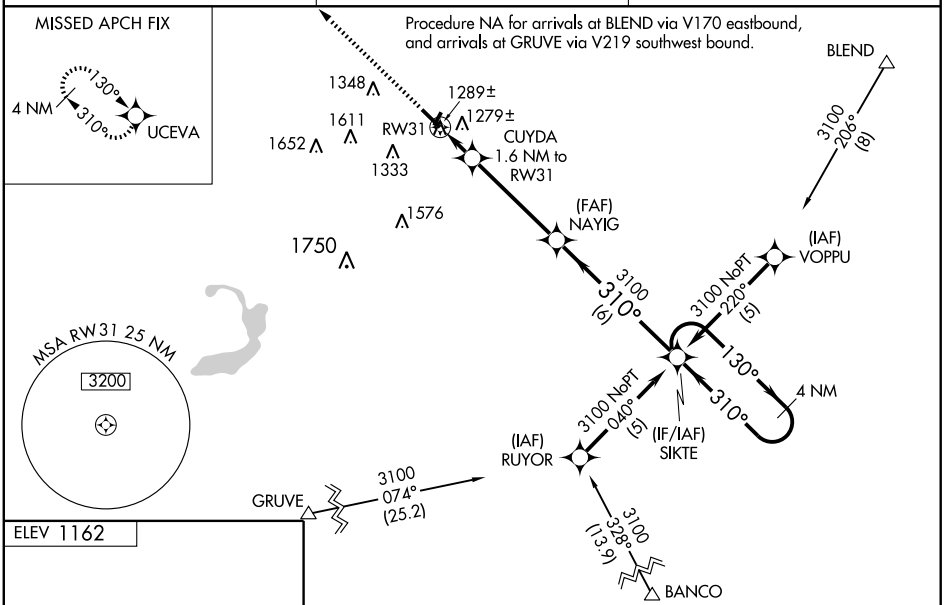
MISSED APPROACH: Climb to 3100 direct UCEVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L

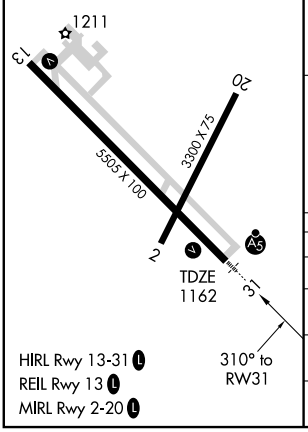
MISSED APCH FIX

4 NM 130° 310° UCEVA

Procedure NA for arrivals at BLEND via V170 eastbound, and arrivals at GRUVE via V219 southwest bound.



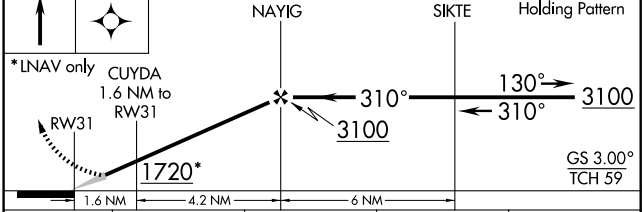
ELEV 1162



3100 UCEVA

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1467-½ 305 (400-½)			
LNAV/VNAV DA	1581-1 419 (500-1)			
LNAV MDA	1560-½ 398 (400-½)			1560-1 398 (400-1)
CIRCLING	1640-1 478 (500-1)		1640-1½ 478 (500-1½)	1720-2 558 (600-2)

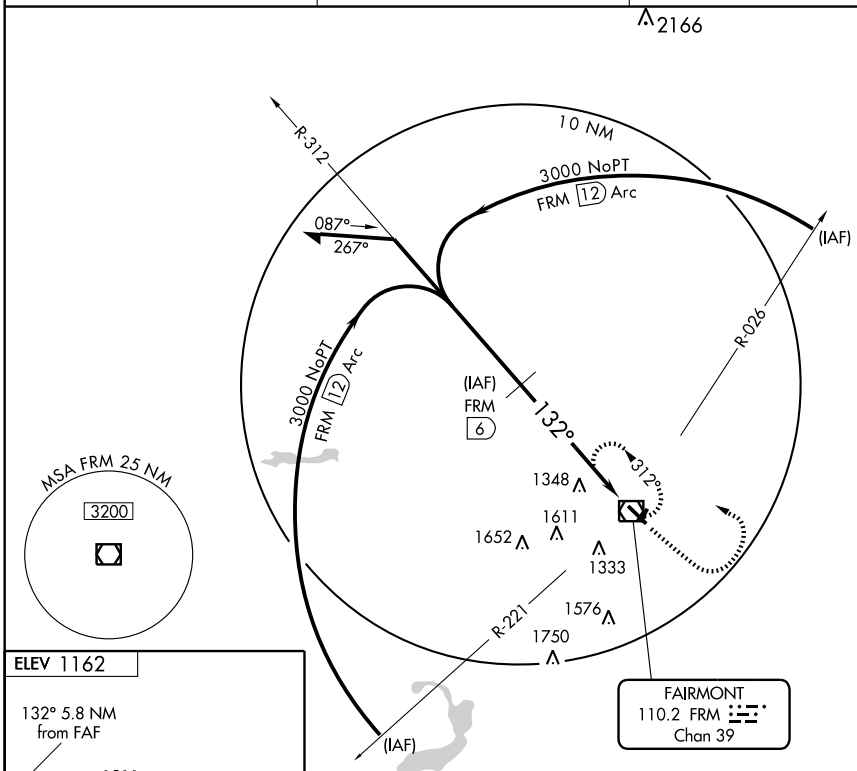
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

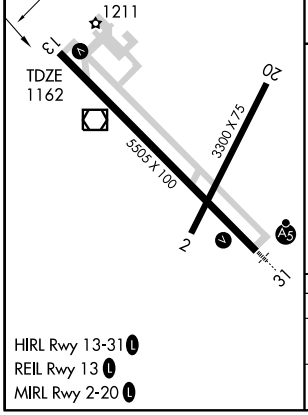
VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	132°	TDZE	1162
Chan 39		Apt Elev	1162

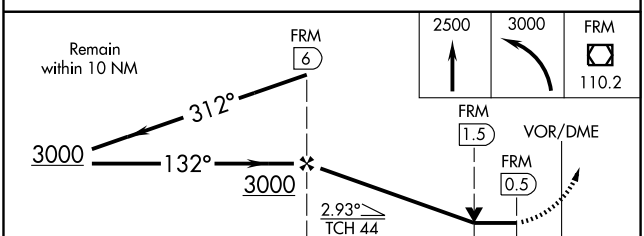
VOR/DME RWY 13
FAIRMONT MUNI (FRM)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1620-1 458 (500-1)		1620-1¼ 458 (500-1¼)	1620-1½ 458 (500-1½)
CIRCLING	1660-1 498 (500-1)		1660-1½ 498 (500-1½)	1720-2 558 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	305°	TDZE	1162
Chan 39		Apt Elev	1162

VOR/DME RWY 31

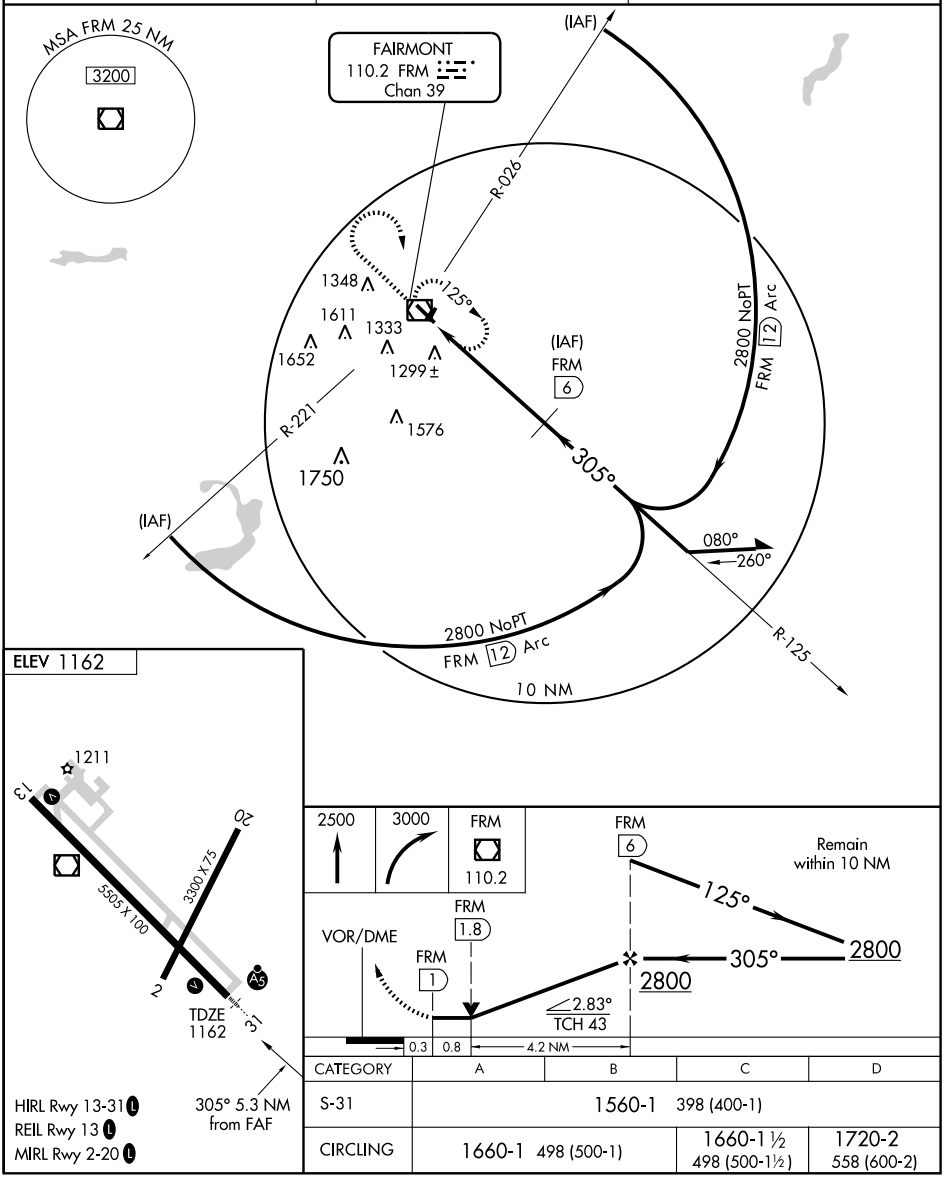
FAIRMONT MUNI (FRM)

Category D S-31 visibilities increased ¼ mile for inoperative MALSR. Inoperative components table does not apply to Categories A, B and C.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1560-1 398 (400-1)			
CIRCLING	1660-1 498 (500-1)		1660-1 ½ 498 (500-1½)	1720-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

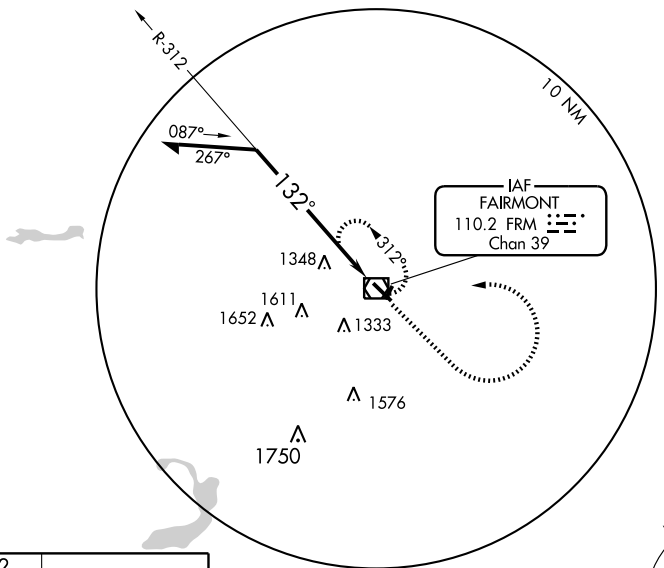
VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	132°	TDZE	1162
Chan 39		Apt Elev	1162

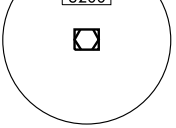
VOR RWY 13
FAIRMONT MUNI (FRM)

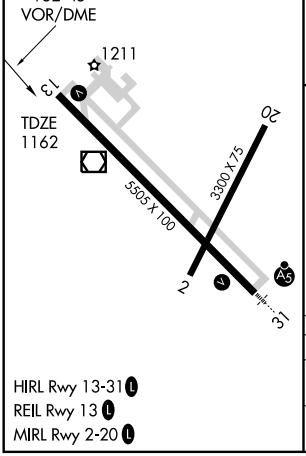
Visibility reduction by helicopters NA.
When local altimeter setting not received, use St. James altimeter setting and increase all MDA 80 feet, increase S-13 Cat C/D visibility and circling Cat C visibility ¼ mile.
VDP NA when using St. James altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct FRM VOR/DME and hold.

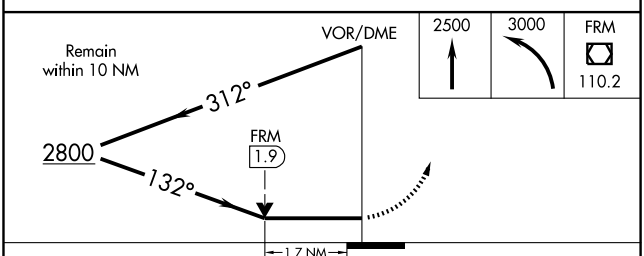
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L







HIRL Rwy 13-31 L
REIL Rwy 13 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
S-13	1740-1 578 (600-1)		1740-1½ 578 (600-1½)	1740-1¾ 578 (600-1¾)
CIRCLING	1740-1 578 (600-1)		1740-1½ 578 (600-1½)	1740-2 578 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FRM	APP CRS	Rwy Idg	5505
110.2	305°	TDZE	1162
Chan 39		Apt Elev	1162

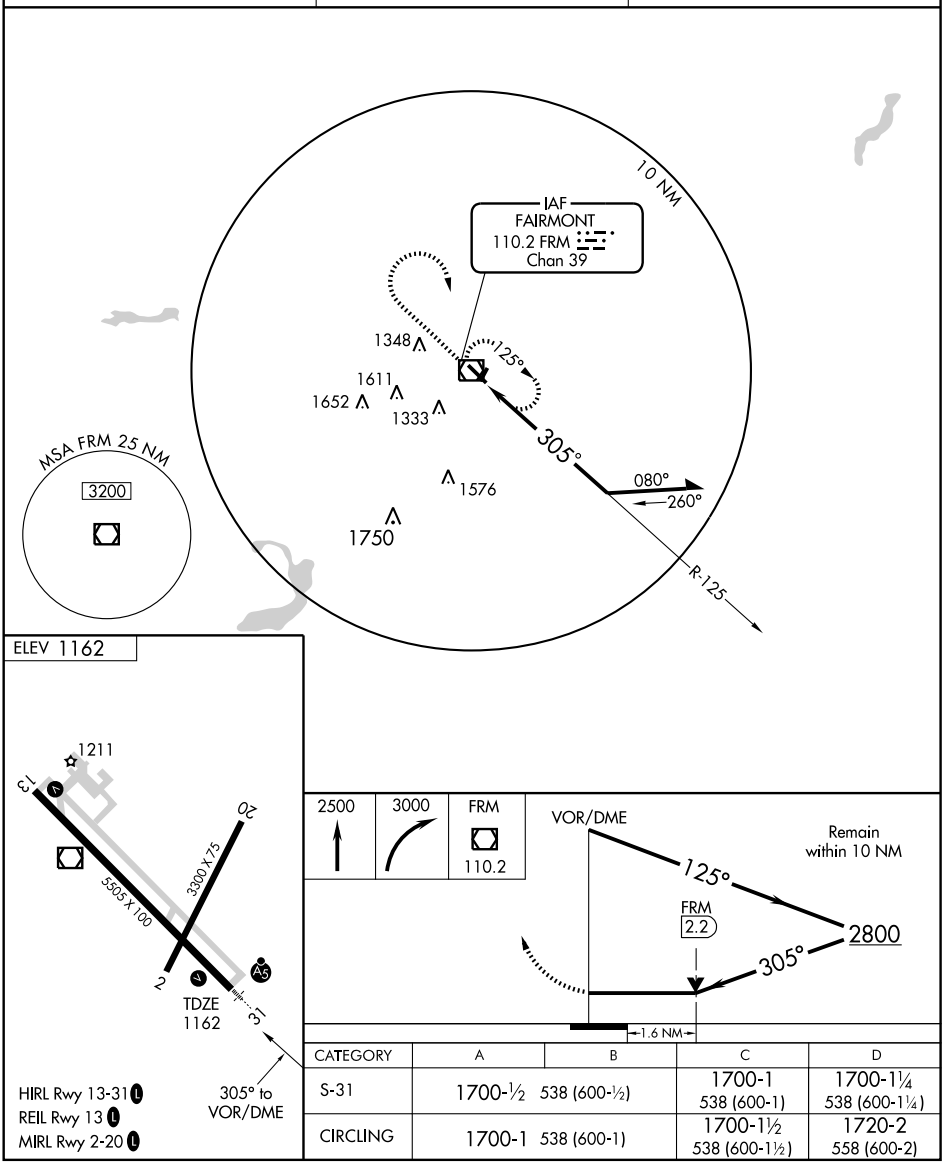
VOR RWY 31
FAIRMONT MUNI (FRM)

T A When local altimeter setting not received, use St. James altimeter setting and increase all MDA 80 feet, increase S-31 Cat C/D visibility and circling Cat C visibility ¼ mile. VDP NA when using St. James altimeter setting.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct FRM VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.2	127.75 257.7	122.8 (CTAF) L



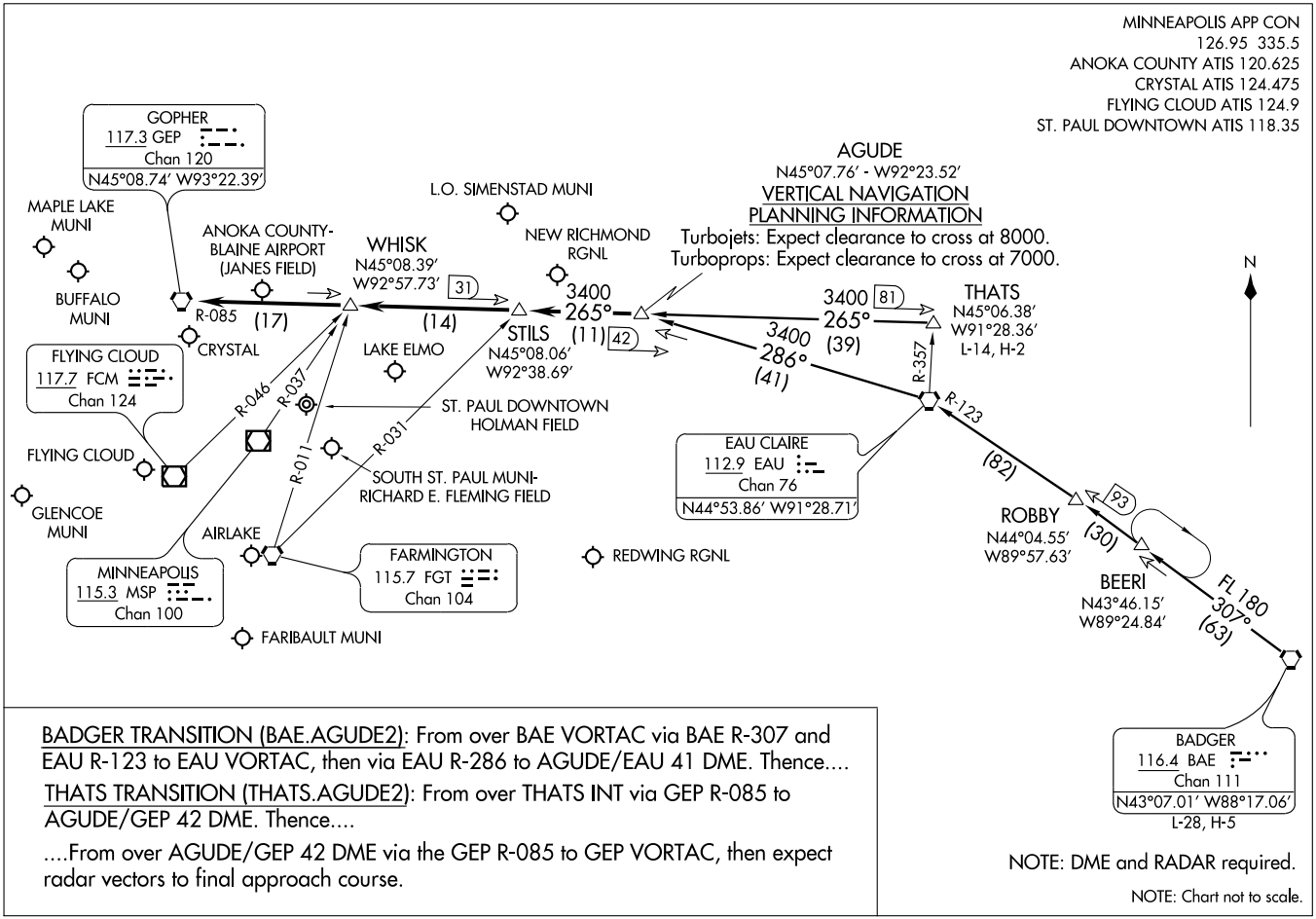
CATEGORY	A	B	C	D
S-31	1700-½ 538 (600-½)		1700-1 538 (600-1)	1700-1¼ 538 (600-1¼)
CIRCLING	1700-1 538 (600-1)		1700-1½ 538 (600-1½)	1720-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

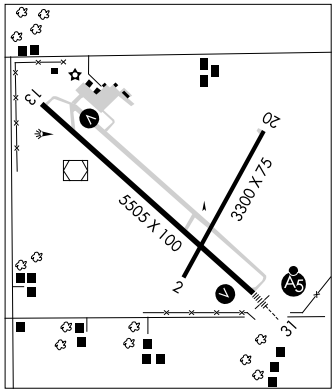
(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

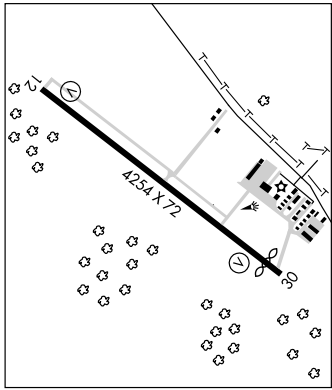
MINNEAPOLIS-ST. PAUL, MINNESOTA

FAIRMONT MUNI (FRM) 2 SE UTC−6(−5DT) N43°38.64′ W94°24.94′ OMAHA
1162 B S2 **FUEL** 100LL, JET A NOTAM FILE FRM H–5C, L–12I
RWY 13–31: H5505X100 (ASPH–PFC) S–35, D–40 HIRL IAP
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 48′. Road.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 46′.
RWY 02–20: H3300X75 (ASPH) S–12 MIRL
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1830–2200Z‡. For svc after hrs call 507–238–9216. Self service fuel with credit card. Migratory bird hazard spring and fall, gulls on and invof arpt. ACTIVATE MIRL Rwy 02–20, HIRL Rwy 13–31, VASI and REIL Rwy 13, VASI and MALSR Rwy 31—122.8.
WEATHER DATA SOURCES: AWOS–3 110.2 FRM (507) 238–1562.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.6R 110.2T (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 127.75
AIRSPACE: CLASS E svc Mon–Fri 1130–0130Z‡, Sat 1130–1900Z‡, Sun 1600–2300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.
(L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ at fld. 1164/7E. **AWOS–3**
MONTZ NDB (LOM) 420 FQ N43°34.43′ W94°19.08′ 311° 6.0 NM to fld.
ILS 111.1 I-FQJ Rwy 31. LOM MONTZ NDB. Glide Slope unusable for coupled apchs blo 1480′.



FALLS INTL (See INTERNATIONAL FALLS)

FARIBAULT MUNI (FBL) 3 NW UTC−6(−5DT) N44°19.64′ W93°18.65′ OMAHA
1060 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE FBL L–12J
RWY 12–30: H4254X72 (ASPH) S–16, D–22 MIRL 0.3% up NW IAP
RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 22′. Trees.
RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 22′. Thld dsplcd 237′. Road.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z‡, Oct–Apr 1400–2300Z‡. For svc after hrs call 507–838–7152. Self svc fuel with credit card. When landing on Rwy 12, be alert for turbulence and possible windshear when winds are out of the south. Ultralights and gliders use twy and extended twy parallel to Rwy 12–30. Ultralights and gliders using twy fly pattern on NE side of Rwy 12–30. ACTIVATE MIRL Rwy 12–30, and REIL Rwy 12 and Rwy 30 —CTAF. VASI Rwy 12 and Rwy 30 on continuously.
WEATHER DATA SOURCES: AWOS–3 111.2 FOW (507) 332–2505.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7
GCO 121.725 (MINNEAPOLIS CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HALFWAY (T) VORW/DME 111.2 FOW Chan 49 N44°12.27′ W93°22.23′ 017° 7.8 NM to fld. 1098/2E. **AWOS–3**. Unmonitored.



FARMINGTON N44°37.86′ W93°10.92′ NOTAM FILE PNM TWIN CITIES
(H) VORTAC 115.7 FGT Chan 104 259° 2 NM to Airlake. 972/6E. H–21, L–12J, 14I, A
VOR unusable:
DME unusable 260°–320° byd 25 NM blo 4000′.
RCO 122.1R 115.7T (PRINCETON RADIO)

RNAV (GPS) RWY 12

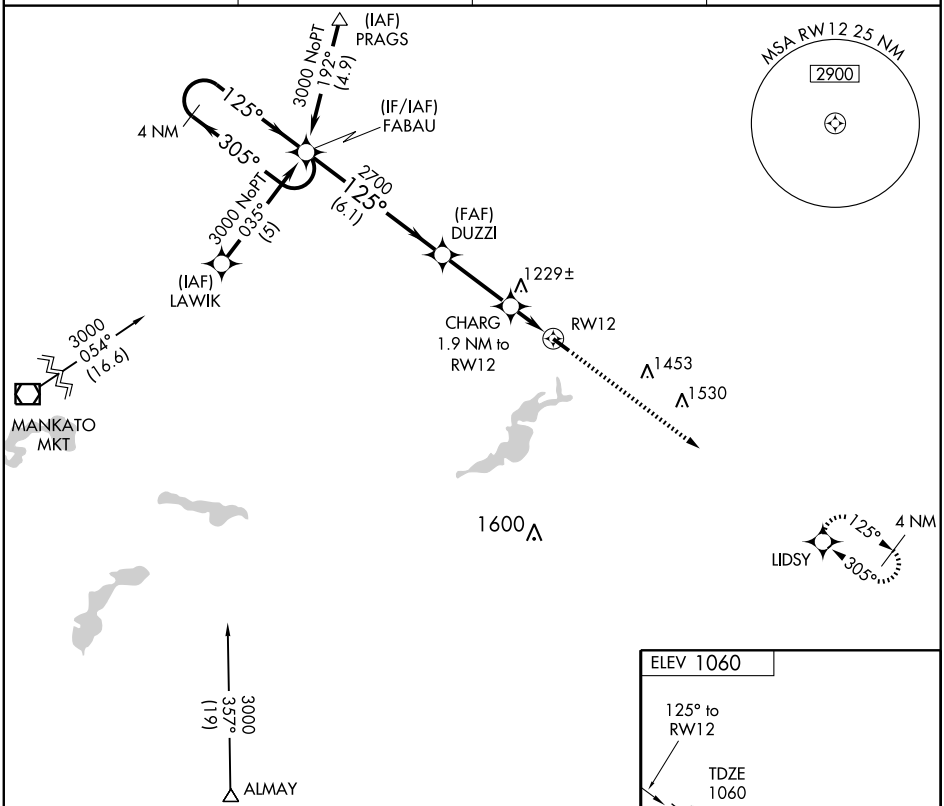
FARIBAULT MUNI (FBL)

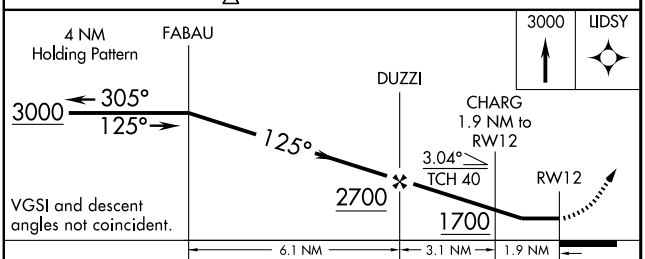
APP CRS	Rwy Idg	4254
125°	TDZE	1060
	Apt Elev	1060

Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 60 feet, and LNAV Cat C visibility ¼ mile.

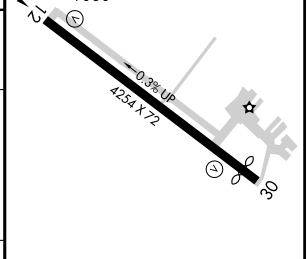
MISSED APPROACH: Climb to 3000 direct LIDSY and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1520-1 460 (500-1)		1520-1¼ 460 (500-1¼)	NA
CIRCLING	1520-1 460 (500-1)	1540-1 480 (500-1)	1540-1½ 480 (500-1½)	NA



REIL Rwys 12 and 30 L

MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

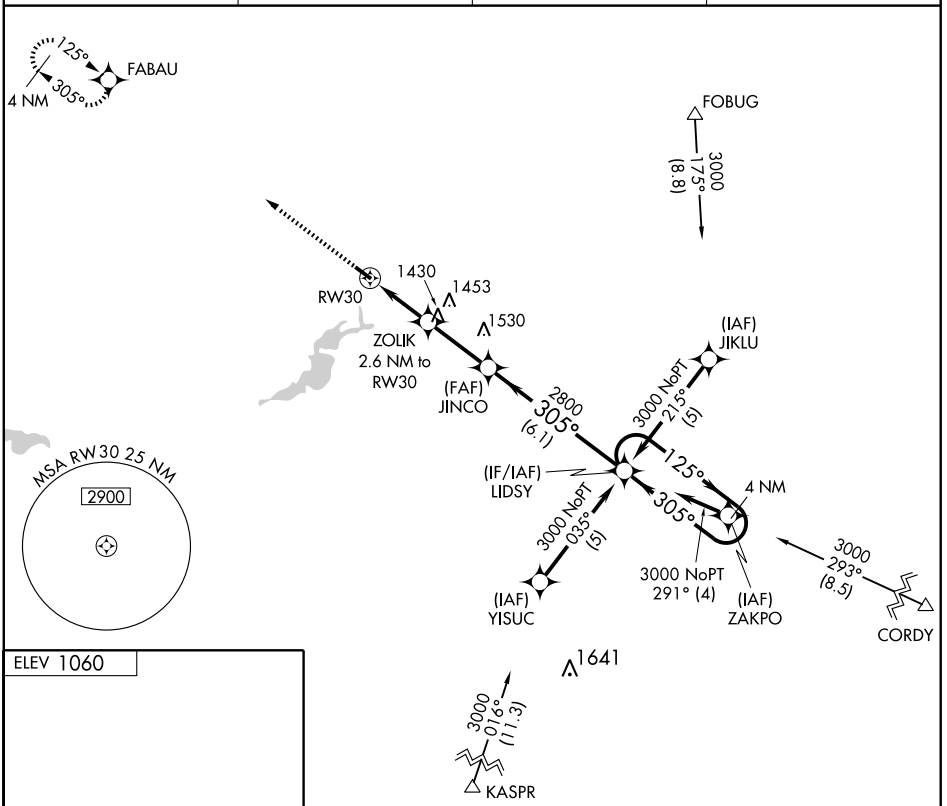
FARIBAULT MUNI (FBL)

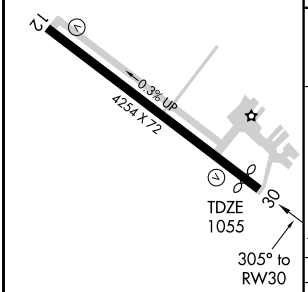
APP CRS	Rwy Idg	4016
305°	TDZE	1055
	Apt Elev	1060

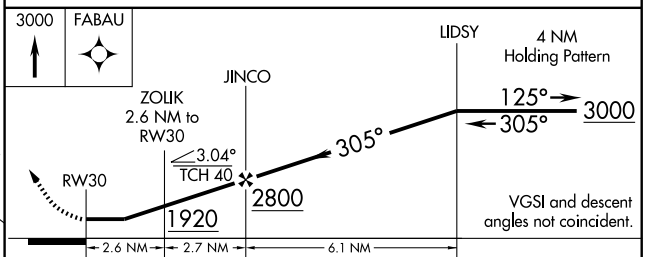
Circling NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 60 feet, and all Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABAU and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1680-1	625 (700-1)	1680-1¾ 625 (700-1¾)	NA
CIRCLING	1680-1	620 (700-1)	1680-1¾ 620 (700-1¾)	NA

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FOW 111.2 Chan 49	APP CRS 017°	Rwy Idg N/A TDZE N/A Apt Elev 1060

VOR-A

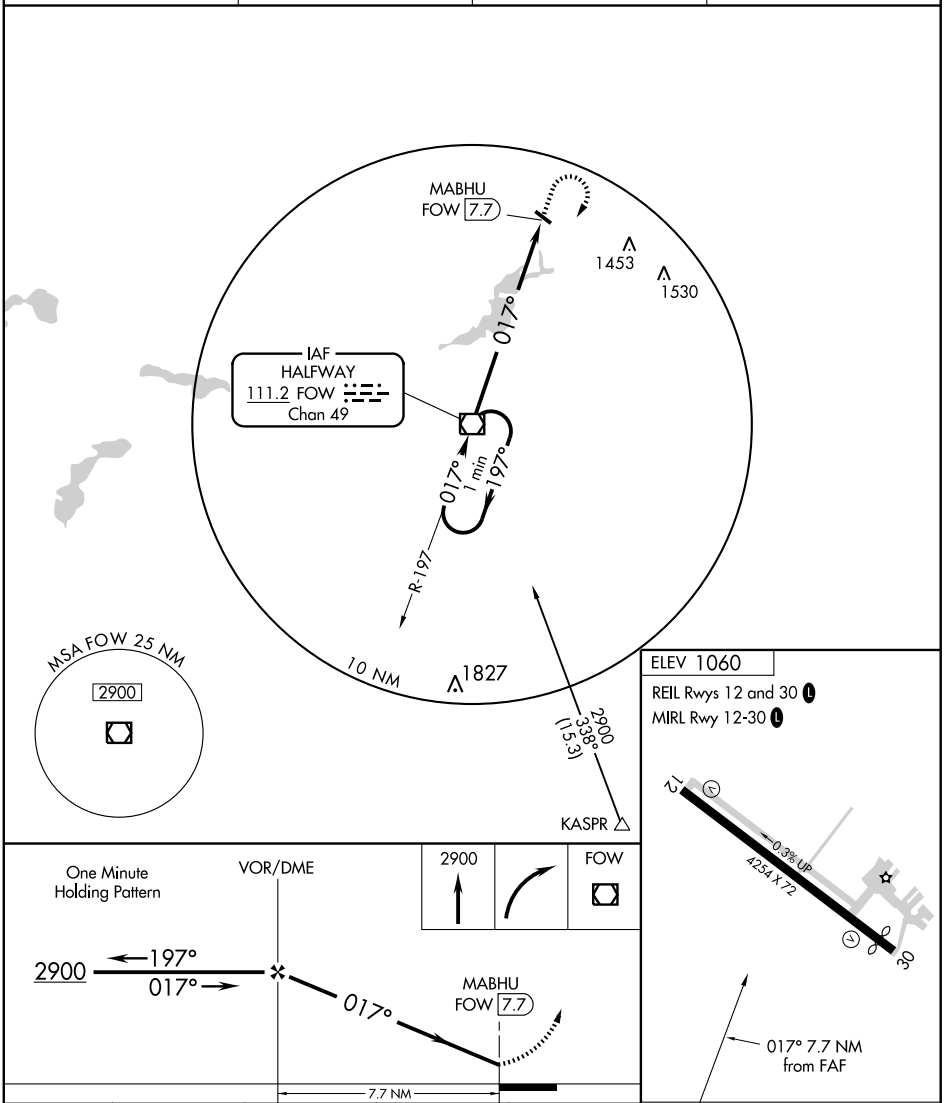
FARIBAULT MUNI (FBL)

When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 60 feet, and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct FOW VOR/DME and hold.

AWOS-3	MINNEAPOLIS APP CON	GCO	UNICOM
111.2	134.7 284.7	121.725	122.8 (CTAF) L

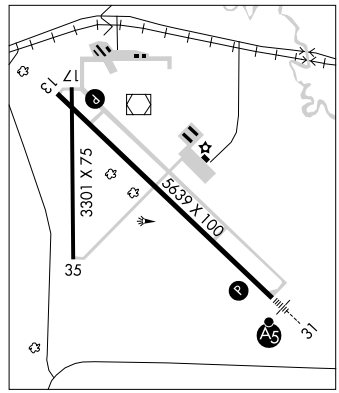
NC-1, 21 OCT 2010 to 18 NOV 2010



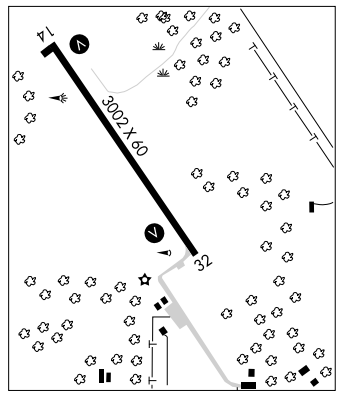
CATEGORY	A	B	C	D
CIRCLING	1680-1 620 (700-1)		1680-1¾ 620 (700-1¾)	NA

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

FERGUS FALLS MUNI–EINAR MICKELSON FLD (FFM) 3 W UTC−6(−5DT) TWIN CITIES
N46°17.06′ W96°09.40′ H–2I, L–14H
1183 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE FFM IAP
RWY 13–31: H5639X100 (ASPH) S–60, D–90, 2S–114 MIRL
RWY 13: REIL. PAPI(P4L). P–line. **RWY 31:** MALSR. PAPI(P4L).
RWY 17–35: H3301X75 (ASPH) S–16, D–22 MIRL 0.8% up N
RWY 17: Trees. **RWY 35:** REIL.
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat 1400–1800Z‡. For attendant after hrs call 218–739–9217 or 218–731–9546. Ultralights on and invof arpt. Ultralight pattern 1800(617). Deer and waterfowl on and invof arpt. Rwy 13 PAPI OTS indef. PAPI not coincident with Rwy 31 ILS glide slope. ACTIVATE MIRL Rwy 13–31 and Rwy 17–35, MALSR and PAPI Rwy 31, REIL Rwy 35, REIL and PAPI Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 110.4 FFM (218) 736–7216.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FFM.
(T) VORW/DME 110.4 FFM Chan 41 N46°17.36′ W96°09.41′ at fld. 1201/5E. **AWOS–3**. Unmonitored.
HAMRE NDB (LOM) 337 FF N46°13.24′ W96°03.42′ 308° 5.7 NM to fld.
ILS 111.5 I-FFM Rwy 31. LOM HAMRE NDB. GS unusable for coupled approaches blo 1400′ MSL.



FERTILE MUNI (D14) 1 NW UTC−6(−5DT) N47°33.12′ W96°17.53′ TWIN CITIES
1135 B **FUEL** 100LL TPA—2135(1000) NOTAM FILE PNM L–14H
RWY 14–32: H3002X60 (ASPH) LIRL
RWY 14: SAVASI(S2L)—GA 3.0°.
RWY 32: SAVASI(S2L)—GA 3.0°.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hr with credit card. Be alert for vehicle tfc on twys. Rwy 14–32 bleached. ACTIVATE LIRL Rwy 14–32, VASI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.
THIEF RIVER FALLS (L) VOR/DME 108.4 TVF Chan 21 N48°04.16′ W96°11.19′ 180° 31.4 NM to fld. 1039/8E.



FIELD OF DREAMS (See HINCKLEY)

FILLMORE CO (See PRESTON)

FLAG ISLAND FGN N49°19.00′ W94°54.00′/1080. TWIN CITIES
AWOS–3 118.375 218–223–4023. H–2I

FLYING A (See CHATFIELD)

FLYING CLOUD (See MINNEAPOLIS)

FLYING CLOUD N44°49.52′ W93°26.56′ NOTAM FILE FCM. TWIN CITIES
(L) VOR/DME 117.7 FCM Chan 124 at Flying Cloud Arpt. 900/1E
VOR/DME unusable 290°–305° blo 4000′. H–2I, L–12J, 14H, A

LOC I-FFM	APP CRS		
111.5	308°	Rwy Idg	5639
		TDZE	1182
		Apt Elev	1183

ILS or LOC RWY 31

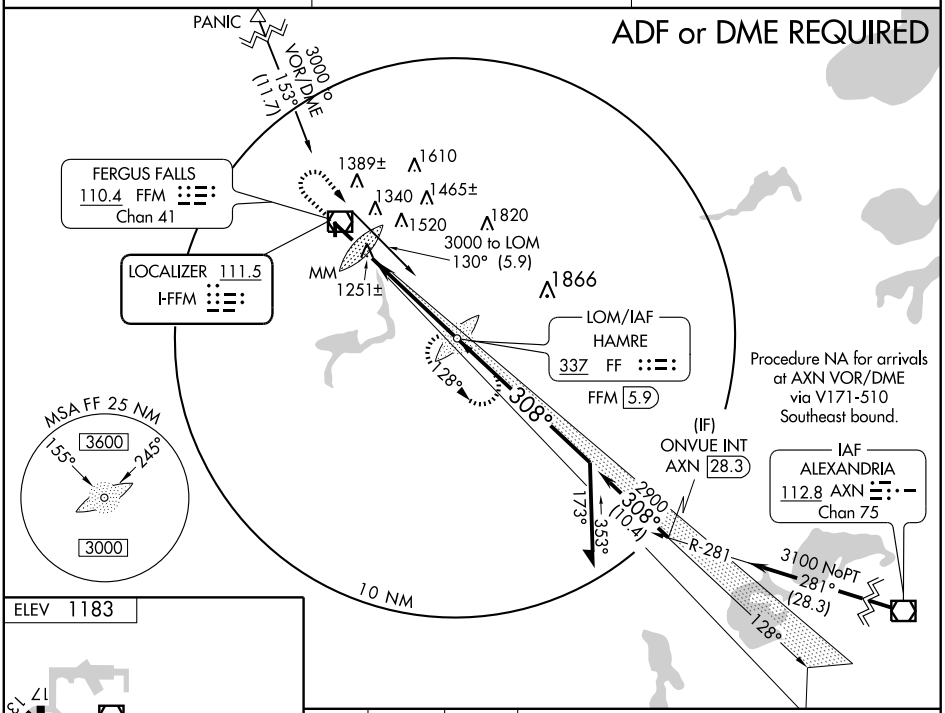
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

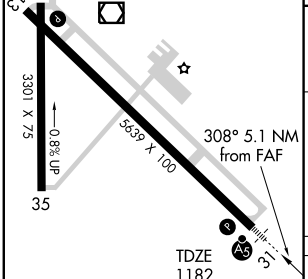
When local altimeter setting not received, use Wheaton altimeter setting and increase all DA 102 feet and all MDA 120 feet, increase S-LOC 31 and Circling Cat C and D visibility ½ mile. For inoperative MALSR, increase S-LOC 31 Cat D visibility ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase S-ILS 31 all Cats visibility ½ mile. GS unusable for coupled approaches below 1400.

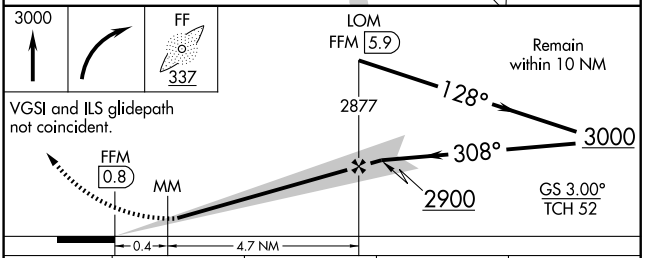
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct HAMRE LOM/FFM 5.9 DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L







REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-ILS 31	1382-½ 200 (200-½)			
S-LOC 31	1520-½ 338 (400-½)			1520-¾ 338 (400-¾)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM FF	APP CRS	Rwy Idg	5639
337	309°	TDZE	1182
		Apt Elev	1183

NDB RWY 31

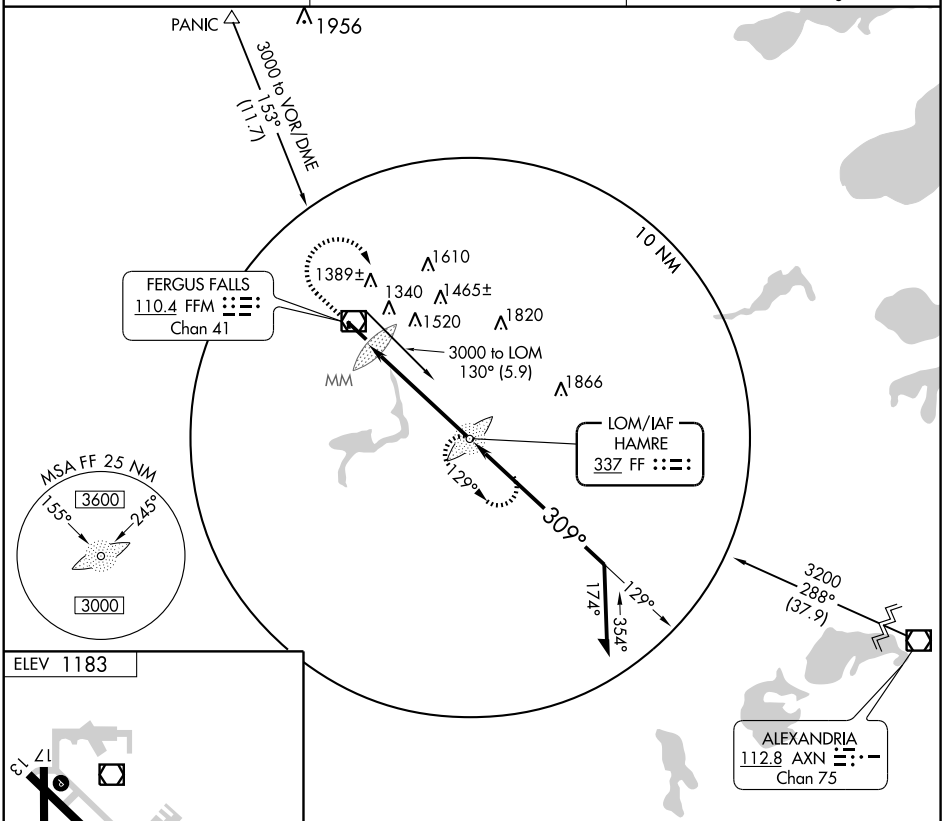
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

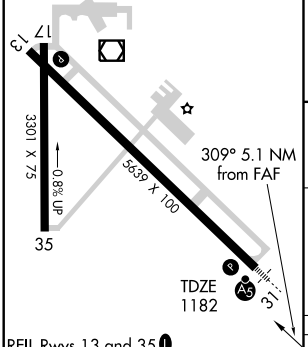
When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, S-31 and Circling Cats C and D visibility ½ mile, Circling Cat B ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase S-31 Cat B visibility ½ mile.

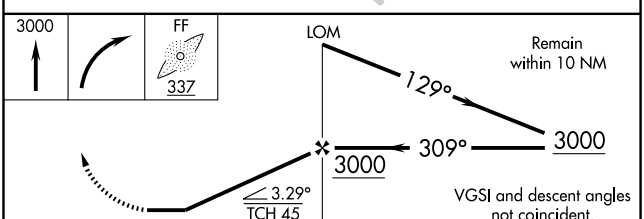
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct FF LOM and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF)







REIL Rwys 13 and 35 (L)
MIRL Rwys 13-31 and 17-35 (L)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-31	1880-¾ 698 (700-¾)		1880-1½ 698 (700-1½)	1880-2 698 (700-2)
CIRCLING	1880-1 697 (700-1)		1880-2 697 (700-2)	1880-2¼ 697 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5639
CH 42614	308°	TDZE	1182
W31A		Apt Elev	1183

RNAV (GPS) RWY 31

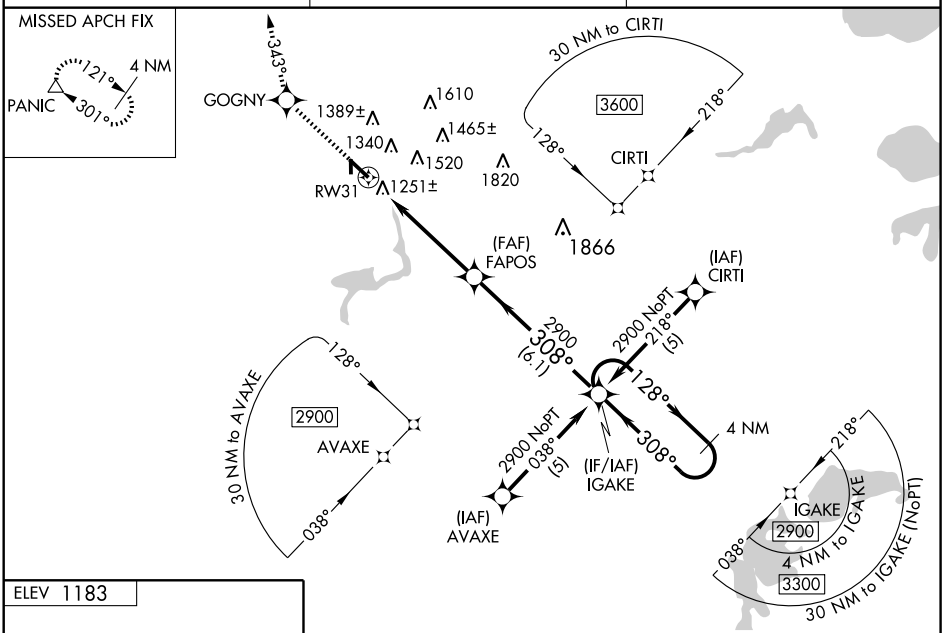
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

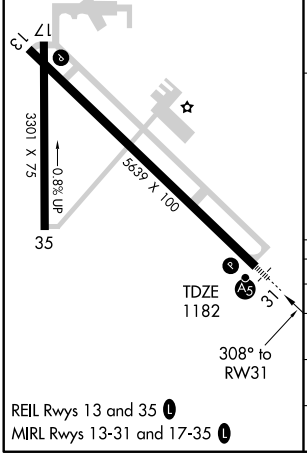
T A Inoperative table does not apply to LNAV Cat D. Baro-VNAV NA when using Wheaton altimeter setting. DME/DME RNP-0.3 NA. When local altimeter settting not received, use Wheaton altimeter setting and increase all DA 102 feet and all MDA 120 feet, LNAV/VNAV all Cats and Circling Cats C and D visibility ½ mile and LNAV Cat C ¼ mile. For inoperative MALSR when using Wheaton altimeter setting, increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct GOGNY and via track 343° to PANIC and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L



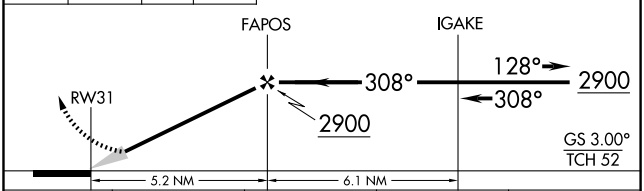


REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

3000	GOGNY	343° TRK	PANIC

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1382-½ 200 (200-½)			
LNAV/VNAV DA	1545-¾ 363 (400-¾)			
LNAV MDA	1520-½ 338 (400-½)			1520-1 338 (400-1)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3301
354°	TDZE	1182
	Apt Elev	1183

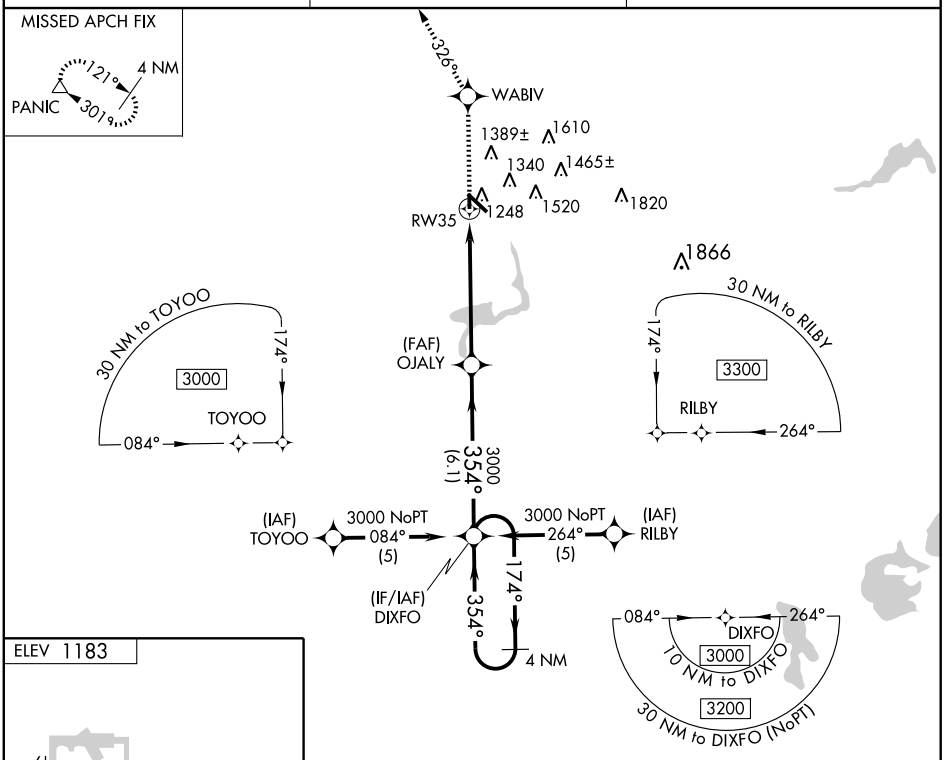
RNAV (GPS) RWY 35

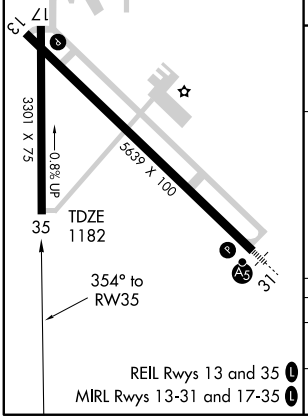
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

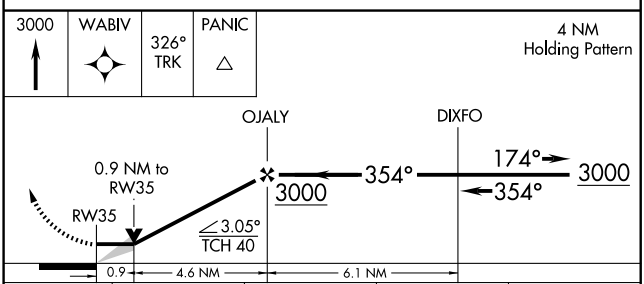
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet and LNAV Cat C visibility ¼ mile, Circling Cat C ½ mile. VDP NA when using Wheaton altimeter setting.

MISSED APPROACH: Climb to 3000 direct WABIV and via track 326° to PANIC and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1500-1 318 (400-1)			NA
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FFM	APP CRS	Rwy Idg	5639
110.4	115°	TDZE	1182
Chan 41		Apt Elev	1183

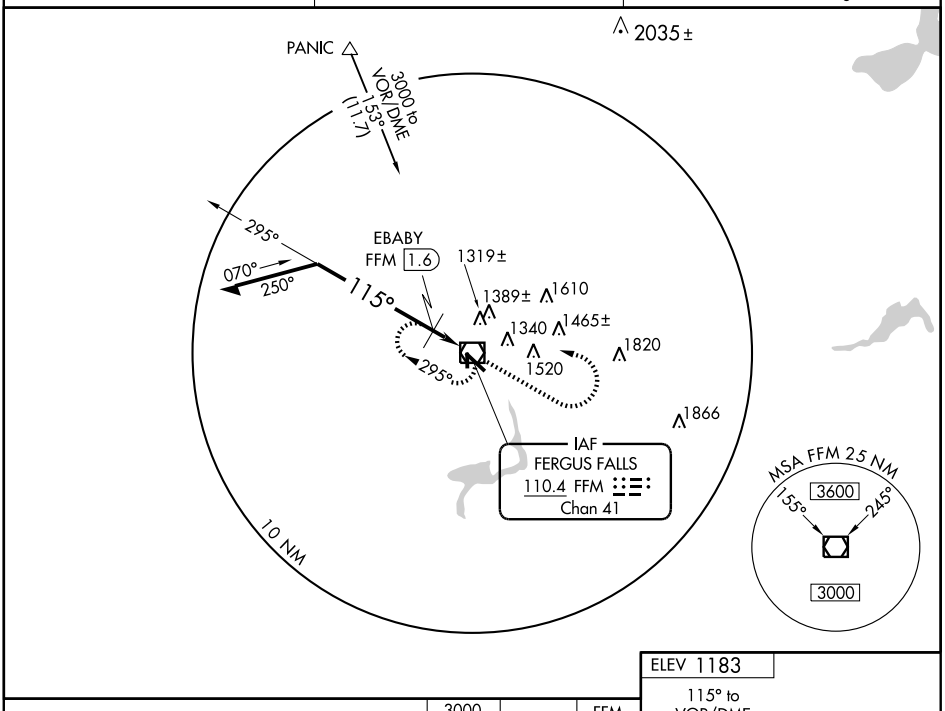
VOR RWY 13

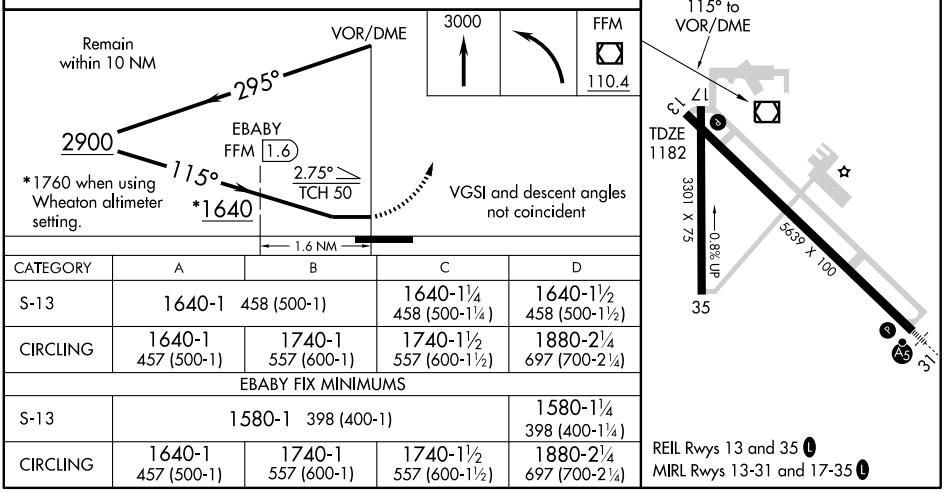
FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

Cat D straight-in minima NA when using Wheaton altimeter setting. When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, and S-13 Cat C and D visibility ¼ mile, Circling Cat C and D visibility ½ mile, increase EBABY FIX minimums S-13 and Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	1640-1 458 (500-1)		1640-1¼ 458 (500-1¼)	1640-1½ 458 (500-1½)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)
EBABY FIX MINIMUMS				
S-13	1580-1 398 (400-1)			1580-1¼ 398 (400-1¼)
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	1880-2¼ 697 (700-2¼)

REIL Rwys 13 and 35 L
MIRL Rwys 13-31 and 17-35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FFM	APP CRS	Rwy Idg	3301
110.4	004°	TDZE	1182
Chan 41		Apt Elev	1183

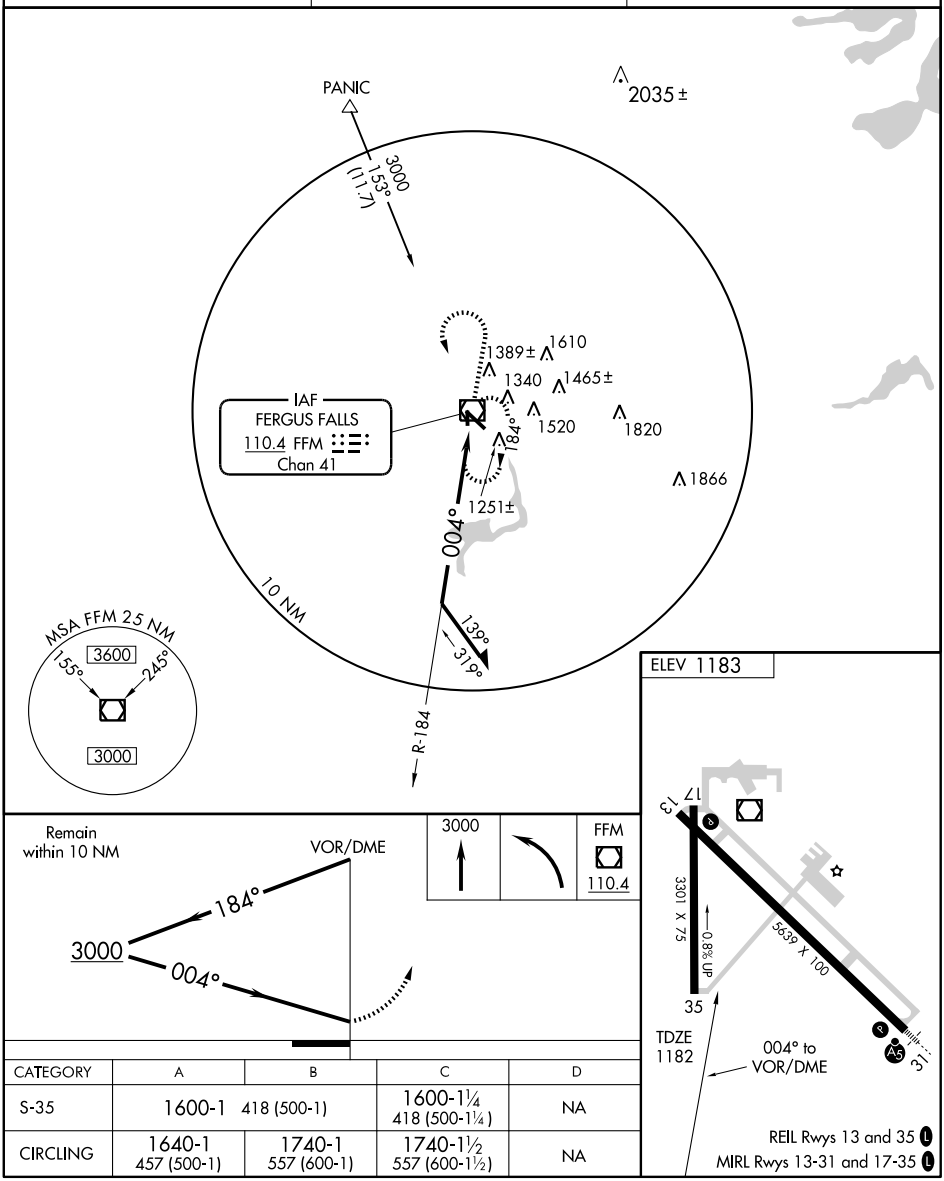
VOR RWY 35

FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)

When local altimeter setting not received, use Wheaton altimeter setting and increase all MDA 120 feet, S-35 Cat C visibility ¼ mile and Circling Cat C visibility ½ mile

MISSED APPROACH: Climb to 3000 then left turn direct FFM VOR/DME and hold.

AWOS-3	PRINCETON RADIO	UNICOM
110.4	122.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1600-1 418 (500-1)		1600-1¼ 418 (500-1¼)	NA
CIRCLING	1640-1 457 (500-1)	1740-1 557 (600-1)	1740-1½ 557 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

FOREST LAKE (25D) 2 SW UTC−6(−5DT) N45°14.86′ W92°59.66′ **GREEN BAY**

925 B S5 **FUEL** 100LL TPA—1925(1000) NOTAM FILE PNM

RWY 13–31: 2650X150 (TURF) LIRL

RWY 13: Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self service with credit card. Rwy 13–31 marked with yellow cones. Rwy 31 is calm wind rwy.

COMMUNICATIONS: CTAF/UNICOM 122.7

FOSSTON MUNI (FSE) 1 NW UTC−6(−5DT) N47°35.57′ W95°46.41′ **TWIN CITIES L–14H IAP**

1277 B **FUEL** 100LL NOTAM FILE FSE

RWY 16–34: H3501X75 (ASPH) S–12.5 MIRL (NSTD) 0.3% up SE

RWY 16: REIL. PAPI(P4L)—GA 2.8° TCH 25. Trees.

RWY 34: REIL. PAPI(P4L)—GA 2.8° TCH 25. Road.

AIRPORT REMARKS: Unattended. Self svc fuel avbl with credit card. Auto traffic occasionally on arpt to and from private seaplane dock NW of arpt. Private seaplane facility NW of arpt. NSTD MIRL Rwy 16–34, Rwy 34 lgts not amber last half of rwy. MIRL Rwy 16–34 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 224 FSE (218) 435–6448.

COMMUNICATIONS: CTAF 122.9

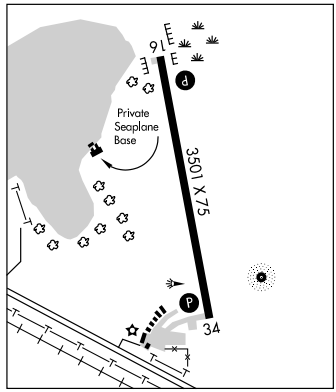
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.75

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.

THIEF RIVER FALLS (L) VOR/DME 108.4 TVF Chan 21
N48°04.16′ W96°11.19′
142° 33.1 NM to fld. 1039/8E.

NDB (MHW) 224 FSE N47°35.38′ W95°46.19′ at fld.
AWOS–3. NOTAM FILE FSE.



GALEX N47°07.82′ W93°28.88′ NOTAM FILE GPZ. **TWIN CITIES**

NDB (LOM) 272 GP 344° 5.0 NM to Grand Rapids/Itasca Co Gordon Newstrom Fld.

GARNO N44°30.11′ W95°54.68′ NOTAM FILE MML. **OMAHA**

NDB (LOM) 253 GB 124° 4.8 NM to Southwest Minnesota Rgnl Marshall/Ryan Fld.

GLENCOE MUNI (GYL) 3 SE UTC−6(−5DT) N44°45.36′ W94°04.87′ **TWIN CITIES L–12I, 14H IAP**

992 B **FUEL** 100LL TPA—1792(800) NOTAM FILE GYL

RWY 13–31: H3300X75 (ASPH) MIRL

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Deer on and invof rwy dusk to dawn. ACTIVATE MIRL Rwy 13–31 preset to low ints, to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS–3 407 GYL (320) 864–5830.

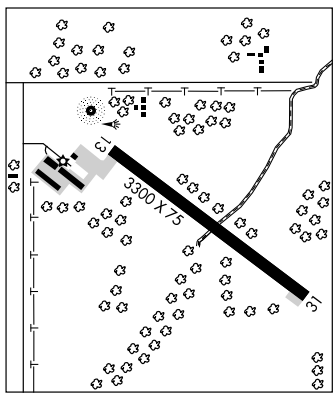
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 134° 25.5 NM to fld. 1130/7E.

NDB (MHW) 407 GYL N44°45.65′ W94°05.15′ at fld.
AWOS–3. NOTAM FILE GYL.



NDB or GPS RWY 34

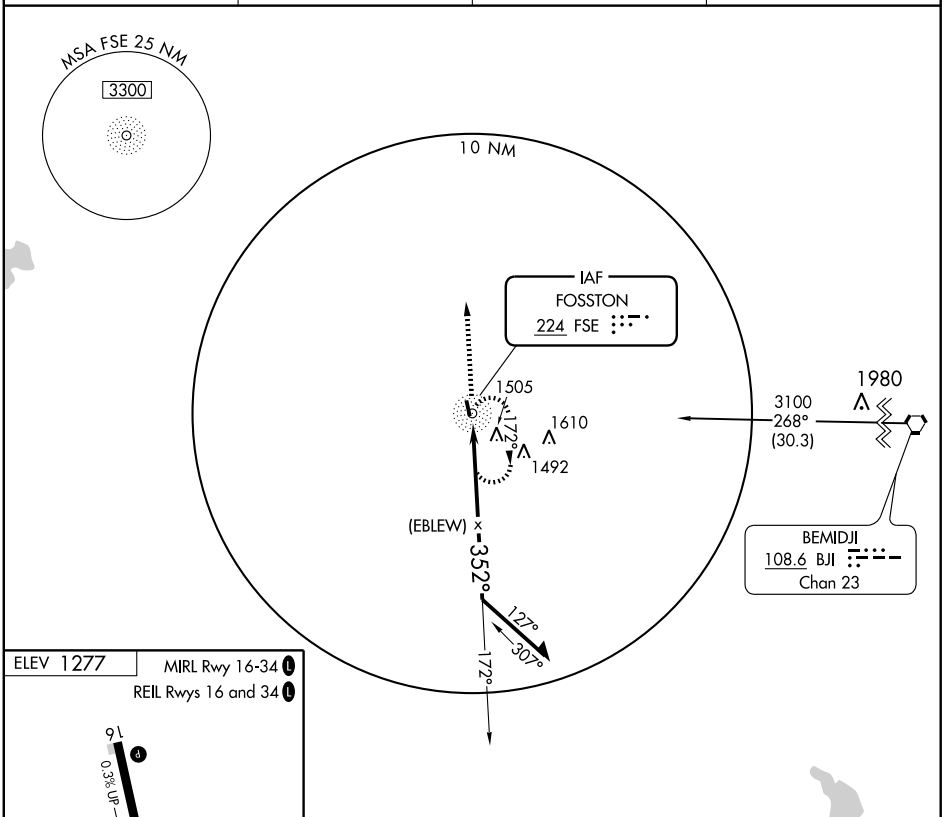
FOSSTON MUNI (FSE)

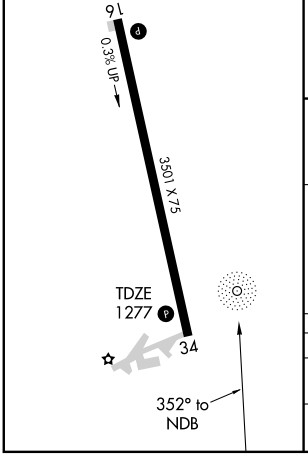
NDB FSE	APP CRS	Rwy Idg	3501
224	352°	TDZE	1277
		Apt Elev	1277

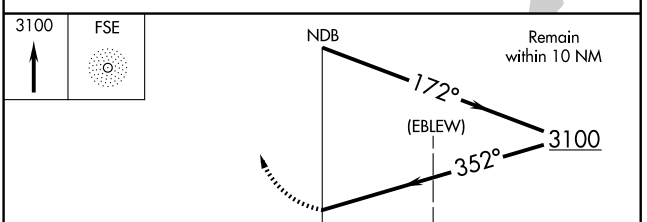
NA

MISSED APPROACH: Climb to 3100 then direct FSE NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
224	134.75 251.1	121.725	122.9 L







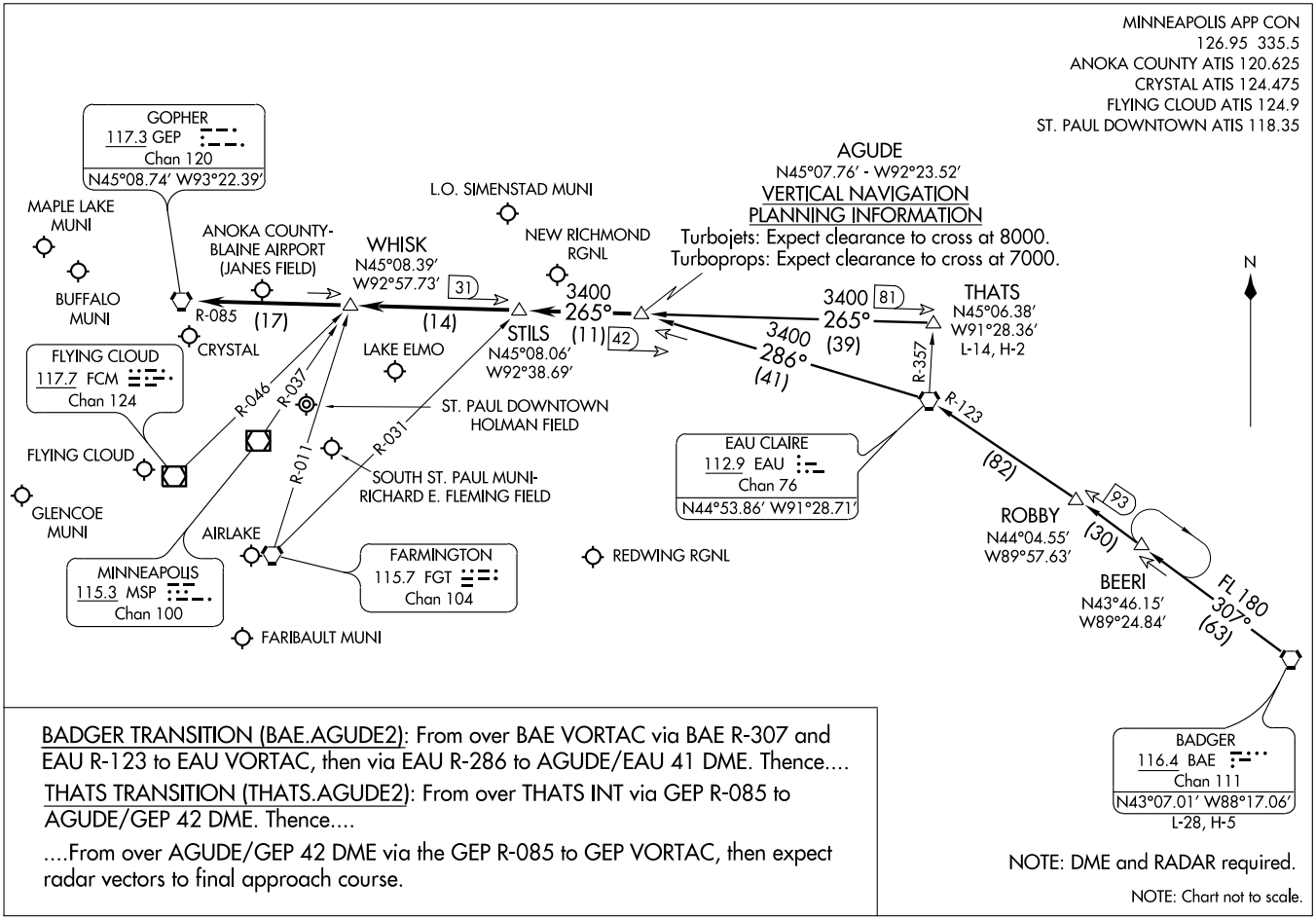
CATEGORY	A	B	C	D
S-34	1960-1	683 (700-1)	1960-2 683 (700-2)	NA
CIRCLING	1960-1	683 (700-1)	1960-2 683 (700-2)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

FOREST LAKE (25D) 2 SW UTC−6(−5DT) N45°14.86′ W92°59.66′ **GREEN BAY**

925 B S5 **FUEL** 100LL TPA—1925(1000) NOTAM FILE PNM

RWY 13–31: 2650X150 (TURF) LIRL

RWY 13: Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs self service with credit card. Rwy 13–31 marked with yellow cones. Rwy 31 is calm wind rwy.

COMMUNICATIONS: CTAF/UNICOM 122.7

FOSSTON MUNI (FSE) 1 NW UTC−6(−5DT) N47°35.57′ W95°46.41′ **TWIN CITIES L–14H IAP**

1277 B **FUEL** 100LL NOTAM FILE FSE

RWY 16–34: H3501X75 (ASPH) S–12.5 MIRL (NSTD) 0.3% up SE

RWY 16: REIL. PAPI(P4L)—GA 2.8° TCH 25. Trees.

RWY 34: REIL. PAPI(P4L)—GA 2.8° TCH 25. Road.

AIRPORT REMARKS: Unattended. Self svc fuel avbl with credit card. Auto traffic occasionally on arpt to and from private seaplane dock NW of arpt. Private seaplane facility NW of arpt. NSTD MIRL Rwy 16–34, Rwy 34 lgts not amber last half of rwy. MIRL Rwy 16–34 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 224 FSE (218) 435–6448.

COMMUNICATIONS: CTAF 122.9

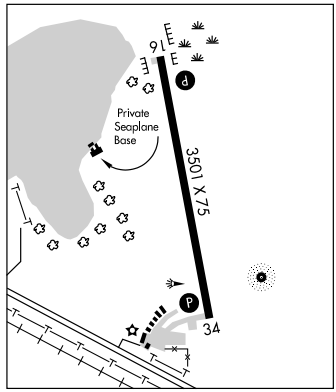
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.75

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.

THIEF RIVER FALLS (L) VOR/DME 108.4 TVF Chan 21
N48°04.16′ W96°11.19′
142° 33.1 NM to fld. 1039/8E.

NDB (MHW) 224 FSE N47°35.38′ W95°46.19′ at fld.
AWOS–3. NOTAM FILE FSE.



GALEX N47°07.82′ W93°28.88′ NOTAM FILE GPZ. **TWIN CITIES**

NDB (LOM) 272 GP 344° 5.0 NM to Grand Rapids/Itasca Co Gordon Newstrom Fld.

GARNO N44°30.11′ W95°54.68′ NOTAM FILE MML. **OMAHA**

NDB (LOM) 253 GB 124° 4.8 NM to Southwest Minnesota Rgnl Marshall/Ryan Fld.

GLENCOE MUNI (GYL) 3 SE UTC−6(−5DT) N44°45.36′ W94°04.87′ **TWIN CITIES L–12I, 14H IAP**

992 B **FUEL** 100LL TPA—1792(800) NOTAM FILE GYL

RWY 13–31: H3300X75 (ASPH) MIRL

RWY 13: Trees. **RWY 31:** Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Deer on and invof rwy dusk to dawn. ACTIVATE MIRL Rwy 13–31 preset to low ints, to increase ints—CTAF.

WEATHER DATA SOURCES: AWOS–3 407 GYL (320) 864–5830.

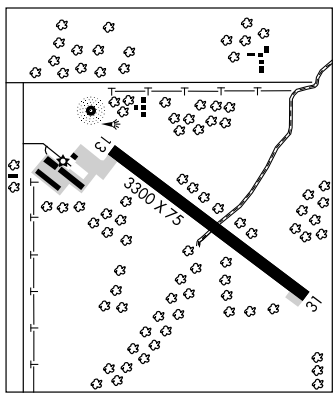
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 134° 25.5 NM to fld. 1130/7E.

NDB (MHW) 407 GYL N44°45.65′ W94°05.15′ at fld.
AWOS–3. NOTAM FILE GYL.



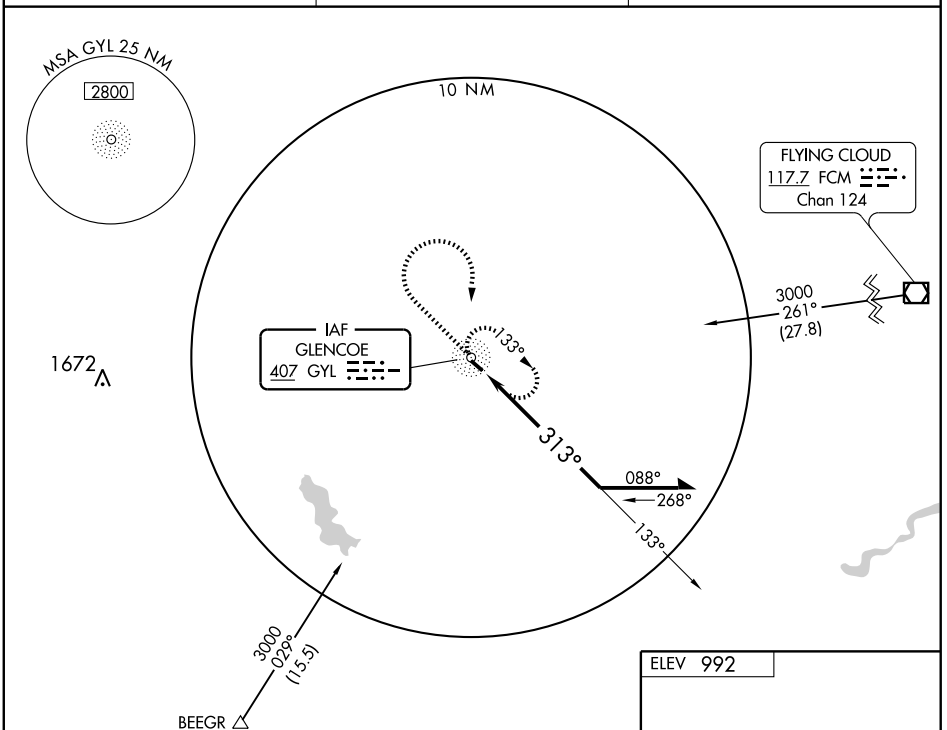
NDB GYL 407	APP CRS 313°	Rwy Idg 3300 TDZE 991 Apt Elev 992

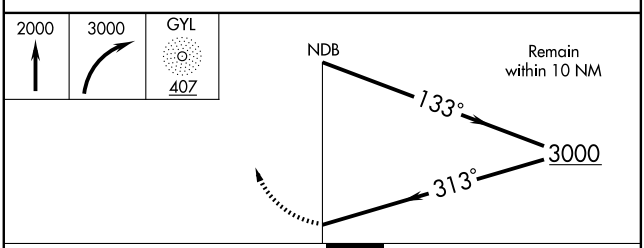
NDB RWY 31
GLENCOE MUNI (GYL)

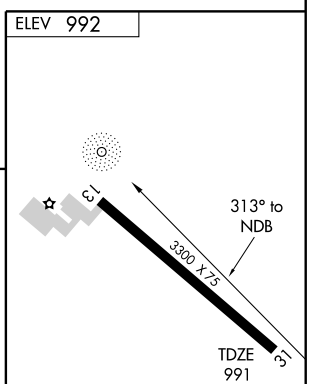
Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchison altimeter setting and increase all MDA 60 feet.

MISSSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GYL NDB and hold, continue climb-in-hold to 3000.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
407	134.7 284.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1580-1	589 (600-1)	NA	
CIRCLING	1580-1	588 (600-1)	NA	

MIRL Rwy 13-31 L

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NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3300
308°	TDZE	991
	Apt Elev	992

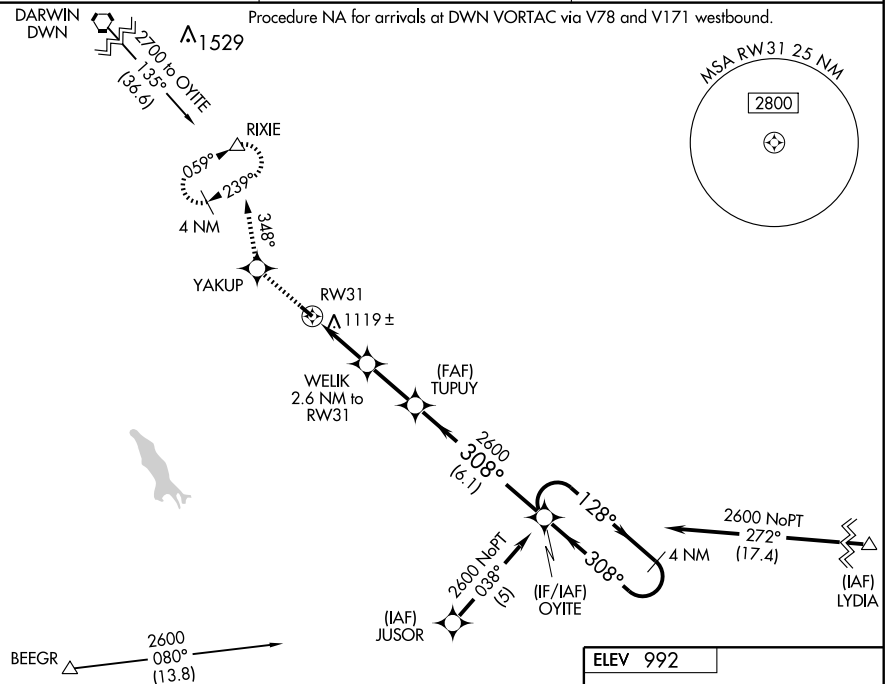
RNAV (GPS) RWY 31
GLENCOE MUNI (GYL)

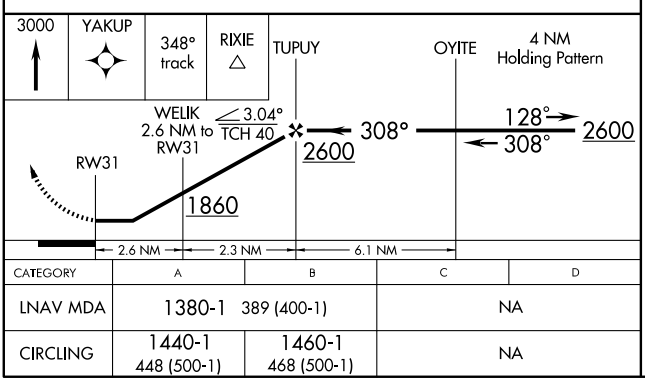
DME DME/RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchinson altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct YAKUP and via 348° track to RIXIE and hold, continue climb-in-hold to 3000.

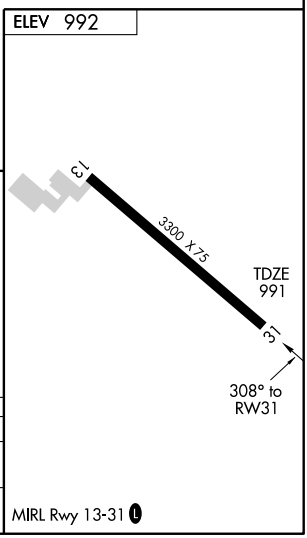
AWOS-3	MINNEAPOLIS APP CON	UNICOM
407	134.7 284.7	122.8 (CTAF) L

Procedure NA for arrivals at DWN VORTAC via V78 and V171 westbound.



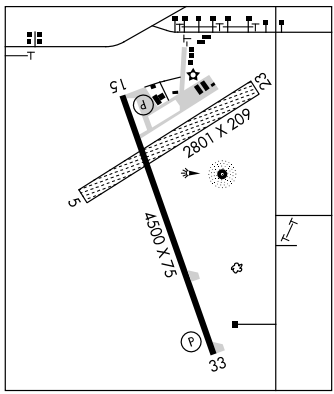


CATEGORY	A	B	C	D
LNAV MDA	1380-1	389 (400-1)	NA	
CIRCLING	1440-1 448 (500-1)	1460-1 468 (500-1)	NA	



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

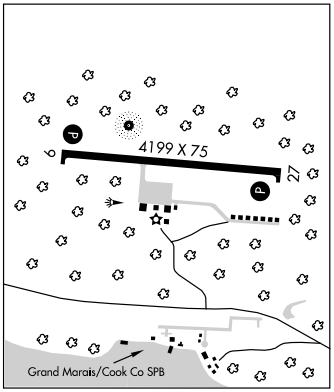
GLENWOOD MUNI (GHW) 3 E UTC−6(−5DT) N45°38.63′ W95°19.23′ — TWIN CITIES
1393 B **FUEL** 100LL NOTAM FILE GHW — L–14H
RWY 15–33: H4500X75 (ASPH) LIRL 0.4% up NW — IAP
RWY 15: PAPI(P4L). GA 3.0° TCH 33′.
RWY 33: PAPI(P4L). GA 3.0° TCH 25′.
RWY 05–23: 2801X209 (TURF) 0.5% up NE
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For fuel call 320–634–4772. Deer on and invof arpt. Rwy 05–23 CLOSED winter months. Rwy 05–23 marked with 'A' frames.
WEATHER DATA SOURCES: AWOS–3 346 GHW (320) 634–5660.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 184° 19.2 NM to fld. 1367/7E. **HIWAS.**
NDB (MHW) 346 GHW N45°38.66′ W95°19.11′ at fld. **AWOS–3**. NOTAM FILE GHW. VFR only.



GOPHER N45°08.74′ W93°22.39′ NOTAM FILE PNM. — TWIN CITIES
(H) VORTACW 117.3 GEP Chan 120 165° 5.1 NM to Crystal. 877/6E. **HIWAS.** — H–2I, L–12J, 14I, A

GRAND MARAIS

GRAND MARAIS/COOK CO (CKC) 7 NW UTC−6(−5DT) N47°50.30′ W90°22.98′ — GREEN BAY
1799 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE CKC — L–14I
RWY 09–27: H4199X75 (ASPH) MIRL — IAP
RWY 09: REIL. PAPI(P4L). Trees.
RWY 27: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 218–387–3024. ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (218) 387–1971.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.
IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 351° 79.1 NM to fld. 1230/1E. **HIWAS.**
COOK COUNTY NDB (MHW) 358 CKC N47°50.40′ W90°23.14′ at fld. NOTAM FILE CKC.



GRAND MARAIS/COOK CO SPB (ØG5) 6 NW UTC−6(−5DT) N47°49.37′ W90°24.44′ — GREEN BAY
1635 S4 **FUEL** 100LL, JET A LRA NOTAM FILE PNM
WATERWAY 09–27: 15000X1500 (WATER)
WATERWAY 03–21: 3000X2000 (WATER)
SEAPLANE REMARKS: Attended 1400–2300Z‡. For fuel ctc arpt on 122.8 or call 218–387–2012. Customs avbl May 15–Oct 15 or by prior arrangement, call 218–475–2244.
COMMUNICATIONS: CTAF/UNICOM 122.8
GRAND MARAIS RCO 122.3 (PRINCETON RADIO)

GPS RWY 33

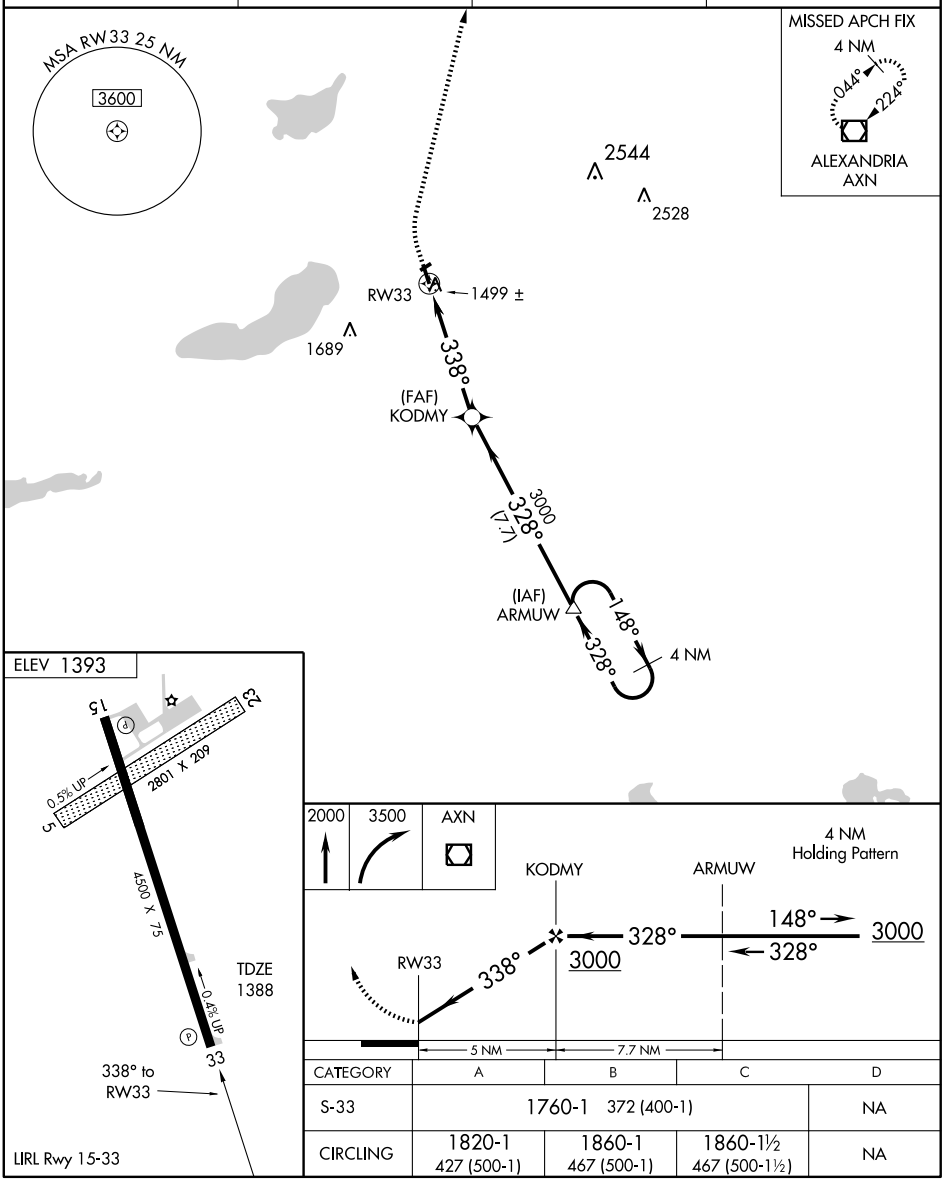
GLENWOOD MUNI (GHW)

APP CRS	Rwy Idg	4500
338°	TDZE	1388
	Apt Elev	1393

NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 direct AXN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
346	126.1 269.2	121.725	122.9



CATEGORY	A	B	C	D
S-33	1760-1 372 (400-1)			NA
CIRCLING	1820-1 427 (500-1)	1860-1 467 (500-1)	1860-1½ 467 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME AXN	APP CRS	Rwy Idg	4500
112.8	003°	TDZE	1388
Chan 75		Apt Elev	1393

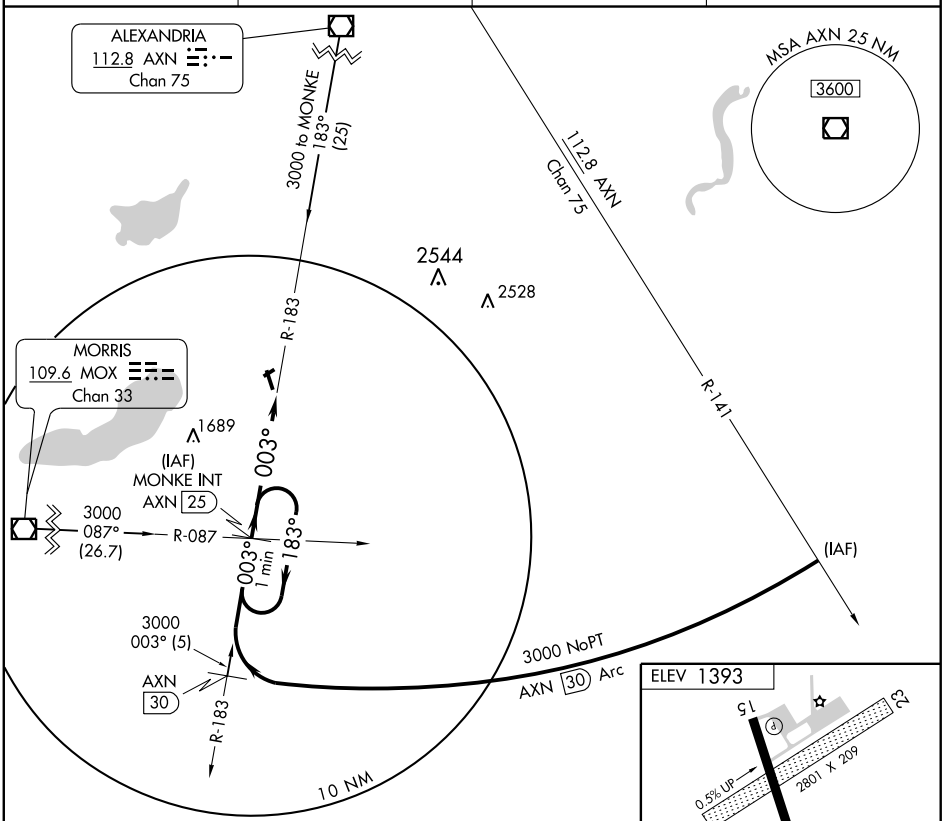
VOR RWY 33

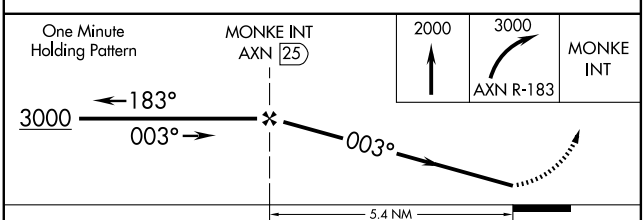
GLENWOOD MUNI (GHW)

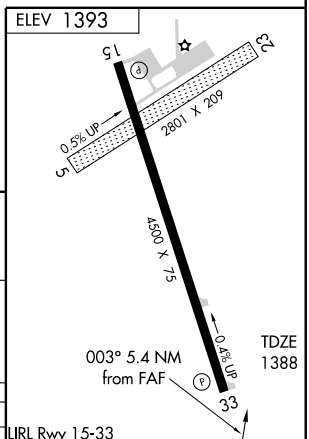
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via AXN R-183 to MONKE Int/25 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
346	126.1 269.2	121.725	122.9







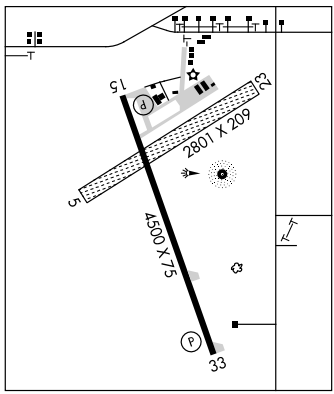
CATEGORY	A	B	C	D
S-33	1880-1	492 (500-1)	1880-1¼ 492 (500-1¼)	NA
CIRCLING	1880-1	487 (500-1)	1880-1½ 487 (500-1½)	NA

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

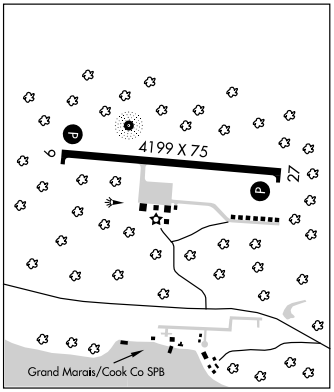
GLENWOOD MUNI (GHW) 3 E UTC−6(−5DT) N45°38.63′ W95°19.23′ — TWIN CITIES
1393 B **FUEL** 100LL NOTAM FILE GHW — L–14H
RWY 15–33: H4500X75 (ASPH) LIRL 0.4% up NW — IAP
RWY 15: PAPI(P4L). GA 3.0° TCH 33′.
RWY 33: PAPI(P4L). GA 3.0° TCH 25′.
RWY 05–23: 2801X209 (TURF) 0.5% up NE
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For fuel call 320–634–4772. Deer on and invof arpt. Rwy 05–23 CLOSED winter months. Rwy 05–23 marked with 'A' frames.
WEATHER DATA SOURCES: AWOS–3 346 GHW (320) 634–5660.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 184° 19.2 NM to fld. 1367/7E. **HIWAS.**
NDB (MHW) 346 GHW N45°38.66′ W95°19.11′ at fld. **AWOS–3**. NOTAM FILE GHW. VFR only.



GOPHER N45°08.74′ W93°22.39′ NOTAM FILE PNM. — TWIN CITIES
(H) VORTACW 117.3 GEP Chan 120 165° 5.1 NM to Crystal. 877/6E. **HIWAS.** — H–2I, L–12J, 14I, A

GRAND MARAIS

GRAND MARAIS/COOK CO (CKC) 7 NW UTC−6(−5DT) N47°50.30′ W90°22.98′ — GREEN BAY
1799 B S4 **FUEL** 100LL, JET A LRA NOTAM FILE CKC — L–14I
RWY 09–27: H4199X75 (ASPH) MIRL — IAP
RWY 09: REIL. PAPI(P4L). Trees.
RWY 27: REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 218–387–3024. ACTIVATE MIRL Rwy 09–27, PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (218) 387–1971.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.
IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 351° 79.1 NM to fld. 1230/1E. **HIWAS.**
COOK COUNTY NDB (MHW) 358 CKC N47°50.40′ W90°23.14′ at fld. NOTAM FILE CKC.



GRAND MARAIS/COOK CO SPB (ØG5) 6 NW UTC−6(−5DT) N47°49.37′ W90°24.44′ — GREEN BAY
1635 S4 **FUEL** 100LL, JET A LRA NOTAM FILE PNM
WATERWAY 09–27: 15000X1500 (WATER)
WATERWAY 03–21: 3000X2000 (WATER)
SEAPLANE REMARKS: Attended 1400–2300Z‡. For fuel ctc arpt on 122.8 or call 218–387–2012. Customs avbl May 15–Oct 15 or by prior arrangement, call 218–475–2244.
COMMUNICATIONS: CTAF/UNICOM 122.8
GRAND MARAIS RCO 122.3 (PRINCETON RADIO)

NDB CKC	APP CRS		
358	285°	Rwy Idg	4199
		TDZE	1797
		Apt Elev	1799

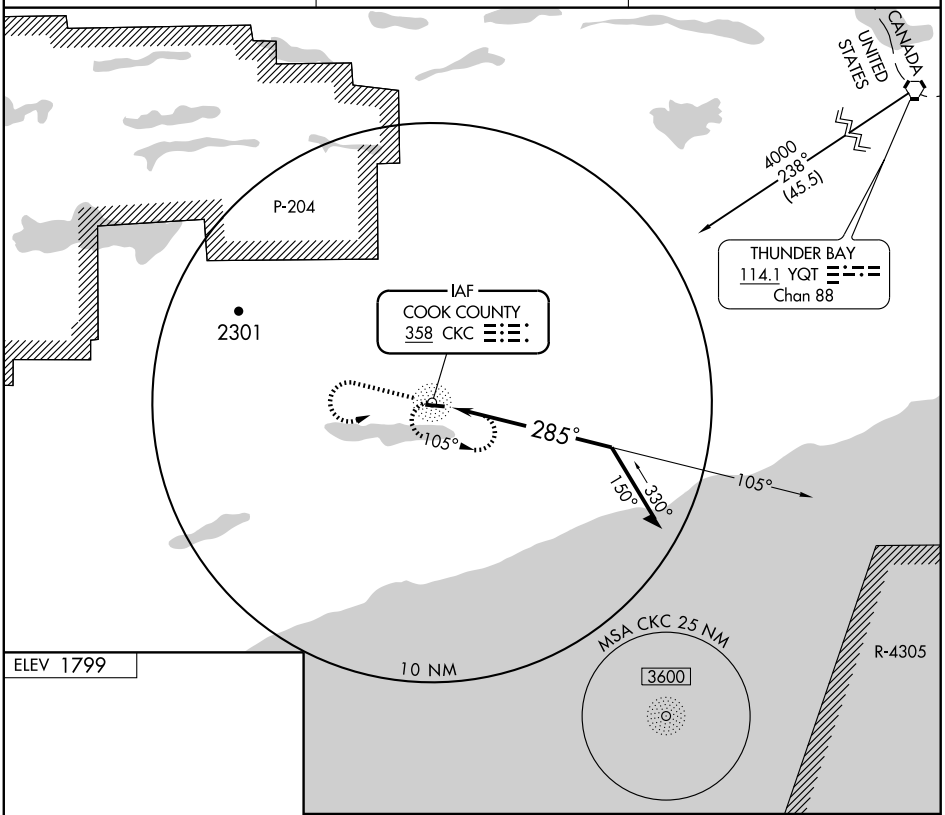
NDB RWY 27

GRAND MARAIS/COOK COUNTY (CKC)

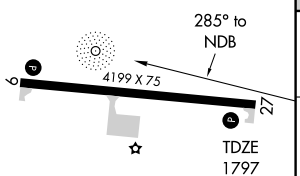
NA

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 direct CKC NDB and hold.

AWOS-3	PRINCETON RADIO	UNICOM
119.925	122.3	122.8 (CTAF) L

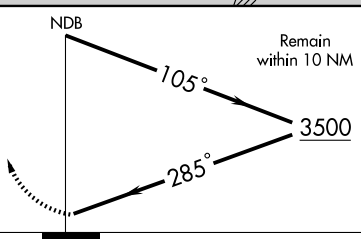


ELEV 1799



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

3000	3500	CKC
		358



CATEGORY	A	B	C	D
S-27	2340-1	543 (600-1)	2340-1½ 543 (600-1½)	NA
CIRCLING	2340-1	541 (600-1)	2340-1½ 541 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 27

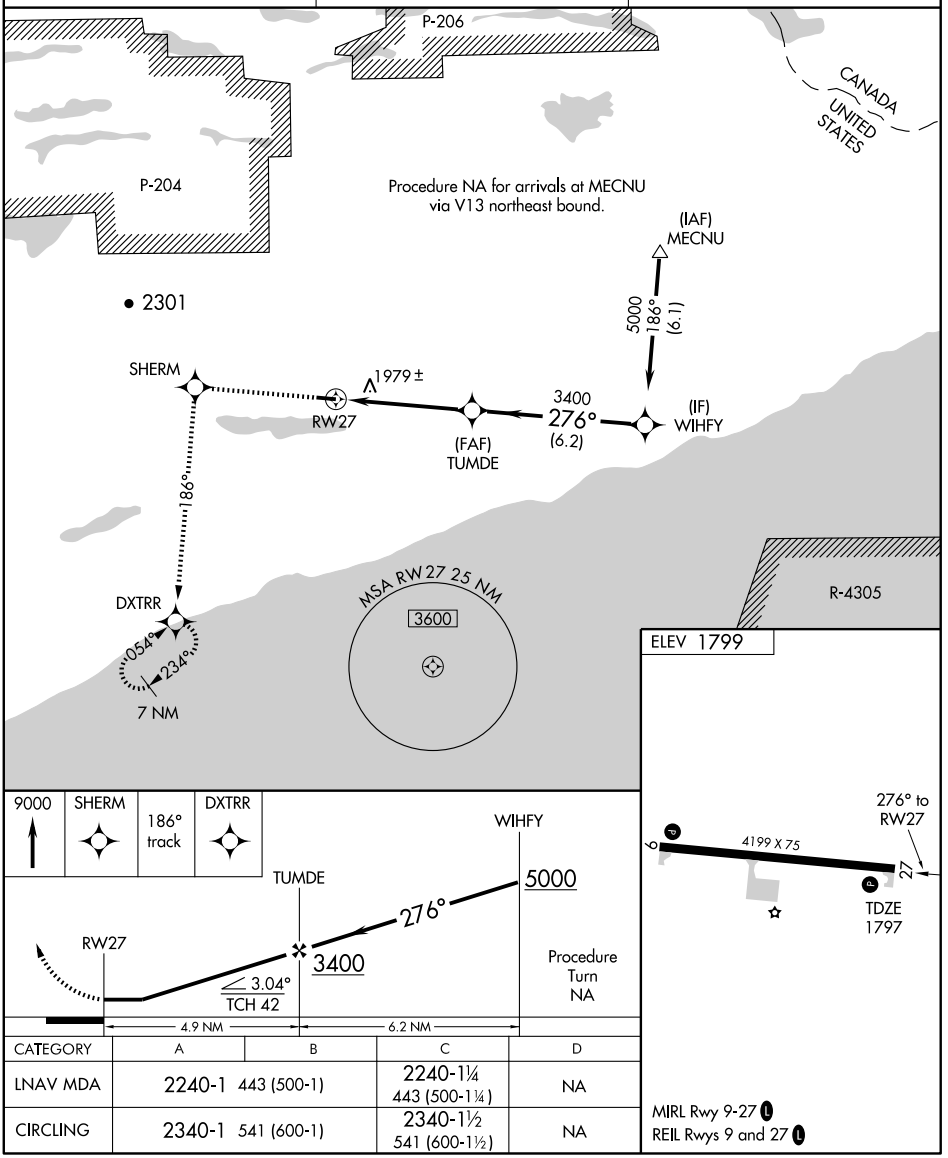
GRAND MARAIS/COOK COUNTY (CKC)

APP CRS	Rwy Idg	4199
276°	TDZE	1797
	Apt Elev	1799

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ely altimeter setting and increase all MDA 200 feet, increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile, and circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 9000 direct SHERM and via 186° track to DXTRR and hold, continue climb-in-hold to 9000.

AWOS-3	PRINCETON RADIO	UNICOM
119.925	122.3	122.8 (CTAF) L

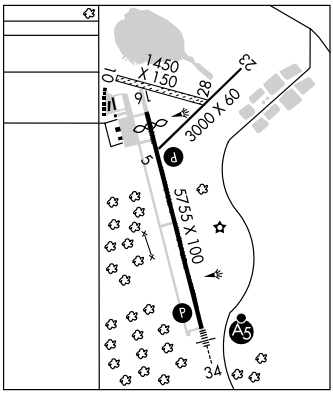


CATEGORY	A	B	C	D
LNAV MDA	2240-1 443 (500-1)		2240-1¼ 443 (500-1¼)	NA
CIRCLING	2340-1 541 (600-1)		2340-1½ 541 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

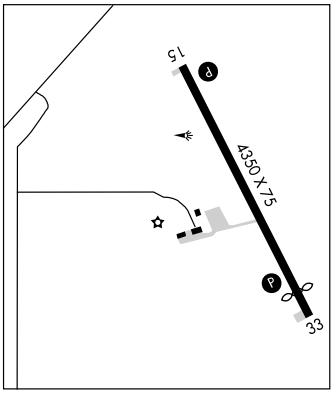
GRAND RAPIDS/ITASCA CO GORDON NEWSTROM FLD (GPZ) 2 SE UTC−6(−5DT) **TWIN CITIES**
N47°12.56′ W93°30.60′ **H–2J, L–14H**
1355 B S4 **FUEL** 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE GPZ **IAP**

RWY 16–34: H5755X100 (ASPH–PFC) S–23, D–38, 2D–78
HIRL 1.0% up SE
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 423′. Tree.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 05–23: 3000X60 (ASPH) S–12.5 MIRL
RWY 05: REIL. Trees. **RWY 23:** REIL. Trees.
RWY 10–28: 1450X150 (TURF)
RWY 10: Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 05–23 and Rwy 10–28 CLOSED to wheel acft during winter months. Deer and birds on and invof arpt. Seaplane ops on Lily Lake adjacent north of arpt. PPR for landing on Lily Lake, call 218–326–1226. Rwy 34 is the designated no wind rwy. Rwy 16–34 has a 582′ paved area north end of rwy. Rwy 05–23 and Rwy 10–28 marked with thld and boundary markers. ACTIVATE MALSR Rwy 34, REIL Rwy 05, Rwy 23 and Rwy 16, HIRL Rwy 16–34, MIRL Rwy 05–23, PAPI Rwy 16 and Rwy 34–CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 GPZ (218) 326–8337.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9
AIRSPACE: CLASS E svc Mon–Sat 1100–0300Z‡, Sun 1400–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.
(L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 336° 2.9 NM to fld. 1400/6E.
VOR portion unusable 120°–192° byd 12 NM blo 5000′.
DME portion unusable 140°–215° byd 20 NM blo 3000′.
215°–045° byd 20 NM blo 3500′.
GALEX NDB (LOM) 272 GP N47°07.82′ W93°28.88′ 344° 4.9 NM to fld.
ILS 110.1 I–GPZ Rwy 34. Class IT. LOM GALEX NDB.



GRANITE FALLS MUNI/LENZEN–ROE MEM FLD (GDB) 4 S UTC−6(−5DT) **TWIN CITIES**
N44°45.20′ W95°33.36′ **L–12I, 14H**
1047 B **FUEL** 100LL NOTAM FILE GDB **IAP**

RWY 15–33: H4350X75 (ASPH) MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° Thld dsplcd 650′. Road.
AIRPORT REMARKS: Unattended. Self service fuel avbl 24hrs with credit card. Deer on and invof arpt. Noise sensitive area 1.5 miles in radius off north end of Rwy 15–33. MIRL Rwy 15–33 preset on low ints dusk to dawn, to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15 and Rwy 33—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–3 120.1 (320) 564–9388.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
MONTEVIDEO (T)VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 148° 14.8 NM to fld.
1034/5E. Unmonitored.



GRYGLA MUNI–MEL WILKENS FLD (3G2) 1 SW UTC−6(−5DT) N48°17.65′ W95°37.56′ **TWIN CITIES**
1177 NOTAM FILE PNM
RWY 17–35: 3437X92 (TURF) LIRL
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight tfc on and invof arpt. Rwy 17–35 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

AL-5258 (FAA)

LOC I-GPZ	APP CRS	Rwy Idg	5755
110.1	344°	TDZE	1355
		Apt Elev	1355

ILS RWY 34

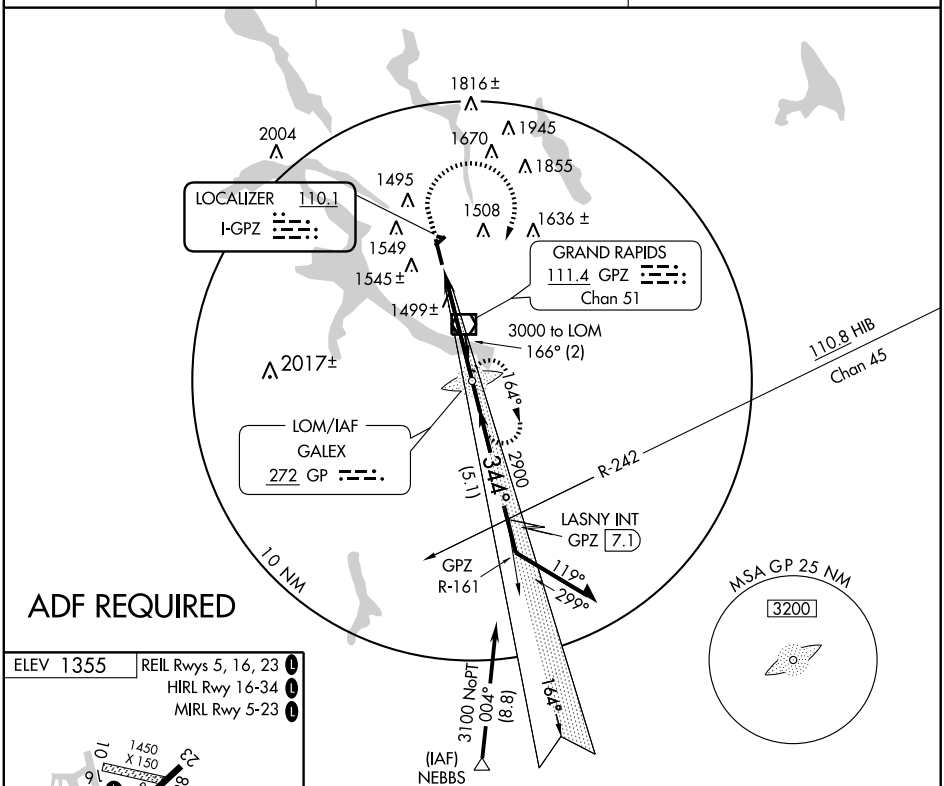
GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

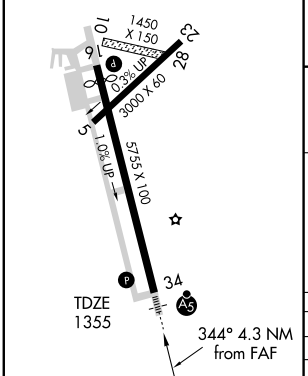
T NA — Circling not authorized at night to Rwys 10-28 and 5-23.

MALSR

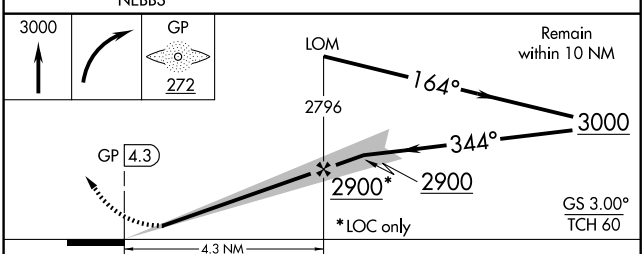
MISSED APPROACH: Climb to 3000, then right turn direct GALEX LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 34	1555-½ 200 (200-½)			
S-LOC 34	1760-½ 405 (500-½)		1760-¾ 405 (500-¾)	1760-1 405 (500-1)
CIRCLING	1860-1 505 (600-1)	1900-1 545 (600-1)	1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5332
164°	TDZE	1332
	Apt Elev	1355

RNAV (GPS) RWY 16

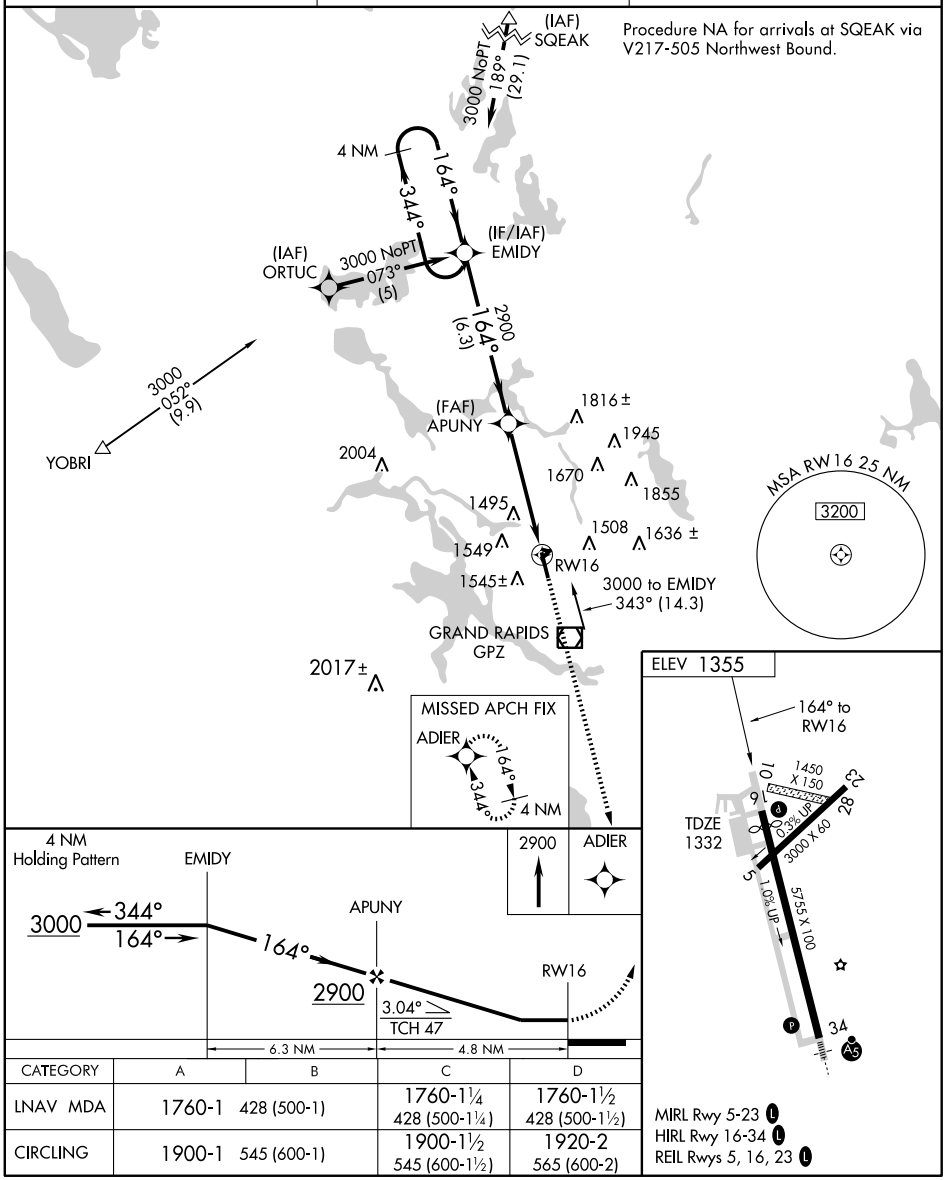
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

T A Circling to Rwy 10-28 and 5-23 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hibbings altimeter setting and increase all MDA 80 feet and increase LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ADIER and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L

Procedure NA for arrivals at SQEAK via V217-505 Northwest Bound.



CATEGORY	A	B	C	D
LNAV MDA	1760-1	428 (500-1)	1760-1¼ 428 (500-1¼)	1760-1½ 428 (500-1½)
CIRCLING	1900-1	545 (600-1)	1900-1½ 545 (600-1½)	1920-2 565 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 16-34 L
REIL Rwys 5, 16, 23 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5755
CH 86412	344°	TDZE	1355
W34A		Apt Elev	1355

GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

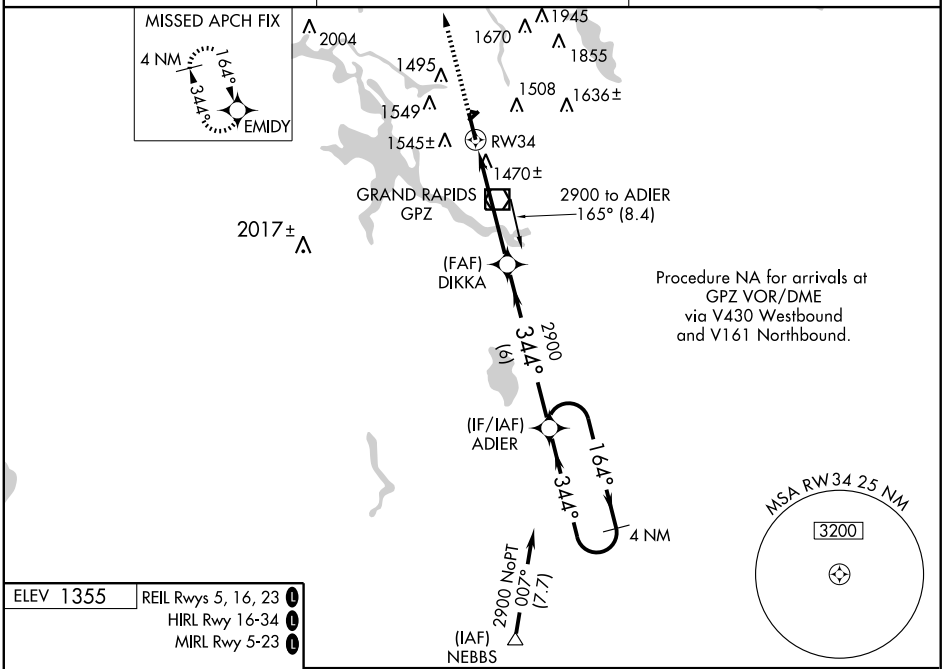
RNAV (GPS) RWY 34

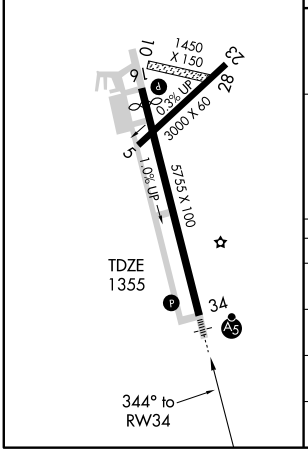
Circling to Rwy 10-28 and 5-23 NA at night. For inoperative MALSR when using KHIB altimeter setting, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hibbings altimeter setting. When local altimeter setting not received, use Hibbing altimeter setting and increase all DA 68 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, LNAV Cat D visibility ¼ mile and Circling Cat C visibility ¼ mile.

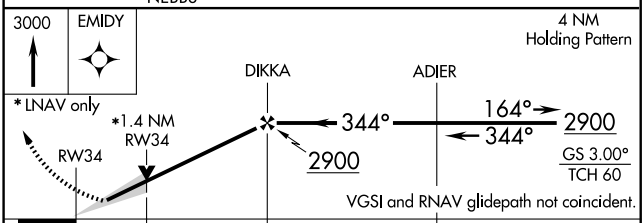
MALSR

MISSED APPROACH: Climb to 3000 direct EMIDY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1555-½ 200 (200-½)			
LNAV/VNAV DA	1927-1½ 572 (600-1½)			
LNAV MDA	1860-½ 505 (600-½)		1860-1 505 (600-1)	
CIRCLING	1900-1 545 (600-1)		1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GPZ	APP CRS	Rwy Idg	5755
111.4	334°	TDZE	1355
Chan 51		Apt Elev	1355

VOR RWY 34

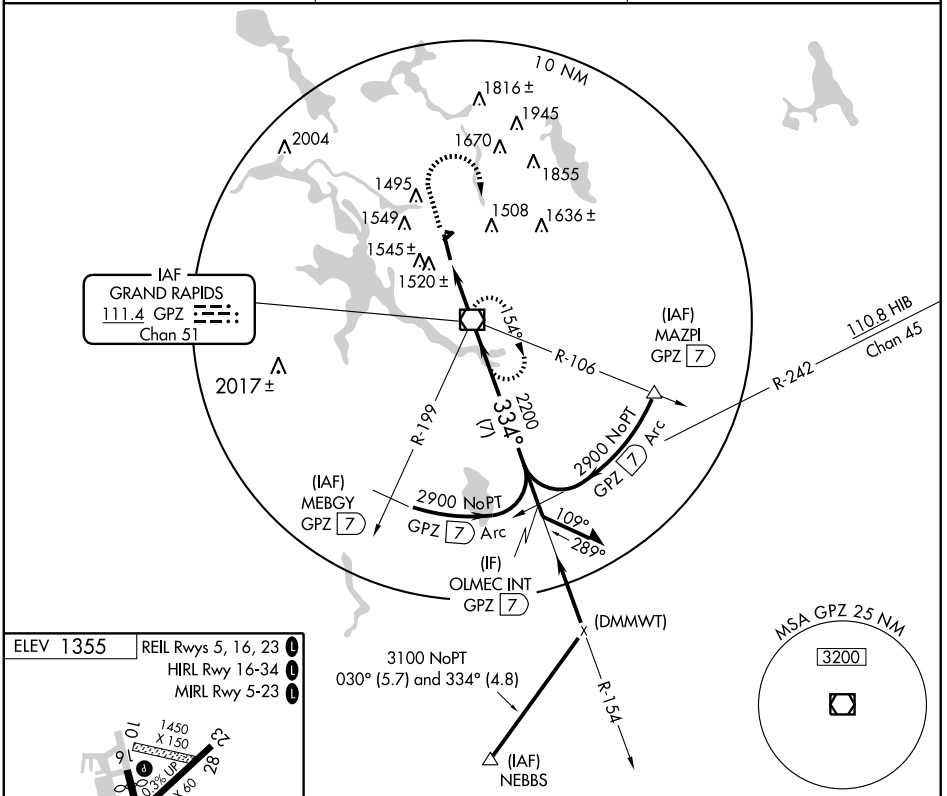
GRAND RAPIDS/ ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)

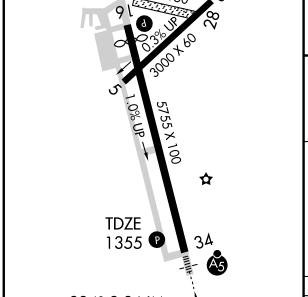
Circling to Rwy 10-28 and 5-23 NA at night. When local altimeter setting not received, use Hibbings altimeter setting and increase all MDA 80 feet, increase S-34 Cat. C and D and Circling Cat C visibility ¼ mile. VDP NA when using Hibbings altimeter setting.

MALSR

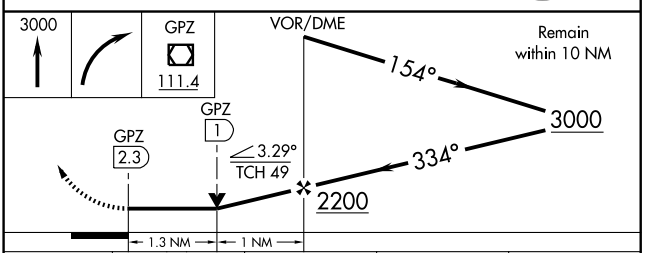
MISSED APPROACH: Climb to 3000 then right turn direct GPZ VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.425	127.9 281.45	122.8 (CTAF) L





FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

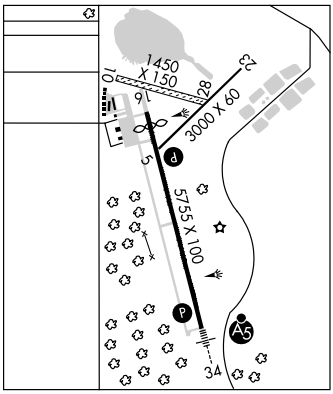


CATEGORY	A	B	C	D
S-34	1800-½ 445 (500-½)		1800-¾ 445 (500-¾)	1800-1 445 (500-1)
CIRCLING	1900-1 545 (600-1)		1900-1½ 545 (600-1½)	1920-2 565 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

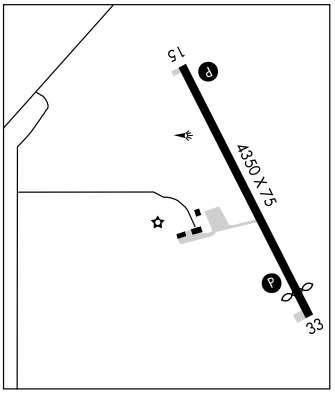
GRAND RAPIDS/ITASCA CO GORDON NEWSTROM FLD (GPZ) 2 SE UTC−6(−5DT) **TWIN CITIES**
N47°12.56′ W93°30.60′ **H–2J, L–14H**
1355 B S4 **FUEL** 100LL, JET A OX 2 Class IV, ARFF Index A NOTAM FILE GPZ **IAP**

RWY 16–34: H5755X100 (ASPH–PFC) S–23, D–38, 2D–78
HIRL 1.0% up SE
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 423′. Tree.
RWY 34: MALSR. PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 05–23: 3000X60 (ASPH) S–12.5 MIRL
RWY 05: REIL. Trees. **RWY 23:** REIL. Trees.
RWY 10–28: 1450X150 (TURF)
RWY 10: Trees. **RWY 28:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Rwy 05–23 and Rwy 10–28 CLOSED to wheel acft during winter months. Deer and birds on and invof arpt. Seaplane ops on Lily Lake adjacent north of arpt. PPR for landing on Lily Lake, call 218–326–1226. Rwy 34 is the designated no wind rwy. Rwy 16–34 has a 582′ paved area north end of rwy. Rwy 05–23 and Rwy 10–28 marked with thld and boundary markers. ACTIVATE MALSR Rwy 34, REIL Rwy 05, Rwy 23 and Rwy 16, HIRL Rwy 16–34, MIRL Rwy 05–23, PAPI Rwy 16 and Rwy 34–CTAF.
WEATHER DATA SOURCES: AWOS–3 118.425 GPZ (218) 326–8337.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9
AIRSPACE: CLASS E svc Mon–Sat 1100–0300Z‡, Sun 1400–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.
(L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 336° 2.9 NM to fld. 1400/6E.
VOR portion unusable 120°–192° byd 12 NM blo 5000′.
DME portion unusable 140°–215° byd 20 NM blo 3000′.
215°–045° byd 20 NM blo 3500′.
GALEX NDB (LOM) 272 GP N47°07.82′ W93°28.88′ 344° 4.9 NM to fld.
ILS 110.1 I–GPZ Rwy 34. Class IT. LOM GALEX NDB.



GRANITE FALLS MUNI/LENZEN–ROE MEM FLD (GDB) 4 S UTC−6(−5DT) **TWIN CITIES**
N44°45.20′ W95°33.36′ **L–12I, 14H**
1047 B **FUEL** 100LL NOTAM FILE GDB **IAP**

RWY 15–33: H4350X75 (ASPH) MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° Thld dsplcd 650′. Road.
AIRPORT REMARKS: Unattended. Self service fuel avbl 24hrs with credit card. Deer on and invof arpt. Noise sensitive area 1.5 miles in radius off north end of Rwy 15–33. MIRL Rwy 15–33 preset on low ints dusk to dawn, to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33, PAPI Rwy 15 and Rwy 33—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–3 120.1 (320) 564–9388.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
MONTEVIDEO (T)VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 148° 14.8 NM to fld.
1034/5E. Unmonitored.



GRYGLA MUNI–MEL WILKENS FLD (3G2) 1 SW UTC−6(−5DT) N48°17.65′ W95°37.56′ **TWIN CITIES**
1177 NOTAM FILE PNM
RWY 17–35: 3437X92 (TURF) LIRL
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight tfc on and invof arpt. Rwy 17–35 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

RNAV (GPS) RWY 33

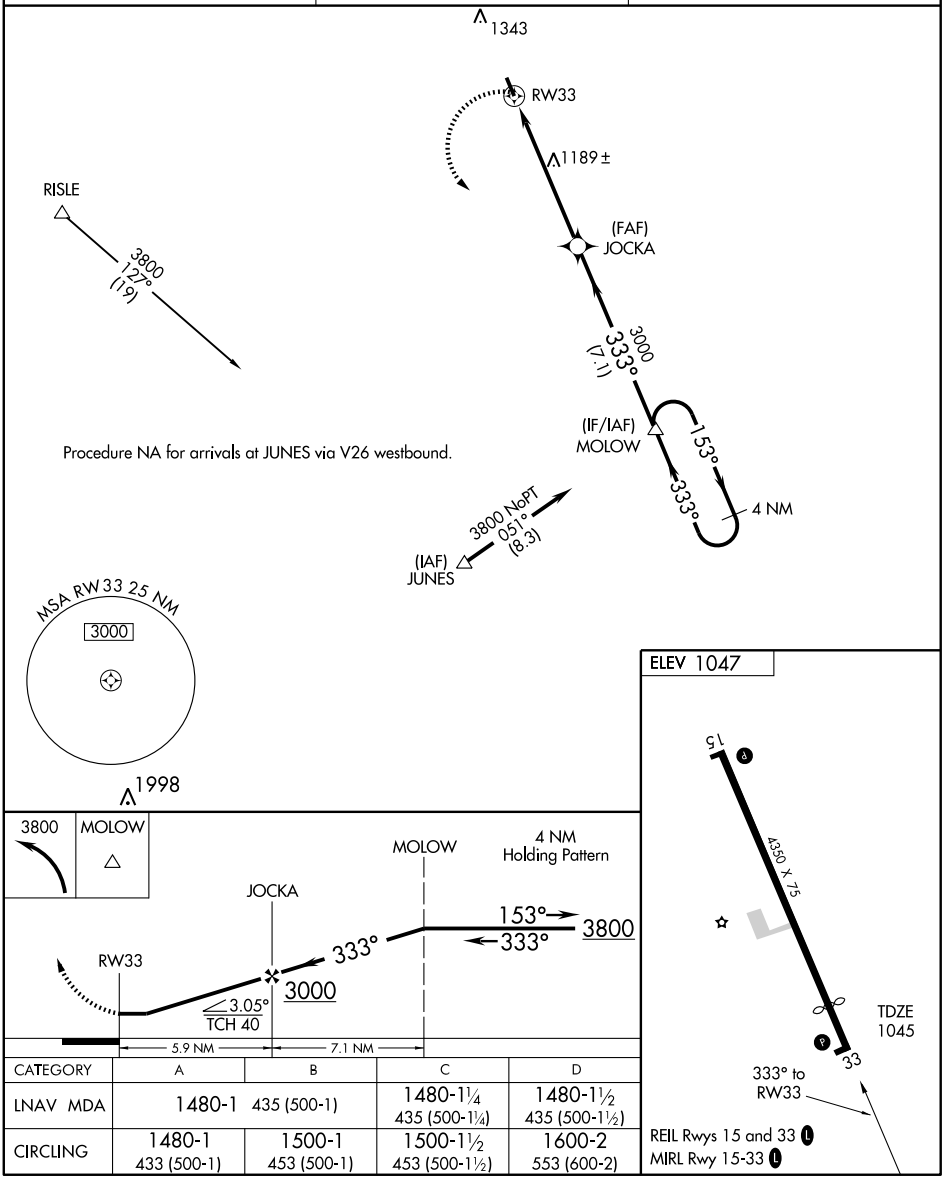
GRANITE FALLS MUNI/ LENZEN-ROE MEMORIAL FIELD (GDB)

APP CRS	Rwy Idg	3700
333°	TDZE	1045
	Apt Elev	1047

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Montevideo altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3800 direct MOLOW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.1	127.1 290.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 435 (500-1)		1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1480-1 433 (500-1)	1500-1 453 (500-1)	1500-1½ 453 (500-1½)	1600-2 553 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MVE	APP CRS	Rwy Idg	3700
111.6	328°	TDZE	1045
Chan 53		Apt Elev	1047

VOR/DME RWY 33

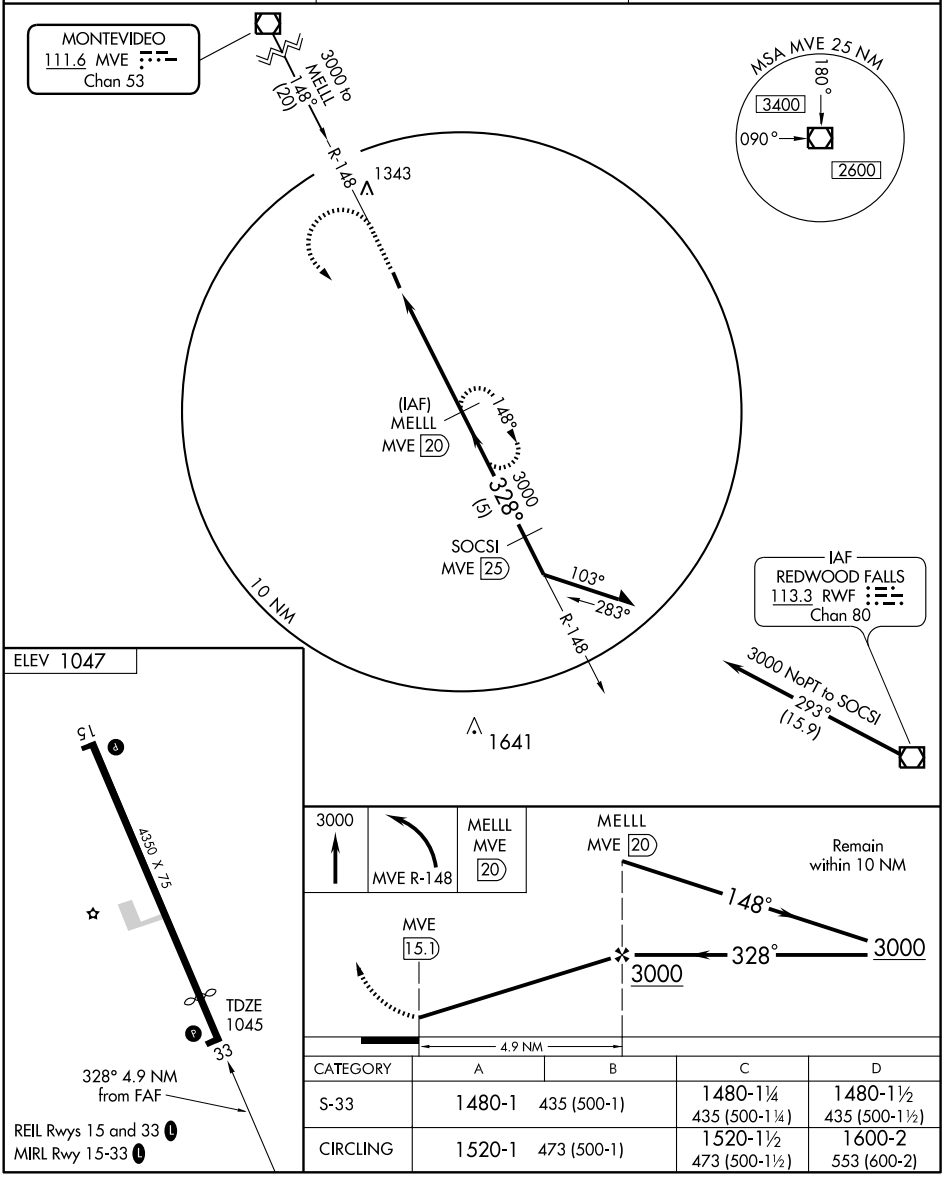
GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD (GDB)

NA

When local altimeter setting not received, use Montevideo altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via R-148 to MELLL/MVE 20 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
120.1	127.1 290.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1480-1	435 (500-1)	1480-1¼ 435 (500-1¼)	1480-1½ 435 (500-1½)
CIRCLING	1520-1	473 (500-1)	1520-1½ 473 (500-1½)	1600-2 553 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

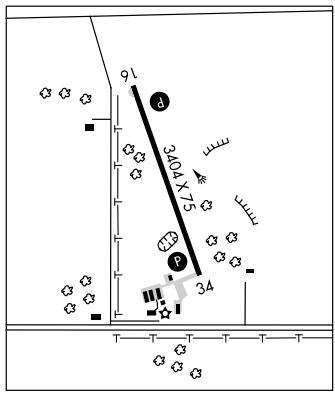
HALFWAY N44°12.27′ W93°22.23′ NOTAM FILE PNM — OMAHA
(T) VORW/DME 111.2 FOW Chan 49 134° 6.8 NM to Owatonna Degner Rgnl. — L–12J
1098/2E. **AWOS–3.** Unmonitored.
VOR portion unusable 230°–250°.

HALLOCK MUNI (HCO) 1 S UTC−6(−5DT) N48°45.16′ W96°56.58′ — TWIN CITIES
819 B **FUEL** 100LL NOTAM FILE HCO — L–14G
RWY 13–31: H4007X75 (ASPH) S–30, D–36, 2D–65 MIRL — IAP
RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 31′. **RWY 31:** REIL. VASI(V2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.475 (218) 843–2415.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HUMBOLDT(H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 126° 9.8 NM to fld. 800/9E.

HAMRE N46°13.24′ W96°03.42′ NOTAM FILE FFM. — TWIN CITIES
NDB (LOM) 337 FF 308° 5.7 NM to Fergus Falls Muni-Einar Mickelson Fld.

HARVI N48°00.40′ W96°05.75′ NOTAM FILE TVF. — TWIN CITIES
NDB (LOM) 260 HY 310° 5.0 NM to Thief River Falls Rgnl. Unmonitored.

HAWLEY MUNI (Ø4Y) 2 W UTC−6(−5DT) N46°53.03′ W96°21.02′ — TWIN CITIES
1208 B **FUEL** 100LL NOTAM FILE PNM — L–14H
RWY 16–34: H3404X75 (ASPH) S–12.5 MIRL 0.3% up NW — IAP
RWY 16: PAPI(P2L).
RWY 34: PAPI(P2L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Rwy 16 hold short line missing. PAPI Rwy 16 and Rwy 34 OTS indef. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 060° 22.1 NM to fld. 910/9E. **HIWAS.**



HECTOR MUNI (1D6) 1 S UTC−6(−5DT) N44°43.86′ W94°42.88′ — TWIN CITIES
1077 **FUEL** 100LL NOTAM FILE PNM
RWY 12–30: H2776X50 (ASPH) S–13, D–18 RWY LGTS (NSTD)
RWY 12: Road.
RWY 05–23: 2580X165 (TURF)
RWY 05: Road.
AIRPORT REMARKS: Attended continuously. For svc call 320–848–2745. Ultralight tfc on and invof arpt. Water twr N. Rwy 05–23 marked with yellow cones. NSTD lgts mounted in yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

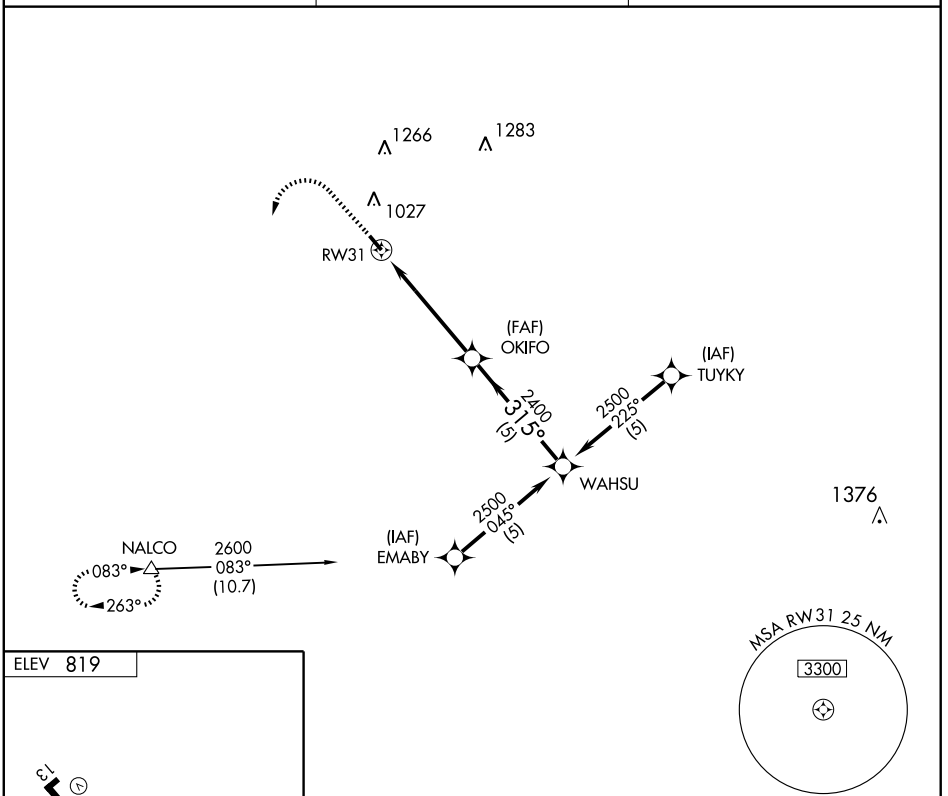
APP CRS	Rwy Idg	4007
315°	TDZE	819
	Apt Elev	819

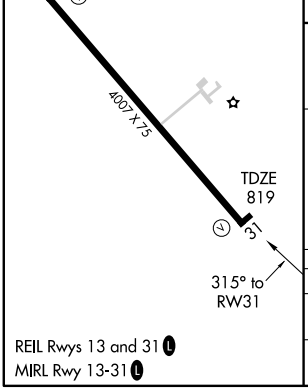
GPS RWY 31
HALLOCK MUNI (HCO)

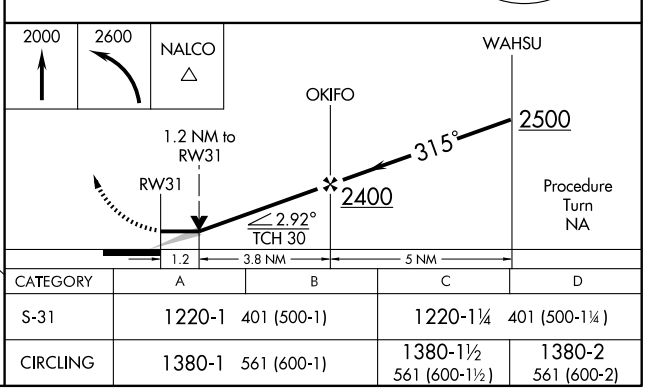
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NALCO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.475	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1220-1 401 (500-1)		1220-1¼ 401 (500-1¼)	
CIRCLING	1380-1 561 (600-1)		1380-1½ 561 (600-1½)	1380-2 561 (600-2)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

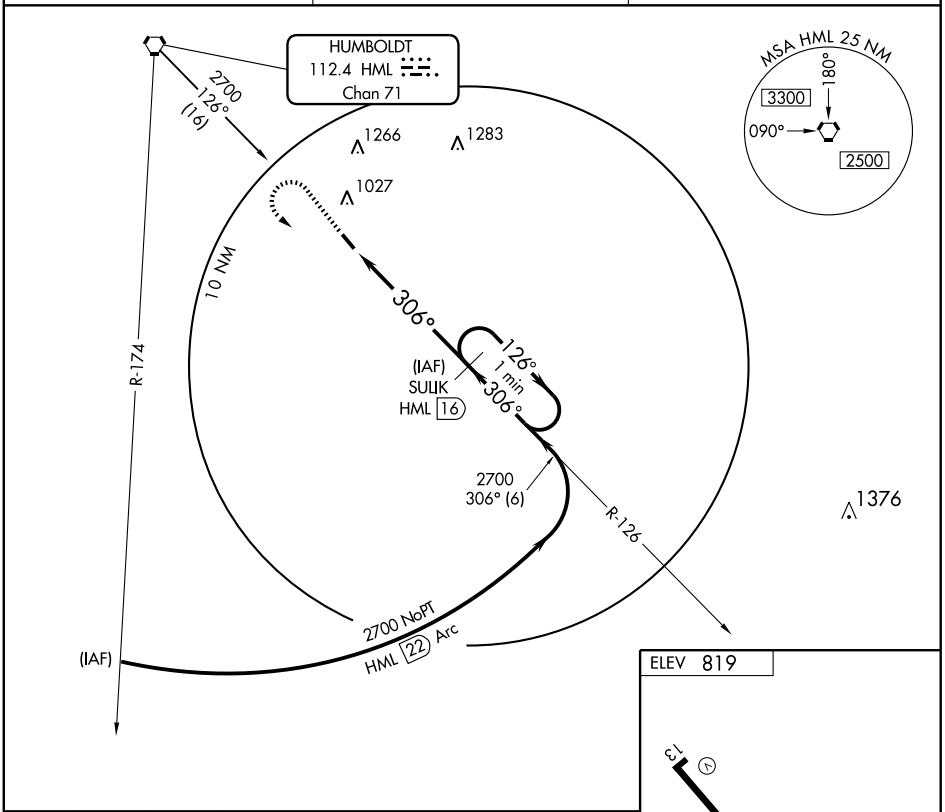
VORTAC HML 112.4 Chan 71	APP CRS 306°	Rwy Idg 4007 TDZE 819 Apt Elev 819

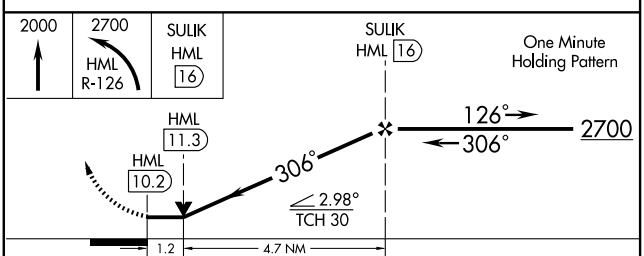
VOR/DME RWY 31
HALLOCK MUNI (HCO)

NA

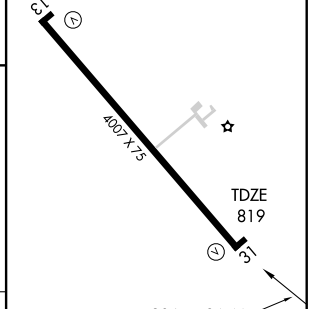
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 via HML R-126 to SULIK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
126.475	132.15 269.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-31	1220-1 401 (500-1)		1220-1¼ 401 (500-1¼)	
CIRCLING	1380-1 561 (600-1)		1380-1½ 561 (600-1½)	1380-2 561 (600-2)



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

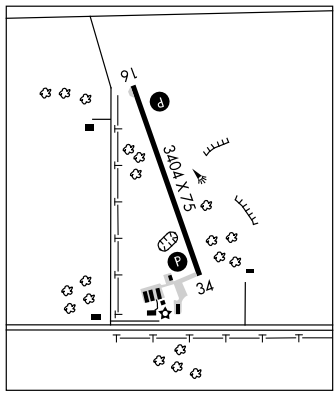
HALFWAY N44°12.27′ W93°22.23′ NOTAM FILE PNM — OMAHA
(T) VORW/DME 111.2 FOW Chan 49 134° 6.8 NM to Owatonna Degner Rgnl. — L–12J
1098/2E. **AWOS–3.** Unmonitored.
VOR portion unusable 230°–250°.

HALLOCK MUNI (HCO) 1 S UTC−6(−5DT) N48°45.16′ W96°56.58′ — TWIN CITIES
819 B **FUEL** 100LL NOTAM FILE HCO — L–14G
RWY 13–31: H4007X75 (ASPH) S–30, D–36, 2D–65 MIRL — IAP
RWY 13: REIL. VASI(V2L)—GA 3.0° TCH 31′. **RWY 31:** REIL. VASI(V2L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 13–31 and REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 126.475 (218) 843–2415.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HUMBOLDT(H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 126° 9.8 NM to fld. 800/9E.

HAMRE N46°13.24′ W96°03.42′ NOTAM FILE FFM. — TWIN CITIES
NDB (LOM) 337 FF 308° 5.7 NM to Fergus Falls Muni-Einar Mickelson Fld.

HARVI N48°00.40′ W96°05.75′ NOTAM FILE TVF. — TWIN CITIES
NDB (LOM) 260 HY 310° 5.0 NM to Thief River Falls Rgnl. Unmonitored.

HAWLEY MUNI (Ø4Y) 2 W UTC−6(−5DT) N46°53.03′ W96°21.02′ — TWIN CITIES
1208 B **FUEL** 100LL NOTAM FILE PNM — L–14H
RWY 16–34: H3404X75 (ASPH) S–12.5 MIRL 0.3% up NW — IAP
RWY 16: PAPI(P2L).
RWY 34: PAPI(P2L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Rwy 16 hold short line missing. PAPI Rwy 16 and Rwy 34 OTS indef. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 060° 22.1 NM to fld. 910/9E. **HIWAS.**



HECTOR MUNI (1D6) 1 S UTC−6(−5DT) N44°43.86′ W94°42.88′ — TWIN CITIES
1077 **FUEL** 100LL NOTAM FILE PNM
RWY 12–30: H2776X50 (ASPH) S–13, D–18 RWY LGTS (NSTD)
RWY 12: Road.
RWY 05–23: 2580X165 (TURF)
RWY 05: Road.
AIRPORT REMARKS: Attended continuously. For svc call 320–848–2745. Ultralight tfc on and invof arpt. Water twr N. Rwy 05–23 marked with yellow cones. NSTD lgts mounted in yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.8

RNAV (GPS) RWY 34

HAWLEY MUNI (Ø4Y)

APP CRS	Rwy Idg	3404
336°	TDZE	1205
	Apt Elev	1209

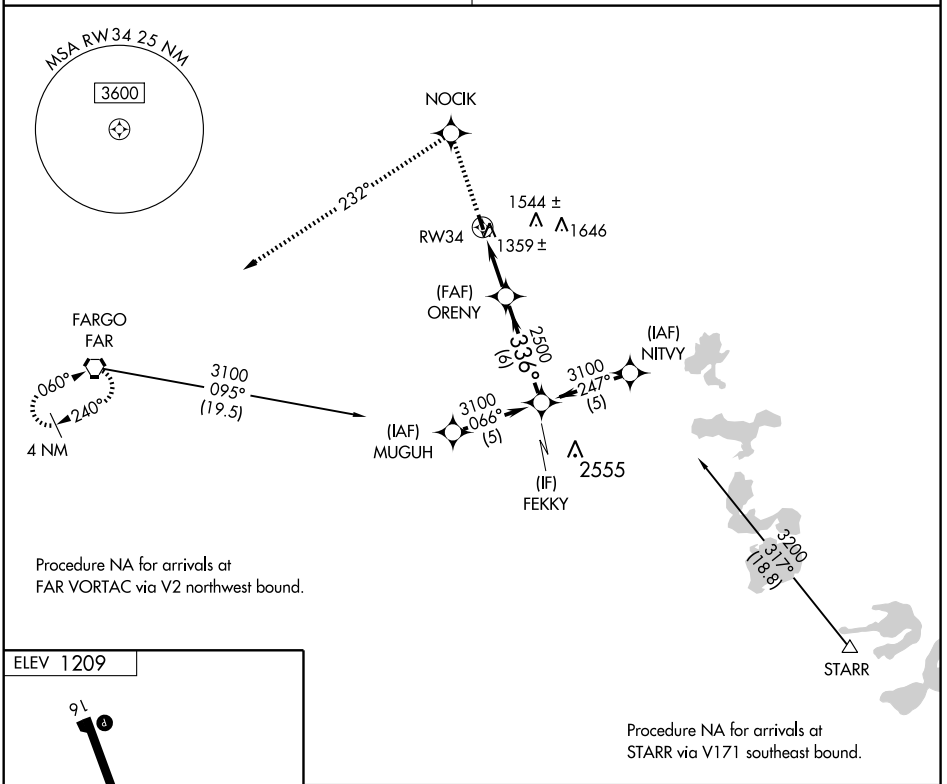
Use Fargo, ND altimeter setting.
DME/DME RNP-0.3 NA.

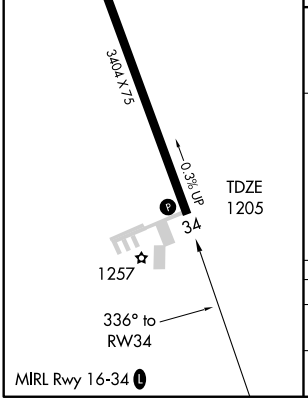
NA

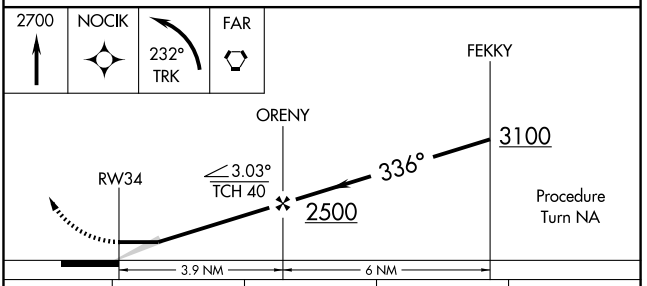
MISSED APPROACH: Climb to 2700 direct NOCIK and left turn via 232° track to FAR VORTAC and hold.

FARGO APP CON ★
120.4 377.15

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1700-1	495 (500-1)	1700-1¼ 495 (500-1¼)	NA
CIRCLING	1760-1	551 (600-1)	1760-1½ 551 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FAR 116.2 Chan 109	APP CRS 060°	Rwy Idg N/A TDZE N/A Apt Elev 1209

VOR/DME-A
HAWLEY MUNI (Ø4Y)

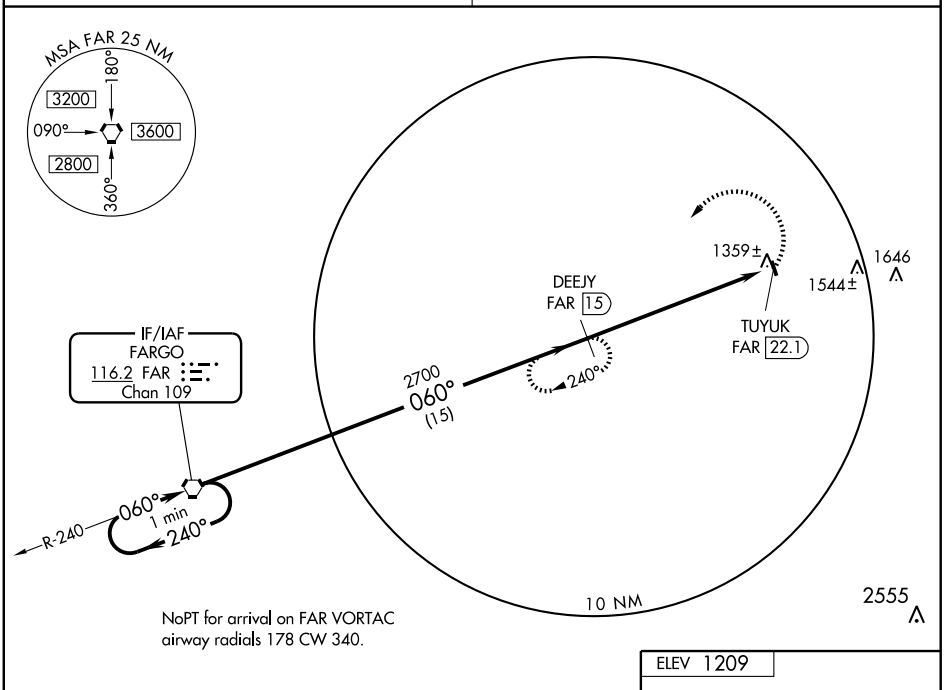
Use Fargo, ND altimeter setting.

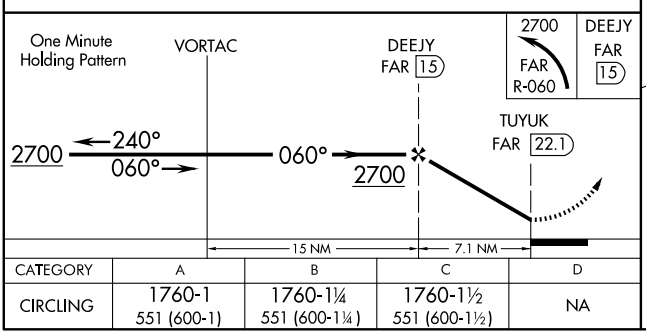
NA

MISSED APPROACH: Climbing left turn to 2700 via FAR R-060 to DEEJY/15 DME and hold.

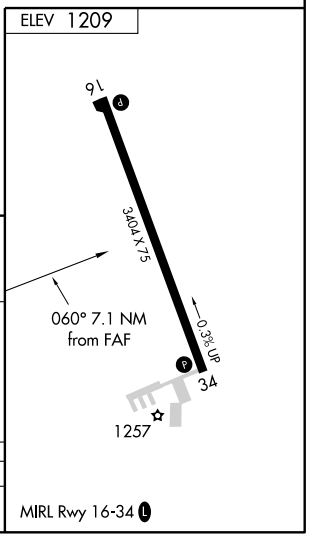
FARGO APP CON ★ 120.4 377.15

UNICOM 122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	1760-1 551 (600-1)	1760-1¼ 551 (600-1¼)	1760-1½ 551 (600-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HENNING MUNI (Ø5Y) 1 S UTC−6(−5DT) N46°18.23′ W95°26.37′ **TWIN CITIES**

1455 B **FUEL** 100LL TPA—2250(795) NOTAM FILE PNM

RWY 17–35: 3280X200 (TURF) LIRL (NSTD)

AIRPORT REMARKS: Unattended. Fuel avb 24 hrs with credit card. Ultralights on and invof arpt. Rwy 17–35 marked with yellow cones. Rwy 17–35 NSTD LIRL, spacing irregular.

COMMUNICATIONS: CTAF 122.9

HERMAN MUNI (Ø6Y) 2 NW UTC−6(−5DT) N45°49.80′ W96°09.64′ **TWIN CITIES**

1068 B **FUEL** 100LL TPA—1868(800) NOTAM FILE PNM

RWY 14–32: H2997X60 (ASPH) LIRL (NSTD)

AIRPORT REMARKS: Unattended. For fuel call 320–677–2746. Ultralights on and invof arpt. Rwy 14 and Rwy 32 NSTD LIRL.

COMMUNICATIONS: CTAF 122.9

HIBBING N47°18.09′ W92°42.24′ NOTAM FILE HIB **GREEN BAY**

(L) VORW/DME 110.8 HIB Chan 45 311° 7.5 NM to Range Rgnl. 1312/2E. **L–14I**

VOR portion unusable 113°–126°, DME unusable byd 33 NM blo 3,000′.

RCO 122.6 (PRINCETON RADIO)

HIBBING

RANGE RGNL (HIB) 4 SE UTC−6(−5DT) N47°23.20′ W92°50.34′ **GREEN BAY**

1354 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE HIB **H–2J, L–14I**

RWY 13–31: H6760X150 (ASPH–GRVD) S–60, D–100, 2S–127, 2D–160 HIRL **IAP**

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 45′. Road.

RWY 31: MALSR. VASI(V4L)—GA 2.9° TCH 57′. Trees.

RWY 04–22: H3096X75 (ASPH) S–35, D–45

RWY 04: Road.

RUNWAY DECLARED DISTANCE INFORMATION

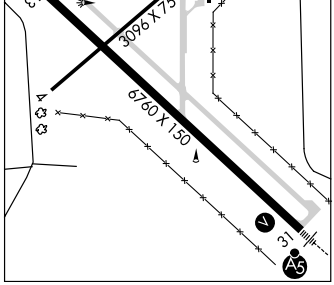
RWY 04: TORA–3075 TODA–3075 ASDA–3075 LDA–3075

RWY 13: TORA–6758 TODA–6758 ASDA–6758 LDA–6758

RWY 22: TORA–3075 TODA–3075 ASDA–3075 LDA–3075

RWY 31: TORA–6758 TODA–6758 ASDA–6758 LDA–6758

AIRPORT REMARKS: Attended 1100–0500Z‡. Airfield conditions unmonitored between 0500–1100Z‡. Rwy 04–22 CLOSED during the hrs of darkness. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager 218–262–3451. Rwy 04–22 not avbl for air carrier ops with more than 9 passenger seats. HIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE VASI Rwy 13 and Rwy 31, MALSR Rwy 13 and Rwy 31—CTAF.



WEATHER DATA SOURCES: ASOS 126.425 (218) 263–8384.

COMMUNICATIONS: CTAF/UNICOM 123.0

HIBBING RCO 122.6 (PRINCETON RADIO)

Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 127.4

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE HIB.

HIBBING (L) VORW/DME 110.8 HIB Chan 45 N47°18.09′ W92°42.24′ 311° 7.5 NM to fld. 1312/2E.

ILS 109.5 I–HIB Rwy 31. Class IC.

ILS 110.5 I–JAE Rwy 13. Class IC. GS unusable for coupled approaches blo 2388′. GS unmonitored.

COMM/NAV/WEATHER REMARKS: Contact Duluth App Con to ACTIVATE Rwy 13 and Rwy 31 ILS 1200–0500Z‡.

HILL CITY–QUADNA MOUNTAIN (Ø7Y) 2 S UTC−6(−5DT) N46°57.35′ W93°35.85′ **TWIN CITIES**

1289 B NOTAM FILE PNM

RWY 16–34: 2850X150 (TURF)

RWY 16: Trees. Rgt tfc. **RWY 34:** Tree.

AIRPORT REMARKS: Unattended. Arpt CLOSED sunset–sunrise. Rwy 16–34 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

LOC I-JAE	APP CRS	Rwy Idg	6760
110.5	130°	TDZE	1353
		Apt Elev	1353

ILS or LOC/DME RWY 13

HIBBING/ RANGE RGNL (HIB)

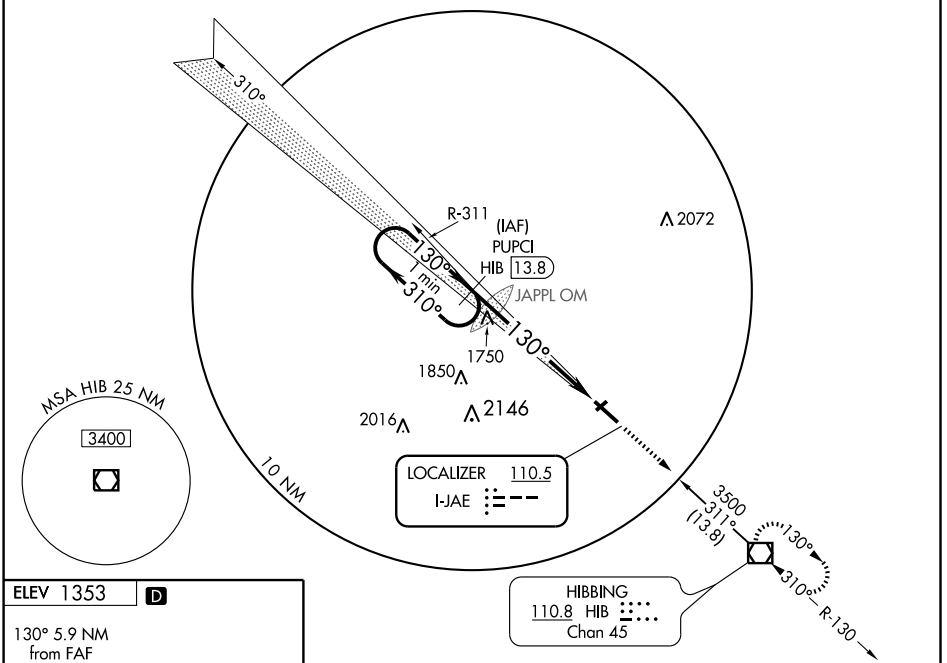
Autopilot couple approach NA below 2388.

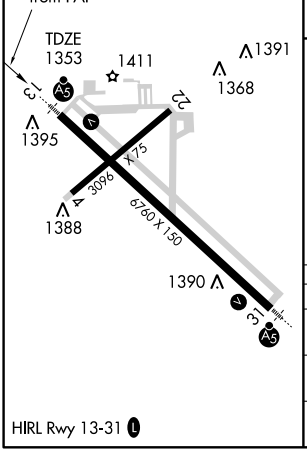
MALSR

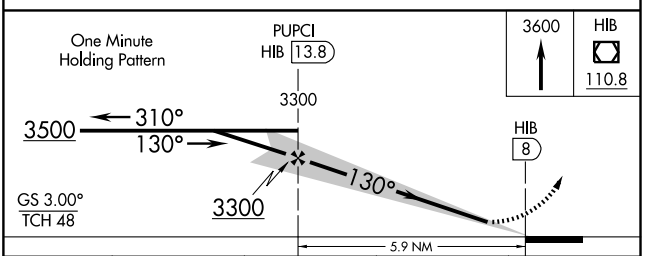
MISSED APPROACH: Climb to 3600 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON ★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L

DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 13	1553-½ 200 (200-½)			
S-LOC 13	2060-½ 707 (800-½)		2060-1½ 707 (800-1½)	2060-1¾ 707 (800-1¾)
CIRCLING	2060-1 707 (800-1)		2060-1½ 707 (800-1½)	2060-2 707 (800-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-HIB	APP CRS	Rwy Idg	6760
109.5	310°	TDZE	1343
		Apt Elev	1353

ILS or LOC RWY 31

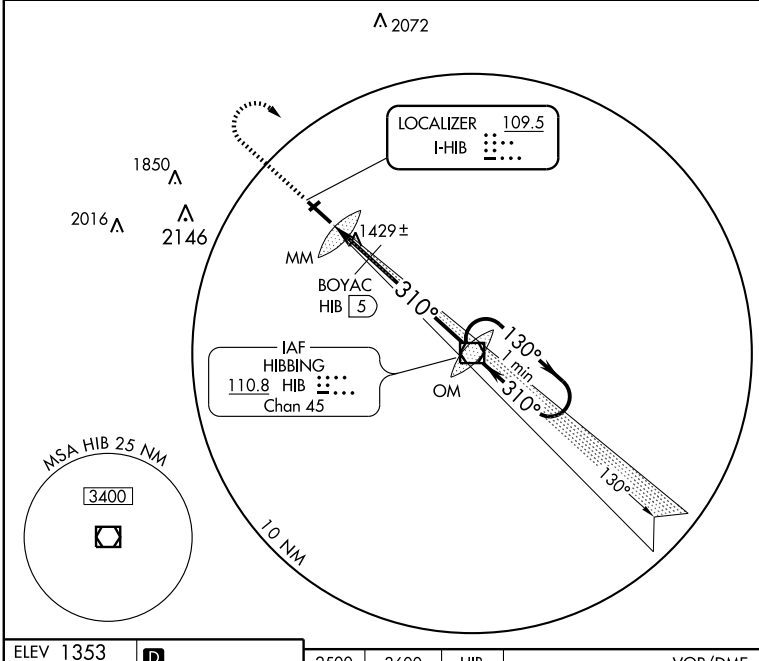
HIBBING/ RANGE RGNL (HIB)

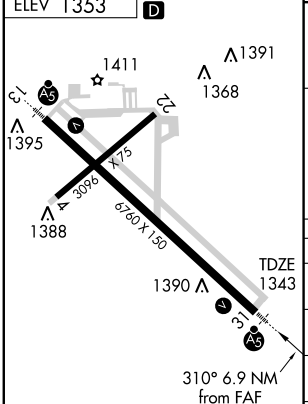
For inoperative MALSR, increase BOYAC FIX MINIMUMS S-LOC 31 Category D visibility to 1. #DME from HIB VOR/DME.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3600 direct HIB VOR/DME and hold.

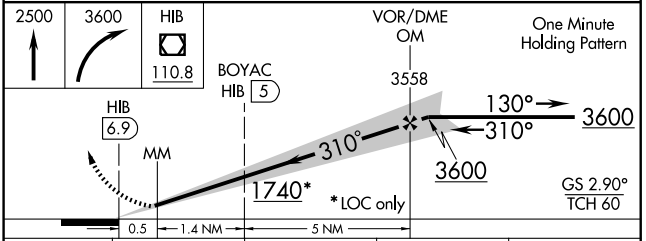
ASOS	DULUTH APP CON*	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L





HIRL Rwy 13-31 L

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-ILS 31	1543-½ 200 (200-½)			
S-LOC 31	1740-½ 397 (400-½)			1740-¾ 397 (400-¾)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)
# BOYAC FIX MINIMUMS				
S-LOC 31	1680-½ 337 (400-½)			1680-¾ 337 (400-¾)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3096
047°	TDZE	1350
	Apt Elev	1353

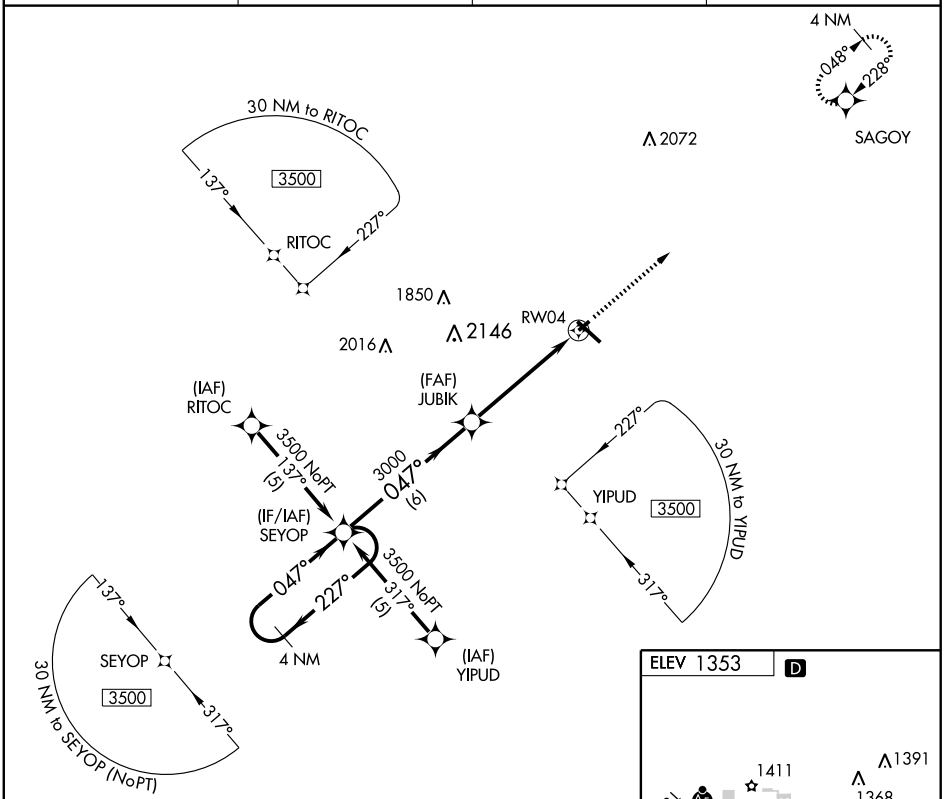
RNAV (GPS) RWY 4

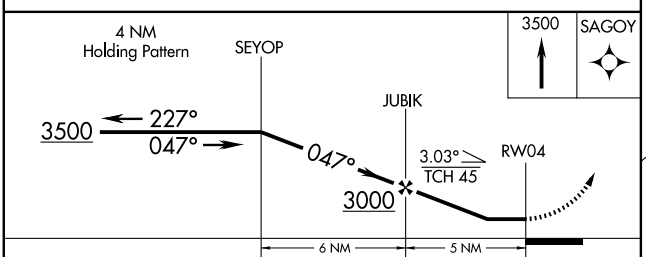
HIBBING/ RANGE RGNL (HIB)

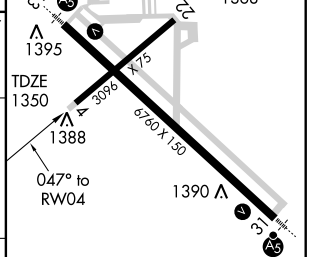
Procedure not authorized at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct SAGOY WP and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1780-1	430 (500-1)	NA	
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

HIBBING/ RANGE RGNL (HIB)

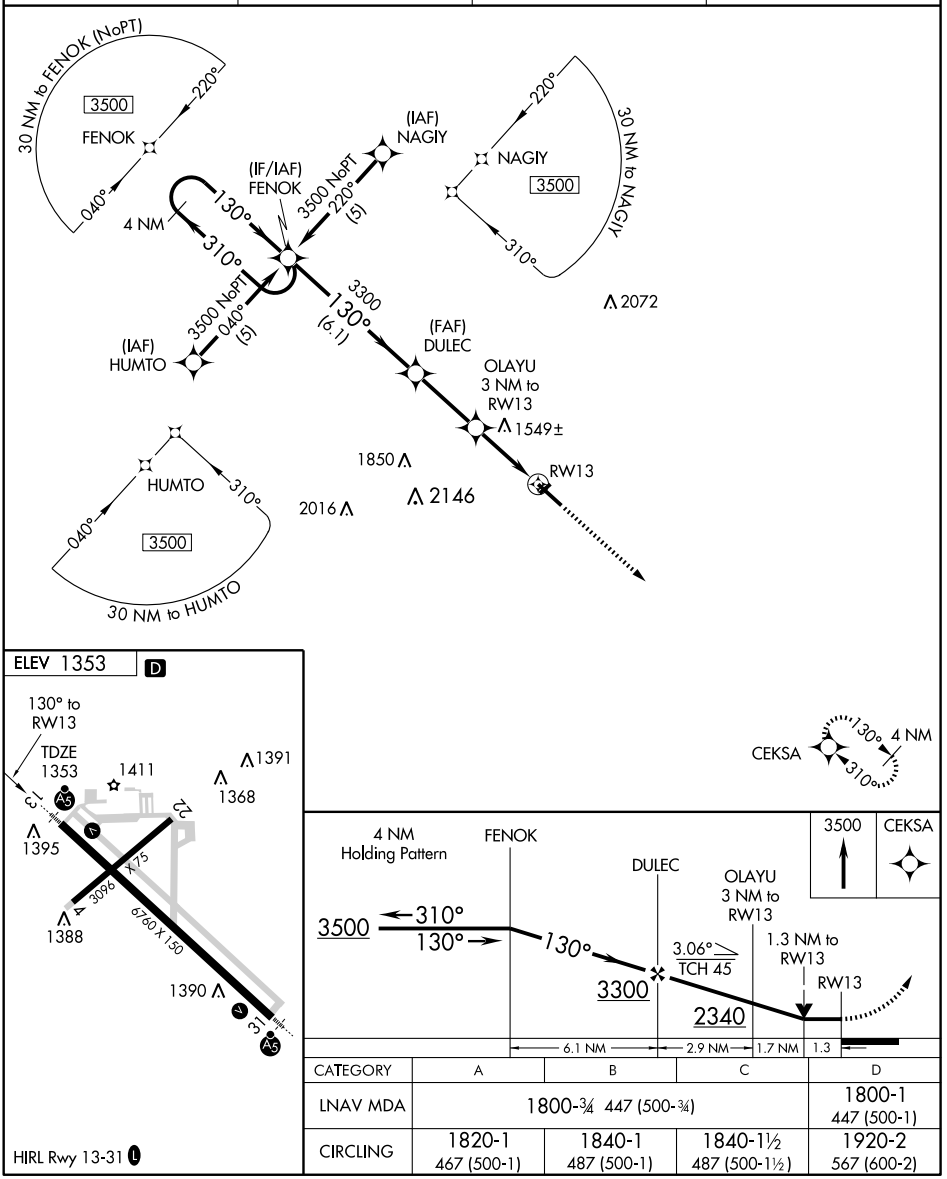
APP CRS	Rwy Idg	6760
130°	TDZE	1353
	Apt Elev	1353

Circling not authorized at night to Rwy 4-22.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV MDA Cat. A and B to 1 mile.

MALSR

MISSED APPROACH: Climb to 3500 direct CEKSA WP and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1800-¾ 447 (500-¾)			1800-1 447 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

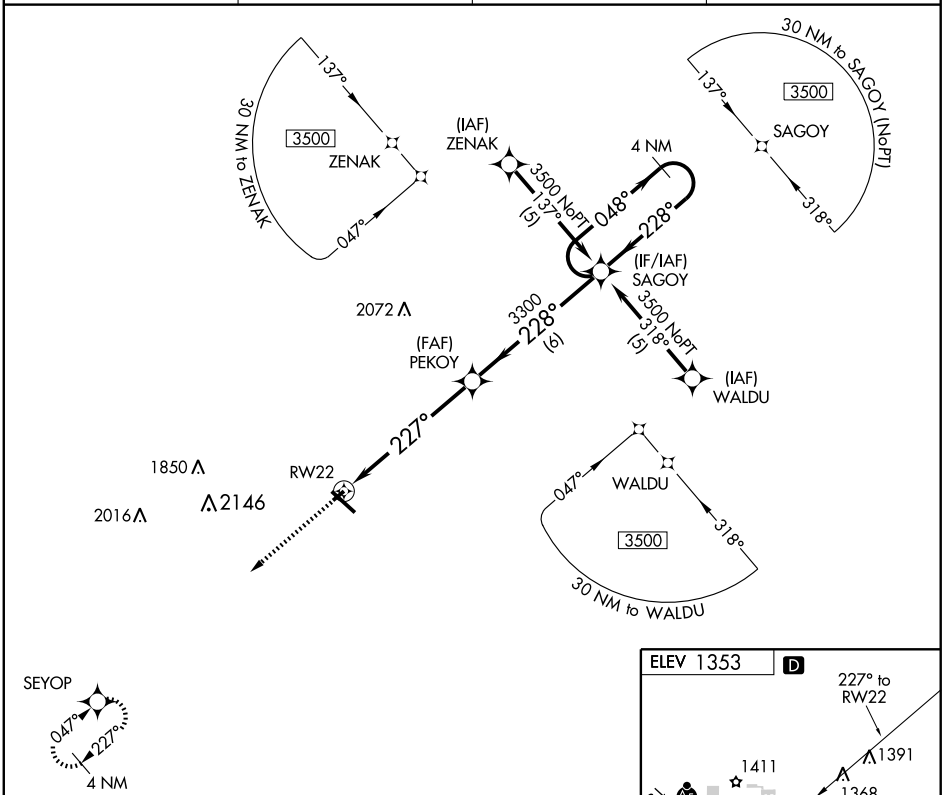
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

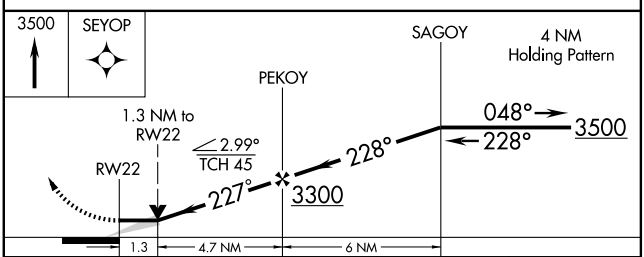
APP CRS	Rwy Idg	3096
227°	TDZE	1350
	Apt Elev	1353

RNAV (GPS) RWY 22

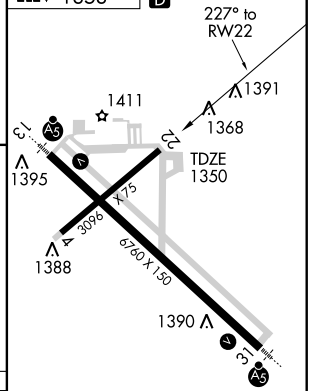
HIBBING/ RANGE RGNL (HIB)

T NA Procedure not authorized at night. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 3500 direct SEYOP WP and hold.	
ASOS 126.425	DULUTH APP CON* 125.45 255.9	CLNC DEL 127.4	UNICOM 123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1800-1 450 (500-1)		NA	
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	NA	



HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

HIBBING/ RANGE RGNL (HIB)

APP CRS	Rwy Idg	6760
310°	TDZE	1343
	Apt Elev	1353

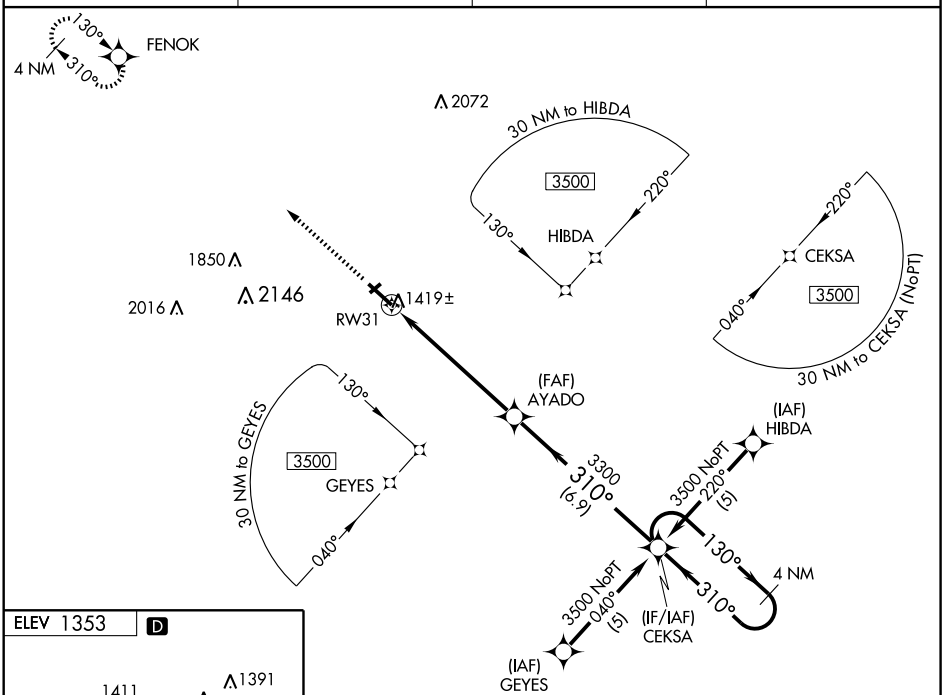
T
A NA

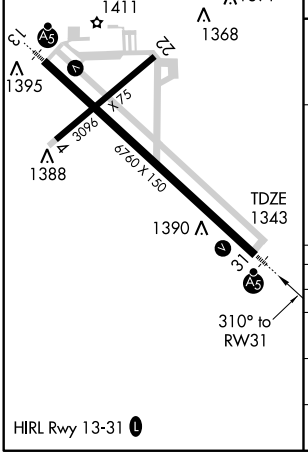
Circling not authorized at night to Rwy 4-22.
Baro-VNAV NA below -17°C (2°F).
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat. A/B/C visibility to 1 mile.
Inoperative table does not apply to LNAV Cat. D.

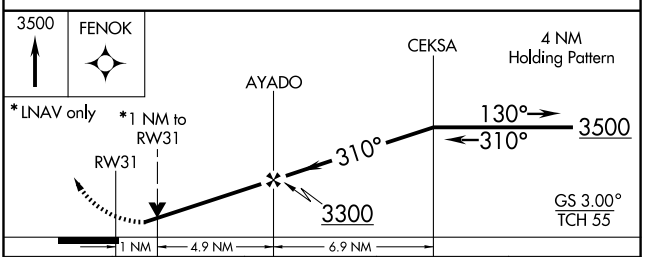
MALSR

MISSED APPROACH: Climb to 3500 direct FENOK WP and hold.

ASOS	DULUTH APP CON ★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1700-¾ 357 (400-¾)			
LNAV MDA	1700-¾ 357 (400-¾)			1700-1 357 (400-1)
CIRCLING	1820-1¼ 467 (500-1¼)	1840-1¼ 487 (500-1¼)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HIB	APP CRS	Rwy Idg	6760
110.8	131°	TDZE	1353
Chan 45		Apt Elev	1353

VOR RWY 13

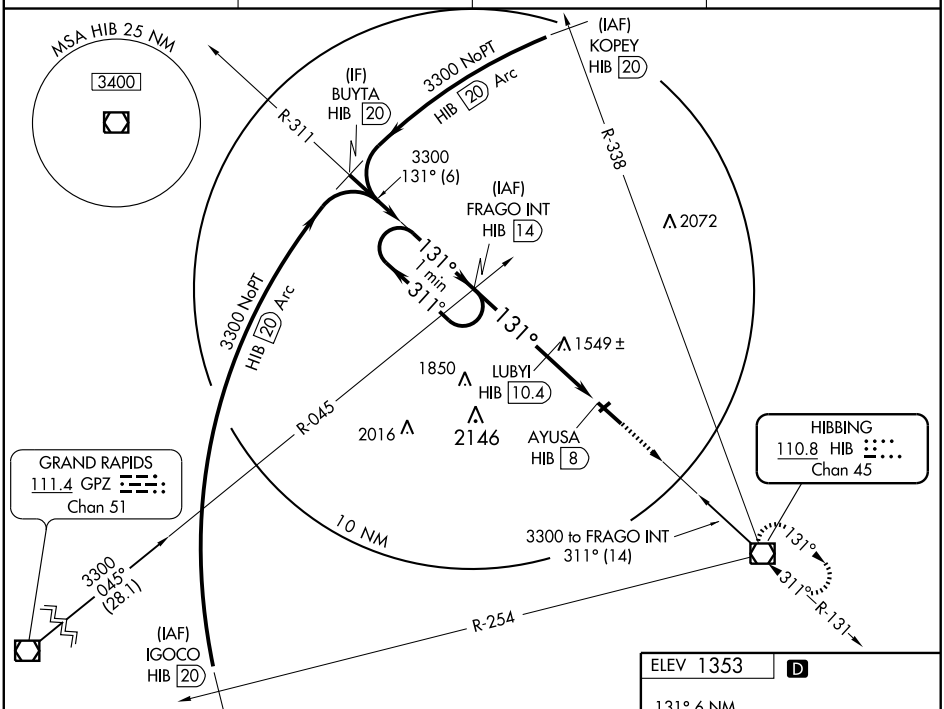
HIBBING/ RANGE RGNL (HIB)

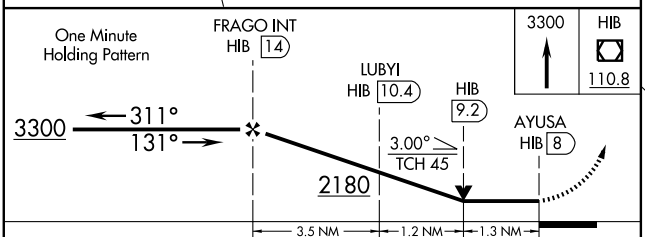
For inoperative MALSR increase S-13 Cat A to 1 mile.
LUBYI FIX MINIMUMS: Increase Cat A and B to 1 mile.

MALSR

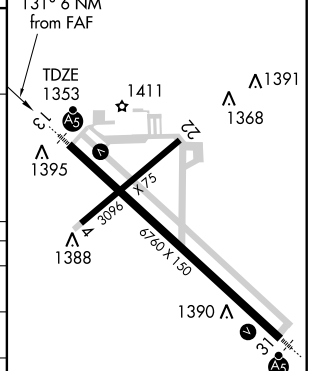
MISSED APPROACH: Climb to 3300 direct HIB VOR/DME and hold.

ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-13	2180-¾ 827 (900-¾)		2180-2 827 (900-2)	2180-2¼ 827 (900-2¼)
CIRCLING	2180-1 827 (900-1)	2180-1¼ 827 (900-1¼)	2180-2½ 827 (900-2½)	2180-2¾ 827 (900-2¾)
LUBYI FIX MINIMUMS				
S-13	1800-¾ 447 (500-¾)			1800-1 447 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME HIB	APP CRS	Rwy Idg	6760
110.8	311°	TDZE	1343
Chan 45		Apt Elev	1353

VOR RWY 31

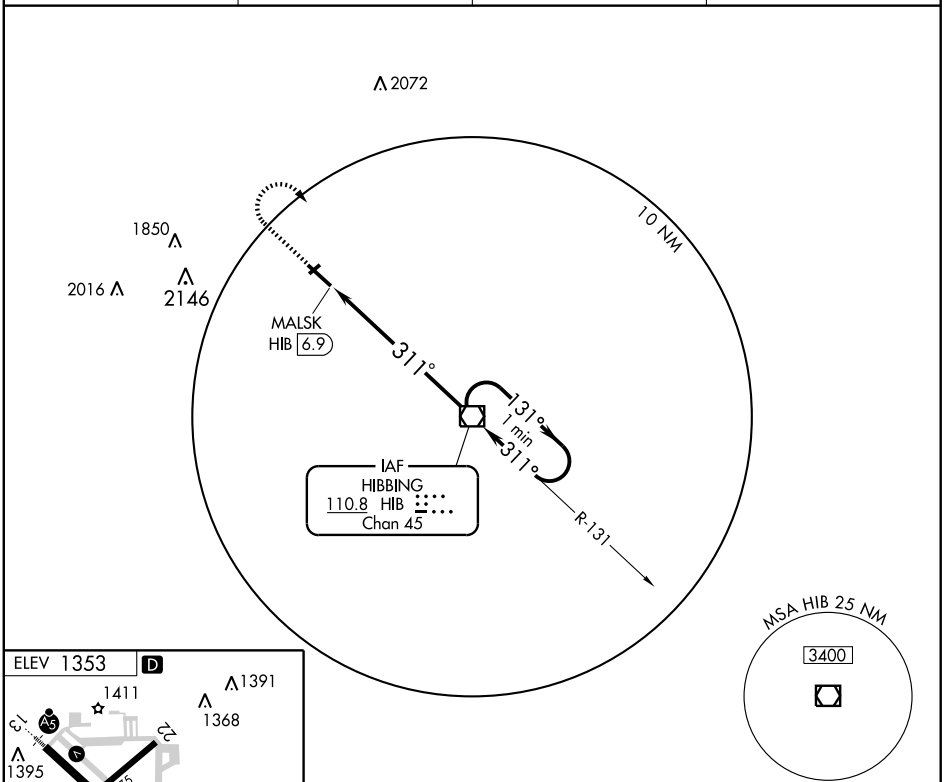
HIBBING/ RANGE RGNL (HIB)

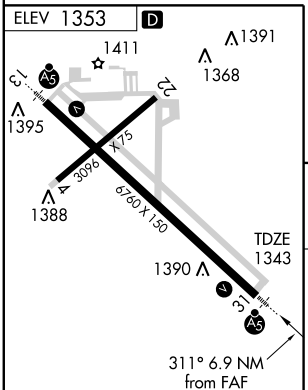
For inoperative MALSR, increase S-31 Cat. A and B visibility to 1 mile and Cat D visibility to 1¼ miles.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct HIB VOR/DME and hold.

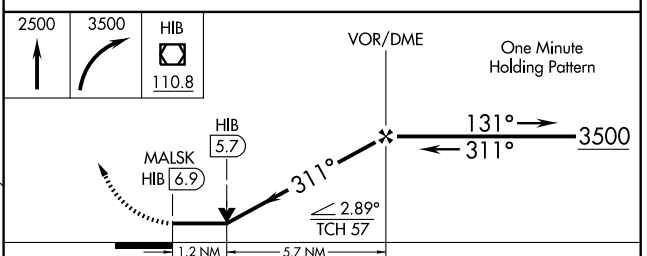
ASOS	DULUTH APP CON★	CLNC DEL	UNICOM
126.425	125.45 255.9	127.4	123.0 (CTAF)





HIRL Rwy 13-31 (L)

FAF to MAP 6.9 NM					
Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18



CATEGORY	A	B	C	D
S-31	1760-¾ 417 (500-¾)			1760-1 417 (500-1)
CIRCLING	1820-1 467 (500-1)	1840-1 487 (500-1)	1840-1½ 487 (500-1½)	1920-2 567 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HINCKLEY

FIELD OF DREAMS (04W) 1 E UTC−6(−5DT) N46°01.37′ W92°53.71′ — TWIN CITIES
1021 B **FUEL** 100LL NOTAM FILE PNM — L–14I
RWY 06–24: H2751X75 (ASPH) MIRL 0.4% up SW — IAP
RWY 06: Thld dsplcd 190′. Tree. **RWY 24:** Thld dsplcd 394′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (320) 384–6169.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VOR/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 056° 56.5 NM to fld. 1023/3E **ASOS.** VOR unmonitored.

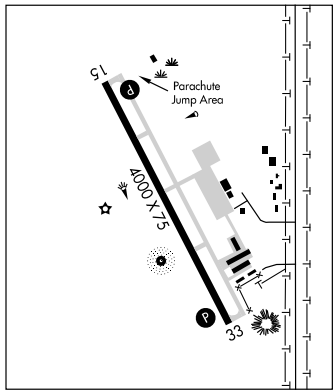
HOPEY N44°52.40′ W92°56.53′ NOTAM FILE STP. — TWIN CITIES
NDB (MHW) 400 PPI 303° 6.2 NM to St Paul Downtown Holman Fld. — L–12J, 14I, A

HOUSTON CO (See CALEDONIA)

HUMBOLDT N48°52.15′ W97°07.03′ NOTAM FILE PNM. — TWIN CITIES
(H) VORTAC 112.4 HML Chan 71 303° 6.6 NM to Pembina Muni. 800/9E. — H–2H, L–14G
RCO 122.1R 112.4T (PRINCETON RADIO)

HUSSK N45°28.74′ W93°58.12′ NOTAM FILE STC. — TWIN CITIES
NDB (LOM) 342 ST 314° 5.6 NM to St Cloud Muni.

HUTCHINSON MUNI–BUTLER FIELD (HCD) 2 S UTC−6(−5DT) N44°51.59′ W94°22.95′ — TWIN CITIES
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE HCD — L–12I, 14H
RWY 15–33: H4000X75 (ASPH) MIRL — IAP
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 33: REIL. PAPI(P4L)—GA 3.0 TCH 40′. Trees.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs with credit card. Parachute Jumping. ACTIVATE MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33, PAPI Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (320) 587–3343.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 160° 14.0 NM to fld. 1130/7E.
NDB (MHW) 209 HCD N44°51.42′ W94°22.98′ at fld. NOTAM FILE HCD.



INTERNATIONAL FALLS N48°33.95′ W93°24.34′ NOTAM FILE INL. — TWIN CITIES
(L) VORTACW 111.0 INL Chan 47 at Falls Intl. 1180/6E. **HIWAS.** — L–14H
RCO 123.6 (PRINCETON RADIO)

RNAV (GPS) RWY 6

HINCKLEY/ FIELD OF DREAMS (Ø4W)

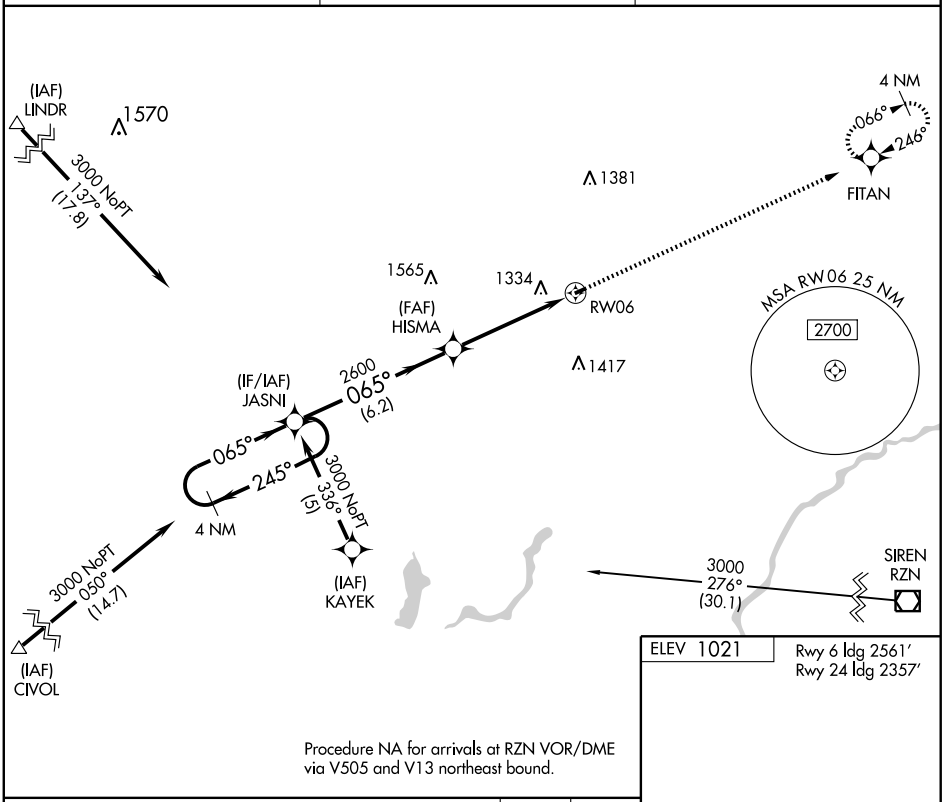
APP CRS	Rwy Idg	2561
065°	TDZE	1021
	Apt Elev	1021

DME/DME RNP-0.3 NA.
VDP NA when using Mora altimeter setting.
When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet.

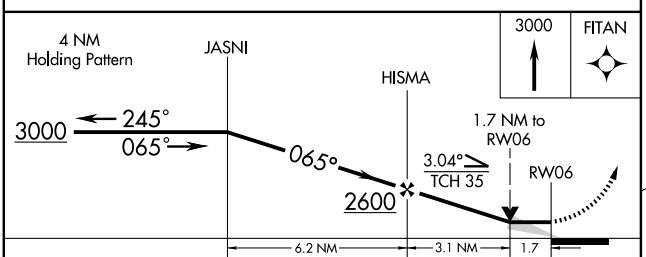
NA

MISSED APPROACH: Climb to 3000 direct FITAN and hold.

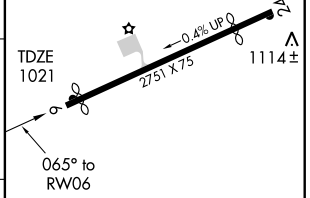
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.225	121.05 397.9	122.9 L



Procedure NA for arrivals at RZN VOR/DME via V505 and V13 northeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1600-1	579 (600-1)	NA	
CIRCLING	1640-1	619 (700-1)	NA	



MIRL Rwy 6-24 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

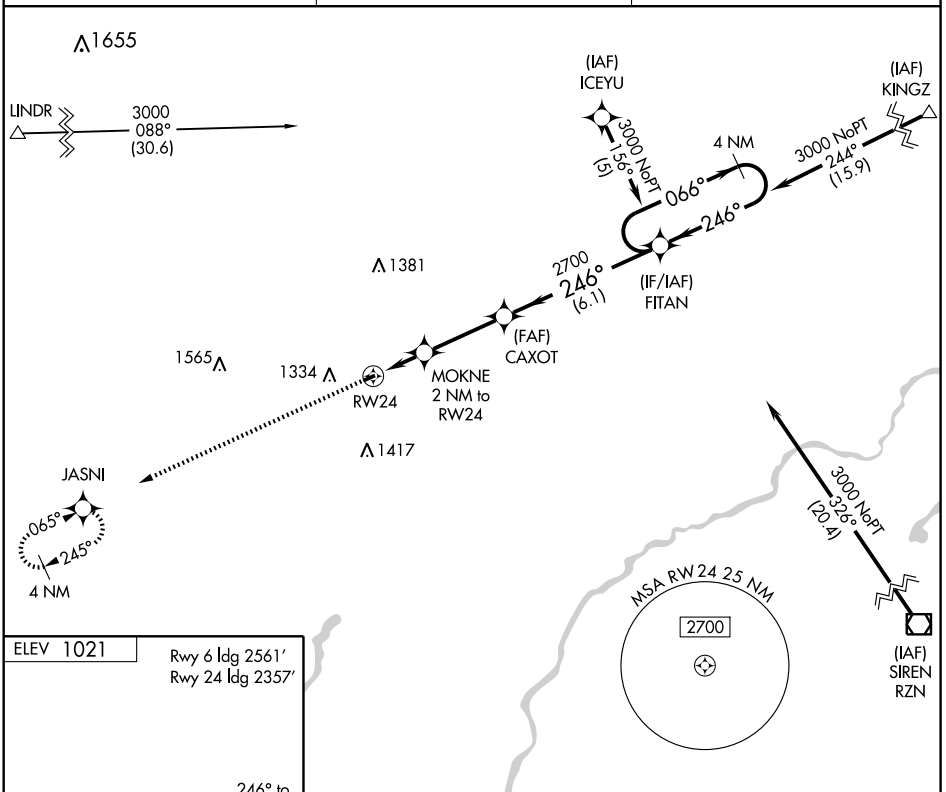
HINCKLEY/ FIELD OF DREAMS (Ø4W)

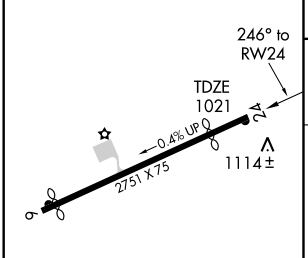
APP CRS	Rwy Idg	2357
246°	TDZE	1021
	Apt Elev	1021

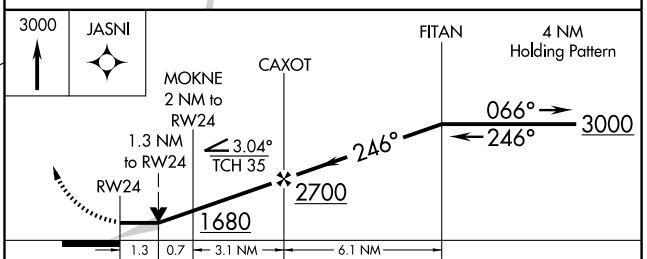
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Mora altimeter setting and increase all MDAs 60 feet.
VDP NA when using Mora altimeter setting.

MISSED APPROACH: Climb to 3000 direct JASNI and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.225	121.05 397.9	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1380-1 359 (400-1)		NA	
CIRCLING	1640-1 619 (700-1)		NA	

MIRL Rwy 6-24 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HINCKLEY

FIELD OF DREAMS (04W) 1 E UTC−6(−5DT) N46°01.37′ W92°53.71′ — TWIN CITIES
1021 B **FUEL** 100LL NOTAM FILE PNM — L–14I
RWY 06–24: H2751X75 (ASPH) MIRL 0.4% up SW — IAP
RWY 06: Thld dsplcd 190′. Tree. **RWY 24:** Thld dsplcd 394′. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 06–24—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (320) 384–6169.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VOR/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 056° 56.5 NM to fld. 1023/3E **ASOS.** VOR unmonitored.

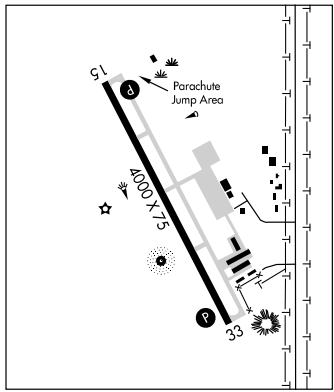
HOPEY N44°52.40′ W92°56.53′ NOTAM FILE STP. — TWIN CITIES
NDB (MHW) 400 PPI 303° 6.2 NM to St Paul Downtown Holman Fld. — L–12J, 14I, A

HOUSTON CO (See CALEDONIA)

HUMBOLDT N48°52.15′ W97°07.03′ NOTAM FILE PNM. — TWIN CITIES
(H) VORTAC 112.4 HML Chan 71 303° 6.6 NM to Pembina Muni. 800/9E. — H–2H, L–14G
RCO 122.1R 112.4T (PRINCETON RADIO)

HUSSK N45°28.74′ W93°58.12′ NOTAM FILE STC. — TWIN CITIES
NDB (LOM) 342 ST 314° 5.6 NM to St Cloud Muni.

HUTCHINSON MUNI–BUTLER FIELD (HCD) 2 S UTC−6(−5DT) N44°51.59′ W94°22.95′ — TWIN CITIES
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE HCD — L–12I, 14H
RWY 15–33: H4000X75 (ASPH) MIRL — IAP
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 33: REIL. PAPI(P4L)—GA 3.0 TCH 40′. Trees.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs with credit card. Parachute Jumping. ACTIVATE MIRL Rwy 15–33; REIL Rwy 15 and Rwy 33, PAPI Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (320) 587–3343.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 160° 14.0 NM to fld. 1130/7E.
NDB (MHW) 209 HCD N44°51.42′ W94°22.98′ at fld. NOTAM FILE HCD.



INTERNATIONAL FALLS N48°33.95′ W93°24.34′ NOTAM FILE INL. — TWIN CITIES
(L) VORTACW 111.0 INL Chan 47 at Falls Intl. 1180/6E. **HIWAS.** — L–14H
RCO 123.6 (PRINCETON RADIO)

NDB HCD 209	APP CRS 151°	Rwy Idg 4000 TDZE 1060 Apt Elev 1060

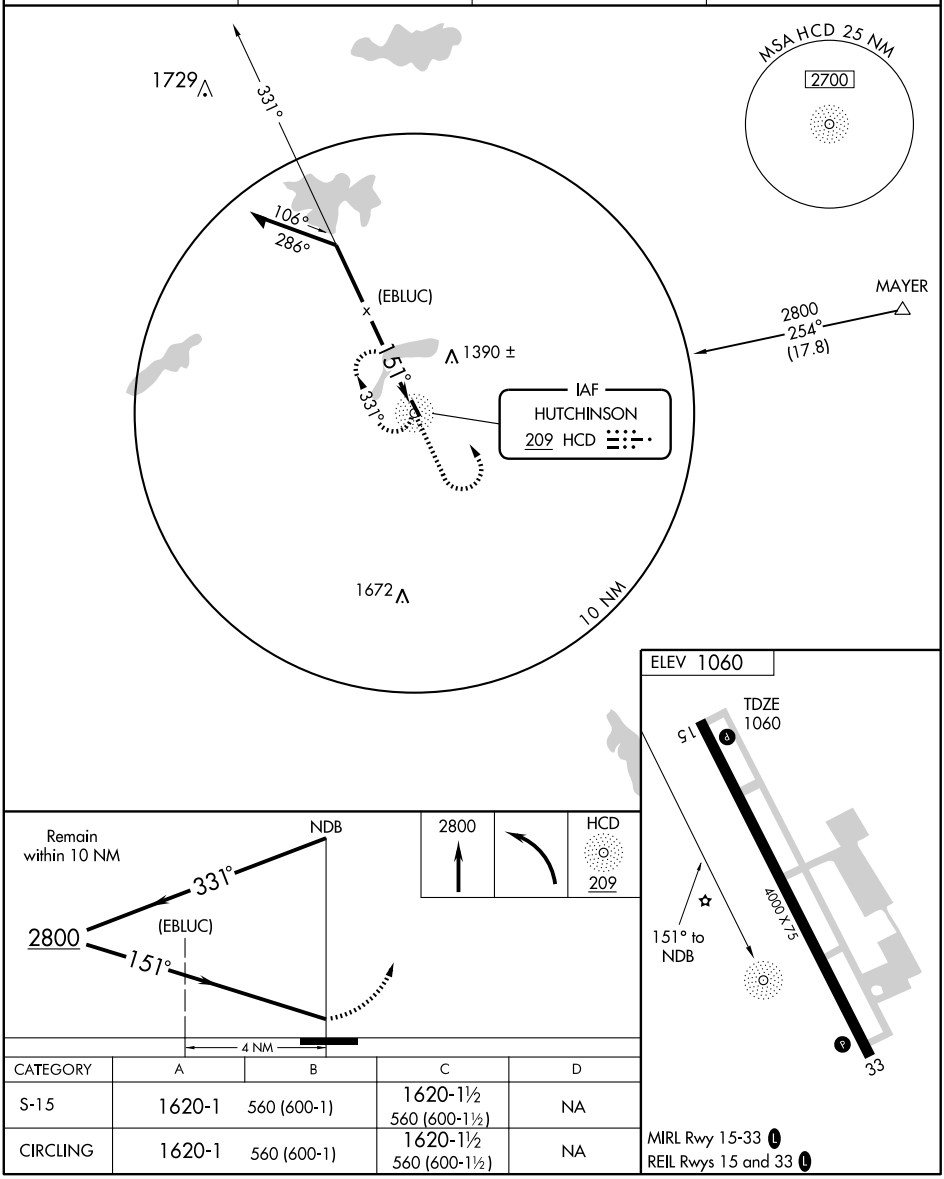
NDB or GPS RWY 15

HUTCHINSON MUNI-BUTLER FIELD (HCD)

NA

MISSED APPROACH: Climb to 2800, then left turn direct HCD NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-15	1620-1	560 (600-1)	1620-1½ 560 (600-1½)	NA
CIRCLING	1620-1	560 (600-1)	1620-1½ 560 (600-1½)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

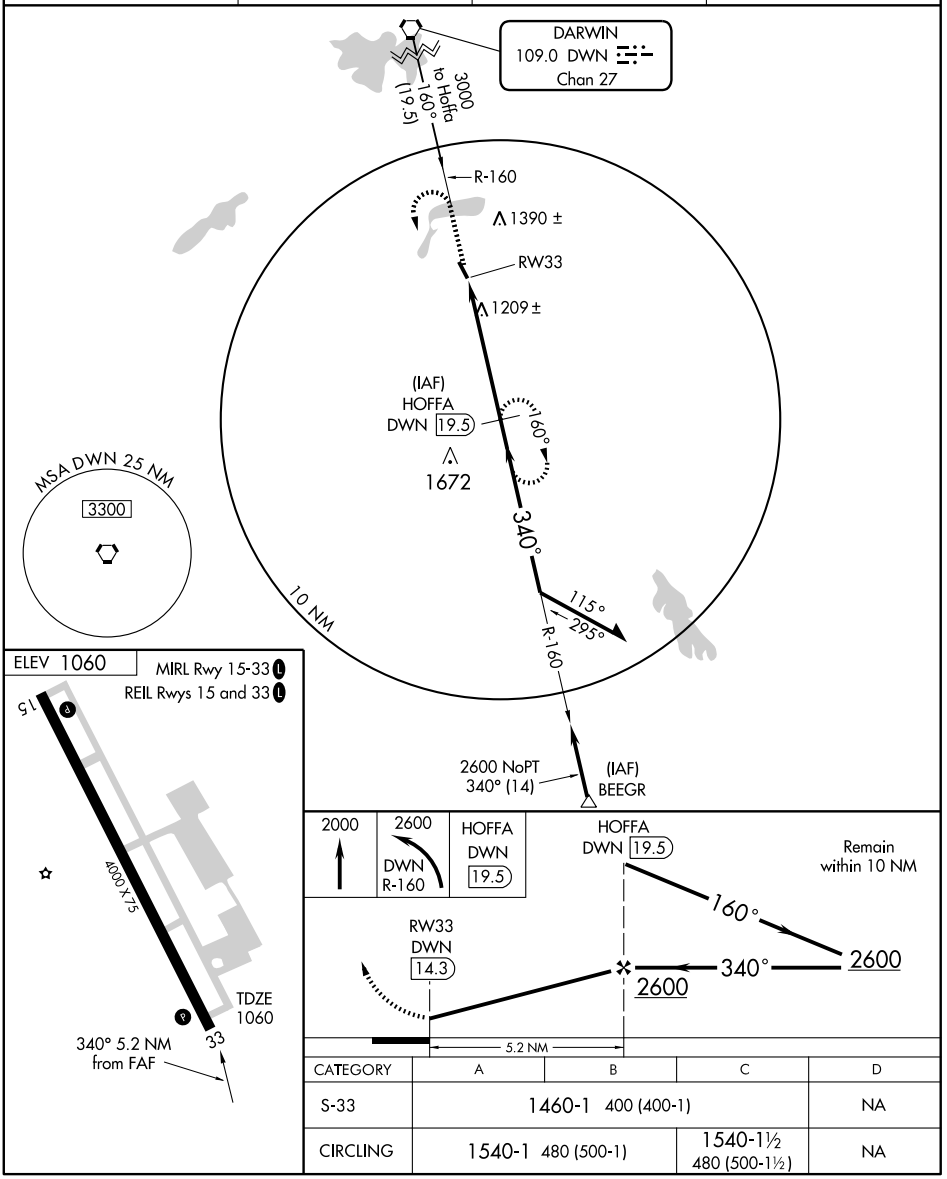
VORTAC DWN	APP CRS	Rwy Idg	4000
109.0	340°	TDZE	1060
Chan 27		Apt Elev	1060

VOR/DME or GPS RWY 33

HUTCHINSON MUNI-BUTLER FIELD (HCD)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 via DWN R-160 to HOFFA/19.5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.525	127.1 290.2	121.725	122.8 (CTAF) L

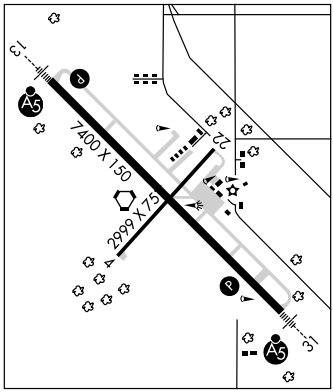


CATEGORY	A	B	C	D
S-33	1460-1 400 (400-1)			NA
CIRCLING	1540-1 480 (500-1)		1540-1½ 480 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

INTERNATIONAL FALLS

FALLS INTL (INL) 0 S UTC−6(−5DT) N48°33.94′ W93°24.13′ **TWIN CITIES**
1185 B **FUEL** 100LL, JET A TPA—2185(1000) AOE Class I, ARFF Index A **H–2J, L–14H**
NOTAM FILE INL **IAP**



RWY 13–31: H7400X150 (ASPH–PFC) S–100, D–125, 2S–159, 2D–190 HIRL
RWY 13: MALSR. PAPI(P4L). TCH 52′. Trees.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.
RWY 04–22: H2999X75 (ASPH) S–12.5 0.4% up NE
RWY 04: Trees. **RWY 22:** Trees.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–2999	TODA–2999	ASDA–2999	LDA–2999
RWY 13:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400
RWY 22:	TORA–2999	TODA–2999	ASDA–2999	LDA–2999
RWY 31:	TORA–7400	TODA–7400	ASDA–7400	LDA–7400

AIRPORT REMARKS: Attended dalgt hrs. For attendant after hrs call 218–283–2712 or 218–286–5245. Gulls and deer on and invof arpt. PPR for unscheduled air carrier ops with more than 30 passenger seats, call arpt manager or ops 218–283–4461. Air carrier ops involving acft with more than 30 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. ACTIVATE HIRL Rwy 13–31, MALSR Rwy 13 and Rwy 31, PAPI Rwy 13 and Rwy 31—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 120.000 (218) 285–2996. **HIWAS** 111.0 INL.
COMMUNICATIONS: CTAF/UNICOM 122.8
INTERNATIONAL FALLS RCO 123.6 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 120.9
RADIO AIDS TO NAVIGATION: NOTAM FILE INL.
INTERNATIONAL FALLS (L) VORTACW 111.0 INL Chan 47 N48°33.95′ W93°24.34′ at fld. 1180/6E. **HIWAS.**
RAIZE NDB (H/LOM) 353 IN N48°28.88′ W93°16.68′ 310° 7.1 NM to fld.
ILS 109.1 I–ABK Rwy 13 Class IB. Unmonitored
ILS 111.95 I–INL Rwy 31 Class IA. LOM RAIZE NDB. LOC unusable within 0.2 NM inbound. LOC unusable byd 26° right and left of course.

INTERNATIONAL FALLS SPB (Ø9I) 1 E UTC−6(−5DT) N48°36.35′ W93°22.25′ **TWIN CITIES**
1110 TPA—1710(600) NOTAM FILE PNM
WATERWAY 05–23: 5000X1000 (WATER)
WATERWAY 08–26: 5000X1000 (WATER)
SEAPLANE REMARKS: Unattended. Unicom located at Falls Intl arpt. Acft requiring U.S. Customs ctc Princeton AFSS on 123.6 15 minutes prior to arr also call U.S. Customs at 218–283–2541 prior to tkf. Pilots ctc Falls Intl arpt on 122.8 for aeronautical advisory information for the seaplane base. Pilots maintain 500′AGL TPA separation from tfc at Falls Intl arpt 2 miles SW.
COMMUNICATIONS: CTAF/UNICOM 122.8

INVER GROVE HEIGHTS

WIPLINE SPB (Ø9Y) 2 SE UTC−6(−5DT) N44°49.65′ W93°00.52′ **TWIN CITIES**
687 S4 **FUEL** 100LL, JET A NOTAM FILE PNM
WATERWAY 17–35: 8000X500 (WATER)
WATERWAY 35: Rgt tfc.
SEAPLANE REMARKS: Attended continuously. CAUTION required at all times on river for floating debris. River channel marked by buoys.
COMMUNICATIONS: CTAF 122.9

ISEDOR IVERSON (See McGREGOR)

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1185

COPTER ILS or LOC RWY 31

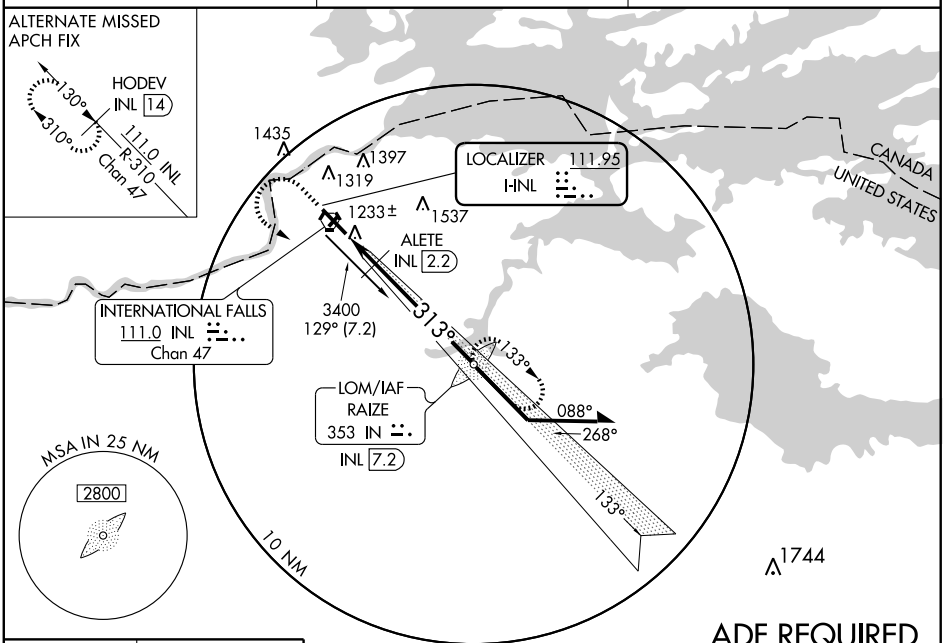
INTERNATIONAL FALLS/FALLS INTL (INL)

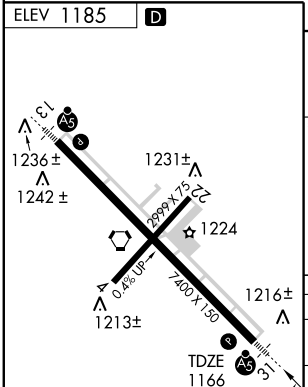
Inoperative table does not apply.
When local altimeter setting not received, use Baudette altimeter setting and increase DA 127 feet and ILS visibility ⅜ mile, increase all MDAs 140 feet.

MALSR

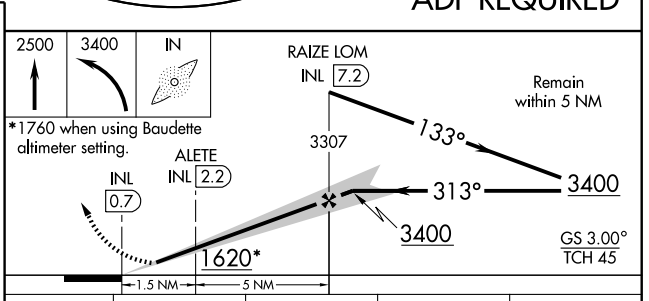
MISSED APPROACH: Climb to 2500 then climbing left turn to 3400 direct RAIZE LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L





FAF to MAP 6.5 NM					
Knots	45	60	75	90	105
Min:Sec	8:40	6:30	5:12	4:20	3:43



CATEGORY	COPTER	B	C	D
H-ILS 31	1366-⅜ 200 (200-⅜)	NA		
H-LOC 31	1620-½ 454 (500-½)	NA		
CIRCLING	NA			
ALETE FIX MINIMUMS				
H-LOC 31	1520-½ 354 (400-½)	NA		
CIRCLING	NA			

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-ABK	APP CRS	Rwy Idg	7400
109.1	133°	TDZE	1184
		Apt Elev	1185

ILS or LOC/DME RWY 13

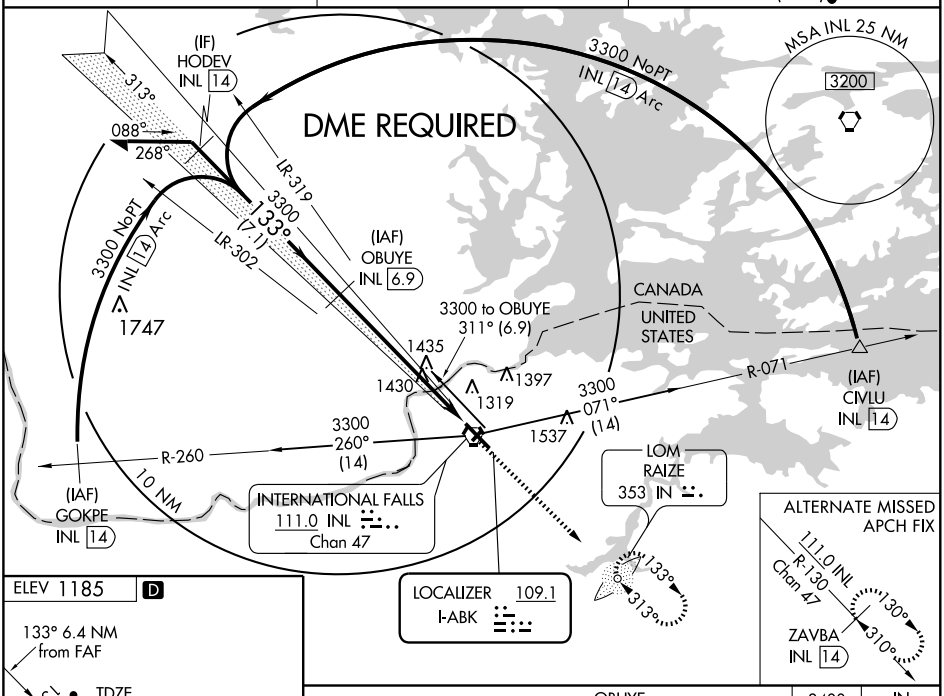
INTERNATIONAL FALLS/FALLS INTL (INL)

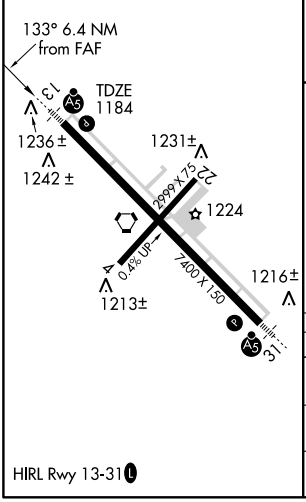
When local altimeter setting not received, use Baudette altimeter setting and increase DAs 127 feet and S-ILS 13 visibility ¼ mile all Cats, increase all MDAs 140 feet and S-LOC 13 Cat B visibility ¼ mile, Cat C and D ½ mile, increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inoperative MALSR when using Baudette altimeter setting, increase S-ILS 13 visibility ½ mile all Cats. ADF required. Circling to Rwy 4-22 NA at night. DME from INL VORTAC. Simultaneous reception of I-ABK and INL DME required. Caution opposing ILS continously on.

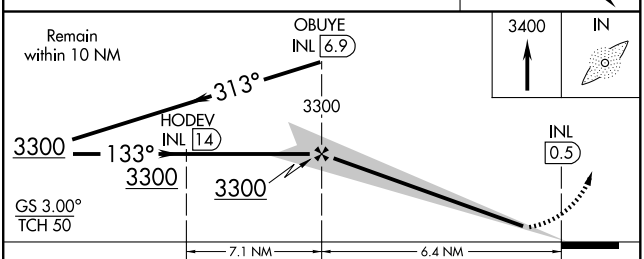
MALSR

MISSED APPROACH: Climb to 3400 direct IN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	1384-½ 200 (200-½)			
S-LOC 13	1820-½ 636 (700-½)		1820-1¼ 636 (700-1¼)	1820-1½ 636 (700-1½)
CIRCLING	1820-1 635 (700-1)		1820-1¾ 635 (700-1¾)	1820-2 635 (700-2)

HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-INL	APP CRS	Rwy Idg	7400
111.95	313°	TDZE	1166
		Apt Elev	1185

ILS or LOC RWY 31

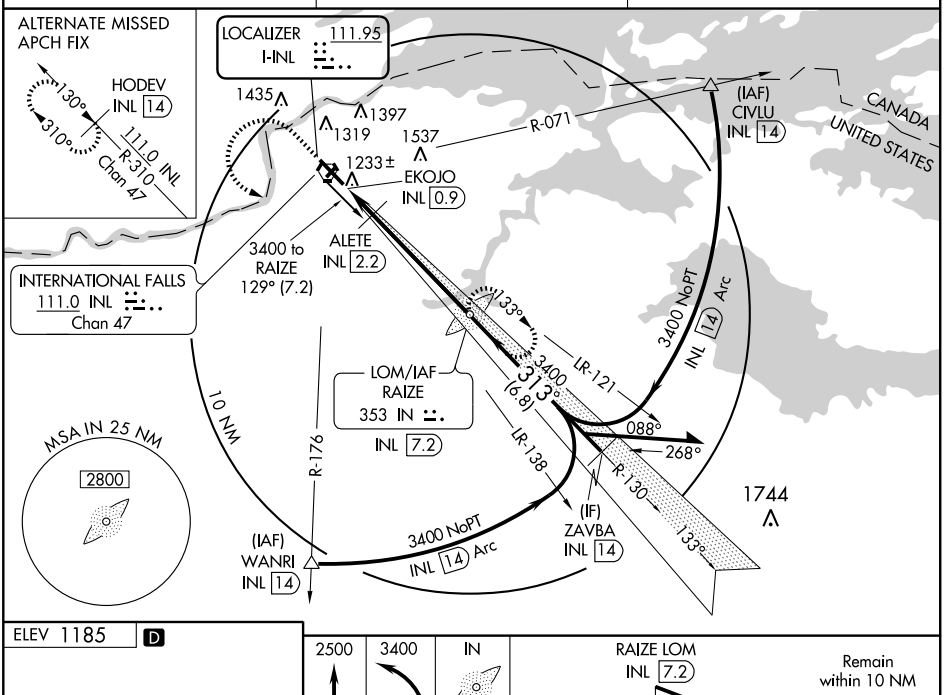
INTERNATIONAL FALLS/FALLS INTL (INL)

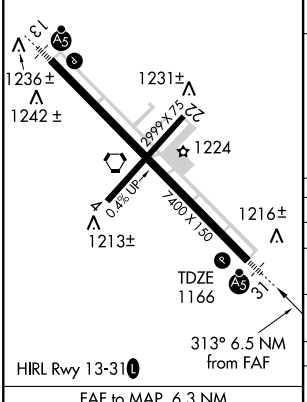
Circling to Rwy 4-22 NA at night. ADF required. Autopilot coupled approach NA below 2250 feet. When local altimeter setting not received, use Baudette altimeter setting and increase DA 127 feet and S-ILS visibility ¼ mile all Cats, increase all MDA 140 feet and increase all Cat C/D visibility ¼ mile. Caution opposing ILS continously on.

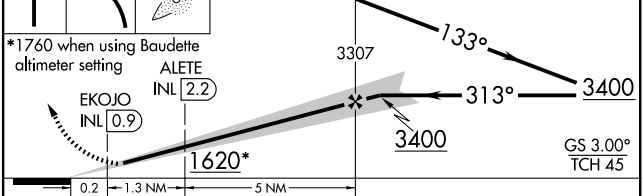
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3400 direct RAIZE LOM/INL VORTAC 7.2 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 31	1366-½ 200 (200-½)			
S-LOC 31	1620-½ 454 (500-½)		1620-¾ 454 (500-¾)	1620-1 454 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)
ALETE FIX MINIMUMS				
S-LOC 31	1520-½ 354 (400-½)			1520-¾ 354 (400-¾)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM IN	APP CRS	Rwy Idg	7400
353	313°	TDZE	1166
		Apt Elev	1185

NDB RWY 31

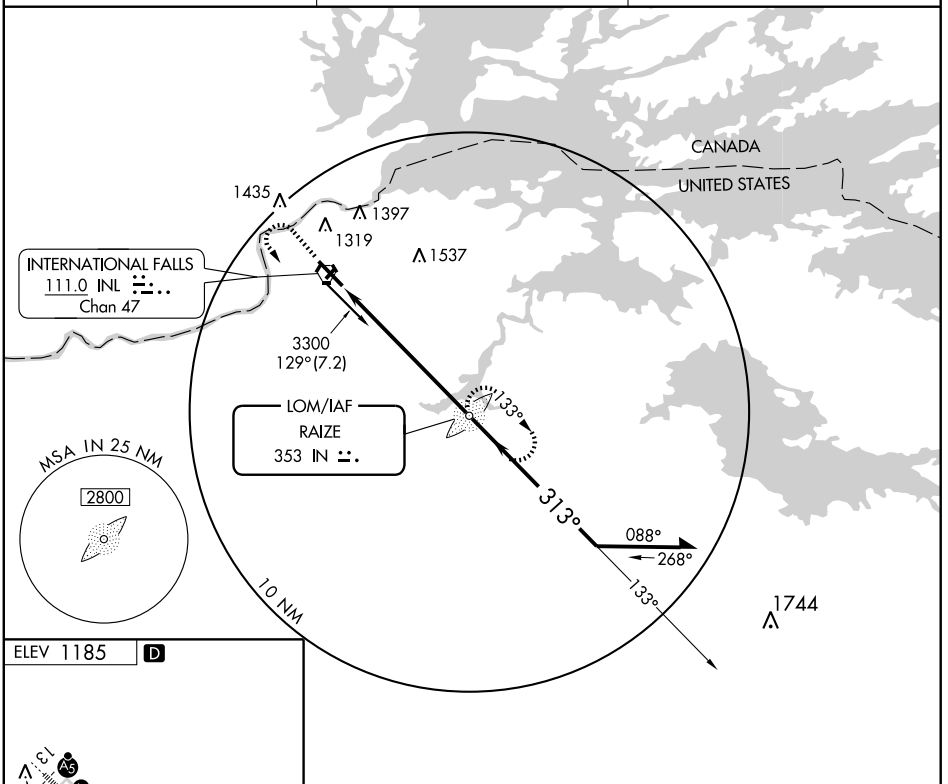
INTERNATIONAL FALLS/FALLS INTL (INL)

Circling to Rwy 4-22 NA at night.
When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-31 Cats C/D visibility ½ mile, Circling Cat C ½ mile, Cat D ¼ mile.

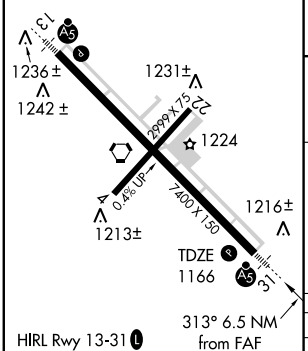
MALSR

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 direct IN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF)

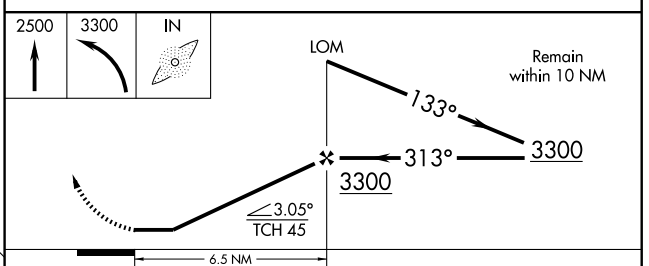


ELEV 1185 D



HIRL Rwy 13-31

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-31	1700-¾ 534 (600-¾)		1700-1 534 (600-1)	1700-1½ 534 (600-1½)
CIRCLING	1700-1 515 (600-1)		1700-1½ 515 (600-1½)	1780-2 595 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7400
CH 53706	133°	TDZE	1184
W13A		Apt Elev	1185

RNAV (GPS) RWY 13

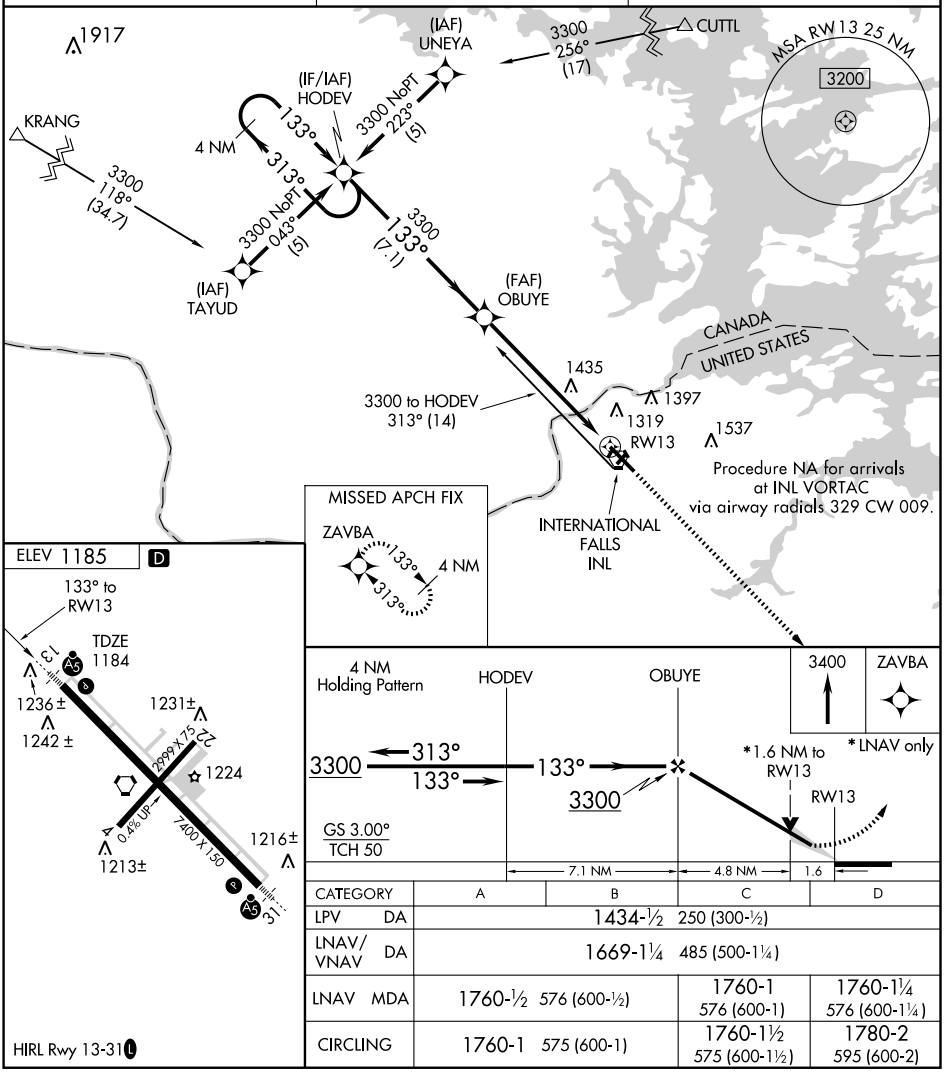
INTERNATIONAL FALLS/FALLS INTL (INL)

When local altimeter setting not received, use Baudette altimeter setting and increase all DAs 127 feet, increase LPV visibility ¼ mile all Cats, and LNAV/VNAV visibility ¾ mile all Cats, increase all MDAs 140 feet, increase LNAV Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inoperative MALSR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats, inoperative table does not apply to LNAV/VNAV. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3400 direct ZAVBA and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1434-½ 250 (300-½)			
LNAV/VNAV DA	1669-1¼ 485 (500-1¼)			
LNAV MDA	1760-½ 576 (600-½)		1760-1 576 (600-1)	1760-1¼ 576 (600-1¼)
CIRCLING	1760-1 575 (600-1)		1760-1½ 575 (600-1½)	1780-2 595 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7400
CH 78406	313°	TDZE	1166
W31A		Apt Elev	1185

RNAV (GPS) RWY 31

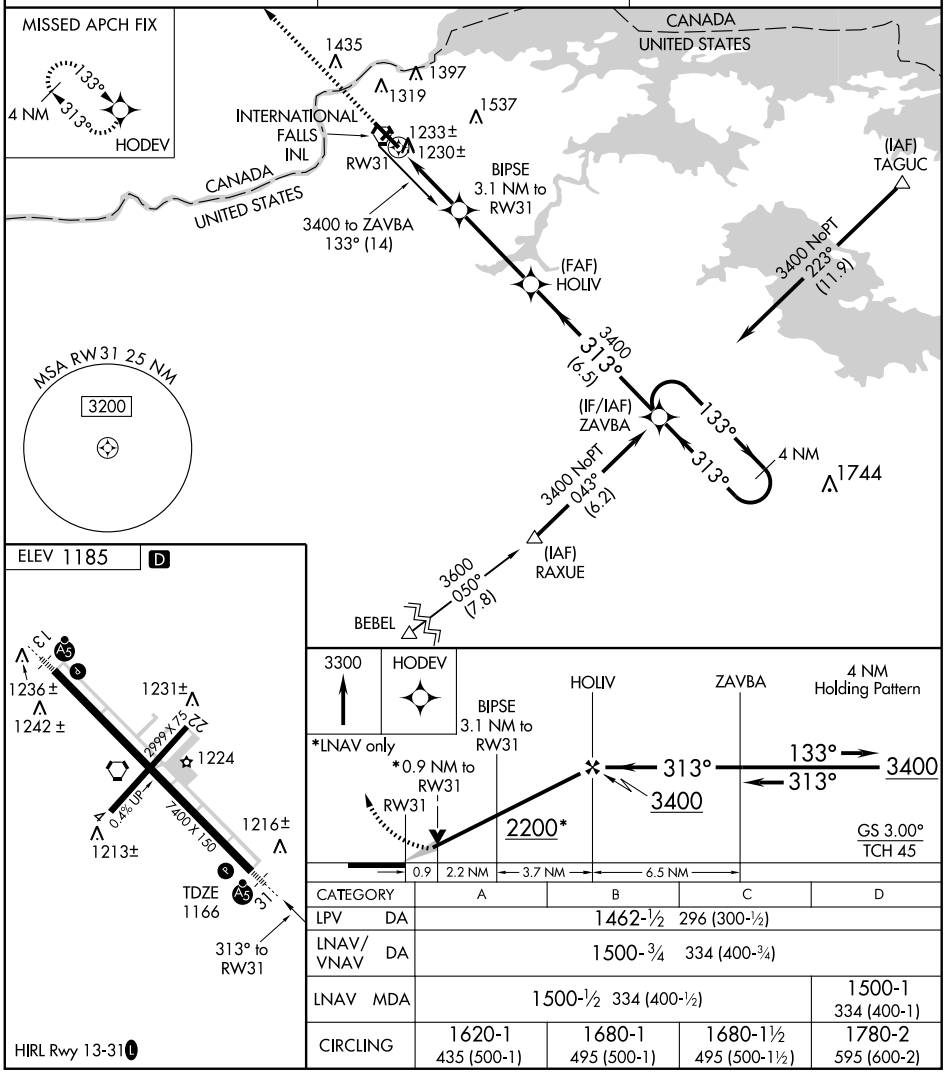
INTERNATIONAL FALLS/FALLS INTL (INL)

V A W When local altimeter setting not received, use Baudette altimeter setting and increase all DAs 127 feet, and LPV and LNAV/VNAV visibility ½ mile all Cats, increase all MDAs 140 feet and LNAV Cat C visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Baudette altimeter setting, increase LPV visibility ½ mile all Cats. For inoperative MALSR, increase LPV visibility ½ mile all Cats, inoperative table does not apply to LNAV Cat D. VDP NA when using Baudette altimeter setting. Baro-VNAV NA when using Baudette altimeter setting. Circling to Rwy 4-22 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR (A5)

MISSED APPROACH: Climb to 3300 direct HODEV and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1462-½ 296 (300-½)			
LNAV/VNAV DA	1500-¾ 334 (400-¾)			
LNAV MDA	1500-½ 334 (400-½)			1500-1 334 (400-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC INL	APP CRS	Rwy Idg	7400
111.0	305°	TDZE	1166
Chan 47		Apt Elev	1185

VOR/DME RWY 31

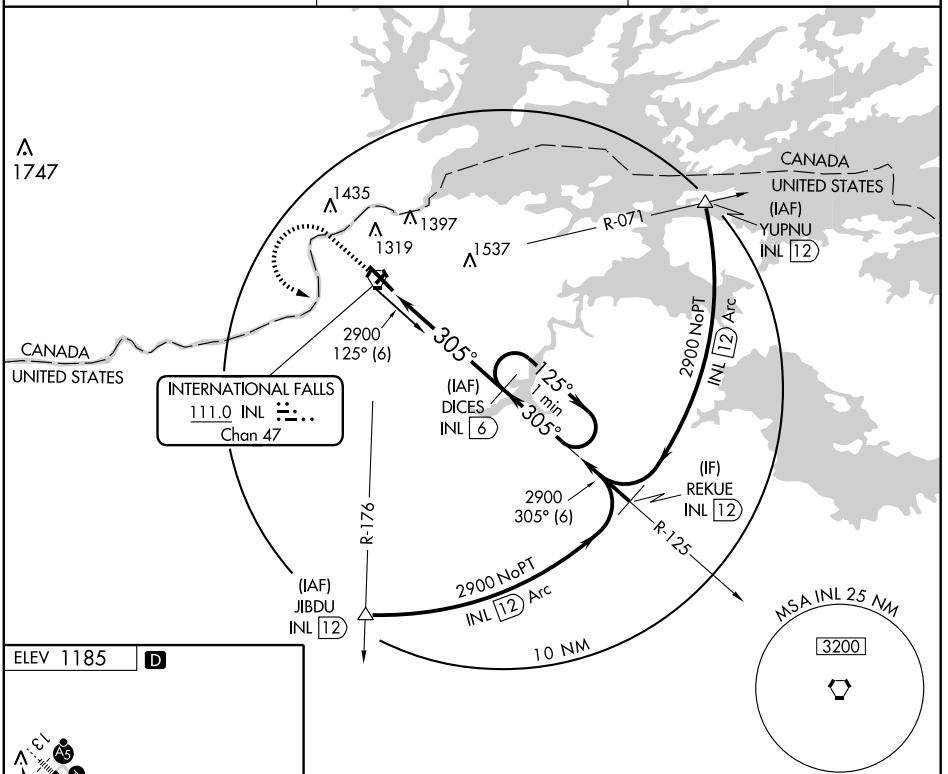
INTERNATIONAL FALLS/FALLS INTL (INL)

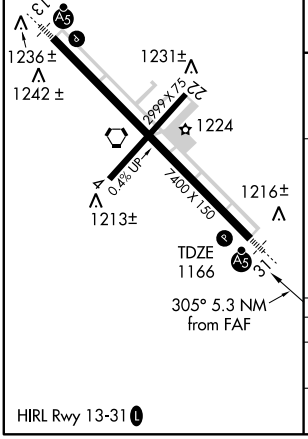
Circling to Rwy 4-22 NA at night.
When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, increase S-31 Cat C and D visibility ¼ mile, and Circling Cat C and D visibility ¼ mile.

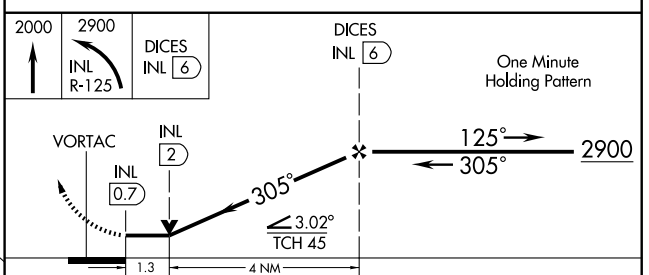
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 via INL VORTAC R-125 to DICES/6 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
S-31	1620-½ 454 (500-½)		1620-¾ 454 (500-¾)	1620-1 454 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1780-2 595 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC INL 111.0 Chan 47	APP CRS 134°	Rwy Idg 7400 TDZE 1184 Apt Elev 1185

VOR RWY 13

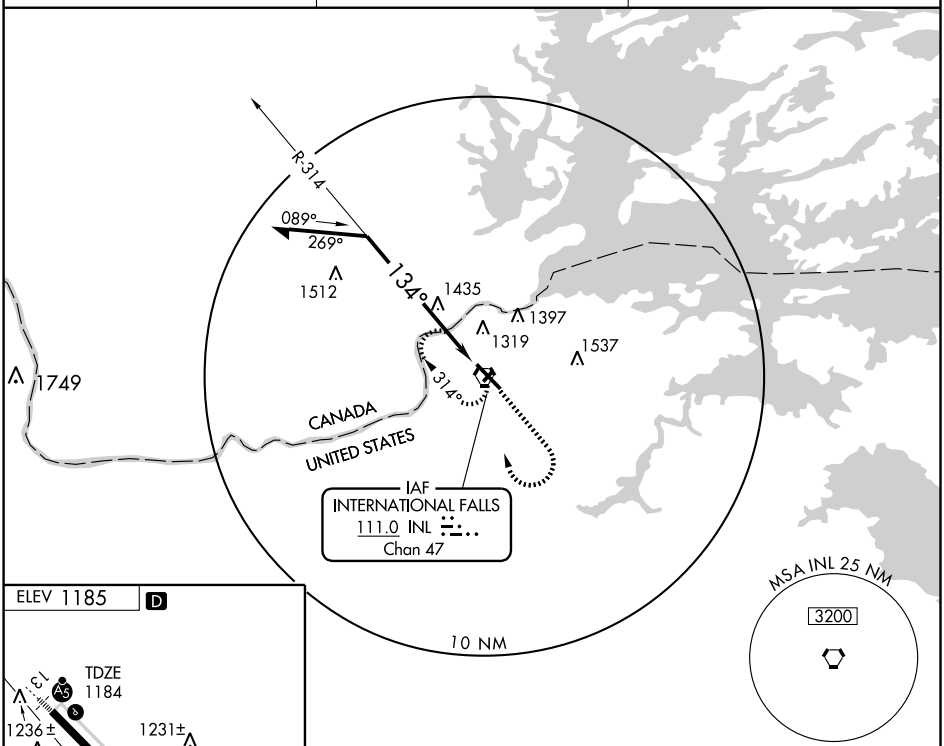
INTERNATIONAL FALLS/FALLS INTL (INL)

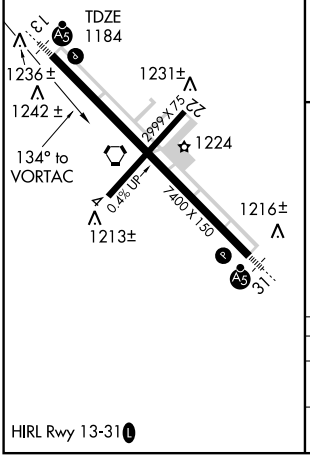
T Circling to Rwy 4-22 NA at night.
A VDP NA when using Baudette altimeter setting.
When local altimeter setting not received, use Baudette altimeter setting and increase all MDAs 140 feet, and S-13 Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile. Increase Circling Cat B visibility ¼ mile, Cat C and D ½ mile. For inoperative MALSR when using Baudette altimeter setting, increase S-13 Cat A visibility ¼ mile.

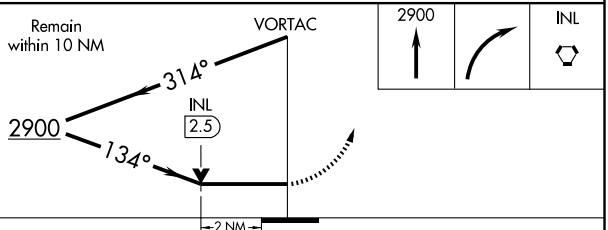
MALSR

MISSED APPROACH: Climb to 2900 then right turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1880-½ 696 (700-½)		1880-1½ 696 (700-1½)	1880-1¾ 696 (700-1¾)
CIRCLING	1880-1 695 (700-1)		1880-2 695 (700-2)	1880-2¼ 695 (700-2¼)

HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC INL 111.0 Chan 47	APP CRS 303°	Rwy Idg 7400 TDZE 1174 Apt Elev 1185

VOR RWY 31

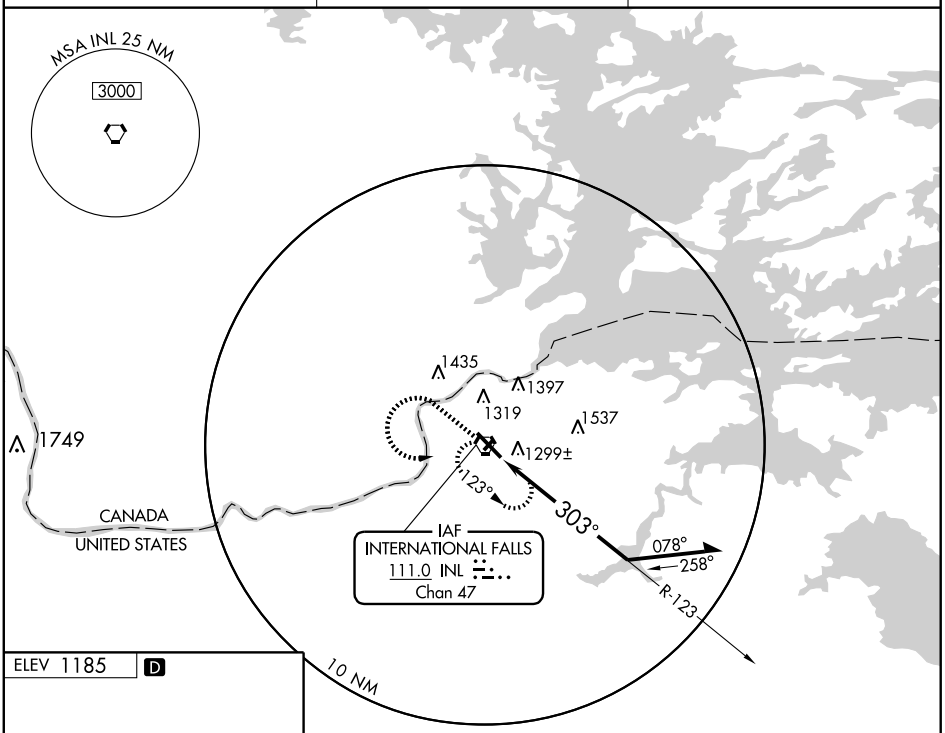
INTERNATIONAL FALLS/FALLS INTL (INL)

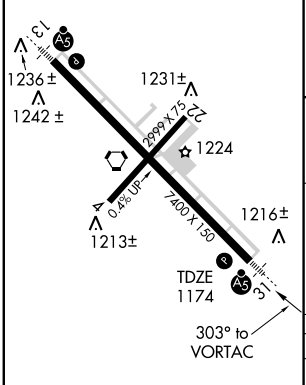
For inoperative MALSR, increase S-31 Cat. D visibility to 1¼. Circling to Rwy 4-22 NA at night.

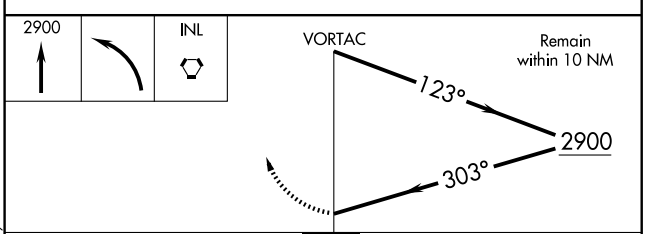
MALSR

MISSED APPROACH: Climb to 2900 then left turn direct INL VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.0	120.9 377.1	122.8 (CTAF) L



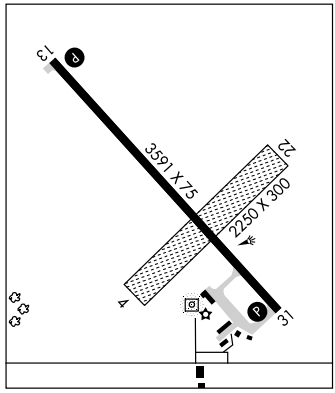




CATEGORY	A	B	C	D
S-31	1600-½ 426 (500-½)		1600-¾ 426 (500-¾)	1600-1 426 (500-1)
CIRCLING	1620-1 435 (500-1)	1680-1 495 (500-1)	1680-1½ 495 (500-1½)	1840-2 655 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

JACKSON MUNI (MJQ) 2 N UTC−6(−5DT) N43°39.00′ W94°59.19′ OMAHA
1446 B S2 **FUEL** 100LL, JET A NOTAM FILE MJQ L–12I
RWY 13–31: H3591X75 (ASPH) S–8, D–10 MIRL 0.4% up SE IAP
RWY 13: REIL. PAPI(P4L). Road.
RWY 31: REIL. PAPI(P4L). Road.
RWY 04–22: 2250X300 (TURF)
RWY 04: P–line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. For svc after hrs call 507–236–6688. Rwy 04–22 CLOSED winter months. Ultralights on and invof arpt. Rwy 04–22 marked with yellow cones. MIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31 and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 353 MJQ (507) 847–5810.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 127.75
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.
FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 264° 24.6 NM to fld. 1164/7E.
NDB/DME (MHW) 353 MJQ Chan 19(Y) N43°38.82′ W94°59.16′ at fld. **AWOS–3** DME chan 19(Y) paired with VHF frequency 108.25. NOTAM FILE MJQ.



JOLLY FISHERMAN SPB (See WAUBUN)

KARLSTAD MUNI (23D) 1 W UTC−6(−5DT) N48°34.75′ W96°32.52′ TWIN CITIES
1025 NOTAM FILE PNM
RWY 17–35: 2606X159 (TURF) LIRL (NSTD)
RWY 17: Tree. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17–35 marked with yellow cones. Twy markers are non–frangible. Rwy 17–35 NSTD LIRL, 400′ between lights.
COMMUNICATIONS: CTAF 122.9

LAC QUI PARLE CO (See MADISON)

LAKE BEMIDJI N47°30.47′ W94°55.40′
(T) VORW/DME 110.05 IDJ Chan 37 at Bemidji Rgnl 1384/4E. Associated with AWOS–3 (BJI).

LAKE ELMO (See ST PAUL)

LAKESIDE N46°50.63′ W92°11.16′ NOTAM FILE DLH GREEN BAY
(H) TACAN LKI (135.4) Chan 11 at Duluth Intl. 1424/5E. Opr Tue–Fri 1300–0400Z‡, Mon and Sat 1300–2200Z‡. No NOTAM MP Thu 1400–1600Z‡. H–2I, L–10G
TACAN azimuth unusable:
140°–165° 265°–272° byd 10 NM blo 5,000′
TACAN unusable:
320°–345° byd 20 NM blo 5,500′
CAUTION—Do not select Chan 73 DLH for Chan 11 LKI. Twr 2049′ on radial 009 Ch 73 DLH.

LAREW N46°27.40′ W94°01.36′ NOTAM FILE BRD. TWIN CITIES
NDB (LOM) 251 BR 232° 5.7 NM to Brainerd Lakes Rgnl. Unmonitored.

LEADERS CLEAR LAKE (See CLEAR LAKE)

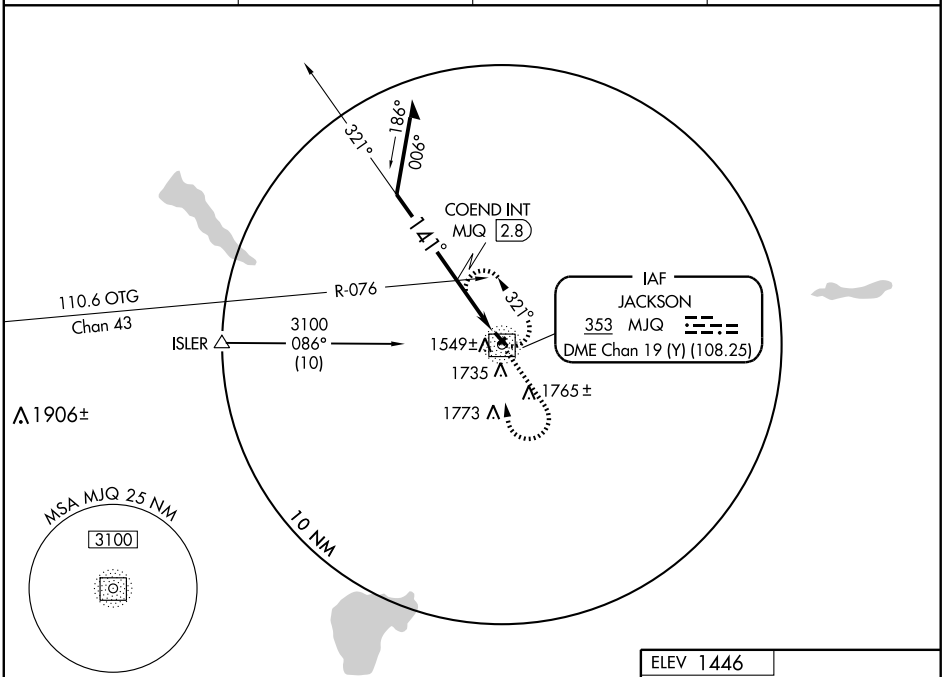
NDB/DME MJQ	APP CRS	Rwy Idg	3591
353	141°	TDZE	1445
DME Chan 19 (Y) (108.25)		Apt Elev	1446

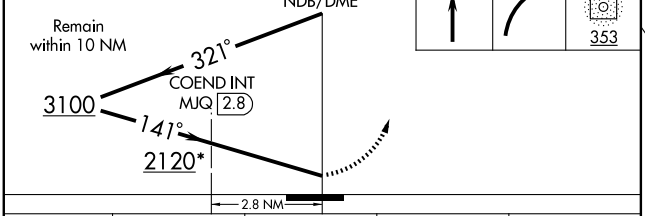
NDB RWY 13
JACKSON MUNI (MJQ)

When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and COEND FIX minimums S-13 visibility Cat C ¼ mile and circling Cat C ¼ mile.

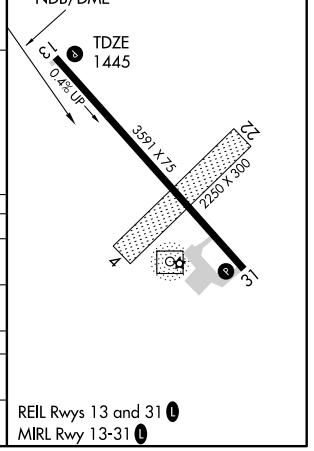
MISSED APPROACH: Climb to 3100 then right turn direct MJQ NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	2120-1	675 (700-1)	2120-2 675 (700-2)	NA
CIRCLING	2120-1	674 (700-1)	2120-2 674 (700-2)	NA
COEND FIX MINIMUMS				
S-13	1940-1	495 (500-1)	1940-1¼ 495 (500-1¼)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

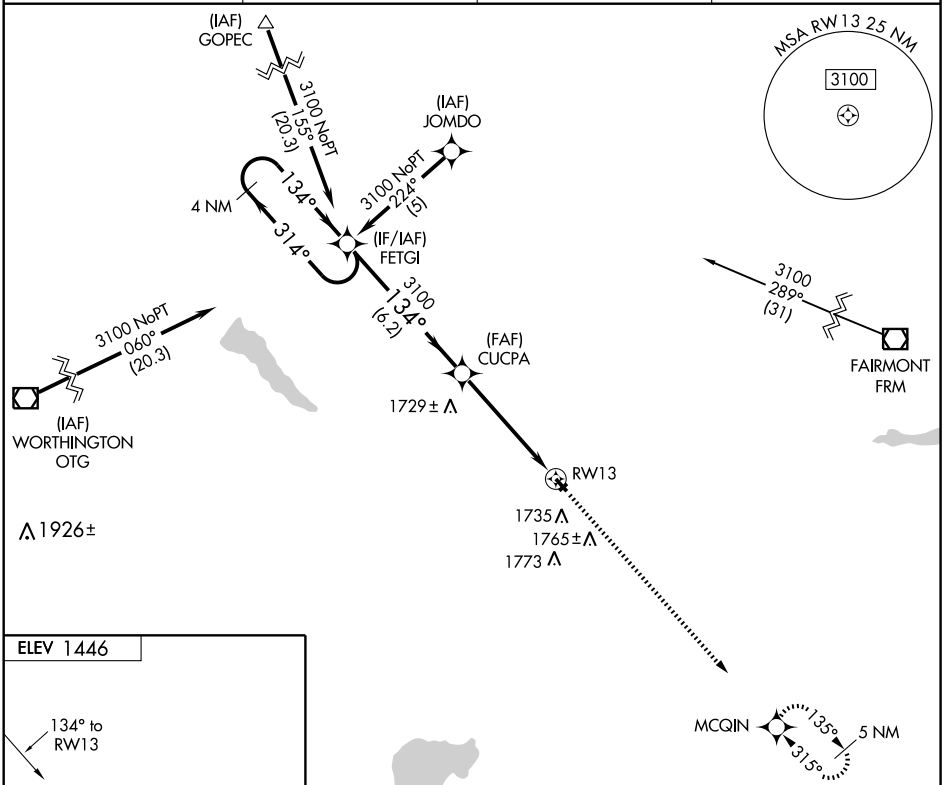
APP CRS	Rwy Idg	3591
134°	TDZE	1445
	Apt Elev	1446

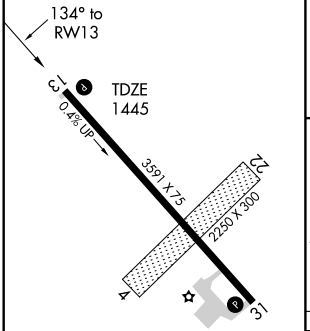
RNAV (GPS) RWY 13
JACKSON MUNI (MJQ)

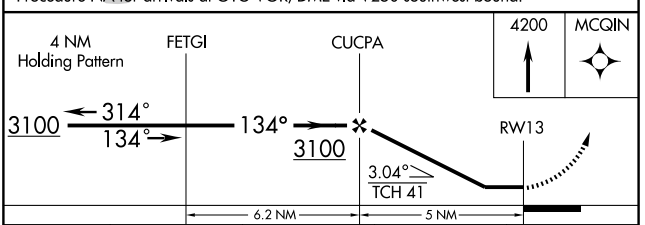
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 4200 direct MCQIN and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1920-1	475 (500-1)	1920-1¼ 475 (500-1¼)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3591
314°	TDZE	1445
	Apt Elev	1446

RNAV (GPS) RWY 31

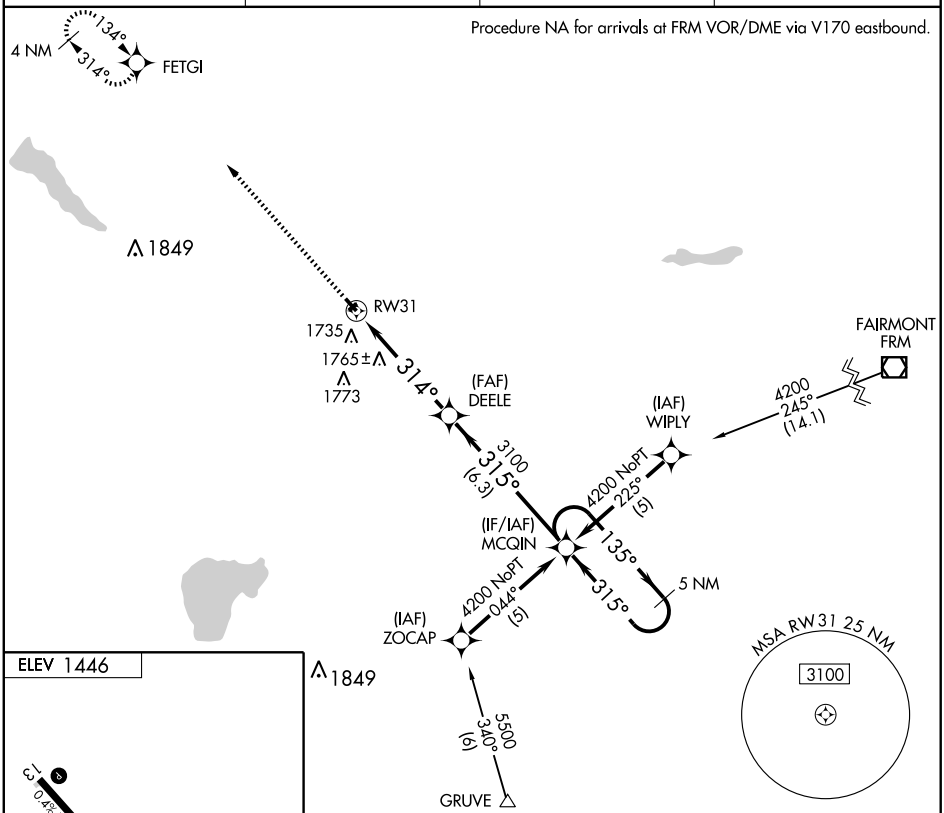
JACKSON MUNI (MJQ)

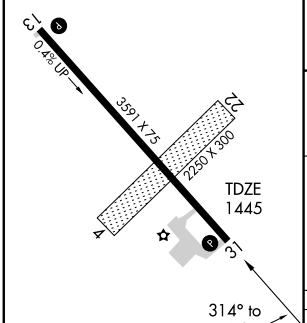
DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Estherville altimeter setting and increase all MDAs 60 feet and visibility Cat C ¼ mile.

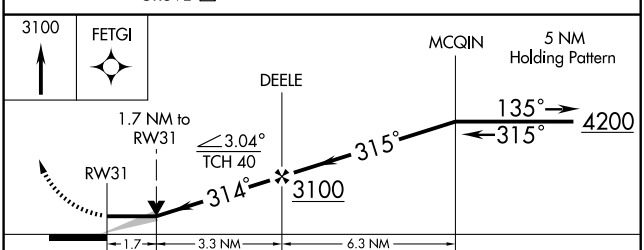
MISSED APPROACH: Climb to 3100 direct FETGI and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
353	127.75 257.7	121.725	122.8 (CTAF) L

Procedure NA for arrivals at FRM VOR/DME via V170 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	2020-1	575 (600-1)	2020-1½ 575 (600-1½)	NA
CIRCLING	2040-1	594 (600-1)	2040-1½ 594 (600-1½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LE SUEUR MUNI (12Y) 2 S UTC−6(−5DT) N44°26.25′ W93°54.76′

OMAHA
L–12I, A

868 B **FUEL** 100LL TPA—1668(800) NOTAM FILE PNM

RWY 13–31: H3005X75 (ASPH) MIRL

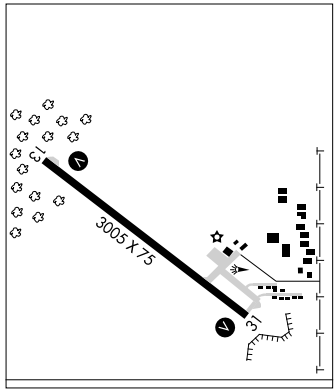
RWY 13: VASI(V2L). Trees. **RWY 31:** VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 13–31 and VASI Rwy 13 and Rwy 31—122.8.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKT.

MANKATO (L) VOR/DME 110.8 MKT Chan 45 N44°13.19′ W93°54.74′ 353° 13.1 NM to fld. 1026/7E.



LINO LAKES

SURFSIDE SPB (8Y4) 2 S UTC−6(−5DT) N45°09.00′ W93°07.01′

TWIN CITIES

880 S4 **FUEL** 100LL TPA—1480(600) NOTAM FILE PNM

WATERWAY NE–SW: 6500X1000 (WATER)

WATERWAY N–S: 5500X1000 (WATER

SEAPLANE REMARKS: Attended May–Oct dawn–dusk, unattended Nov–Apr. S dep make left turnout. Plan apch over Marshan or Baldwin Lakes. 500′ twr 2 miles E right of dep path.

COMMUNICATIONS: CTAF 122.9

LITCHFIELD MUNI (LJF) 2 SE UTC−6(−5DT) N45°05.83′ W94°30.44′

TWIN CITIES
L–12I, 14H
IAP

1140 B **FUEL** 100LL, JET A NOTAM FILE LJF

RWY 13–31: H4002X100 (ASPH) MIRL

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 42′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42′.

AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs. MIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31 and REIL Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 109.0 DWN (320) 693–6456.

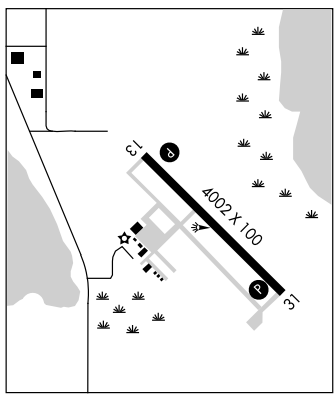
COMMUNICATIONS: CTAF 122.9

DARWIN RCO 122.1R 109.0T (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 125.5.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 277° 2.3 NM to fld. 1130/7E. **AWOS–3.**



WAAS CH 69419 W13A | APP CRS 136° | Rwy Idg 4002 TDZE 1140 Apt Elev 1140

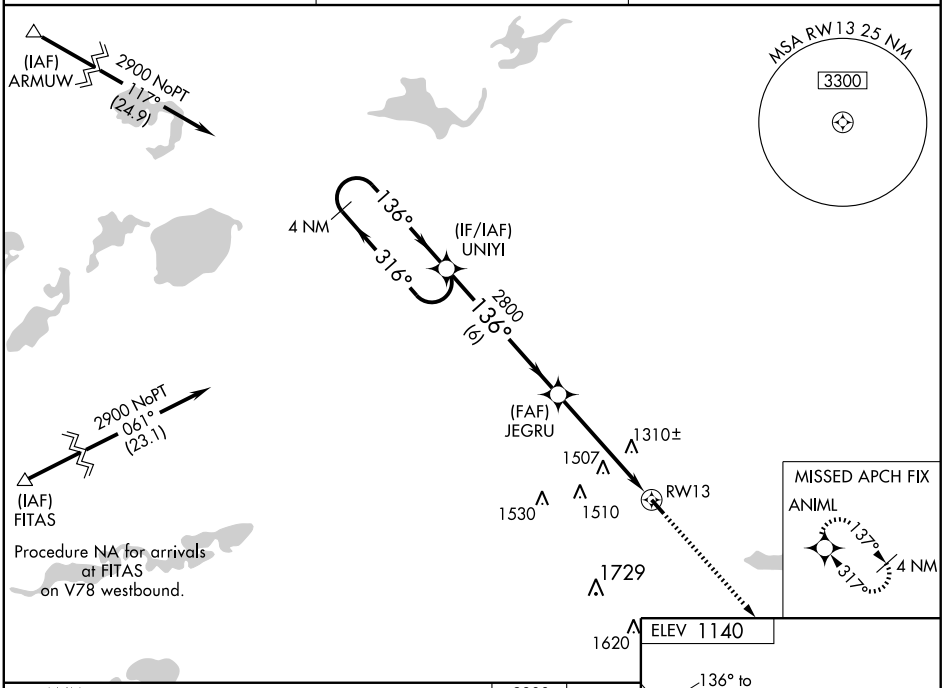
RNAV (GPS) RWY 13

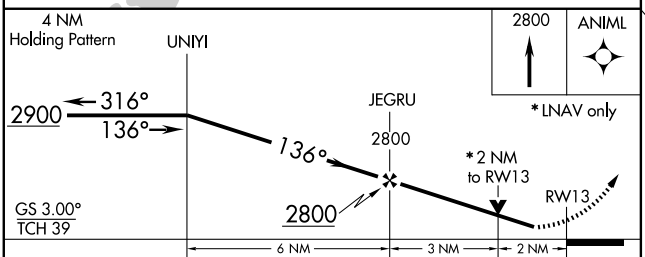
LITCHFIELD MUNI (LJF)

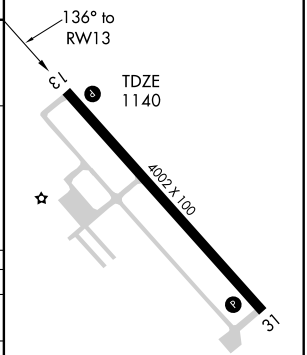
Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hutchinson altimeter setting and increase all DA 46 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats and Circling visibility Cat D ¼ mile. VDP NA with Hutchinson altimeter setting.

MISSED APPROACH: Climb to 2800 direct ANIML and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 L







CATEGORY	A	B	C	D
LPV DA	1390-1 250 (300-1)			
LNAV/VNAV DA	1934-2¾ 794 (800-2¾)			
LNAV MDA	1820-1 680 (700-1)		1820-2 680 (700-2)	1820-2¼ 680 (700-2¼)
CIRCLING	1820-1 680 (700-1)		1820-2 680 (700-2)	1860-2¼ 720 (800-2¼)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40319 W31A | APP CRS 317° | Rwy Idg 4002 | TDZE 1140 | Apt Elev 1140

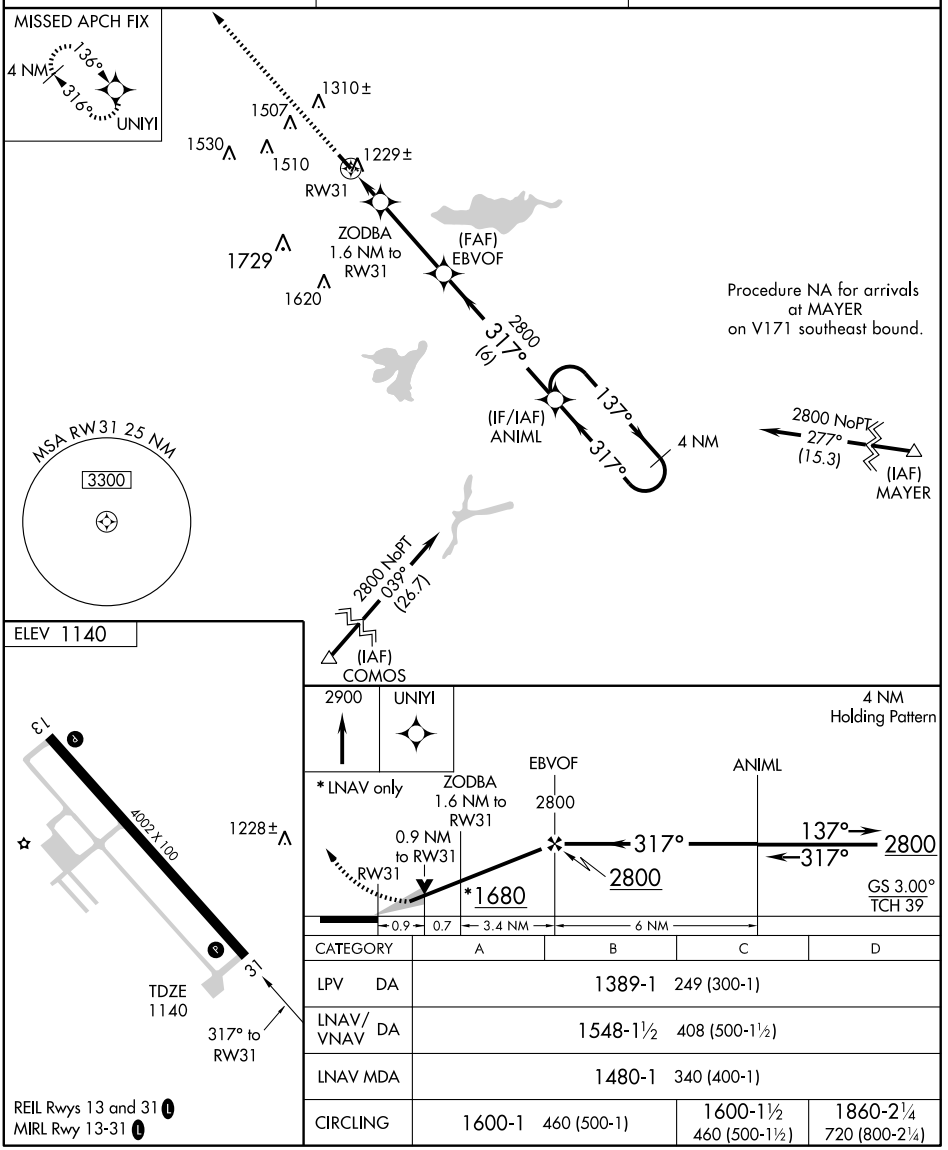
RNAV (GPS) RWY 31

LITCHFIELD MUNI (LJF)

Baro-VNAV NA when using Hutchinson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hutchinson altimeter setting and increase all DA 46 feet and all MDA 60 feet, and increase LNAV and Circling visibility Cat D ¼ mile. VDP NA when using Hutchinson altimeter setting.

MISSED APPROACH: Climb to 2900 direct UNIYI and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 (L)



CATEGORY	A	B	C	D
LPV DA	1389-1 249 (300-1)			
LNAV/VNAV DA	1548-1½ 408 (500-1½)			
LNAV MDA	1480-1 340 (400-1)			
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1860-2¼ 720 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DWN	APP CRS	Rwy Idg	N/A
109.0	277°	TDZE	N/A
Chan 27		Apt Elev	1140

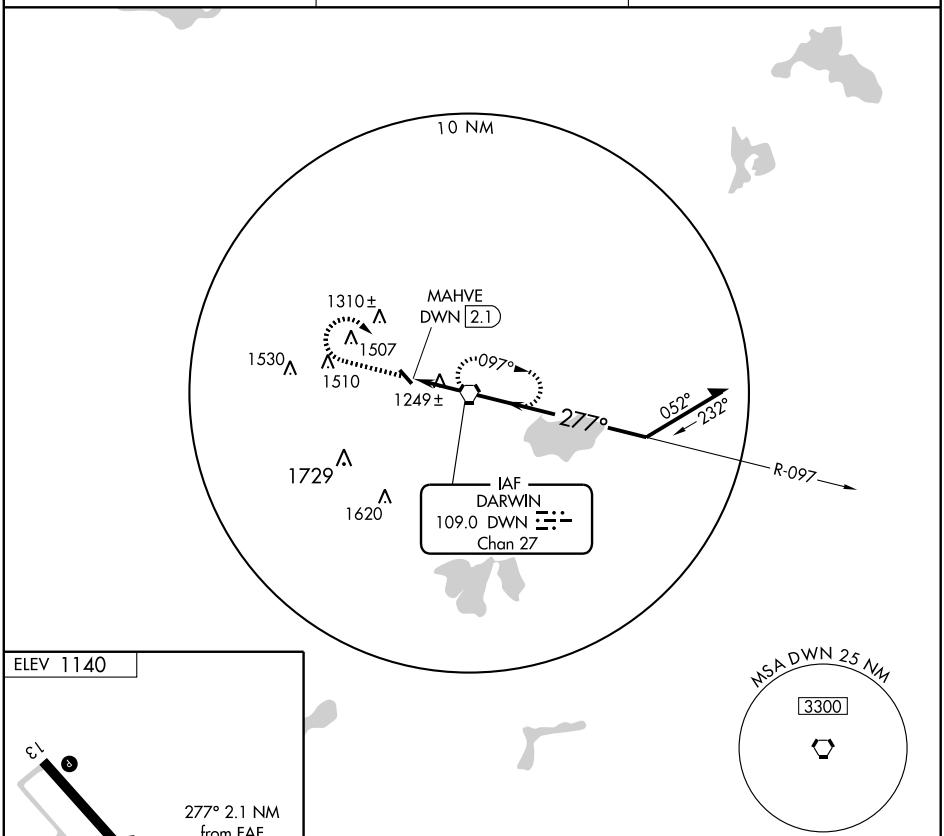
VOR-A

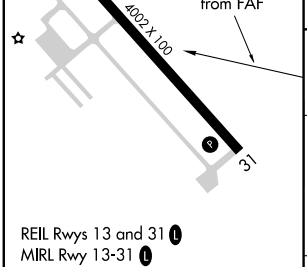
LITCHFIELD MUNI (LJF)

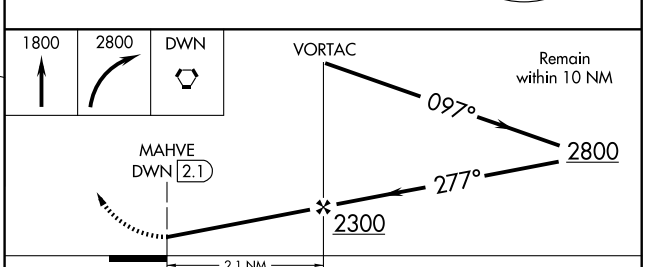
T A When local altimeter setting not received, use Hutchinson altimeter setting and increase all MDA 60 feet, and increase visibility Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2800 direct DWN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 L







FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1860-2¼ 720 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

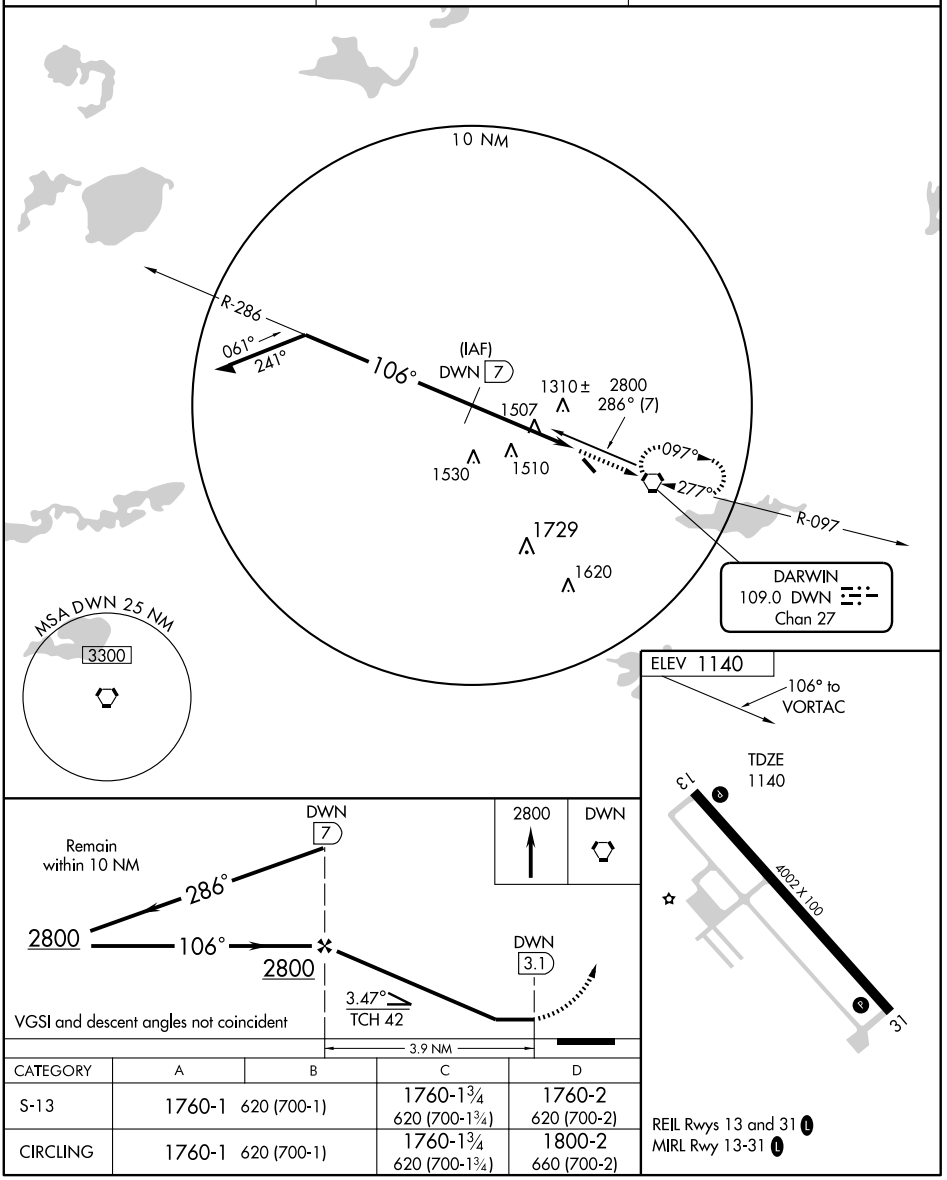
VORTAC DWN	APP CRS	Rwy Idg	4002
109.0	106°	TDZE	1140
Chan 27		Apt Elev	1140

VOR/DME RWY 13

LITCHFIELD MUNI (LJF)

MISSED APPROACH: Climb to 2800 direct DWN VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
109.0	125.5 323.1	122.9 (L)



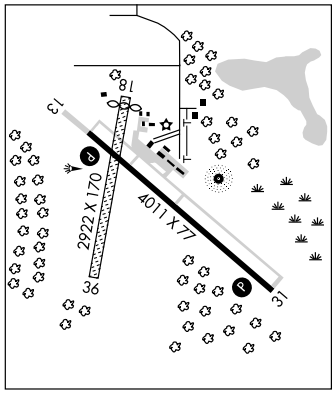
CATEGORY	A	B	C	D
S-13	1760-1 620 (700-1)		1760-1¾ 620 (700-1¾)	1760-2 620 (700-2)
CIRCLING	1760-1 620 (700-1)		1760-1¾ 620 (700-1¾)	1800-2 660 (700-2)

REIL Rwys 13 and 31 (L)
MIRL Rwy 13-31 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LITTLE FALLS/MORRISON CO, CHARLES A LINDBERGH FLD (LXL) 2 S UTC−6(−5DT) TWIN CITIES
N45°56.97′ W94°20.82′ L–14H
1123 B **FUEL** 100LL NOTAM FILE LXL IAP

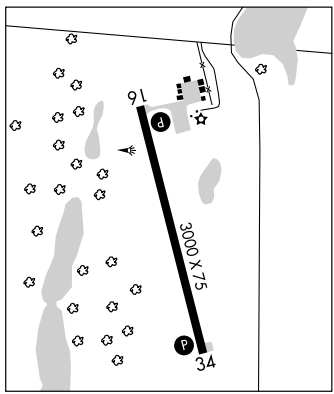
RWY 13–31: H4011X77 (ASPH) S–22, D–42 MIRL
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 25′.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 18–36: 2922X170 (TURF) 0.3% up N
RWY 18: Thld dsplcd 203′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 18–36 CLOSED winter months. Avoid mink ranch dep Rwy 36; ranch is ½ mile NE of rwy. Additional 500′ off NW end Rwy 13–31 marked unusable. Rwy 18–36 and dsplcd thld marked with yellow cones. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 359 LXL (320) 632–6791.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 206° 27.4 NM to fld. 1260/3E.
NDB (MHW) 359 LXL N45°57.01′ W94°20.50′ at fld.
AWOS–3. NOTAM FILE LXL. Unmonitored.



LITTLEFORK MUNI/HANOVER (13Y) 2 NW UTC−6(−5DT) N48°25.00′ W93°35.18′ TWIN CITIES
1145 NOTAM FILE PNM
RWY 09–27: 3000X150 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Ultralight tfc on and invof arpt. Antenna +25′, 500′ SE of rwy, marked and lgtd. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

LONG PRAIRIE

TODD FLD (14Y) 4 S UTC−6(−5DT) N45°53.90′ W94°52.43′ TWIN CITIES
1333 B **FUEL** 100LL NOTAM FILE 14Y L–14H
RWY 16–34: H3000X75 (ASPH) MIRL IAP
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Unattended. For fuel call 320–732–3827/766–4717. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.650 (320) 732–3508.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 096° 15.5 NM to fld. 1367/7E. **HIWAS.**



APP CRS	Rwy Idg	4011
308°	TDZE	1122
	Apt Elev	1122

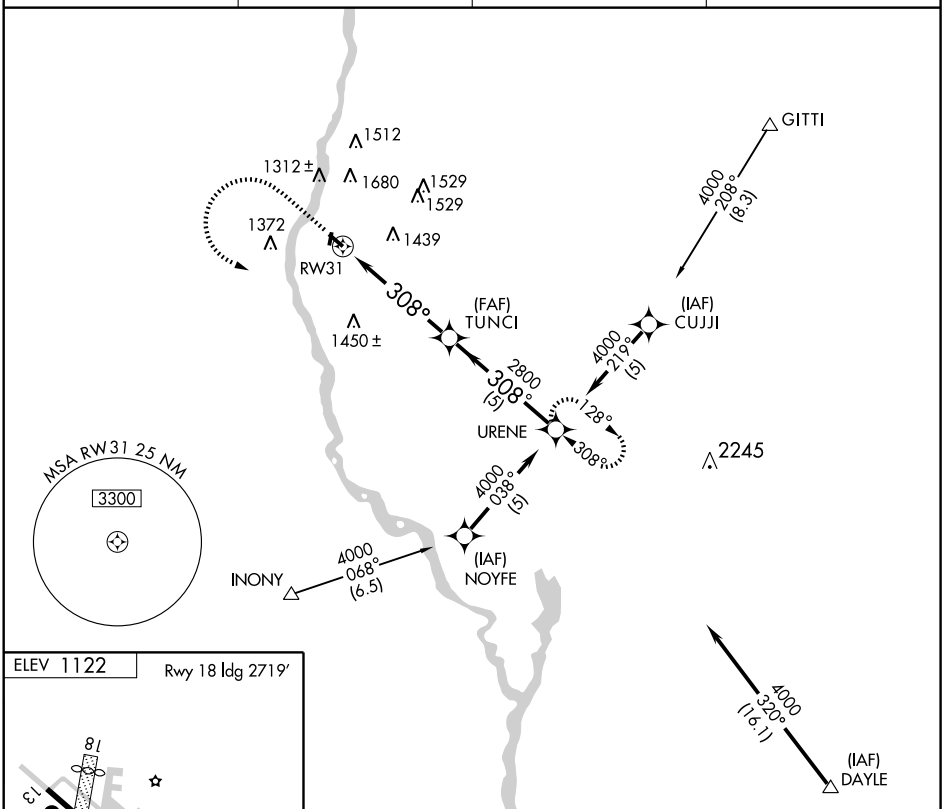
GPS RWY 31

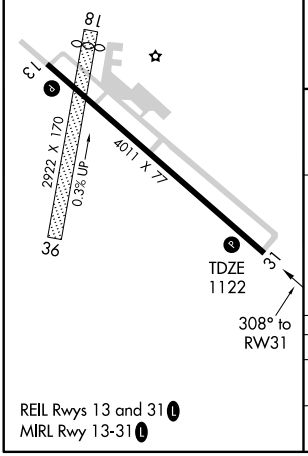
LITTLE FALLS/MORRISON COUNTY, CHARLES A. LINDBERGH FIELD (LXL)

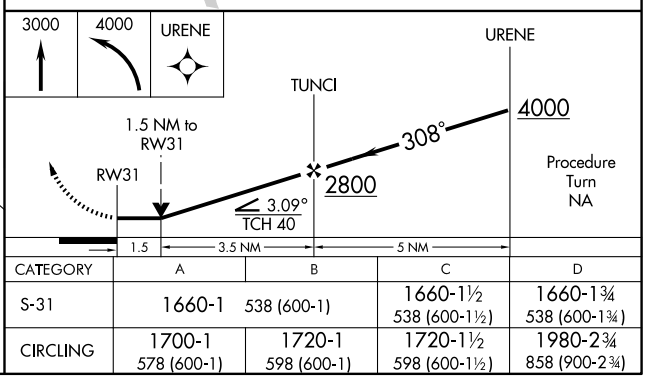
T
A NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct URENE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
359	118.05 239.0	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1660-1	538 (600-1)	1660-1½ 538 (600-1½)	1660-1¾ 538 (600-1¾)
CIRCLING	1700-1 578 (600-1)	1720-1 598 (600-1)	1720-1½ 598 (600-1½)	1980-2¾ 858 (900-2¾)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB LXL	APP CRS	Rwy Idg	4011
359	312°	TDZE	1122
		Apt Elev	1122

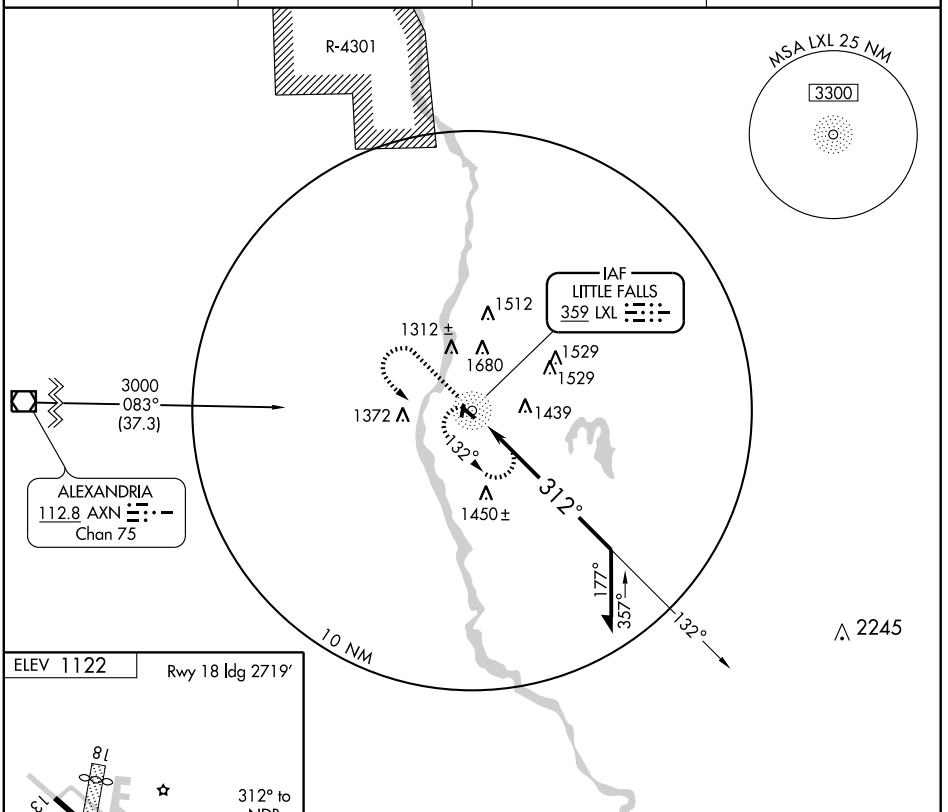
NDB RWY 31

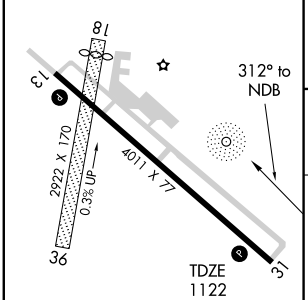
LITTLE FALLS/MORRISON COUNTY, CHARLES A. LINDBERGH FIELD (LXL)

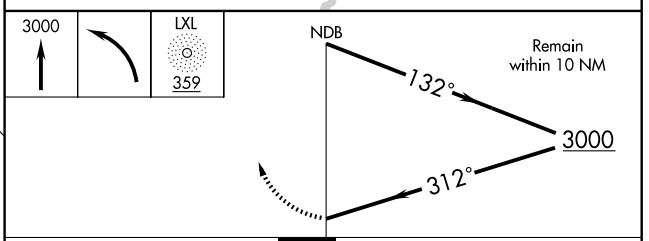
T
NA

MISSED APPROACH: Climb to 3000 then left turn direct LXL NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
359	118.05 239.0	121.725	122.8 (CTAF) L







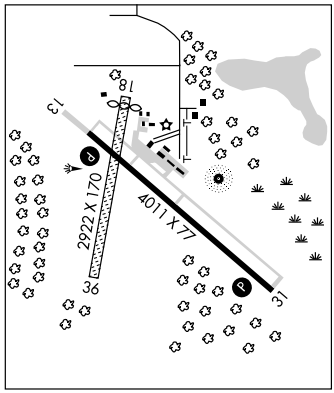
CATEGORY	A	B	C	D
S-31	1840-1	718 (800-1)	1840-2 718 (800-2)	1840-2¼ 718 (800-2¼)
CIRCLING	1840-1	718 (800-1)	1840-2 718 (800-2)	1980-2¾ 858 (900-2¾)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LITTLE FALLS/MORRISON CO, CHARLES A LINDBERGH FLD (LXL) 2 S UTC−6(−5DT) TWIN CITIES
N45°56.97′ W94°20.82′ L–14H
1123 B **FUEL** 100LL NOTAM FILE LXL IAP

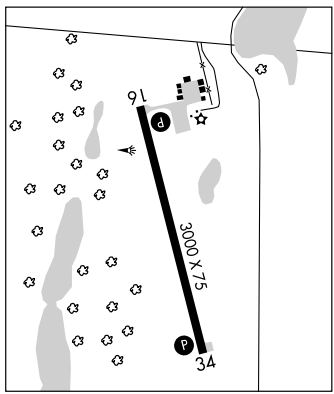
RWY 13–31: H4011X77 (ASPH) S–22, D–42 MIRL
RWY 13: REIL. PAPI(P4R)—GA 3.0° TCH 25′.
RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RWY 18–36: 2922X170 (TURF) 0.3% up N
RWY 18: Thld dsplcd 203′. Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 18–36 CLOSED winter months. Avoid mink ranch dep Rwy 36; ranch is ½ mile NE of rwy. Additional 500′ off NW end Rwy 13–31 marked unusable. Rwy 18–36 and dsplcd thld marked with yellow cones. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 359 LXL (320) 632–6791.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 206° 27.4 NM to fld. 1260/3E.
NDB (MHW) 359 LXL N45°57.01′ W94°20.50′ at fld.
AWOS–3. NOTAM FILE LXL. Unmonitored.



LITTLEFORK MUNI/HANOVER (13Y) 2 NW UTC−6(−5DT) N48°25.00′ W93°35.18′ TWIN CITIES
1145 NOTAM FILE PNM
RWY 09–27: 3000X150 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Ultralight tfc on and invof arpt. Antenna +25′, 500′ SE of rwy, marked and lgtd. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

LONG PRAIRIE

TODD FLD (14Y) 4 S UTC−6(−5DT) N45°53.90′ W94°52.43′ TWIN CITIES
1333 B **FUEL** 100LL NOTAM FILE 14Y L–14H
RWY 16–34: H3000X75 (ASPH) MIRL IAP
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Unattended. For fuel call 320–732–3827/766–4717. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.650 (320) 732–3508.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 096° 15.5 NM to fld. 1367/7E. **HIWAS.**



APP CRS	Rwy Idg	3000
344°	TDZE	1332
	Apt Elev	1333

RNAV (GPS) RWY 34

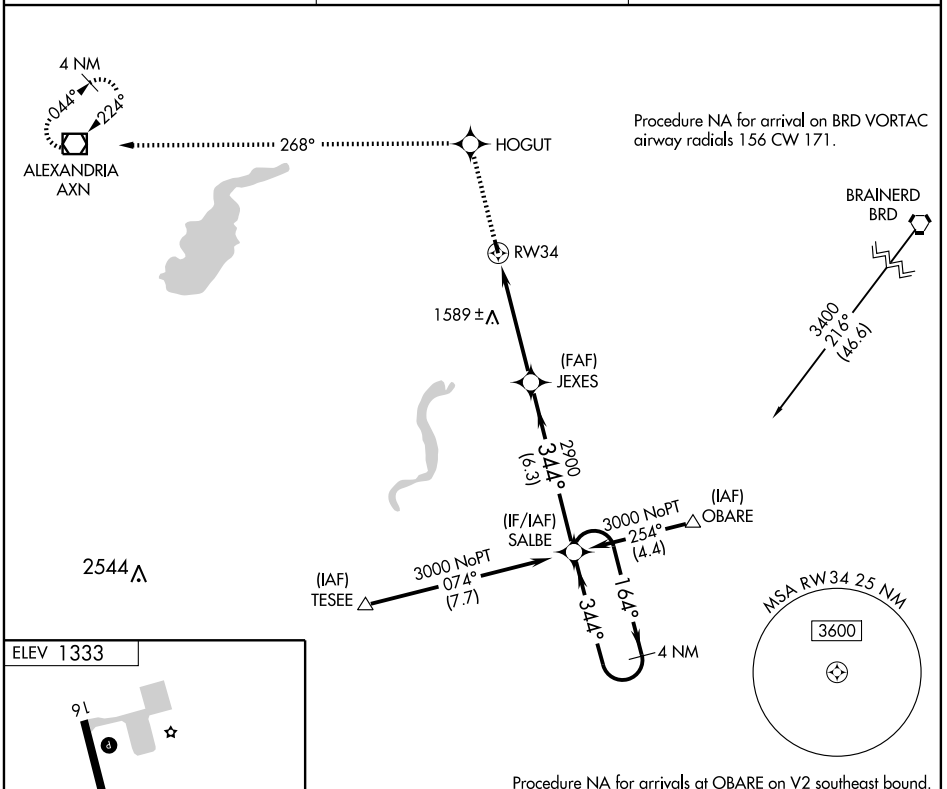
LONG PRAIRIE/ TODD FIELD (14Y)

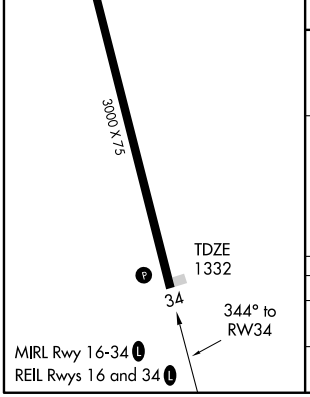
T
NA

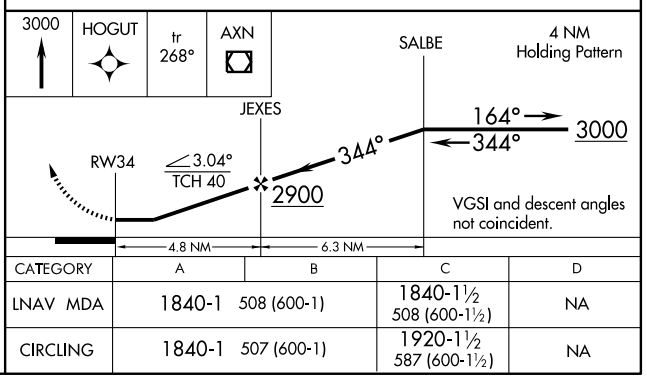
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria altimeter setting and increase all MDA 80 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOGUT and via track 268° to AXN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.650	126.1 269.2	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1840-1	508 (600-1)	1840-1½ 508 (600-1½)	NA
CIRCLING	1840-1	507 (600-1)	1920-1½ 587 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LONGVILLE MUNI (XVG) 1 NE UTC−6(−5DT) N46°59.40′ W94°12.22′ TWIN CITIES

1334 B **FUEL** 100LL NOTAM FILE XVG L–14H

RWY 13–31: H3560X75 (ASPH) S–9, D–14 MIRL IAP

RWY 13: PAPI(P4L)—GA 4.0° TCH 20′. Thld dsplcd 450′. Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Unattended. Self serve fuel avbl 24 hrs. Ultralights on and invof arpt. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 392 XVG (218) 363–3347.

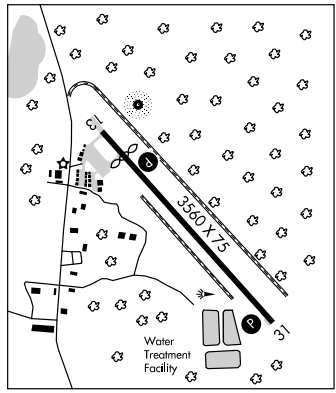
COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.

GRAND RAPIDS (L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 245° 31.1 NM to fld. 1400/6E.

NDB(MHW) 392 XVG N46°59.66′ W94°12.39′ at fld. **AWOS–3**. NOTAM FILE XVG.



LUVERNE

QUENTIN AANENSON FLD (LYV) 2 S UTC−6(−5DT) N43°37.01′ W96°13.06′ OMAHA

1435 B **FUEL** 100LL NOTAM FILE LYV L–12I

RWY 18–36: H4200X75 (ASPH) S–17, D–23 MIRL 0.3% up N. IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 28′. P–line.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. 24 hr self svc credit fuel avbl. Rwy lighting operates continuously from dusk–dawn on lowest setting. Increase via CTAF. ACTIVATE PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36, MIRL Rwy 18–36—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.825 (507) 283–5027.

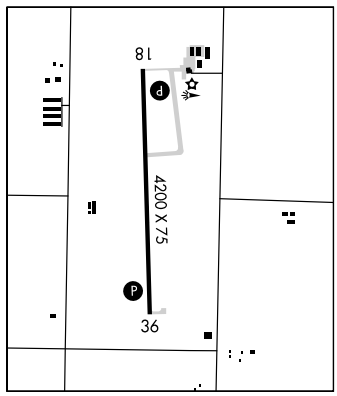
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **SIOUX FALLS APP/DEP CON** 125.8 (1100–0600Z‡) other times ctc.

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05

RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′MN 085° 24.6 NM to fld. 1570/9E. **HIWAS**



MADISON

LAC QUI PARLE CO (DXX) 2 SE UTC−6(−5DT) N44°59.19′ W96°10.67′ TWIN CITIES

1082 B S4 **FUEL** 100LL NOTAM FILE DXX L–12I, 14H

RWY 13–31: H3301X75 (ASPH) MIRL IAP

RWY 13: PAPI(P4L). **RWY 31:** PAPI(P4L).

RWY 08–26: 3033X135 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0100Z‡. Unattended Sun; for svc call 320–598–7966. Self svc fuel. For airframe and power plant repairs call 320–598–3467. Rwy 08–26 not plowed winter months. Rwy 08–26 marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 341 DXX (320) 598–3863

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.

MONTEVIDEO (T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 268° 19.9 NM to fld. 1034/5E. Unmonitored.

DAWSON–MADISON NDB (MHW) 341 DXX N44°59.05′ W96°10.75′ at fld. **AWOS–3**. NOTAM FILE DXX.

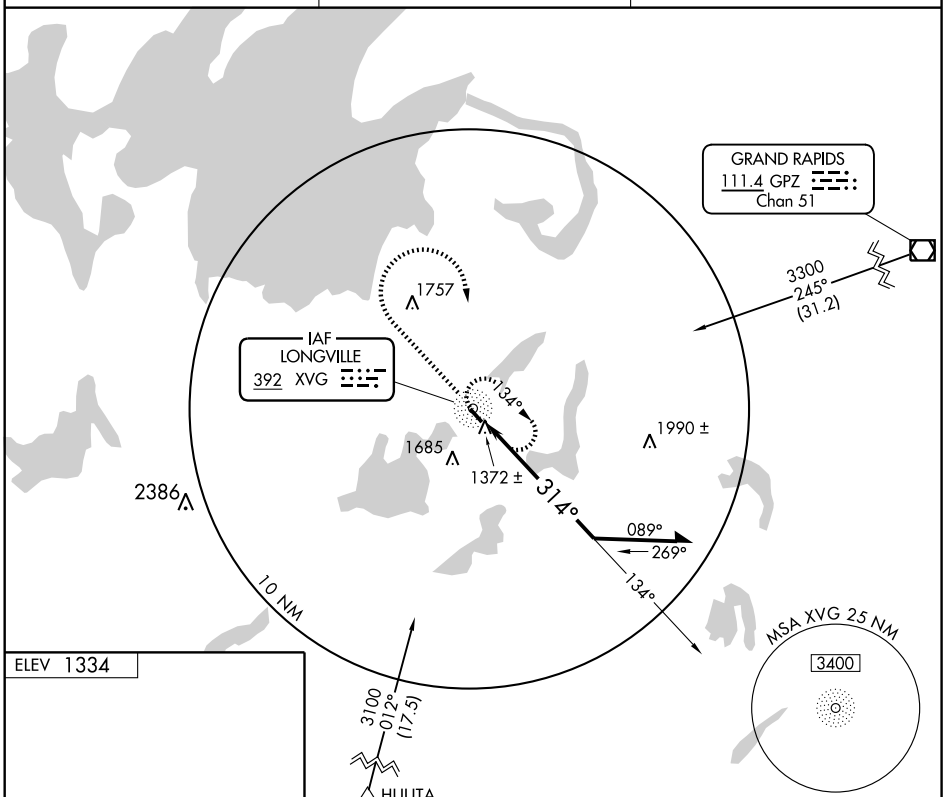
NDB XVG 392	APP CRS 314°	Rwy Idg 3560 TDZE 1332 Apt Elev 1334

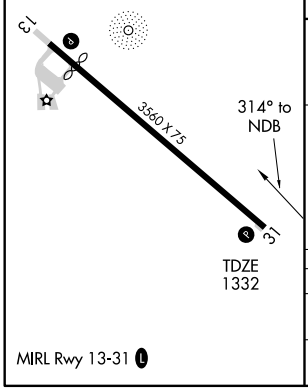
NDB RWY 31
LONGVILLE MUNI (XVG)

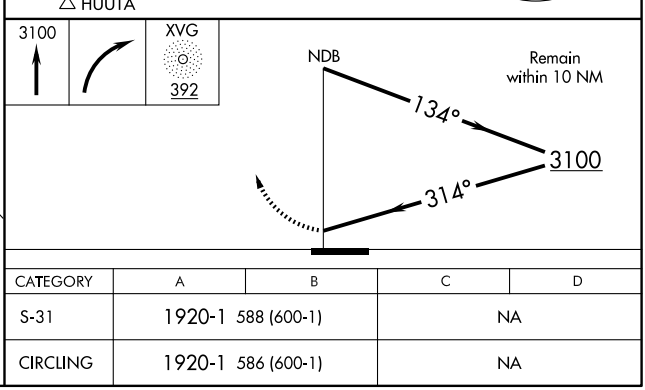
NA

MISSED APPROACH: Climb to 3100 then right turn direct XVG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
392	118.05 239.0	122.9 L







CATEGORY	A	B	C	D
S-31	1920-1 588 (600-1)		NA	
CIRCLING	1920-1 586 (600-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

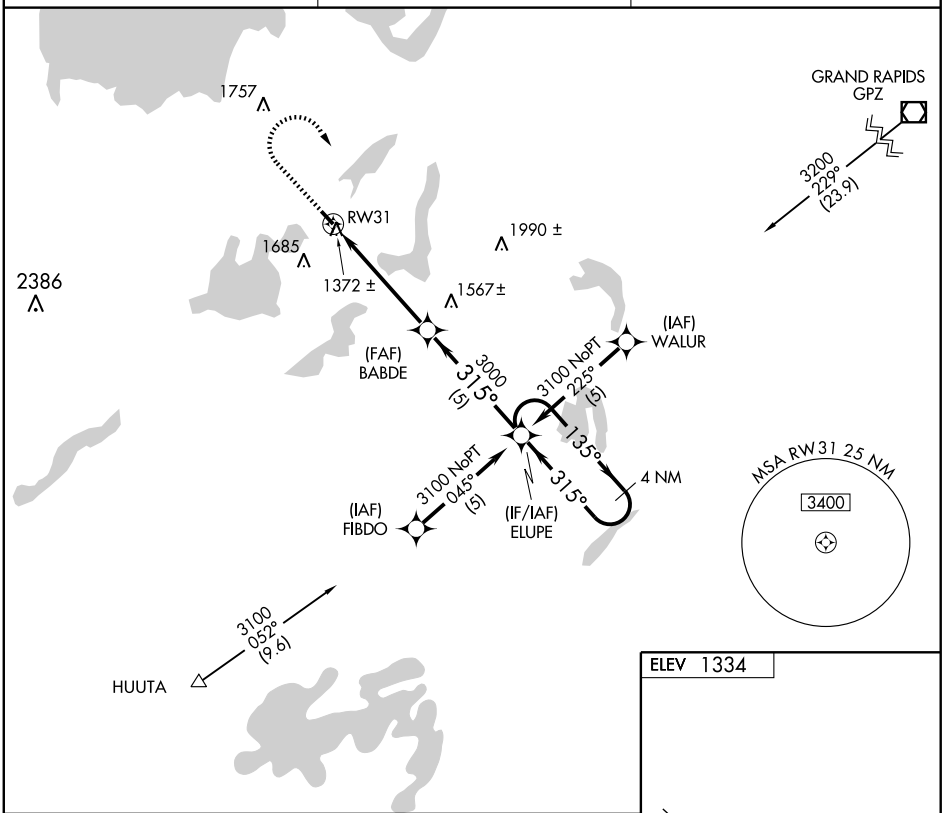
LONGVILLE MUNI (XVG)

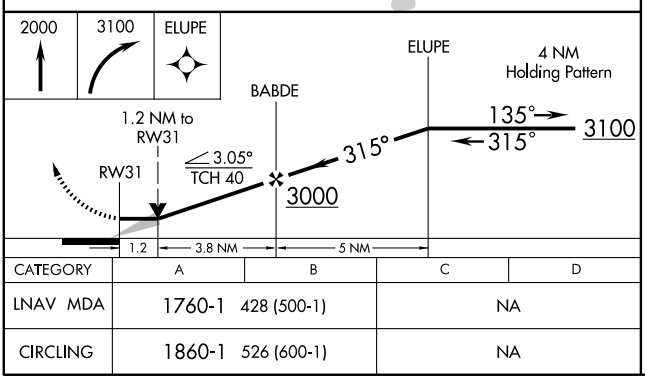
APP CRS		
315°	Rwy Idg	3560
	TDZE	1332
	Apt Elev	1334

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

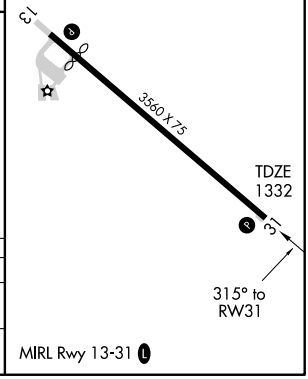
MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct ELUPE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
392	118.05 239.0	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1760-1	428 (500-1)	NA	
CIRCLING	1860-1	526 (600-1)	NA	



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

LONGVILLE MUNI (XVG) 1 NE UTC−6(−5DT) N46°59.40′ W94°12.22′ TWIN CITIES

1334 B **FUEL** 100LL NOTAM FILE XVG L–14H

RWY 13–31: H3560X75 (ASPH) S–9, D–14 MIRL IAP

RWY 13: PAPI(P4L)—GA 4.0° TCH 20′. Thld dsplcd 450′. Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Unattended. Self serve fuel avbl 24 hrs. Ultralights on and invof arpt. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 392 XVG (218) 363–3347.

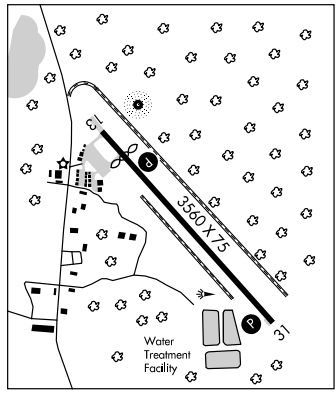
COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.

GRAND RAPIDS (L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 245° 31.1 NM to fld. 1400/6E.

NDB(MHW) 392 XVG N46°59.66′ W94°12.39′ at fld. **AWOS–3**. NOTAM FILE XVG.



LUVERNE

QUENTIN AANENSON FLD (LYV) 2 S UTC−6(−5DT) N43°37.01′ W96°13.06′ OMAHA

1435 B **FUEL** 100LL NOTAM FILE LYV L–12I

RWY 18–36: H4200X75 (ASPH) S–17, D–23 MIRL 0.3% up N. IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 28′. P–line.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. 24 hr self svc credit fuel avbl. Rwy lighting operates continuously from dusk–dawn on lowest setting. Increase via CTAF. ACTIVATE PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36, MIRL Rwy 18–36—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.825 (507) 283–5027.

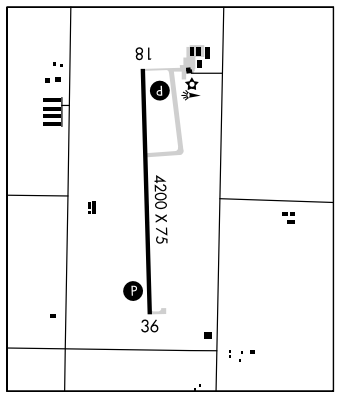
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **SIOUX FALLS APP/DEP CON** 125.8 (1100–0600Z‡) other times ctc.

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05

RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′MN 085° 24.6 NM to fld. 1570/9E. **HIWAS**



MADISON

LAC QUI PARLE CO (DXX) 2 SE UTC−6(−5DT) N44°59.19′ W96°10.67′ TWIN CITIES

1082 B S4 **FUEL** 100LL NOTAM FILE DXX L–12I, 14H

RWY 13–31: H3301X75 (ASPH) MIRL IAP

RWY 13: PAPI(P4L). **RWY 31:** PAPI(P4L).

RWY 08–26: 3033X135 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0100Z‡. Unattended Sun; for svc call 320–598–7966. Self svc fuel. For airframe and power plant repairs call 320–598–3467. Rwy 08–26 not plowed winter months. Rwy 08–26 marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 341 DXX (320) 598–3863

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.

MONTEVIDEO (T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 268° 19.9 NM to fld. 1034/5E. Unmonitored.

DAWSON–MADISON NDB (MHW) 341 DXX N44°59.05′ W96°10.75′ at fld. **AWOS–3**. NOTAM FILE DXX.

WAAS	APP CRS	Rwy Idg	4200
CH 86317	175°	TDZE	1434
W18A		Apt Elev	1434

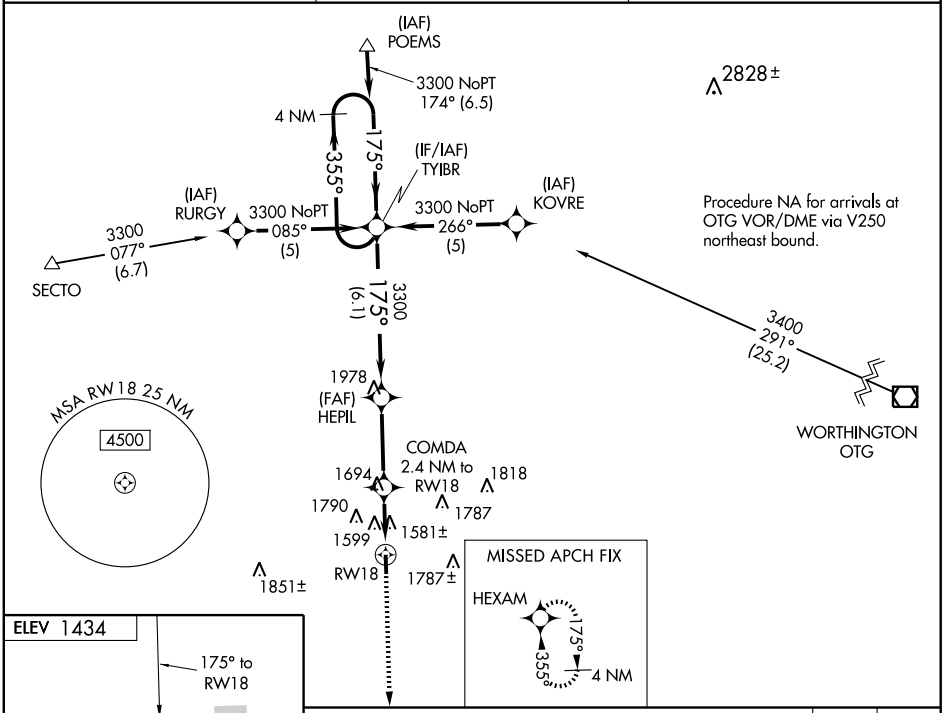
RNAV (GPS) RWY 18

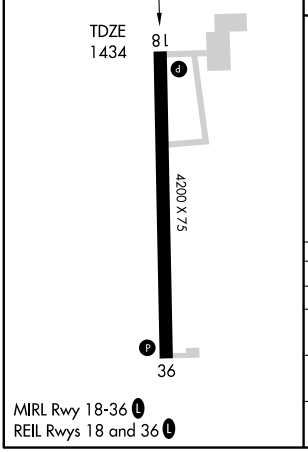
LUVERNE/ QUENTIN AANENSON FIELD (LYV)

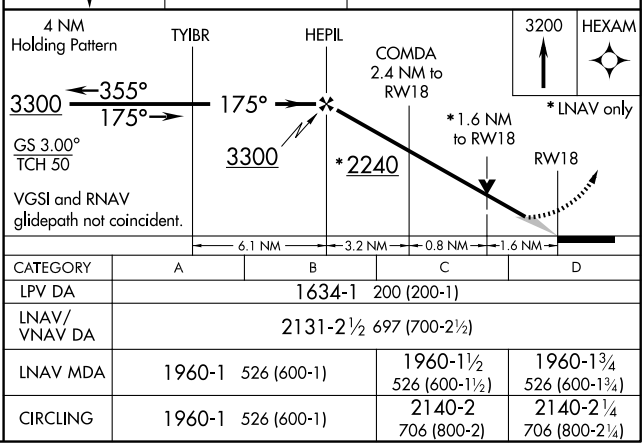
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pipestone altimeter setting and increase all DA 94 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Pipestone altimeter setting.

MISSED APPROACH: Climb to 3200 direct HEXAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.825	132.05 317.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1634-1 200 (200-1)			
LNAV/ VNAV DA	2131-2½ 697 (700-2½)			
LNAV MDA	1960-1 526 (600-1)		1960-1½ 526 (600-1½)	1960-1¾ 526 (600-1¾)
CIRCLING	1960-1 526 (600-1)		2140-2 706 (800-2)	2140-2¼ 706 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40117 W36A	APP CRS 355°	Rwy Idg 4200 TDZE 1432 Apt Elev 1434

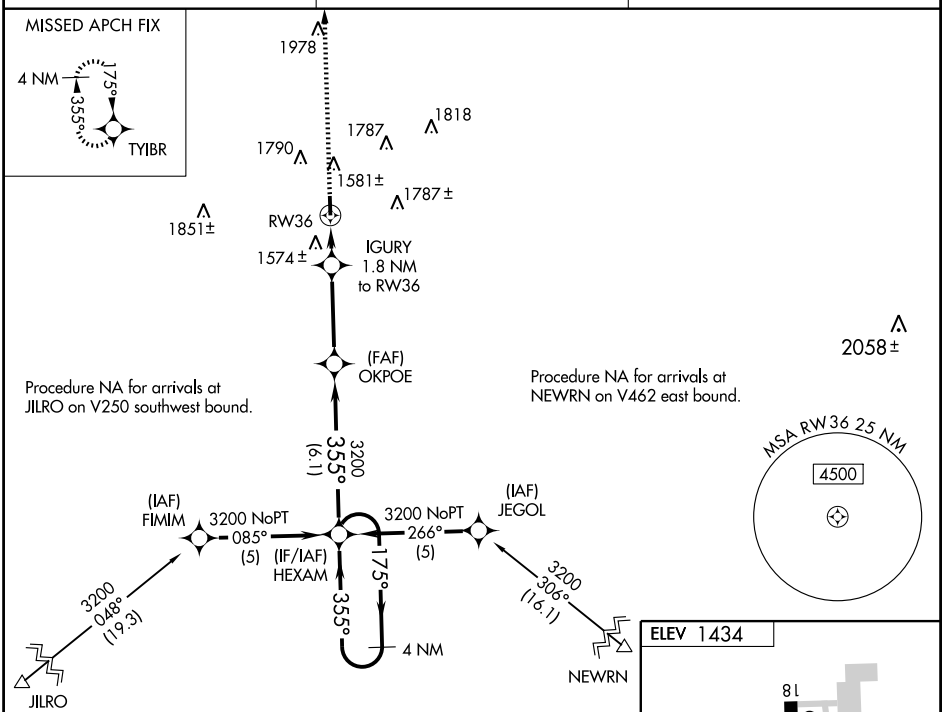
RNAV (GPS) RWY 36

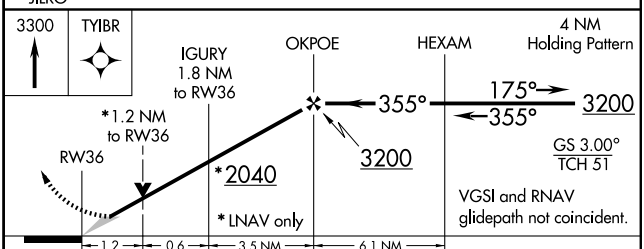
LUVERNE/ QUENTIN AANENSON FIELD (LYV)

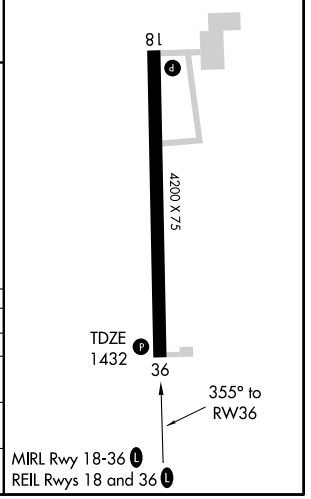
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pipestone altimeter setting and increase all DA 94 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Pipestone altimeter setting.

MISSED APPROACH: Climb to 3300 direct TYIBR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.825	132.05 317.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1632-1 200 (200-1)			
LNAV/ VNAV DA	1882-1½ 450 (500-1½)			
LNAV MDA	1840-1 408 (500-1)		1840-1¼ 408 (500-1¼)	
CIRCLING	1900-1 466 (500-1)		2140-2 706 (800-2)	2140-2¼ 706 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LONGVILLE MUNI (XVG) 1 NE UTC−6(−5DT) N46°59.40′ W94°12.22′ TWIN CITIES

1334 B **FUEL** 100LL NOTAM FILE XVG L–14H

RWY 13–31: H3560X75 (ASPH) S–9, D–14 MIRL IAP

RWY 13: PAPI(P4L)—GA 4.0° TCH 20′. Thld dsplcd 450′. Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Unattended. Self serve fuel avbl 24 hrs. Ultralights on and invof arpt. Deer and birds on and invof arpt. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 392 XVG (218) 363–3347.

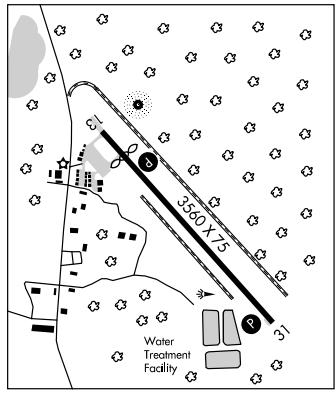
COMMUNICATIONS: CTAF 122.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05

RADIO AIDS TO NAVIGATION: NOTAM FILE GPZ.

GRAND RAPIDS (L) VORW/DME 111.4 GPZ Chan 51 N47°09.82′ W93°29.31′ 245° 31.1 NM to fld. 1400/6E.

NDB(MHW) 392 XVG N46°59.66′ W94°12.39′ at fld. **AWOS–3**. NOTAM FILE XVG.



LUVERNE

QUENTIN AANENSON FLD (LYV) 2 S UTC−6(−5DT) N43°37.01′ W96°13.06′ OMAHA

1435 B **FUEL** 100LL NOTAM FILE LYV L–12I

RWY 18–36: H4200X75 (ASPH) S–17, D–23 MIRL 0.3% up N. IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 28′. P–line.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. 24 hr self svc credit fuel avbl. Rwy lighting operates continuously from dusk–dawn on lowest setting. Increase via CTAF. ACTIVATE PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36, MIRL Rwy 18–36—CTAF.

WEATHER DATA SOURCES: AWOS–3 119.825 (507) 283–5027.

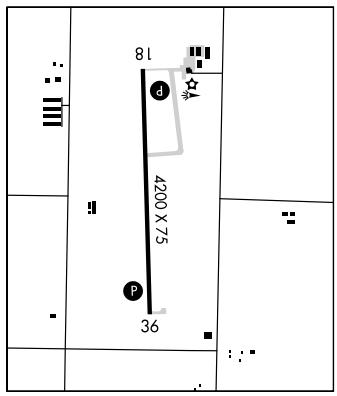
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **SIOUX FALLS APP/DEP CON** 125.8 (1100–0600Z‡) other times ctc.

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05

RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′MN 085° 24.6 NM to fld. 1570/9E. **HIWAS**



MADISON

LAC QUI PARLE CO (DXX) 2 SE UTC−6(−5DT) N44°59.19′ W96°10.67′ TWIN CITIES

1082 B S4 **FUEL** 100LL NOTAM FILE DXX L–12I, 14H

RWY 13–31: H3301X75 (ASPH) MIRL IAP

RWY 13: PAPI(P4L). **RWY 31:** PAPI(P4L).

RWY 08–26: 3033X135 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0100Z‡. Unattended Sun; for svc call 320–598–7966. Self svc fuel. For airframe and power plant repairs call 320–598–3467. Rwy 08–26 not plowed winter months. Rwy 08–26 marked with yellow cones. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 341 DXX (320) 598–3863

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.3 (PRINCETON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 128.5

RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.

MONTEVIDEO (T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ 268° 19.9 NM to fld. 1034/5E. Unmonitored.

DAWSON–MADISON NDB (MHW) 341 DXX N44°59.05′ W96°10.75′ at fld. **AWOS–3**. NOTAM FILE DXX.

NDB DXX 341	APP CRS 306°	Rwy Idg 3301 TDZE 1082 Apt Elev 1082

NDB or GPS RWY 31

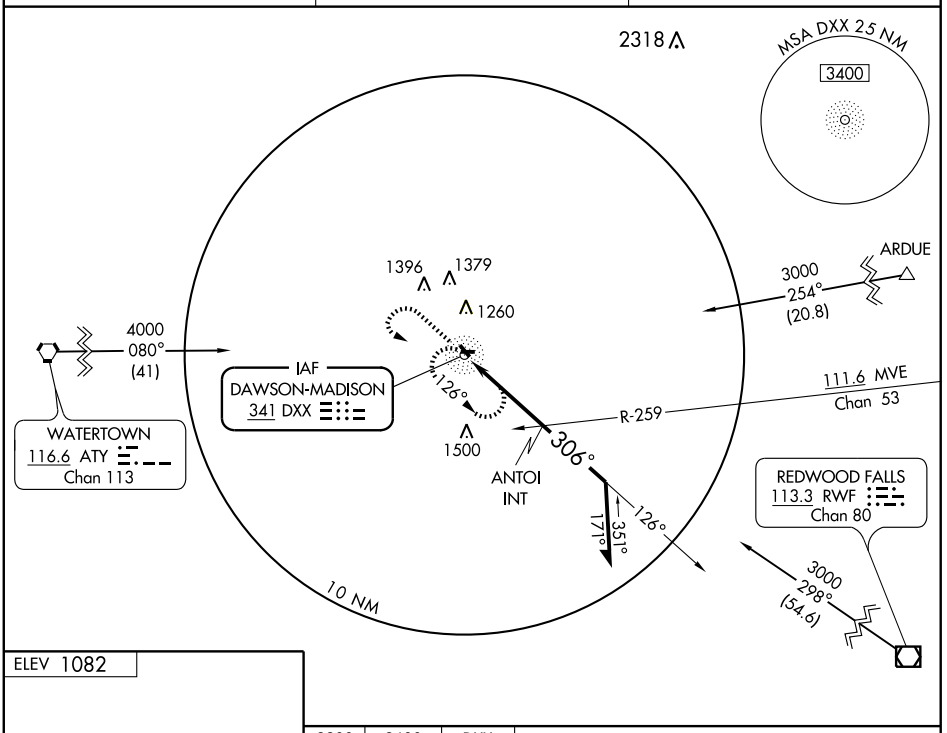
MADISON/LAC QUI PARLE COUNTY (DXX)

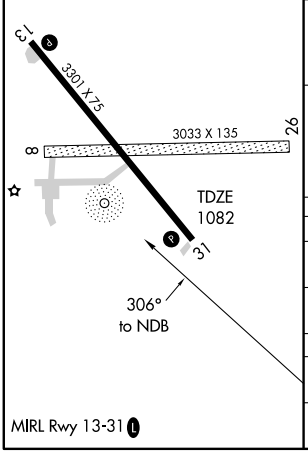
NA

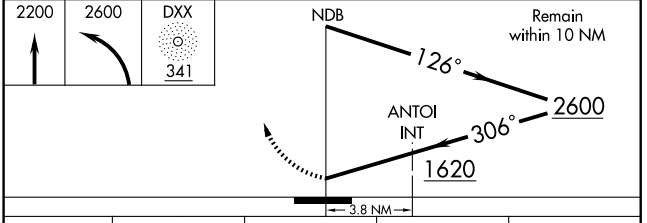
Activate MIRL Rwy 13-31-CTAF.

MISSED APPROACH: Climb to 2200 then climbing left turn to 2600 direct DXX NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
341	128.5 306.2	122.8 (CTAF) L







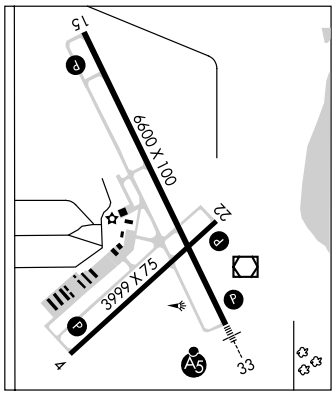
CATEGORY	A	B	C	D
S-31	1620-1	538 (600-1)	1620-1½ 538 (600-1½)	NA
CIRCLING	1620-1	538 (600-1)	1620-1½ 538 (600-1½)	NA
ANTOI FIX MINIMA				
S-31	1500-1	418 (500-1)	1500-1¼ 418 (500-1¼)	NA
CIRCLING	1560-1	478 (500-1)	1560-1½ 478 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MAHNOMEN CO (3N8) 3 SSE UTC−6(−5DT) N47°15.63′ W95°55.69′ **TWIN CITIES**
1244 B NOTAM FILE PNM
RWY 17–35: 3400X75 (ASPH) MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 25′.
RWY 09–27: 2720X120 (TURF)
AIRPORT REMARKS: Ultralight tfc on and invof arpt. Attended dusk–dawn. MIRL Rwy 17–35 on low ints, incr ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF. Rwy 09–27 not plowed winter months.
COMMUNICATIONS: CTAF 122.9

MAL'S SERPENT LAKE SPB (See DEERWOOD)

MANKATO RGNL (MKT) 5 NE UTC−6(−5DT) N44°13.37′ W93°55.16′ **OMAHA**
1021 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MKT **H–2J, L–12I, A**
RWY 15–33: H6600X100 (CONC–GRVD) S–40, D–60, 2D–100 HIRL **IAP**
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 48′.
RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 48′.
RWY 04–22: H3999X75 (ASPH) S–18, D–25 MIRL
0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0100Z‡. For fuel and svc after hrs call 507–469–0228. Deer on and invof arpt. Migratory waterfowl on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22, HIRL Rwy 15–33, PAPI and REIL Rwy 15, PAPI and MALSR Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 110.8 MKT (507) 625–3726.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 110.8T (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 135.0
AIRSPACE: CLASS E svc Mon–Fri 1100–0530Z‡, Sat 1300–1600Z‡ and 1900–2200Z‡, Sun 2130–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKT.
(L) VOR/DME 110.8 MKT Chan 45 N44°13.19′ W93°54.74′ at fld. 1026/7E. **AWOS–3**.
DME portion unusable 325°–150° beyond 16 NM.
ILS 108.7 I–MKT Rwy 33. ILS unmonitored.
COPTER ILS 108.7 I–MKT Rwy 33. ILS unmonitored.



MAPLE LAKE MUNI (MGG) 1 NE UTC−6(−5DT) N45°14.16′ W93°59.14′ **TWIN CITIES**
1028 B S2 **FUEL** 100LL NOTAM FILE MGG **L–14H, A**
RWY 10–28: H2796X60 (ASPH) LIRL (NSTD) **IAP, AD**
RWY 10: Thld dsplcd 100′. Tree. **RWY 28:** Hill.
AIRPORT REMARKS: Attended dalgt hrs. Arpt not attended Thanksgiving, Christmas, New Years and Easter. Rwy 10–28 NSTD LIRL, 400′ spacing between lights. Ultralights on and invof arpt. Migratory waterfowl on and invof arpt. Multiple cracks with grass growing in them.
WEATHER DATA SOURCES: AWOS–3 128.325 (320) 963–3300.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 059° 21.8 NM to fld. 1130/7E.

LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	331°	TDZE	1020
		Apt Elev	1020

COPTER ILS or LOC RWY 33

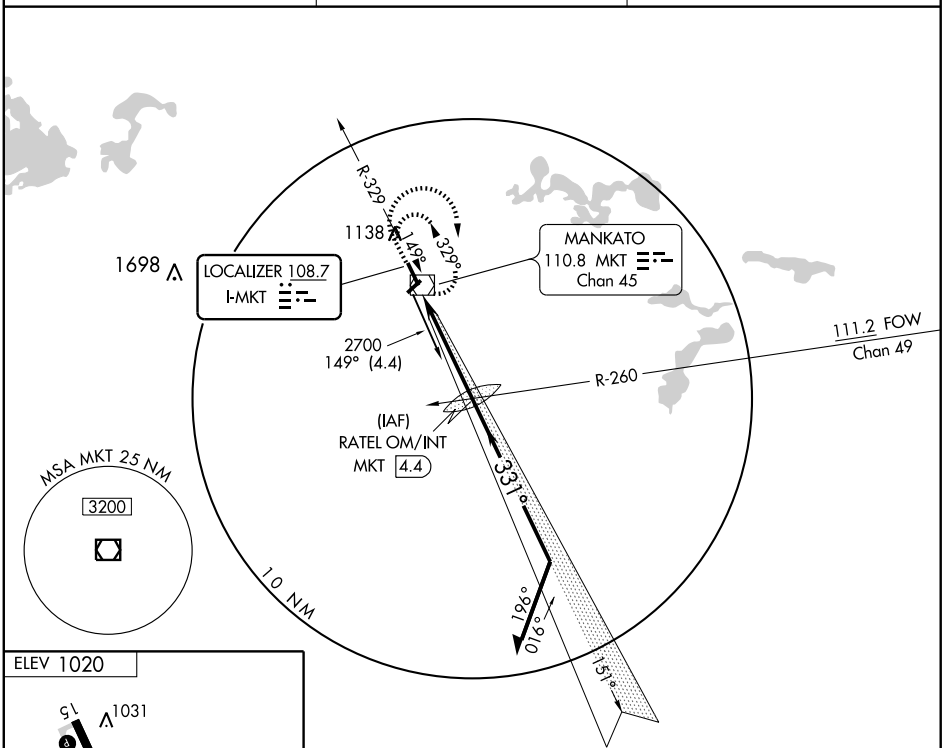
MANKATO RGNL (MKT)

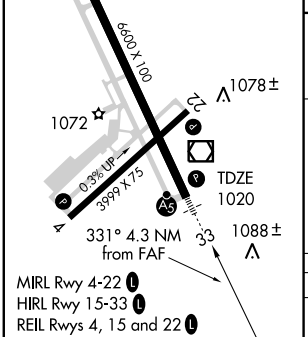
For inoperative MALSR increase visibility to ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct MKT VOR/DME and hold.

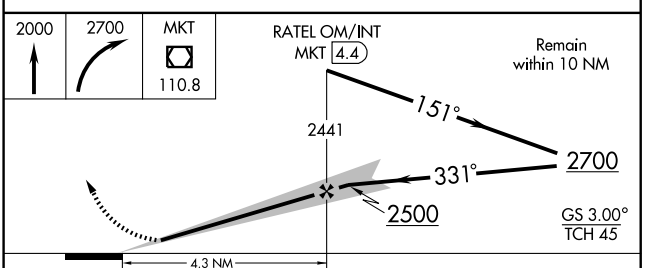
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

FAF to MAP 4.3 NM					
Knots	45	60	75	90	105
Min:Sec	5:44	4:18	3:26	2:52	2:27



CATEGORY	COPTER	B	C	D
S-ILS 33	1220-¼ 200 (200-¼)	NA		
S-LOC 33	1420-¼ 400 (400-¼)	NA		
CIRCLING	NA			

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

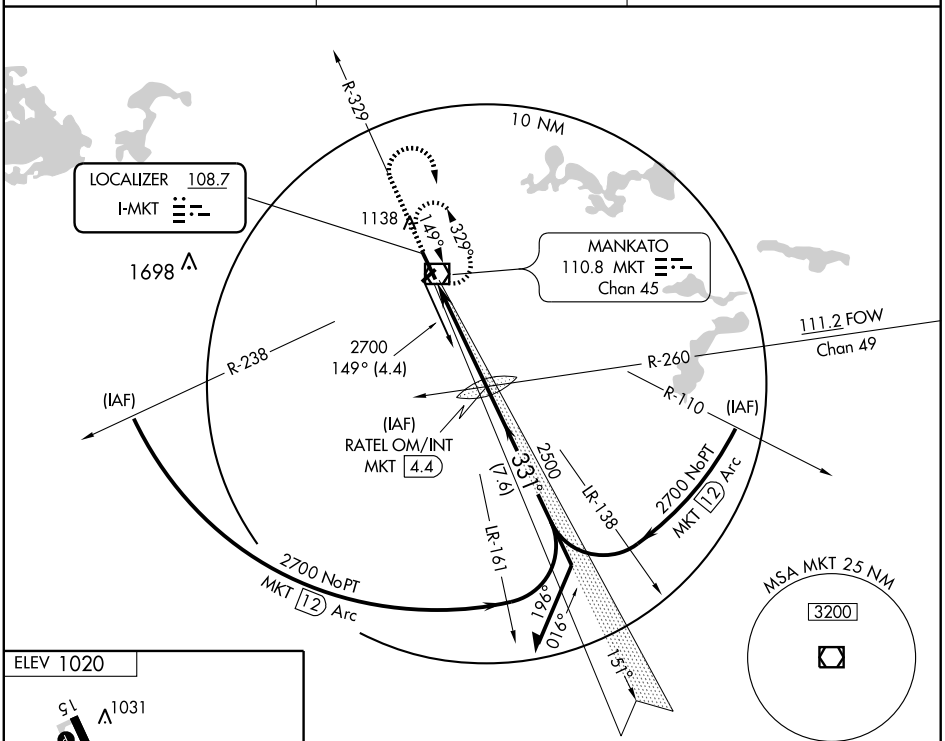
LOC I-MKT	APP CRS	Rwy Idg	6600
108.7	331°	TDZE	1020
		Apt Elev	1020

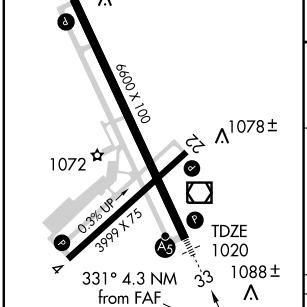
ILS RWY 33
MANKATO RGNL (MKT)

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct MKT VOR/DME and hold.

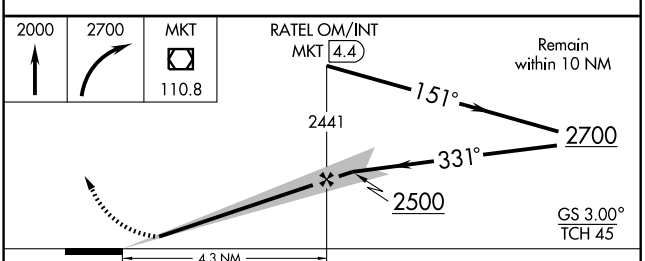
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 33	1220-½ 200 (200-½)			
S-LOC 33	1420-½ 400 (400-½)			1420-¾ 400 (400-¾)
CIRCLING	1460-1 440 (500-1)	1480-1 460 (500-1)	1480-1½ 460 (500-1½)	1580-2 560 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 4

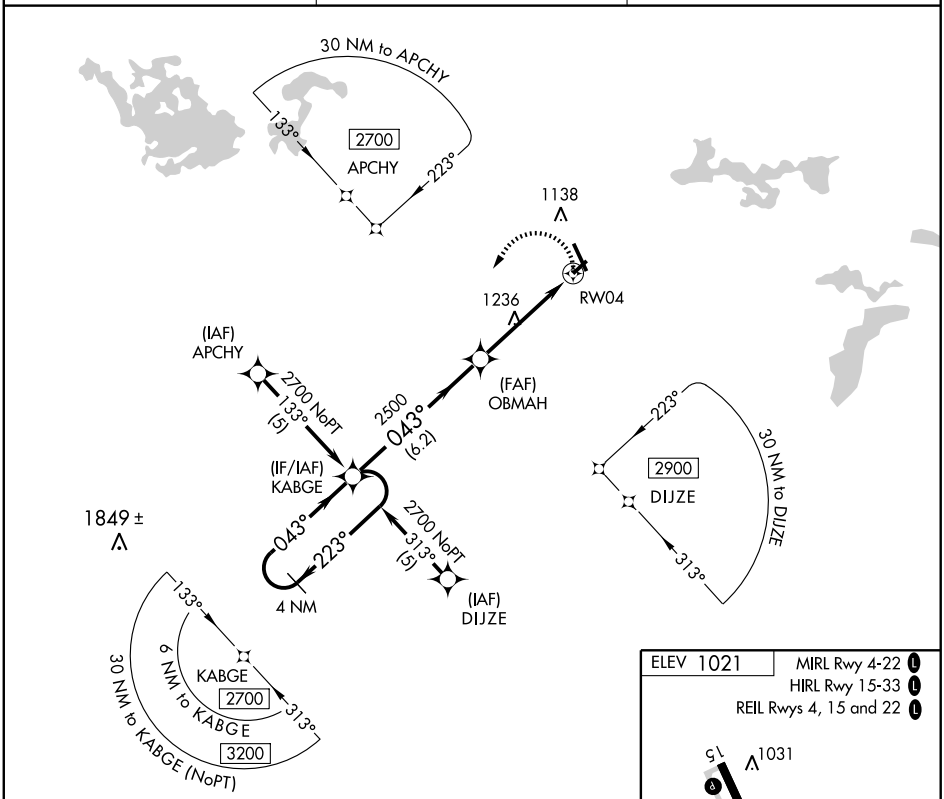
MANKATO RGNL (MKT)

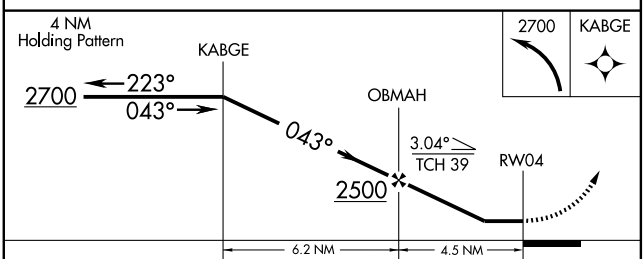
APP CRS	Rwy Idg	3999
043°	TDZE	1018
	Apt Elev	1021

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet.

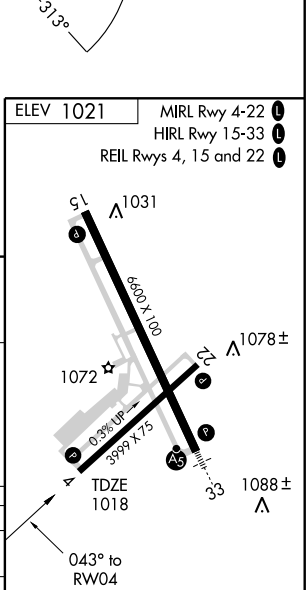
MISSED APPROACH: Climbing left turn to 2700 direct KABGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1540-1	522 (600-1)	1540-1½ 522 (600-1½)	NA
CIRCLING	1540-1	519 (600-1)	1540-1½ 519 (600-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6600
CH 45615	151°	TDZE	1020
W15A		Apt Elev	1021

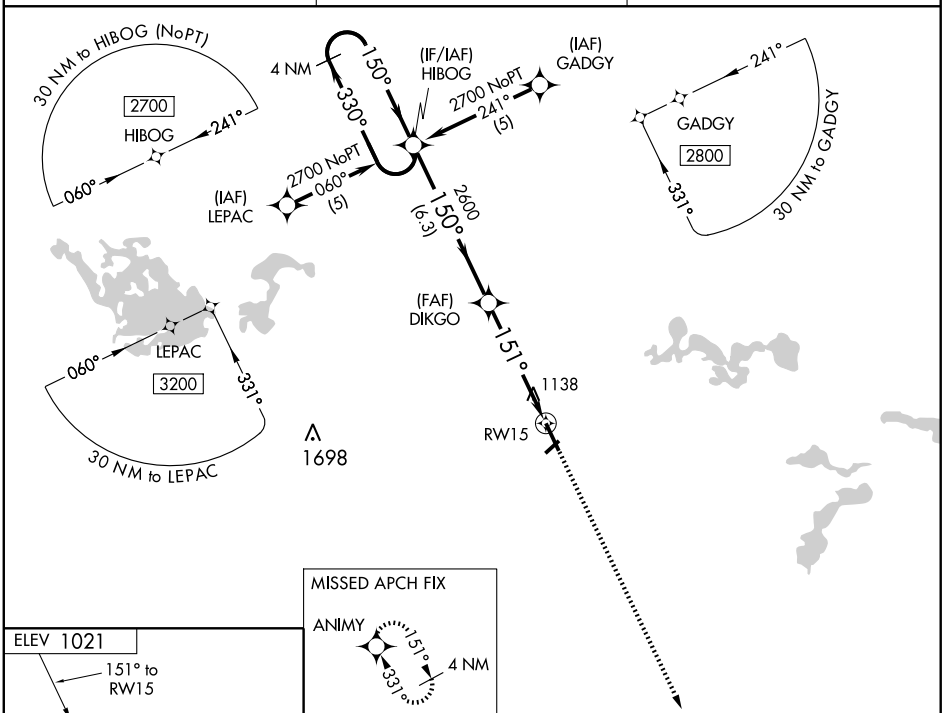
RNAV (GPS) RWY 15

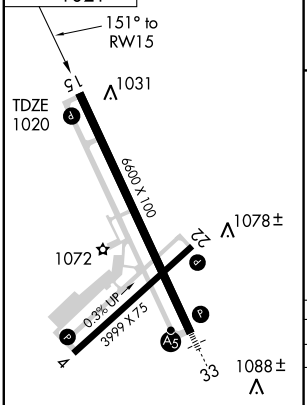
MANKATO RGNL (MKT)

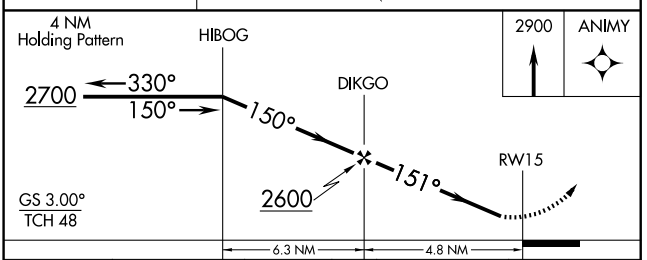
Baro-VNAV NA when using Waseca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Waseca altimeter setting and increase all DA 57 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct ANIMY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1373-1¼ 353 (400-1¼)			
LNAV/VNAV DA	1416-1½ 396 (400-1½)			
LNAV MDA	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

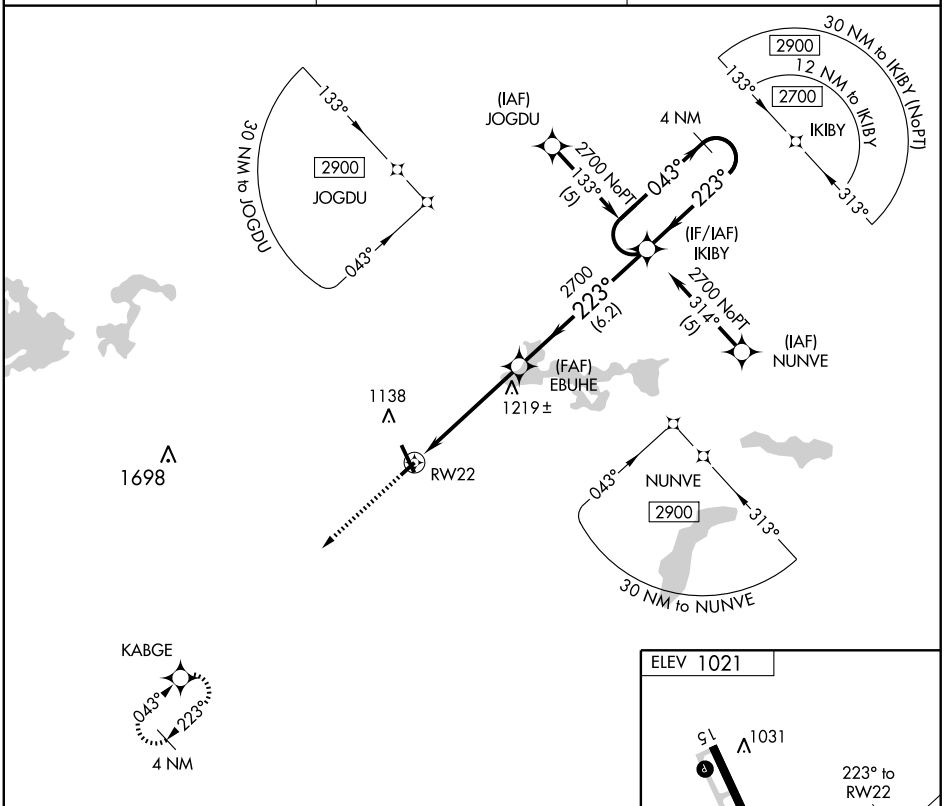
MANKATO RGNL (MKT)

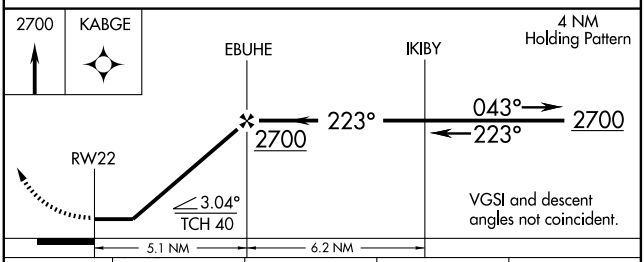
APP CRS	Rwy Idg	3999
223°	TDZE	1021
	Apt Elev	1021

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet and increase LNAV Cat C visibility ¼ mile.

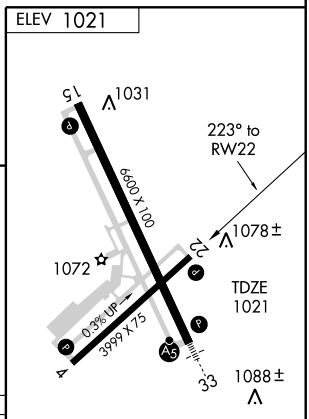
MISSED APPROACH: Climb to 2700 direct KABGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1	459 (500-1)	1480-1¼ 459 (500-1¼)	NA
CIRCLING	1480-1	459 (500-1)	1480-1½ 459 (500-1½)	NA



MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6600
CH 86315	331°	TDZE	1021
W33A		Apt Elev	1021

RNAV (GPS) RWY 33

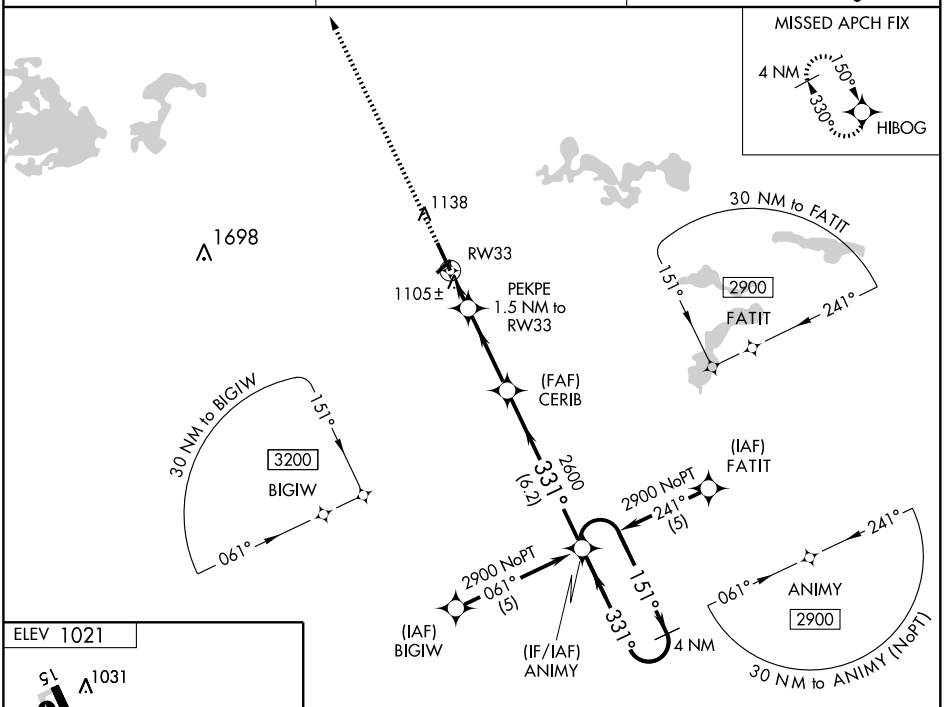
MANKATO RGNL (MKT)

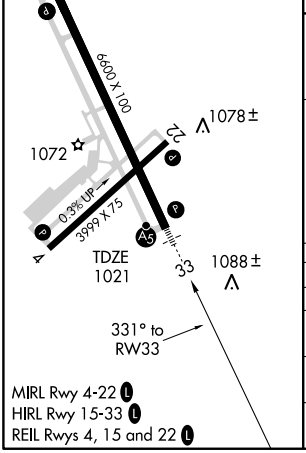
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Waseca altimeter setting and increase all DA 57 feet, all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Inoperative table does not apply to LNAV Cat D. When using Waseca altimeter setting; for inoperative MALSR increase LPV all Cats visibility ½ mile and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Waseca altimeter setting.

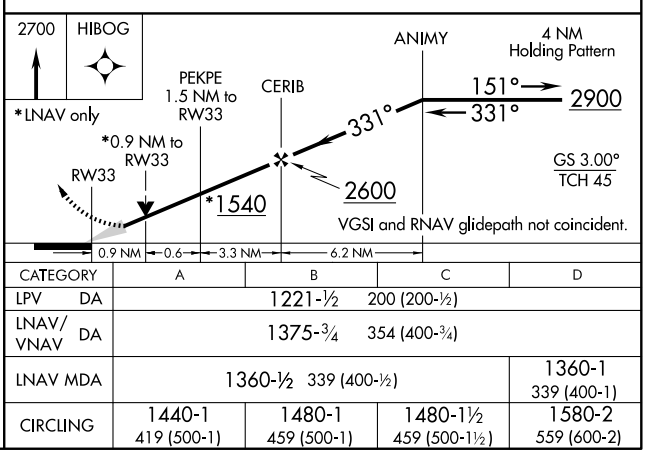
MALSR

MISSED APPROACH: Climb to 2700 direct HIBOG and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1221-½	200 (200-½)		
LNAV/VNAV DA	1375-¾	354 (400-¾)		
LNAV MDA	1360-½	339 (400-½)		1360-1 339 (400-1)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MKT	APP CRS	Rwy Idg	6600
110.8	139°	TDZE	1020
Chan 45		Apt Elev	1021

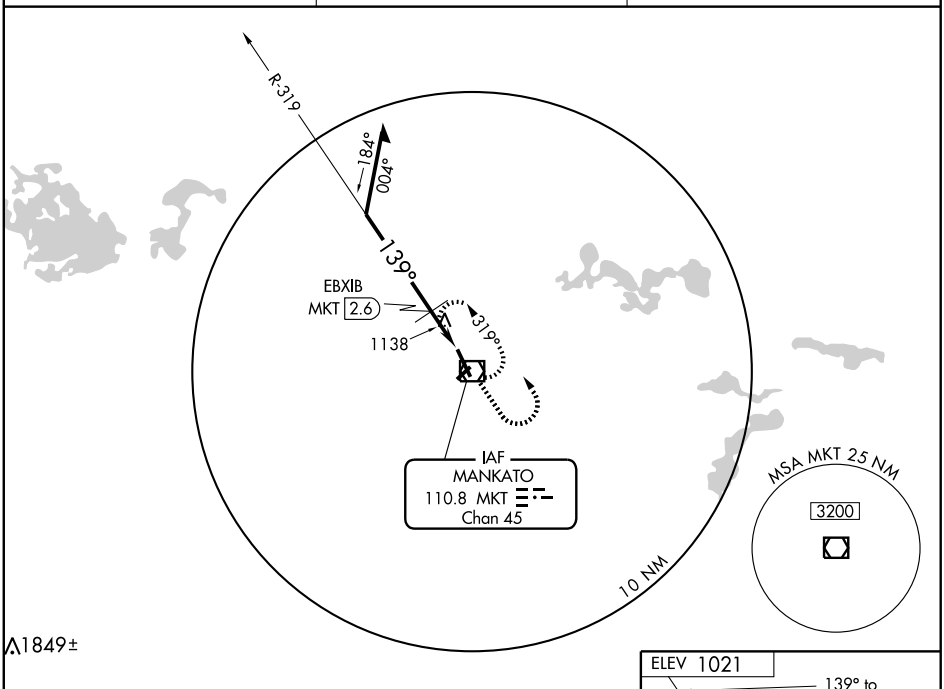
VOR RWY 15

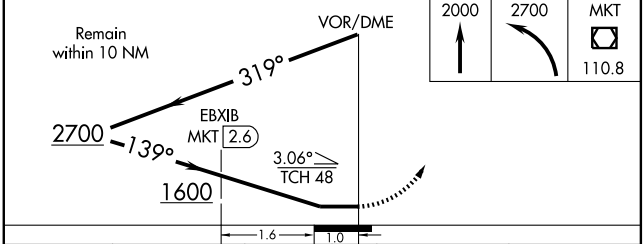
MANKATO RGNL (MKT)

When local altimeter setting not received use Waseca altimeter setting and increase EBXIB FIX MINIMUMS all MDA 60 feet, increase Circling Cats C and D visibility ¼ mile, and increase EBXIB FIX MINIMUMS S-15 Cats C and D visibility ¼ mile.

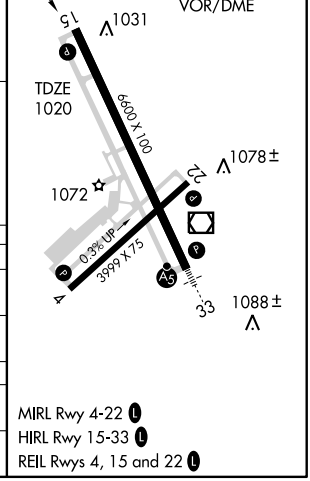
MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct MKT VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-15	1600-1 580 (600-1)		1600-1½ 580 (600-1½)	1600-1¾ 580 (600-1¾)
CIRCLING	1600-1 579 (600-1)		1600-1½ 579 (600-1½)	1600-2 579 (600-2)
EBXIB FIX MINIMUMS				
S-15	1400-1 380 (400-1)			1400-1¼ 380 (400-1¼)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)



MIRL Rwy 4-22 L
HIRL Rwy 15-33 L
REIL Rwys 4, 15 and 22 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MKT	APP CRS	Rwy Idg	6600
110.8	340°	TDZE	1021
Chan 45		Apt Elev	1021

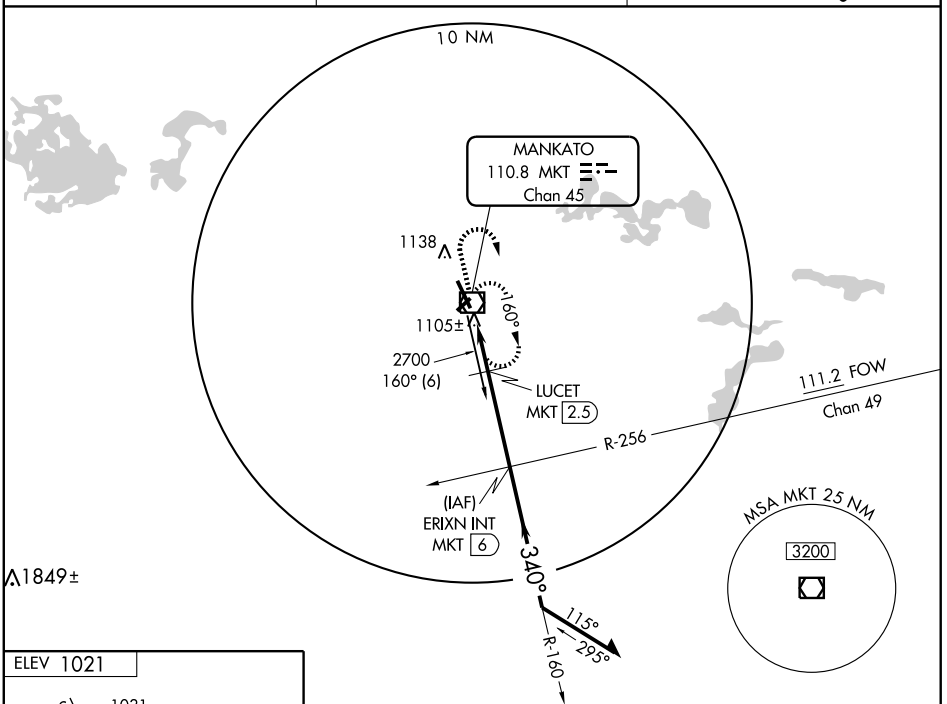
VOR RWY 33
MANKATO RGNL (MKT)

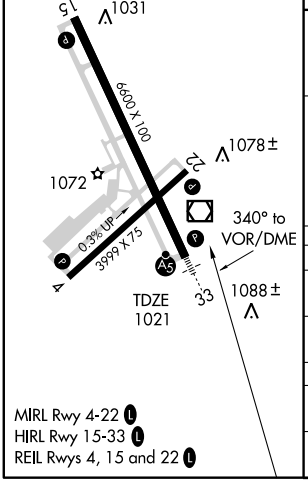
VDP NA when using Waseca altimeter setting. When local altimeter setting not received use Waseca altimeter setting and increase all MDA 60 feet, and increase S-33 Cats C and D visibility ¼ mile and LUCET FIX MINIMUMS S-33 Cat C ¼ mile. For inoperative MALSR increase LUCET FIX MINIMUMS Cat D visibility ¼ mile.

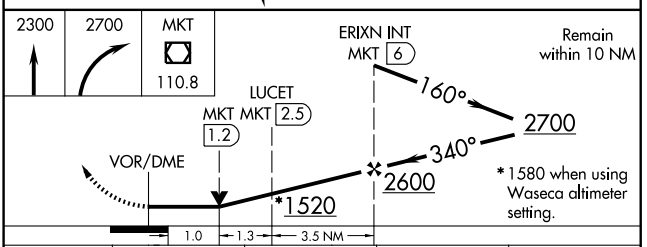
MALSR

MISSED APPROACH: Climb to 2300 then climbing right turn to 2700 direct MKT VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.8	135.0 306.9	122.725 (CTAF) L







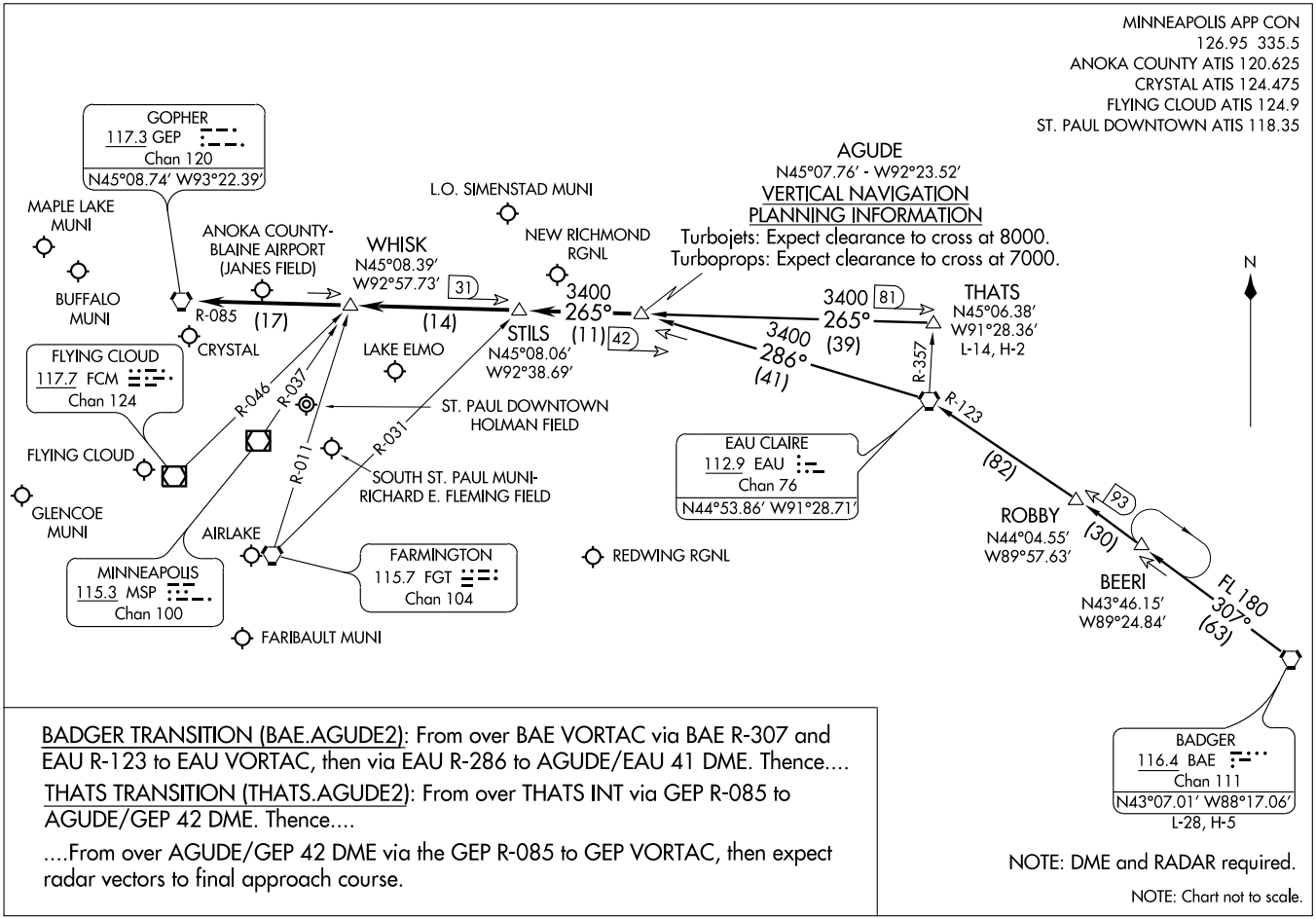
CATEGORY	A	B	C	D
S-33	1520-½ 499 (500-½)		1520-¾ 499 (500-¾)	1520-1 499 (500-1)
CIRCLING	1520-1 499 (500-1)		1520-1½ 499 (500-1½)	1580-2 559 (600-2)
LUCET FIX MINIMUMS				
S-33	1400-½ 379 (400-½)			1400-1 379 (400-1)
CIRCLING	1440-1 419 (500-1)	1480-1 459 (500-1)	1480-1½ 459 (500-1½)	1580-2 559 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

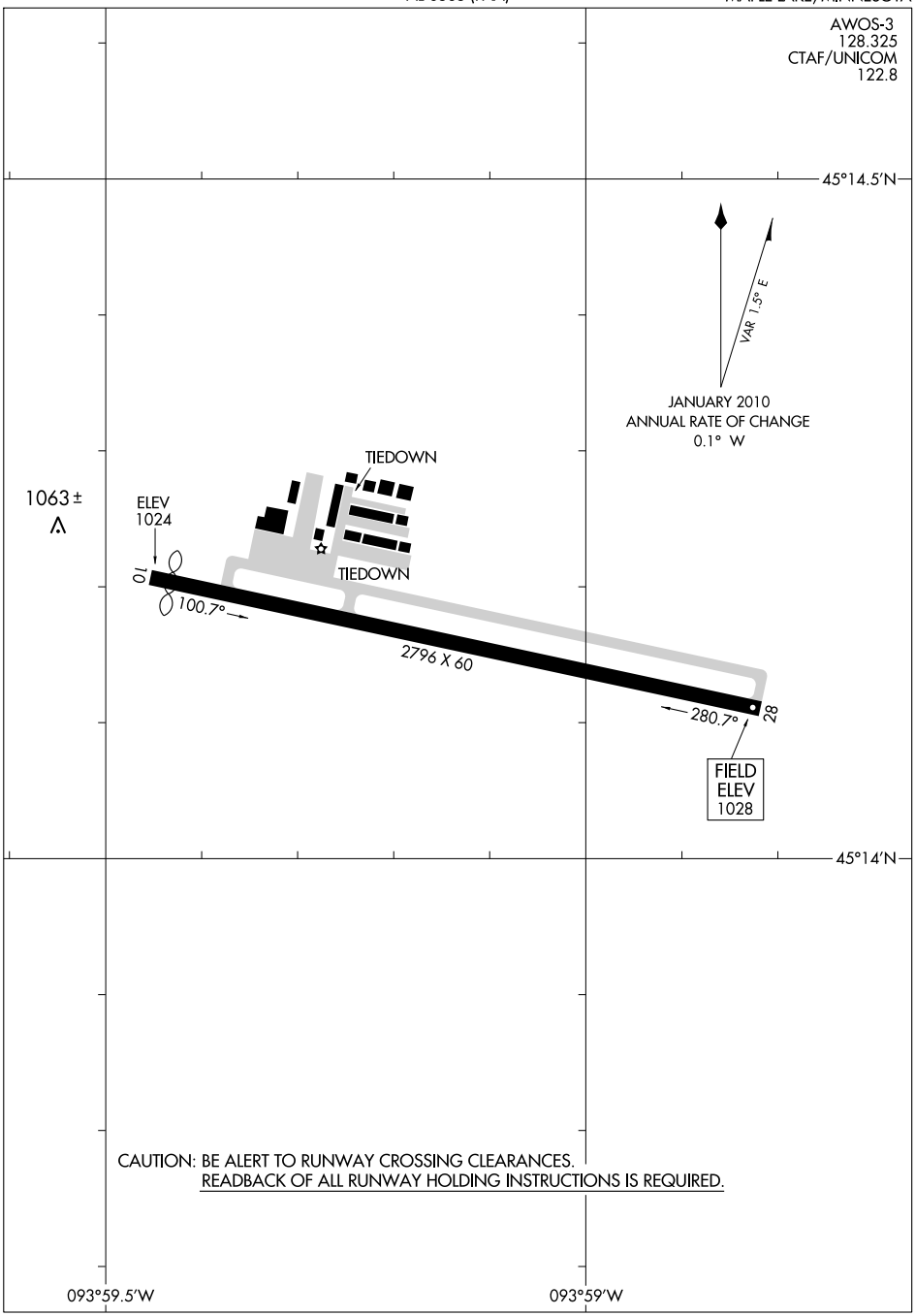
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

AIRPORT DIAGRAM

AL-6585 (FAA)

MAPLE LAKE MUNI (MGG)
MAPLE LAKE, MINNESOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

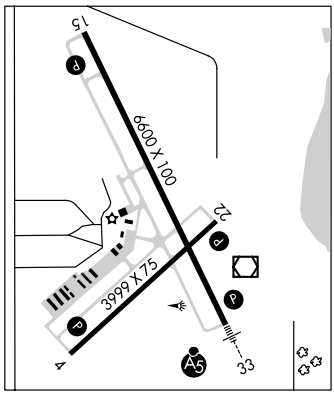
MAPLE LAKE, MINNESOTA
MAPLE LAKE MUNI (MGG)

10210

MAHNOMEN CO (3N8) 3 SSE UTC−6(−5DT) N47°15.63′ W95°55.69′ **TWIN CITIES**
1244 B NOTAM FILE PNM
RWY 17–35: 3400X75 (ASPH) MIRL
RWY 17: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 25′.
RWY 09–27: 2720X120 (TURF)
AIRPORT REMARKS: Ultralight tfc on and invof arpt. Attended dusk–dawn. MIRL Rwy 17–35 on low ints, incr ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF. Rwy 09–27 not plowed winter months.
COMMUNICATIONS: CTAF 122.9

MAL'S SERPENT LAKE SPB (See DEERWOOD)

MANKATO RGNL (MKT) 5 NE UTC−6(−5DT) N44°13.37′ W93°55.16′ **OMAHA**
1021 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MKT **H–2J, L–12I, A**
RWY 15–33: H6600X100 (CONC–GRVD) S–40, D–60, 2D–100 HIRL **IAP**
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 48′.
RWY 33: MALSR. PAPI(P4R)—GA 3.0° TCH 48′.
RWY 04–22: H3999X75 (ASPH) S–18, D–25 MIRL
0.3% up NE
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 39′.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0100Z‡. For fuel and svc after hrs call 507–469–0228. Deer on and invof arpt. Migratory waterfowl on and invof arpt. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22, HIRL Rwy 15–33, PAPI and REIL Rwy 15, PAPI and MALSR Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 110.8 MKT (507) 625–3726.
COMMUNICATIONS: CTAF/UNICOM 122.725
RCO 122.1R 110.8T (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 135.0
AIRSPACE: CLASS E svc Mon–Fri 1100–0530Z‡, Sat 1300–1600Z‡ and 1900–2200Z‡, Sun 2130–0530Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKT.
(L) VOR/DME 110.8 MKT Chan 45 N44°13.19′ W93°54.74′ at fld. 1026/7E. **AWOS–3**.
DME portion unusable 325°–150° beyond 16 NM.
ILS 108.7 I–MKT Rwy 33. ILS unmonitored.
COPTER ILS 108.7 I–MKT Rwy 33. ILS unmonitored.



MAPLE LAKE MUNI (MGG) 1 NE UTC−6(−5DT) N45°14.16′ W93°59.14′ **TWIN CITIES**
1028 B S2 **FUEL** 100LL NOTAM FILE MGG **L–14H, A**
RWY 10–28: H2796X60 (ASPH) LIRL (NSTD) **IAP, AD**
RWY 10: Thld dsplcd 100′. Tree. **RWY 28:** Hill.
AIRPORT REMARKS: Attended dalgt hrs. Arpt not attended Thanksgiving, Christmas, New Years and Easter. Rwy 10–28 NSTD LIRL, 400′ spacing between lights. Ultralights on and invof arpt. Migratory waterfowl on and invof arpt. Multiple cracks with grass growing in them.
WEATHER DATA SOURCES: AWOS–3 128.325 (320) 963–3300.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 059° 21.8 NM to fld. 1130/7E.

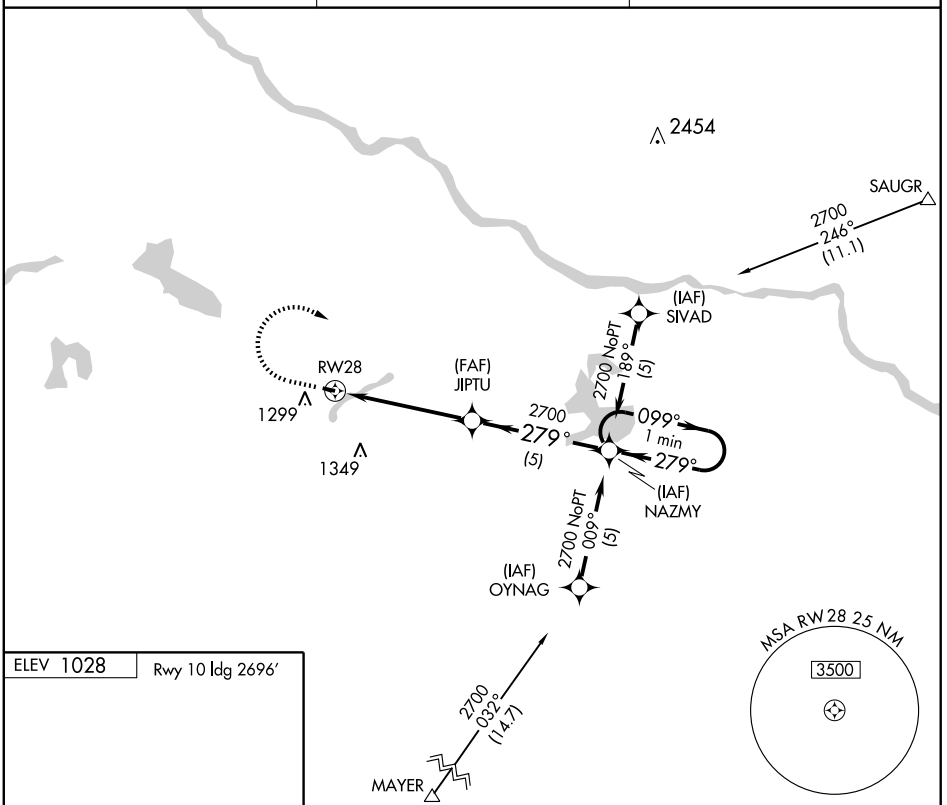
APP CRS	Rwy Idg	2796
279°	TDZE	1028
	Apt Elev	1028

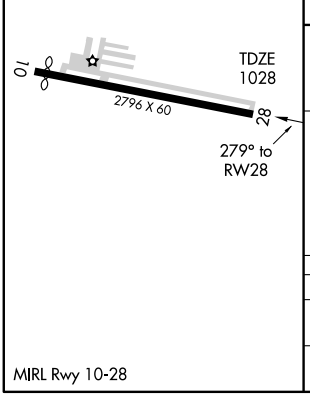
GPS RWY 28
MAPLE LAKE MUNI (MGG)

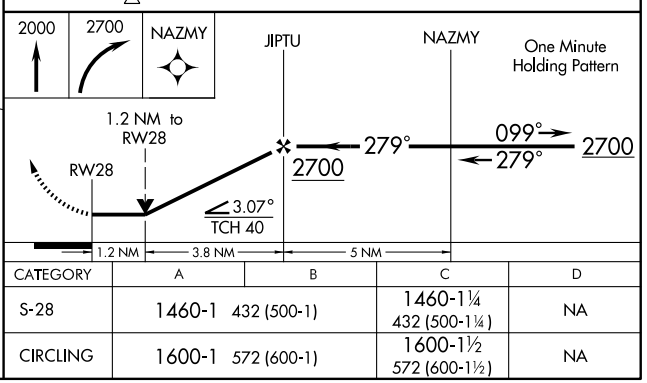
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct NAZMY WP and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
128.325	126.5 357.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	1460-1 432 (500-1)		1460-1¼ 432 (500-1¼)	NA
CIRCLING	1600-1 572 (600-1)		1600-1½ 572 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DWN 109.0 Chan 27	APP CRS 239°	Rwy Idg N/A TDZE N/A Apt Elev 1028

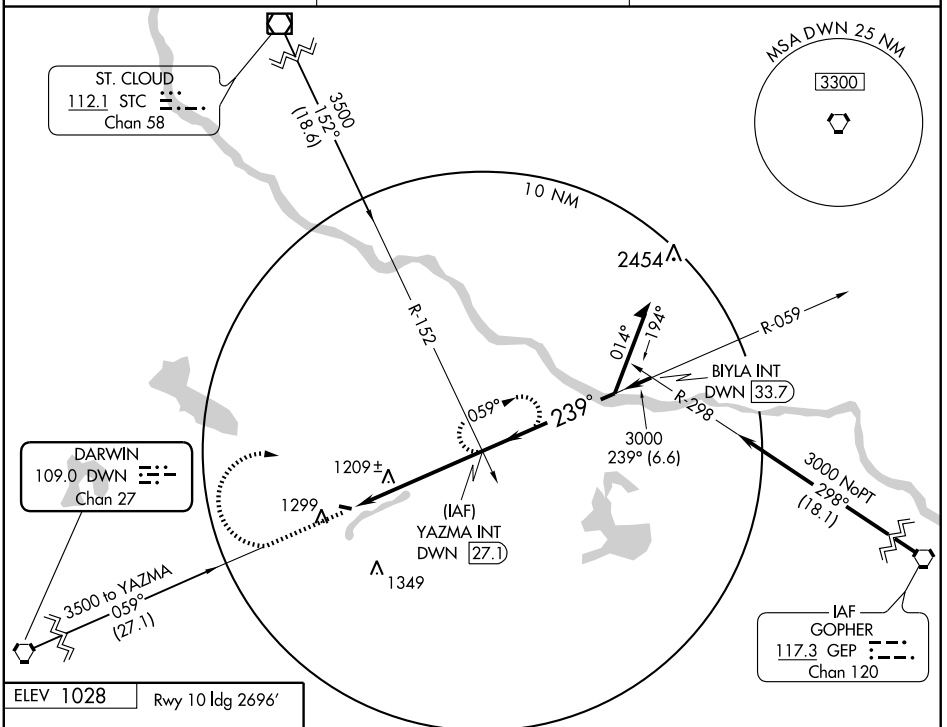
VOR-A

MAPLE LAKE MUNI (MGG)

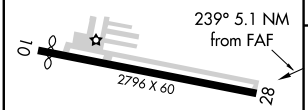
⚠ If local altimeter setting not received, use St. Cloud Regional altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3500 via DWN R-059 to YAZMA INT/27.1 DME and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
128.325	126.5 357.4	122.8 (CTAF)



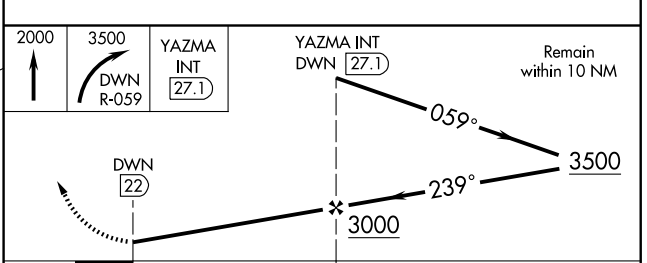
ELEV 1028 Rwy 10 Idg 2696′



MIRL Rwy 10-28

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

2000	3500	YAZMA INT 27.1
	DWN R-059	

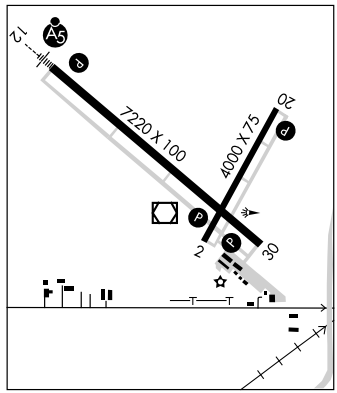


CATEGORY	A	B	C	D
CIRCLING	1660-1 632 (700-1)	1660-1¼ 632 (700-1¼)	1660-1¾ 632 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MARSHALL

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML) 1 W UTC−6(−5DT) OMAHA
N44°27.10′ W95°49.47′ H–2I, L–12I
1183 B S4 **FUEL** 100LL, JET A NOTAM FILE MML IAP
RWY 12–30: H7220X100 (ASPH) S–30, D–45 HIRL
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Pole.
RWY 02–20: H4000X75 (ASPH) MIRL
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 32′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Road.
AIRPORT REMARKS: Attended Mon–Thu 1400–0000Z‡, Fri 1400–2300Z‡. For svc after hrs call 507–532–3164. Rwy 12 MALSR OTS indef. ACTIVATE MIRL Rwy 02–20, HIRL Rwy 12–30, PAPI Rwy 02, Rwy 20, Rwy 12 and Rwy 30, REIL Rwy 02, Rwy 20, and Rwy 30, MALSR Rwy 12—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.0 MML (507) 532–5269.
COMMUNICATIONS: CTAF/UNICOM 122.8
MARSHALL RCO 122.35 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 127.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MML.
MARSHALL (T) VORW/DME 111.0 MML Chan 47 N44°26.90′ W95°49.49′ at fld. 1180/5E. **AWOS–3**. Unmonitored.
GARNO NDB (LOM) 253 GB N44°30.11′ W95°54.66′ 124° 4.8 NM to fld.
ILS 109.7 I–GBY Rwy 12. LOM GARNO NDB.



MARSHALL N44°26.91′ W95°49.90′ NOTAM FILE MML. OMAHA
(T) VORW/DME 111.0 MML Chan 47 at Southwest Minnesota Rgnl Marshall/Ryan Fld L–12I
1180/5E **AWOS–3** Unmonitored.
RCO 122.35 (PRINCETON RADIO)

McGREGOR

ISEDOR IVERSON (HZX) 1 N UTC−6(−5DT) N46°37.13′ W93°18.59′ TWIN CITIES
1228 B **FUEL** 100LL, MOGAS NOTAM FILE HZX L–14H
RWY 14–32: H3400X75 (ASPH) MIRL IAP
RWY 14: VASI (V2L) **RWY 32:** VASI (V2R)
AIRPORT REMARKS: Unattended. Fuel 24hr credit card fuel avbl. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 14–32 and VASI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.575 (218) 768–2593.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 252° 47 NM to fld. 1428/5E.

MILACA MUNI (18Y) 2 NE UTC−6(−5DT) N45°46.35′ W93°37.93′ TWIN CITIES
1100 B S3 **FUEL** 100LL NOTAM FILE PNM
RWY 16–34: 2900X150 (TURF) LIRL (NSTD)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. For svc call 320–938–2381. Ultralight traffic on and invof arpt. Rwy 16–34 NSTD LIRL, spacing. Rwy 34 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	7220
305°	TDZE	1180
	Apt Elev	1180

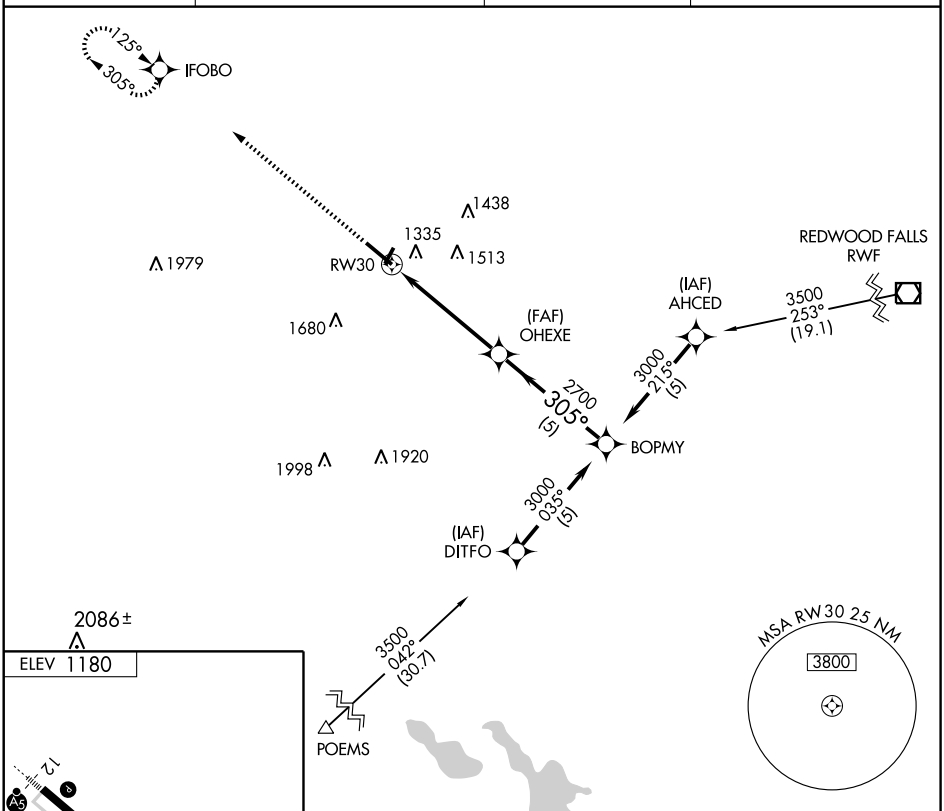
GPS RWY 30

MARSHALL/ SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

NA

MISSED APPROACH: Climb to 3000 direct IFOBO WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-30	1580-1 400 (400-1)			1580-1¼ 400 (400-1¼)
CIRCLING	1640-1 460 (500-1)		1640-1½ 460 (500-1½)	1740-2 560 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-GBY	APP CRS	Rwy Idg	7220
109.7	125°	TDZE	1182
		Apt Elev	1182

ILS or LOC RWY 12

MARSHALL/ SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

ADF required.
When local altimeter setting not received, use Tracy Muni altimeter setting and increase all DAs/MDAs 60 feet and S-LOC 12 Cats C/D visibility ¼ mile.
For inoperative MALSR when using Tracy Muni altimeter setting, increase S-ILS 12 visibility to 1 mile all Cats.

NA

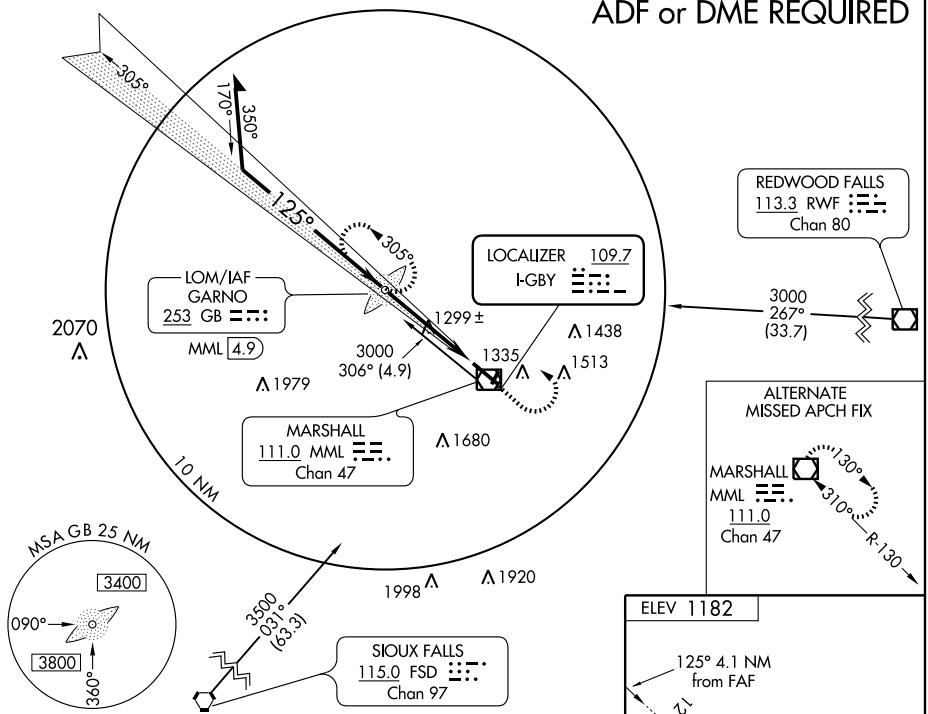
MALSR

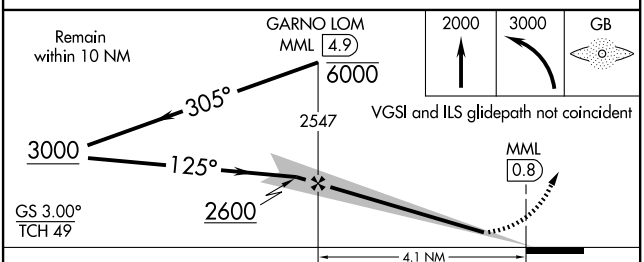
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct GARNO LOM/MML 4.9 DME and hold.

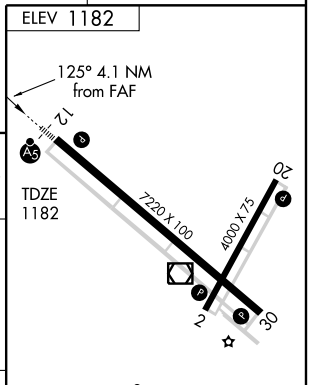
AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L

NC-1, 21 OCT 2010 to 18 NOV 2010

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 12	1382-½ 200 (200-½)			
S-LOC 12	1560-½ 378 (400-½)			1560-¾ 378 (400-¾)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

WAAS	APP CRS	Rwy Idg	7220
CH 82106	125°	TDZE	1182
W12A		Apt Elev	1182

RNAV (GPS) RWY 12

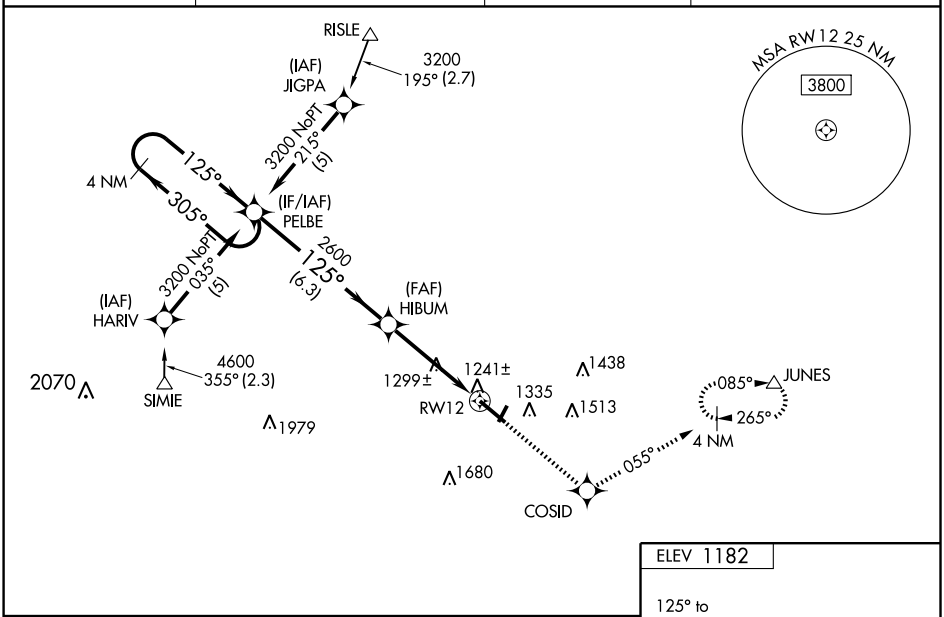
MARSHALL/ SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

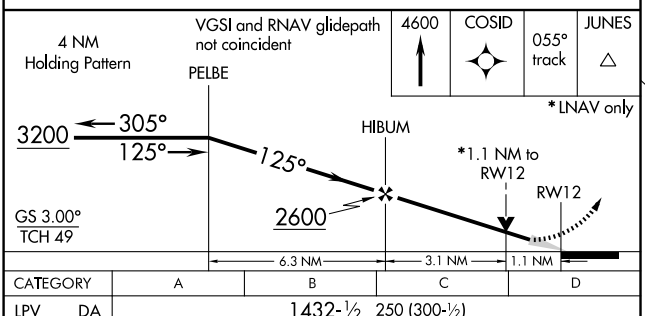
T DME/DME RNP-0.3 NA.
A When local altimeter setting not received, use Tracy Muni altimeter setting and increase all DAs/MDAs 60 feet and LNAV Cat. C visibility ¼ mile.
W VDP and Baro-VNAV NA when using Tracy Muni altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR when using Tracy Muni altimeter setting, increase LPV visibility to 1 mile all Cats.
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile.

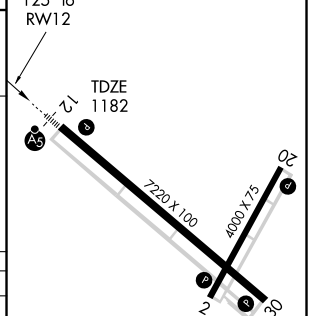
MALSR

MISSED APPROACH: Climb to 4600, direct COSID and via 055° track to JUNES and hold, continue climb-in-hold to 4600.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1432-½ 250 (300-½)			
LNAV/ VNAV DA	1511-¾ 329 (400-¾)			
LNAV MDA	1560-½ 378 (400-½)			1560-1 378 (400-1)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MML	APP CRS	Rwy Idg	7220
111.0	298°	TDZE	1180
Chan 47		Apt Elev	1180

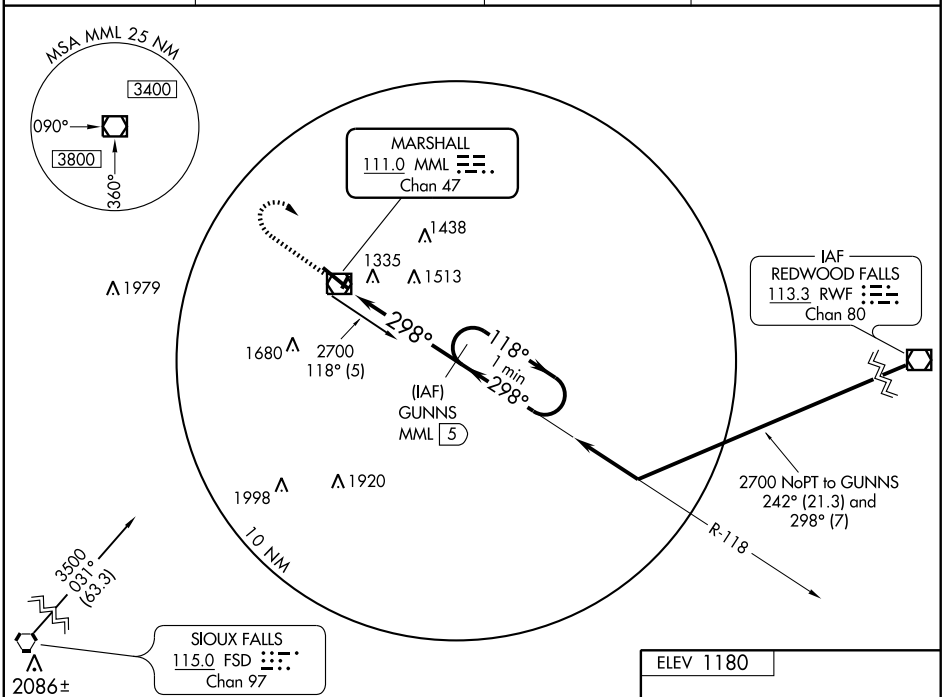
VOR/DME RWY 30

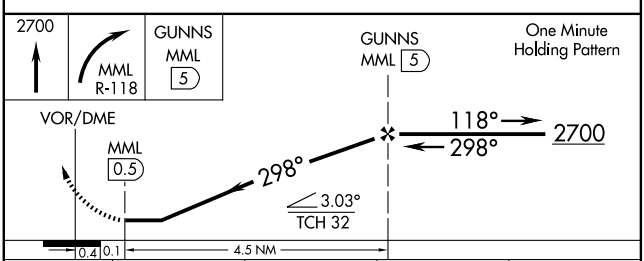
MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

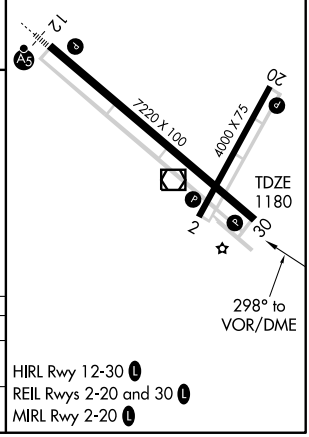
When local altimeter setting not received, use Tracy altimeter setting and increase all MDA 60 feet. Increase S-30 Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2700, then right turn via MML VOR/DME R-118 to GUNNS/MML 5 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-30	1600-1 420 (500-1)		1600-1¼ 420 (500-1¼)	
CIRCLING	1640-1 460 (500-1)		1640-1½ 460 (500-1½)	1740-2 560 (600-2)

HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MML	APP CRS	Rwy Idg	7220
111.0	130°	TDZE	1182
Chan 47		Apt Elev	1182

MARSHALL/
SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD (MML)

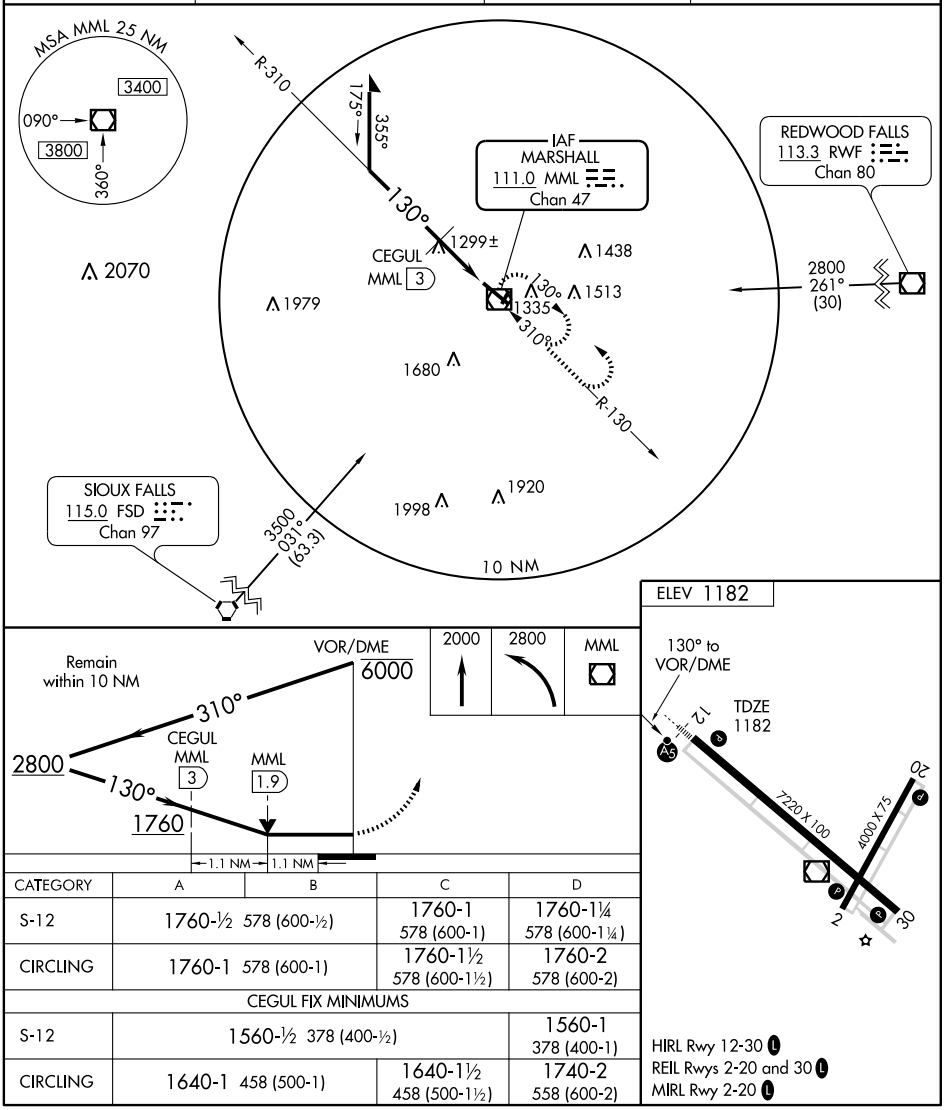
VOR RWY 12

T A For inoperative MALSR, increase CEGUL FIX MINIMUMS S-12 Cat. D visibility to 1¼ mile.
When local altimeter setting not received, use Tracy Muni altimeter setting and increase all MDAs 60 feet and S-12 Cat. C/D visibility ¼ mile; increase Circling Cat. C visibiltiy ¼ mile. Increase CEGUL FIX MINIMUMS S-12 Cat. C visibility to ¾ mile.
VDP NA when using Tracy Muni altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2800 direct MML VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
111.0	127.1 290.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	1760-½ 578 (600-½)		1760-1 578 (600-1)	1760-1¼ 578 (600-1¼)
CIRCLING	1760-1 578 (600-1)		1760-1½ 578 (600-1½)	1760-2 578 (600-2)
CEGUL FIX MINIMUMS				
S-12	1560-½ 378 (400-½)			1560-1 378 (400-1)
CIRCLING	1640-1 458 (500-1)		1640-1½ 458 (500-1½)	1740-2 558 (600-2)

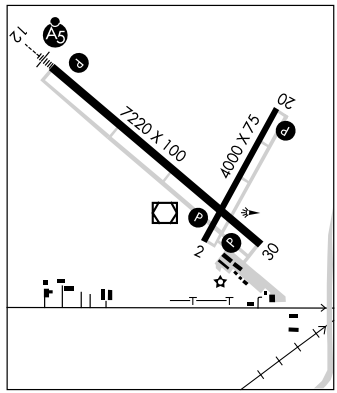
HIRL Rwy 12-30 L
REIL Rwys 2-20 and 30 L
MIRL Rwy 2-20 L

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

MARSHALL

SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (MML) 1 W UTC−6(−5DT) OMAHA
N44°27.10′ W95°49.47′ H–2I, L–12I
1183 B S4 **FUEL** 100LL, JET A NOTAM FILE MML IAP
RWY 12–30: H7220X100 (ASPH) S–30, D–45 HIRL
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Pole.
RWY 02–20: H4000X75 (ASPH) MIRL
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 32′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 32′. Road.
AIRPORT REMARKS: Attended Mon–Thu 1400–0000Z‡, Fri 1400–2300Z‡. For svc after hrs call 507–532–3164. Rwy 12 MALSR OTS indef. ACTIVATE MIRL Rwy 02–20, HIRL Rwy 12–30, PAPI Rwy 02, Rwy 20, Rwy 12 and Rwy 30, REIL Rwy 02, Rwy 20, and Rwy 30, MALSR Rwy 12—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.0 MML (507) 532–5269.
COMMUNICATIONS: CTAF/UNICOM 122.8
MARSHALL RCO 122.35 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 127.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MML.
MARSHALL (T) VORW/DME 111.0 MML Chan 47 N44°26.90′ W95°49.49′ at fld. 1180/5E. **AWOS–3**. Unmonitored.
GARNO NDB (LOM) 253 GB N44°30.11′ W95°54.66′ 124° 4.8 NM to fld.
ILS 109.7 I–GBY Rwy 12. LOM GARNO NDB.



MARSHALL N44°26.91′ W95°49.90′ NOTAM FILE MML. OMAHA
(T) VORW/DME 111.0 MML Chan 47 at Southwest Minnesota Rgnl Marshall/Ryan Fld L–12I
1180/5E **AWOS–3** Unmonitored.
RCO 122.35 (PRINCETON RADIO)

McGREGOR

ISEDOR IVERSON (HZX) 1 N UTC−6(−5DT) N46°37.13′ W93°18.59′ TWIN CITIES
1228 B **FUEL** 100LL, MOGAS NOTAM FILE HZX L–14H
RWY 14–32: H3400X75 (ASPH) MIRL IAP
RWY 14: VASI (V2L) **RWY 32:** VASI (V2R)
AIRPORT REMARKS: Unattended. Fuel 24hr credit card fuel avbl. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 14–32 and VASI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.575 (218) 768–2593.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 252° 47 NM to fld. 1428/5E.

MILACA MUNI (18Y) 2 NE UTC−6(−5DT) N45°46.35′ W93°37.93′ TWIN CITIES
1100 B S3 **FUEL** 100LL NOTAM FILE PNM
RWY 16–34: 2900X150 (TURF) LIRL (NSTD)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Unattended. For svc call 320–938–2381. Ultralight traffic on and invof arpt. Rwy 16–34 NSTD LIRL, spacing. Rwy 34 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3400
139°	TDZE	1228
	Apt Elev	1228

RNAV (GPS) RWY 14

MC GREGOR/ISEDOR IVERSON (HZX)

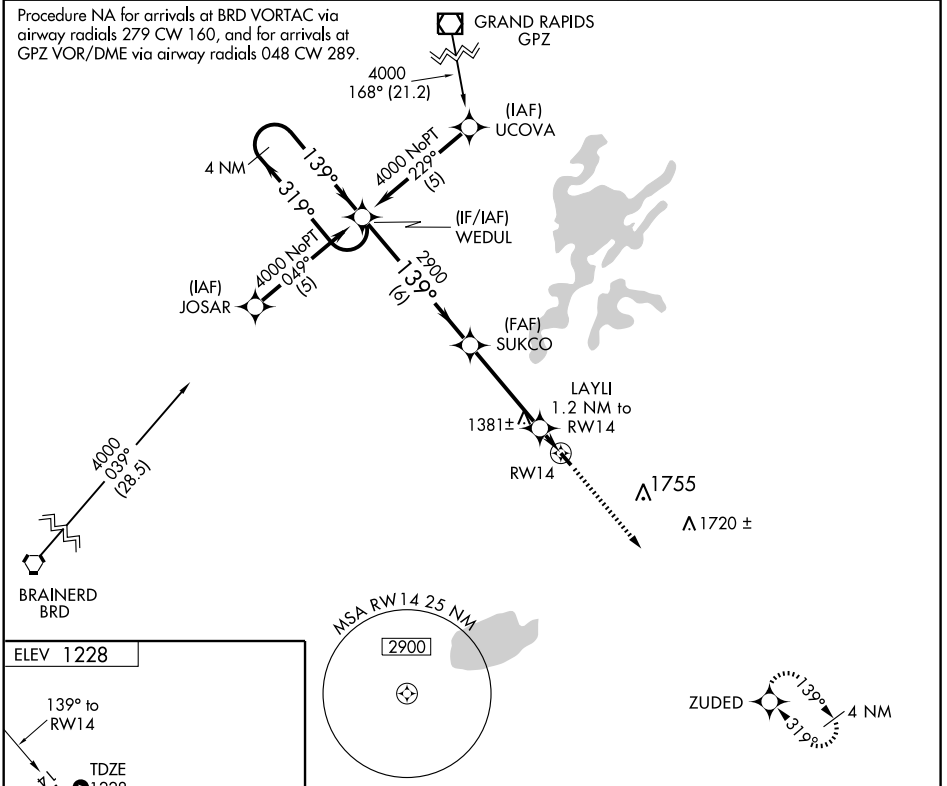
NA

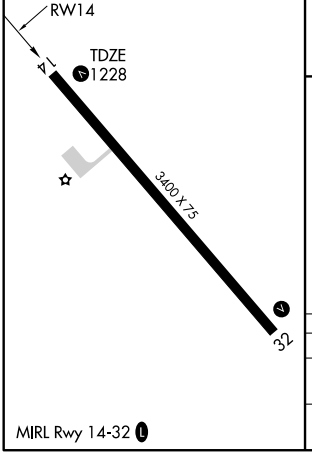
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.
Procedure NA at night.

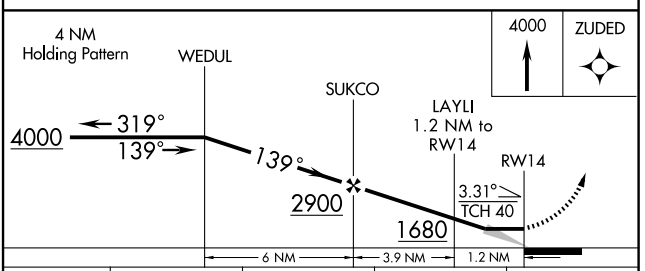
MISSED APPROACH: Climb to 4000 direct ZUDED and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 L

Procedure NA for arrivals at BRD VORTAC via airway radials 279 CW 160, and for arrivals at GPZ VOR/DME via airway radials 048 CW 289.







CATEGORY	A	B	C	D
LNAV MDA	1580-1 352 (400-1)		NA	
CIRCLING	1660-1 432 (500-1)	1680-1 452 (500-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

MC GREGOR/ ISEDOR IVERSON (HZX)

APP CRS	Rwy Idg	3400
319°	TDZE	1226
	Apt Elev	1228

NA

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aitkin altimeter setting and increase all MDAs 40 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 4000 direct WEDUL and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
119.575	127.9 281.45	122.9 L

Procedure NA for arrivals at LINDR via V218 southbound.

4 NM 139° 319° WEDUL

RW32 1755

PICIK 2.3 NM to RW32 ∧1720 ±

(FAF) WOXER 2900 (6) 319°

(IAF) KETEY 4000 NoPT 229° (5)

4000 269° (32.7) BARUM

(IF/IAF) ZUDED 139° 319° 4 NM

(IAF) WIBIL 4000 NoPT 049° (5)

4000 028° (17.7) LINDR

MSA RW32 25 NM 2900

ELEV 1228

3400 X 75

TDZE 1226

32

319° to RW32

MIRL Rwy 14-32 L

4000 WEDUL

VDP NA with Aitkin altimeter setting.

4 NM Holding Pattern

ZUDED WOXER PICIK 2.3 NM to RW32 1 NM to RW32 RW32

3.04° TCH 40

319° 139° 319° 4000

2900 2000

1 NM 1.3 NM 2.8 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	1600-1 374 (400-1)		NA	
CIRCLING	1660-1 432 (500-1)	1680-1 452 (500-1)	NA	

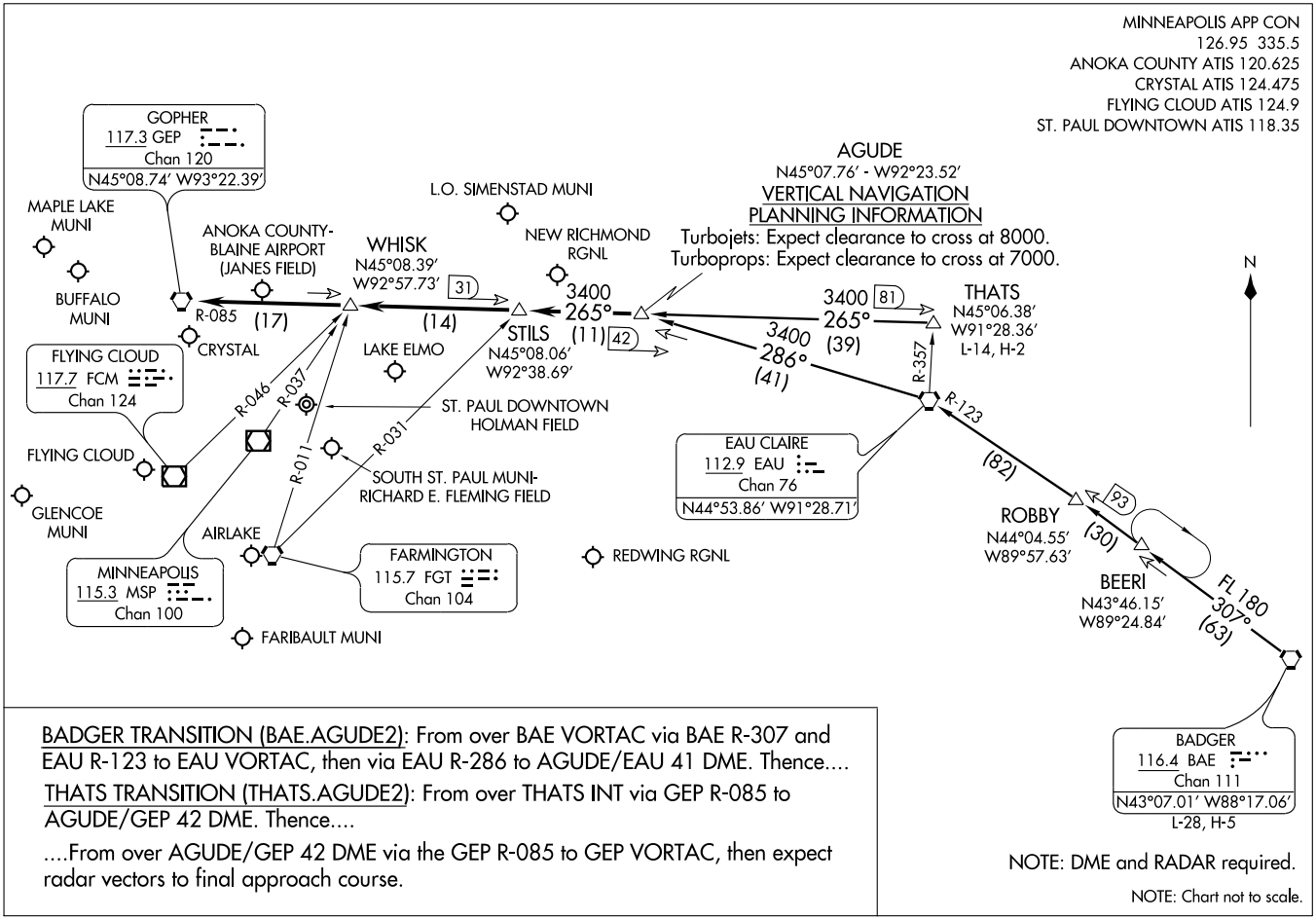
NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

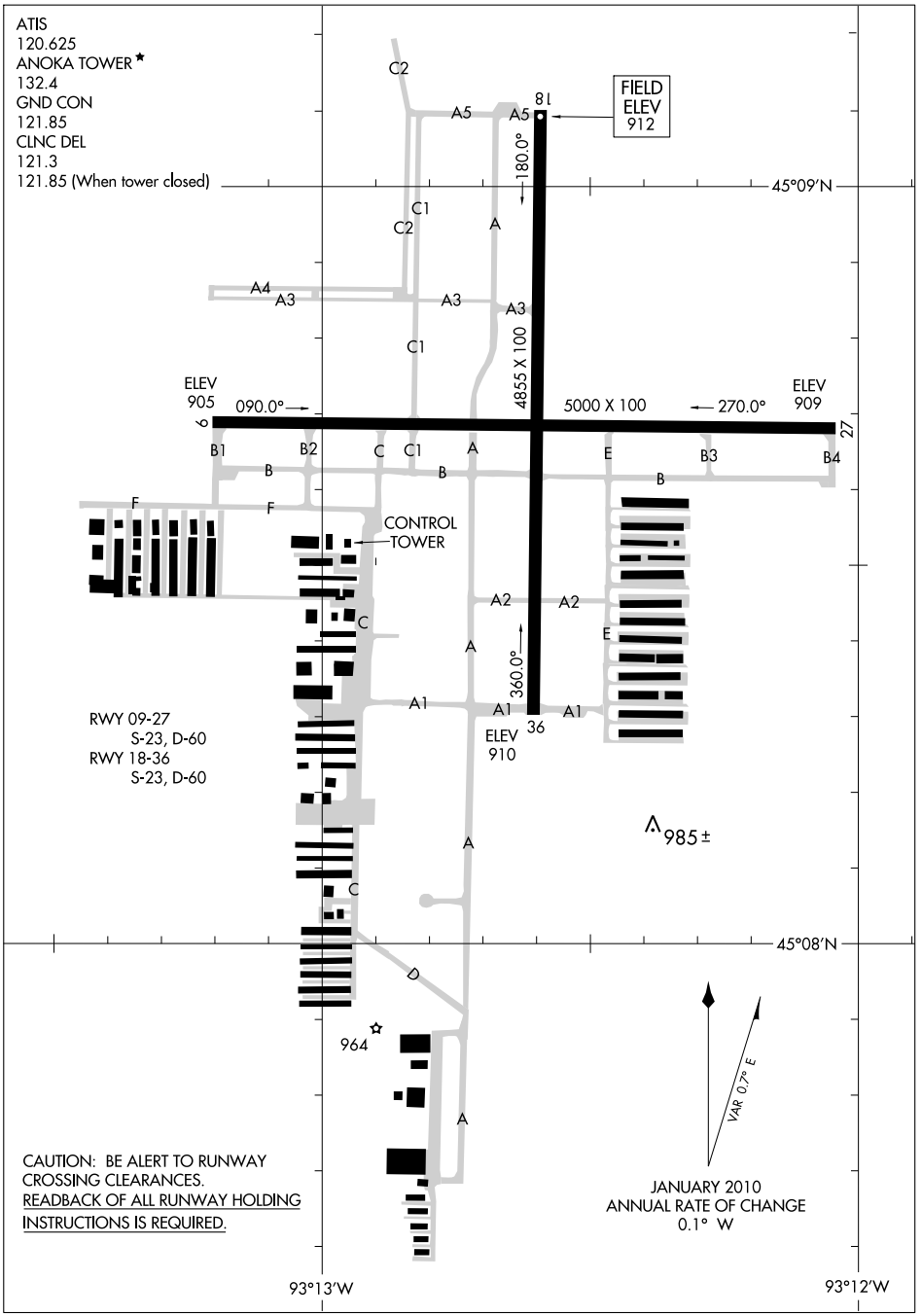
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

AIRPORT DIAGRAM

AL-5202 (FAA)

MINNEAPOLIS, MINNESOTA



AIRPORT DIAGRAM
MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS

AIRLAKE (LVN) 2 SE UTC−6(−5DT) N44°37.67′ W93°13.69′

TWIN CITIES
L–12J, 14I, A
IAP

960 B S4 **FUEL** 100LL, JET A OX 4 TPA—1760(800) NOTAM FILE LVN

RWY 12–30: H4098X75 (ASPH) S–30, D–80, 2S–102 HIRL

RWY 12: REIL. VASI(V4L)—GA 3.25° TCH 37′. Tree. Rgt tfc.

RWY 30: MALSR. PAPI(P4R)—GA 3.0° TCH 29′. Thld dsplcd 392′. Hill.

AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡, Sun 1400–2200Z‡. Maintenance supervisor telephone 612–469–4040 Mon–Fri 1400–2230Z‡. Self service fuel avbl 24 hrs with credit card. Birds on and invof arpt. Hangers 400′ N from centerline in primary surface. Ultralight ops not permitted. ACTIVATE HIRL Rwy 12–30, REIL and VASI Rwy 12, MALSR Rwy 30 and PAPI Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.0 (952) 469–5850.

COMMUNICATIONS: CTAF/UNICOM 123.0

FARMINGTON RCO 122.1R 115.7T (PRINCETON RADIO)

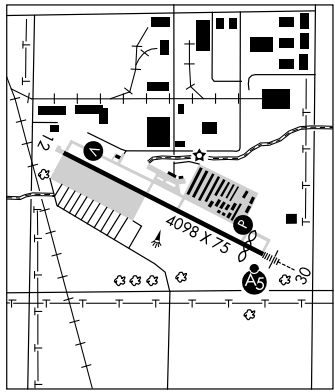
Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7

MINNEAPOLIS CLNC DEL 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 259° 2 NM to fld. 972/6E.

ILS 108.9 I–LVN Rwy 30. Unmonitored.



ANOKA CO–BLAINE (JANES FLD) (ANE) 10 N UTC−6(−5DT) N45°08.69′ W93°12.61′

TWIN CITIES
H–2J, L–12J, 14I, A
IAP, AD

912 B S4 **FUEL** 100LL, JET A TPA—1912(1000) NOTAM FILE ANE

RWY 09–27: H5000X100 (ASPH) S–23, D–60 HIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 18–36: H4855X100 (ASPH) S–23, D–60 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 50′.

AIRPORT REMARKS: Attended 1300–0400Z‡. Deer and waterfowl on and invof arpt. Rwy 09–27 trees +20′ north side in primary surface. Noise abatement procedures in effect. Ctc arpt manager for details at 612–725–6327. ACTIVATE HIRL Rwy 09–27, MIRL Rwy 18–36, REIL Rwy 09, Rwy 18, and Rwy 36, VASI Rwy 18 and Rwy 36 PAPI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.625 (763) 780–9025. LAWRS.

COMMUNICATIONS: CTAF 132.4 **ATIS** 120.625 **UNICOM** 122.95

RCO 122.55 (PRINCETON RADIO)

Ⓡ **MINNEAPOLIS APP/DEP CON** 126.5

MINNEAPOLIS CLNC DEL 121.85

TOWER 132.4 (Oct–Apr 1300–0300Z‡, May–Sep 1300–0400Z‡)

GND CON 121.85 **CLNC DEL** 121.3

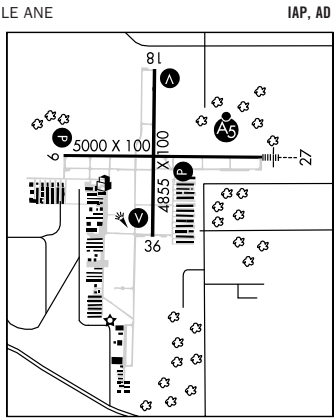
AIRSPACE: CLASS D svc Oct–Apr 1300–0300Z‡, May–Sep 1300–0400Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 084° 6.9 NM to fld. 877/6E. HIWAS.

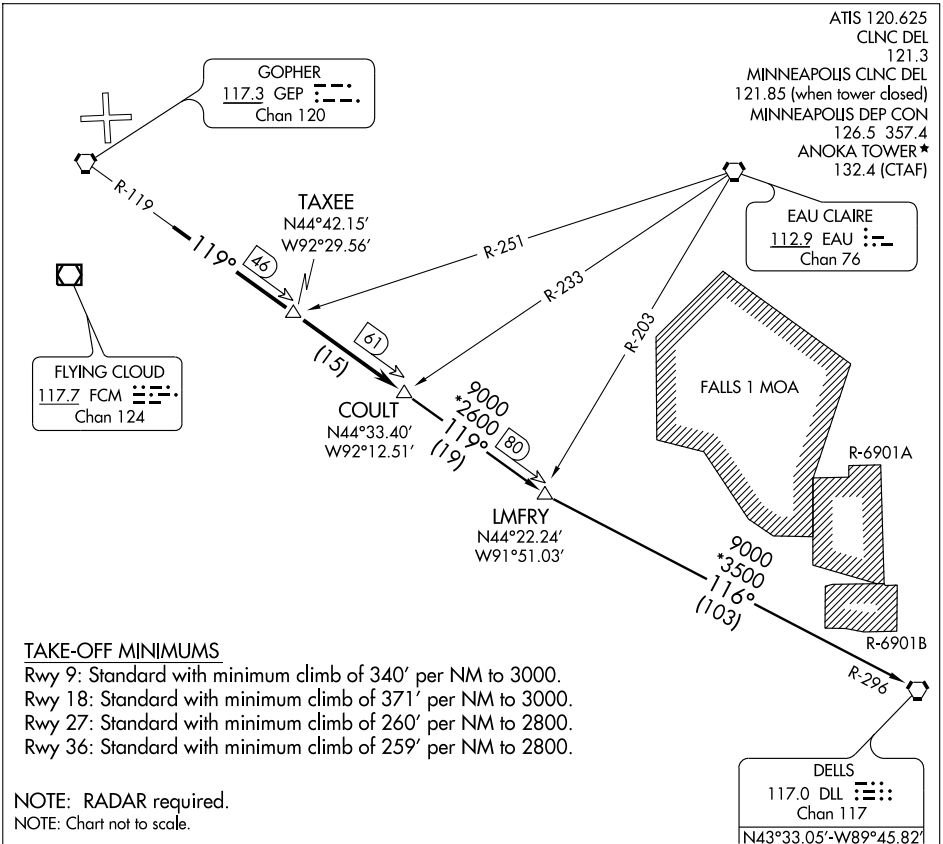
ILS/DME 111.15 I–ANE Chan 48(Y) Rwy 27.

COMM/NAV/WEATHER REMARKS: Minneapolis apch provides CLNC DEL on 121.85 when Anoka Co–Blaine twr clsd.



COULT THREE DEPARTURE

SL-5202 (FAA) MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340' per NM to 3000.
Rwy 18: Standard with minimum climb of 371' per NM to 3000.
Rwy 27: Standard with minimum climb of 260' per NM to 2800.
Rwy 36: Standard with minimum climb of 259' per NM to 2800.

NOTE: RADAR required.
NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL.
RWY18: Aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. Tower 5016'drom DER, 201' left of centerline, 120' AGL/1078' MSL.
RWY 27: Multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957' MSL.
RWY 36: Multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DARWIN THREE DEPARTURE

SL-5202 (FAA)

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340' per NM to 3000.
Rwy 18: Standard with minimum climb of 371' per NM to 3000.
Rwy 27: Standard with minimum climb of 260' per NM to 2800.
Rwy 36: Standard with minimum climb of 259' per NM to 2800.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

NC-1, 21 OCT 2010 to 18 NOV 2010

DARWIN THREE DEPARTURE MINNEAPOLIS, MINNESOTA

(DWN3.DWN) 10042 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL.
Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL.
Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL.
Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL.
Multiple trees 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

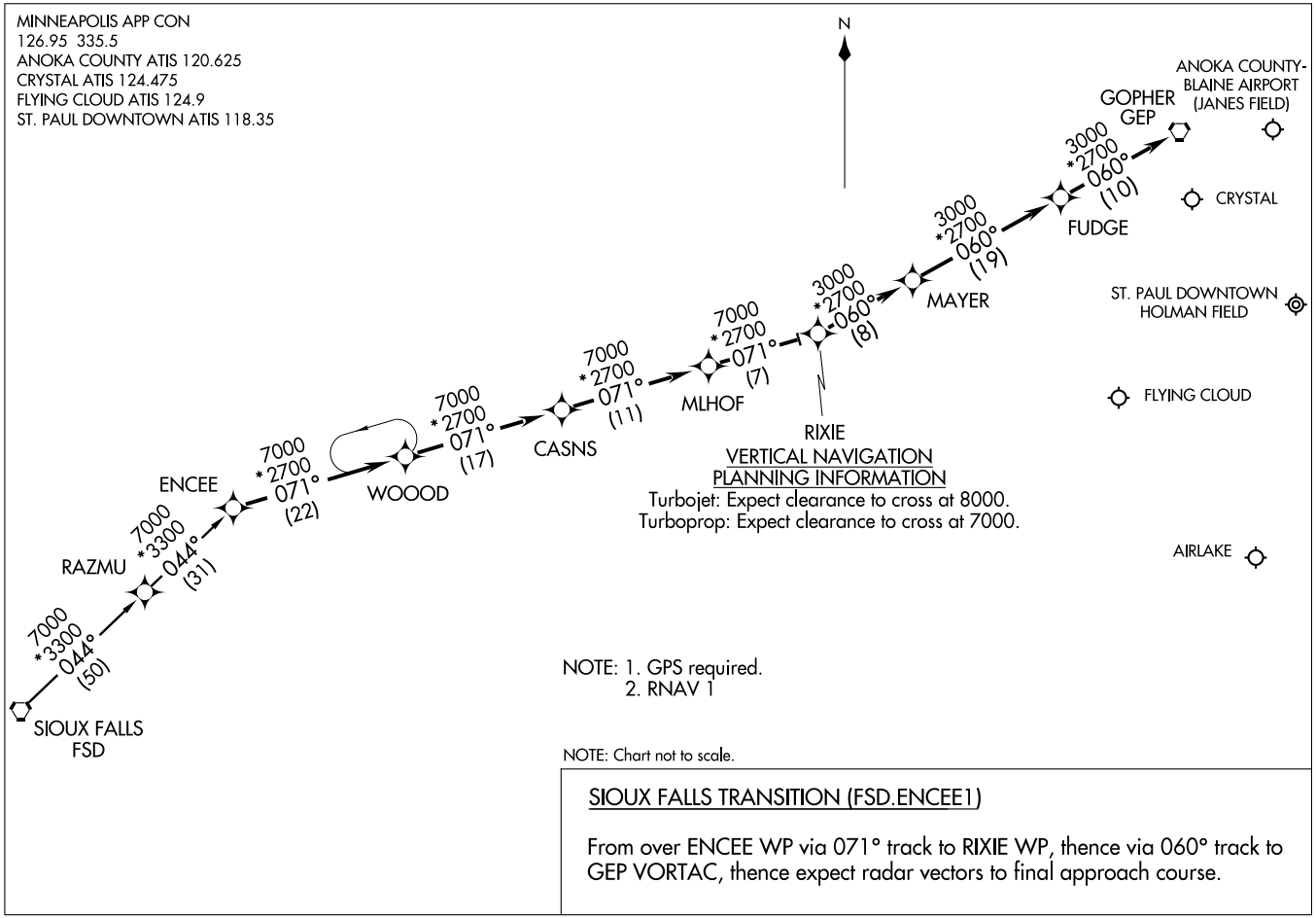
RWY 36: Multiple trees 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL.
Multiple trees 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

MINNEAPOLIS-ST. PAUL, MINNESOTA



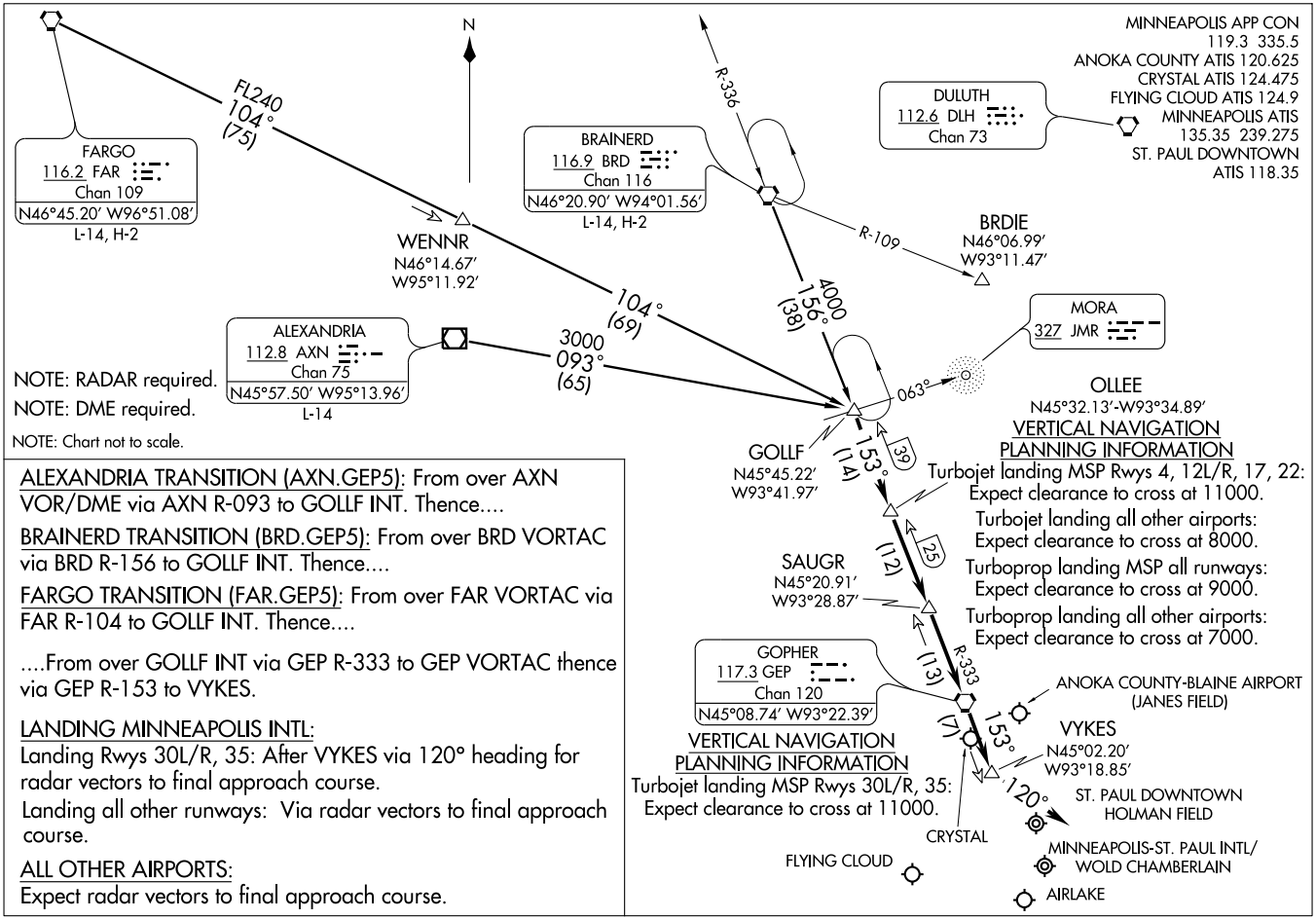
SIOUX FALLS TRANSITION (FSD.ENCEE1)

From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)
(ENCEE.ENCEE1) 07242
ST-263 (FAA)
MINNEAPOLIS-ST. PAUL, MINNESOTA

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

LOC/DME I-ANE	APP CRS	Rwy Idg	5000
111.15	269°	TDZE	910
Chan 48 (Y)		Apt Elev	912

MINNEAPOLIS/ ILS or LOC/DME RWY 27
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

If local altimeter setting not received, use Crystal altimeter setting and increase all DAs/MDAs 40 feet.
VDP NA with Crystal altimeter setting.

MALSR

MISSED APPROACH: Climb to 2700 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95

ALTERNATE MISSED APCH FIX
2454
149°
329°
PRINCETON PNM 368

Procedure NA for arrivals at BLAYN via V13 northbound, and arrivals at STILS via V78 eastbound.

15 NM

(IAF) BLAYN GEP 23

GEP 23 Arc 3100

R-058

GOPHER 117.3 GEP Chan 120

1530 1061± 1082 1426 LR-079 2600

R-264 084° 264° 1065± 1081± 269° (10.6) 089°

KOGGE I-ANE 3.6 1520 2438

BOKYA I-ANE 6.1

(IF) JUDAL I-ANE 16.7

(IAF) STILS GEP 30.9

GEP R-085

3100 265° (8)

MSA GEP 25 NM 3500

LOCALIZER 111.15 I-ANE Chan 48(Y)

DME REQUIRED

ELEV 912
971±
8l
4855 X 100
967±
TDZE 910
5000 X 100
27
6
269° 5.1 NM from FAF
36
985±
964

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18, and 36 L

2700 GEP 117.3

Use I-ANE DME when on the localizer course.

I-ANE 1 I-ANE 2.2 KOGGE I-ANE 3.6 BOKYA I-ANE 6.1 JUDAL I-ANE 16.7

2600 1780 269° 2600 3100

Procedure Turn NA

GS 3.00° TCH 49

1.2 NM 1.4 NM 2.5 NM 10.6 NM

CATEGORY	A	B	C	D
S-ILS 27	1110-½ 200 (200-½)			
S-LOC 27	1340-½ 430 (500-½)		1340-¾ 430 (500-¾)	1340-1 430 (500-1)
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10098

MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

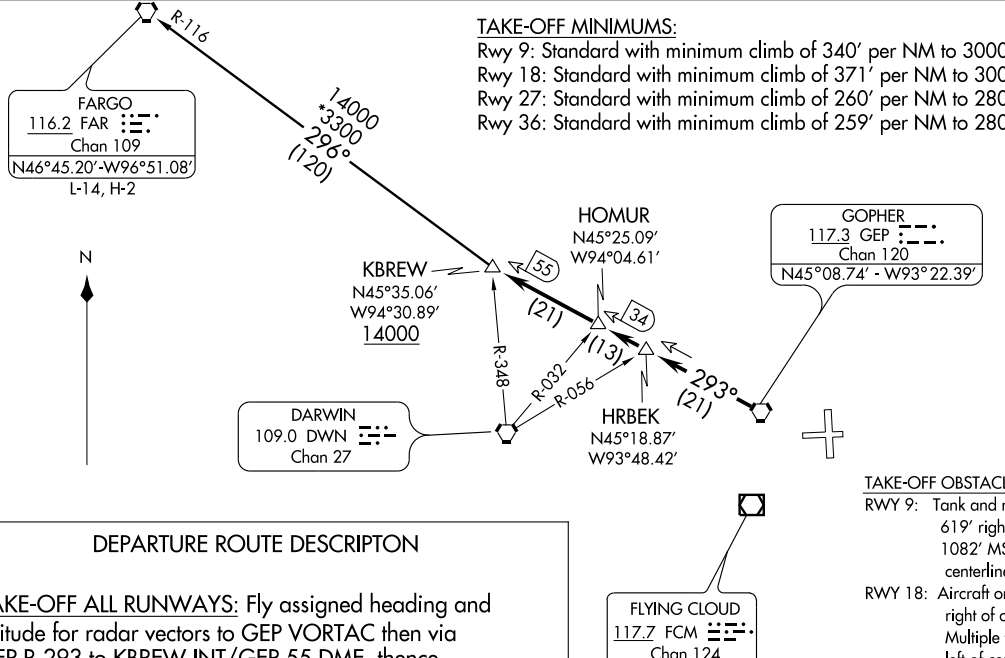
MINNEAPOLIS, MINNESOTA

KBREW THREE DEPARTURE
(KBREW3.KBREW) 10098
MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)
MINNEAPOLIS, MINNESOTA

SL-5202 (FAA)

TAKE-OFF MINIMUMS:
Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

ATIS 120.625
TOWER 132.4
CLNC DEL 121.3
MINNEAPOLIS CLNC DEL 121.85 (when tower closed)
MINNEAPOLIS DEP CON 126.5 357.4



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR):
From over KBREW INT via FAR R-116 to FAR VORTAC.

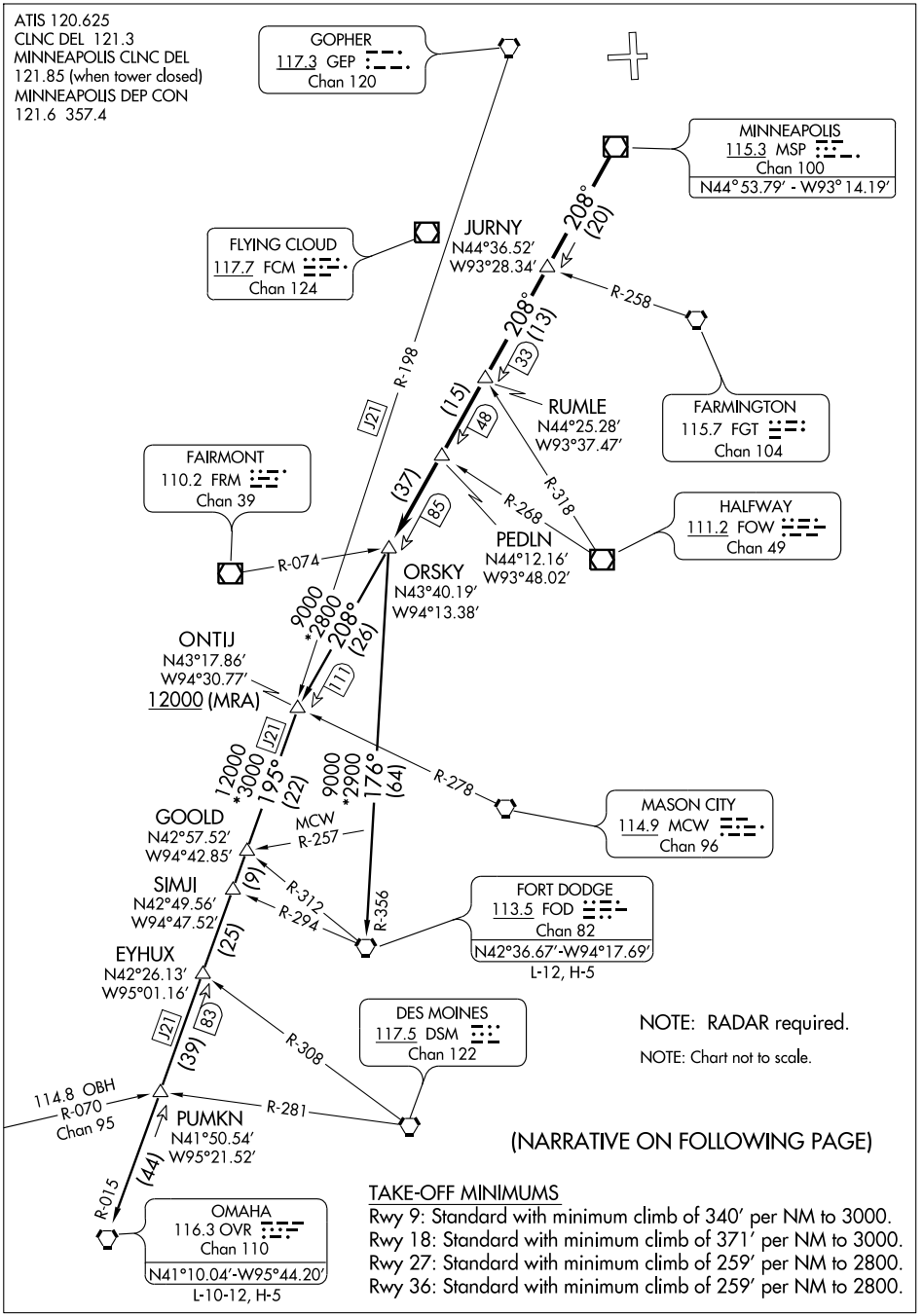
NOTE: RADAR required.
NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTES:
RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/ 1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline up to 21′ AGL/ 928′ MSL. Multiple trees beginning 406′ form DER,287′ left of centerline, up to 49′ AGL/ 959′ MSL. Tower 5016′ from DER 201′ left of centerline 120′ AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/ 983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/ 957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

ORSKY FOUR DEPARTURE

SL-5202 (FAA)

MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

ORSKY FOUR DEPARTURE

MINNEAPOLIS, MINNESOTA

(ORSKY4.ORSKY) 10098 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL.
Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL.
Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL.
Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL.
Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL.
Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 82312	089°	TDZE	910
W09A		Apt Elev	912

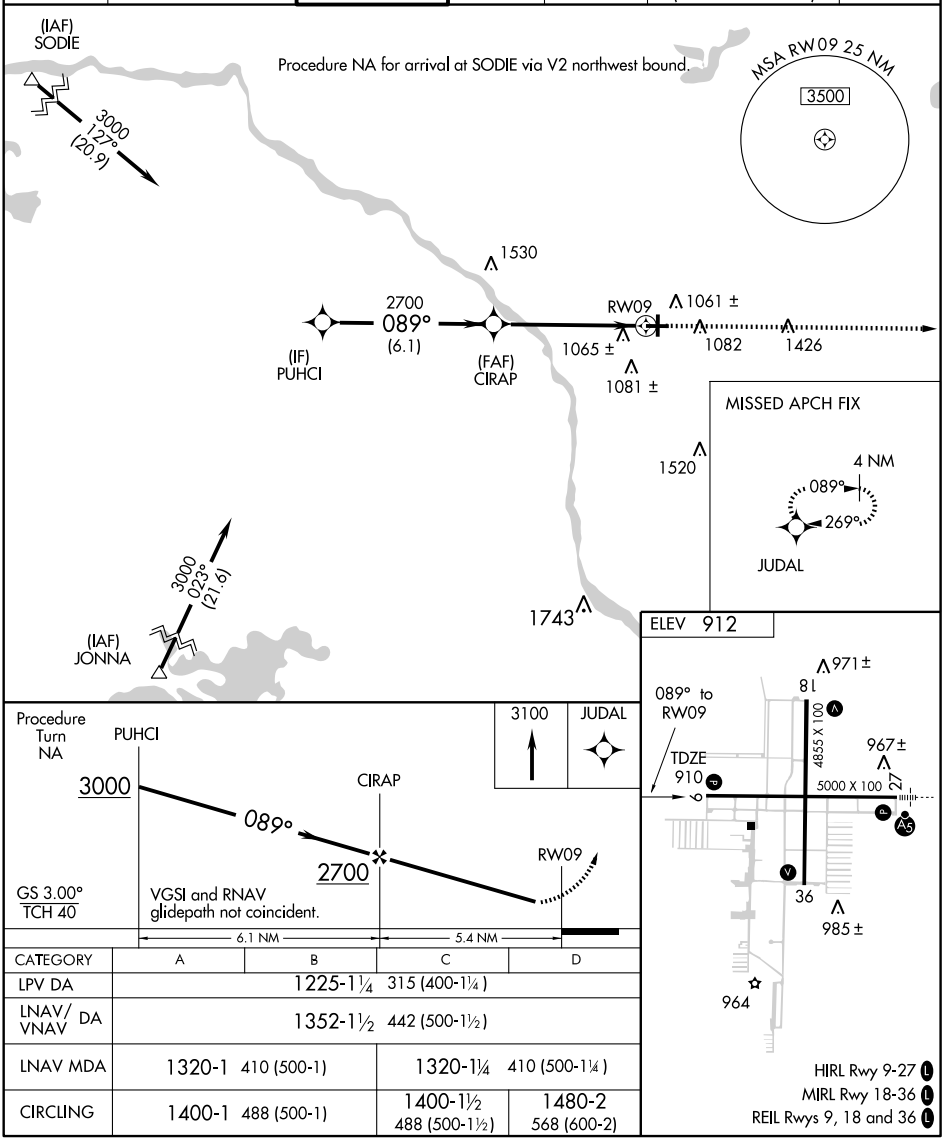
RNAV (GPS) RWY 9

MINNEAPOLIS/ ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

Baro-VNAV NA when using Crystal altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crystal altimeter setting and increase all DA 25 feet, all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 3100 direct JUDAL and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	1225-1¼ 315 (400-1¼)			
LNAV/ VNAV DA	1352-1½ 442 (500-1½)			
LNAV MDA	1320-1 410 (500-1)		1320-1¼ 410 (500-1¼)	
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4855
179°	TDZE	912
	Apt Elev	912

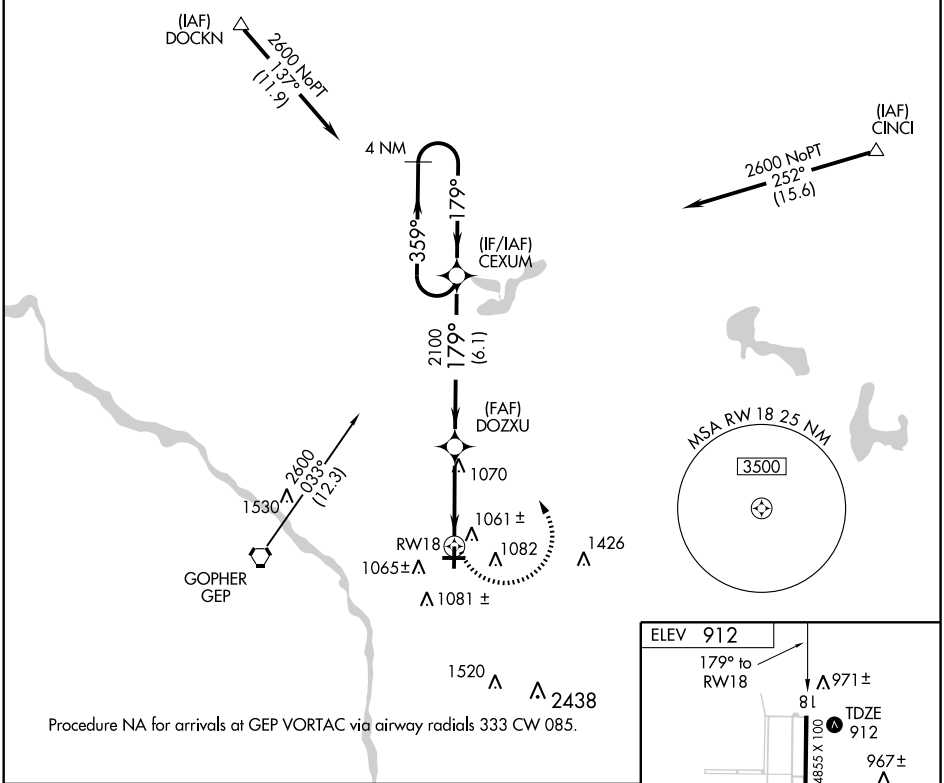
RNAV (GPS) RWY 18

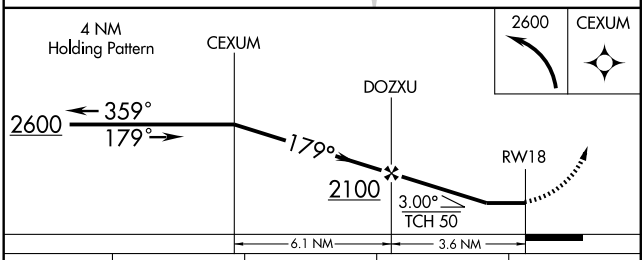
MINNEAPOLIS/
ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

▼ DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

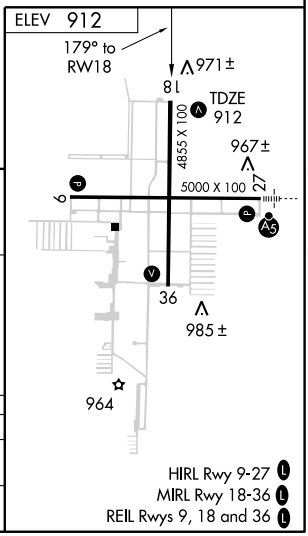
MISSED APPROACH: Climbing left turn to 2600 direct CEXUM and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	1380-1	468 (500-1)	1380-1¼ 468 (500-1¼)	1380-1½ 468 (500-1½)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 78300	269°	TDZE	910
W27A		Apt Elev	912

RNAV (GPS) RWY 27

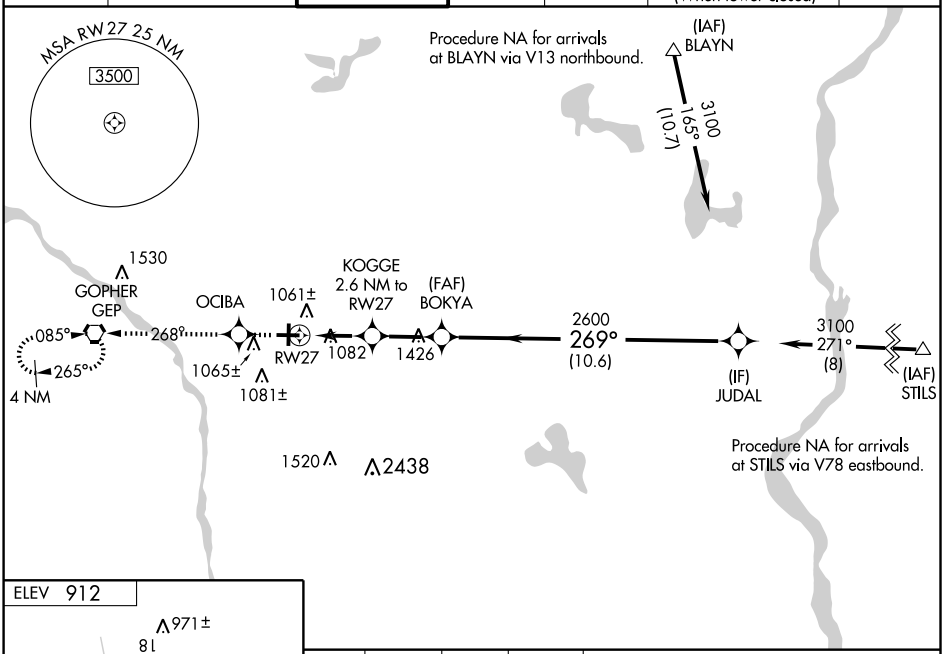
MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

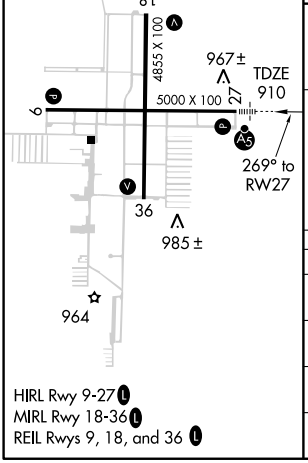
Baro-VNAV and VDP NA when using Crystal altimeter setting.
If local altimeter setting not received, use Crystal altimeter setting and increase all DAs/MDAs 40 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat C visibility to 1¼.

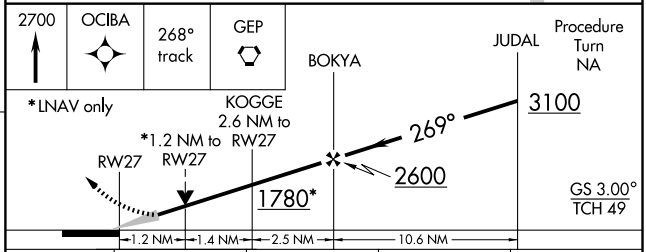
MALSR

MISSED APPROACH: Climb to 2700 direct OCIBA and via 268° track to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER*	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1160-½ 250 (300-½)			
LNAV/VNAV DA	1371-1 461 (500-1)			
LNAV MDA	1340-½ 430 (500-½)			1340-1 430 (500-1)
CIRCLING	1400-1 488 (500-1)		1400-1½ 488 (500-1½)	1480-2 568 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18, and 36 L

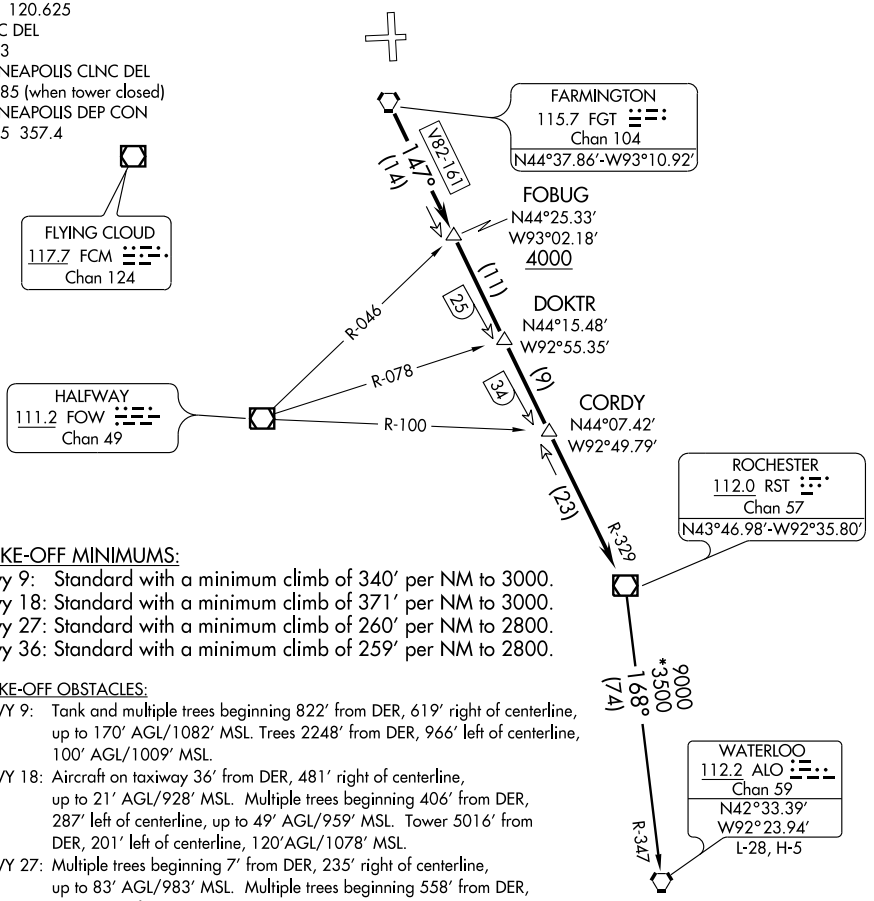
NC-1, 21 OCT 2010 to 18 NOV 2010

ROCHESTER FOUR DEPARTURE

SL-5202 (FAA) MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4



TAKE-OFF MINIMUMS:
Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with a minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

TAKE-OFF OBSTACLES:
RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ right of centerline, up to 57′ AGL/957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS:
Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

SCHEP THREE DEPARTURE

(SCHEP3.SCHEP) 10154 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) MINNEAPOLIS, MINNESOTA

SCHEP THREE DEPARTURE

(SCHEP3.SCHEP) 10154 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) MINNEAPOLIS, MINNESOTA

SL-5202 (FAA)

TAKE-OFF OBSTACLES:

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL Tower 5016′ from DER 201′ left of centerline, 120′ AGL/1078′ MSL..

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ right of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

TAKE-OFF MINIMUMS:

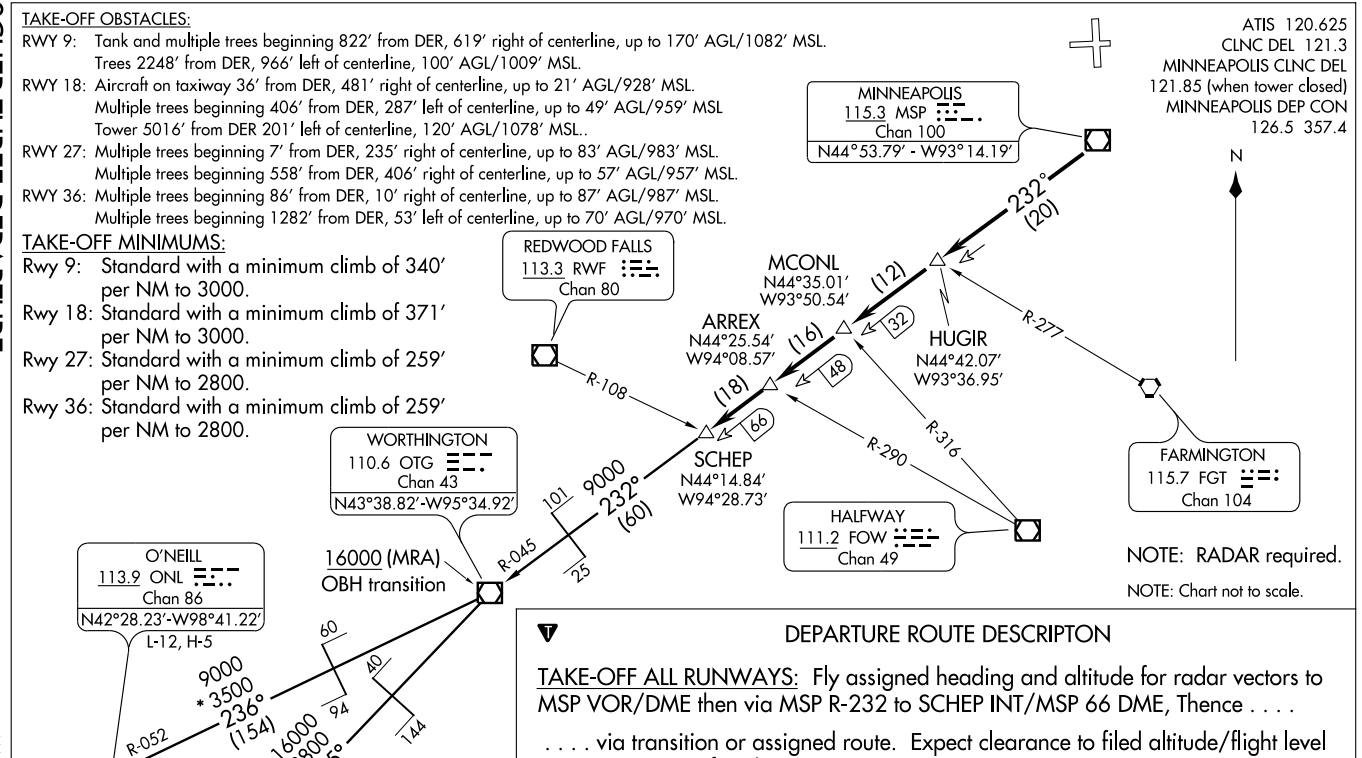
Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.

Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.

Rwy 27: Standard with a minimum climb of 259′ per NM to 2800.

Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

ATIS 120.625
CLNC DEL 121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME then via OTG R-215 and OBH R-034 to OBH VORTAC.

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GEP 117.3 Chan 120	APP CRS 264°	Rwy Idg 5000 TDZE 910 Apt Elev 912

VOR/DME RWY 27

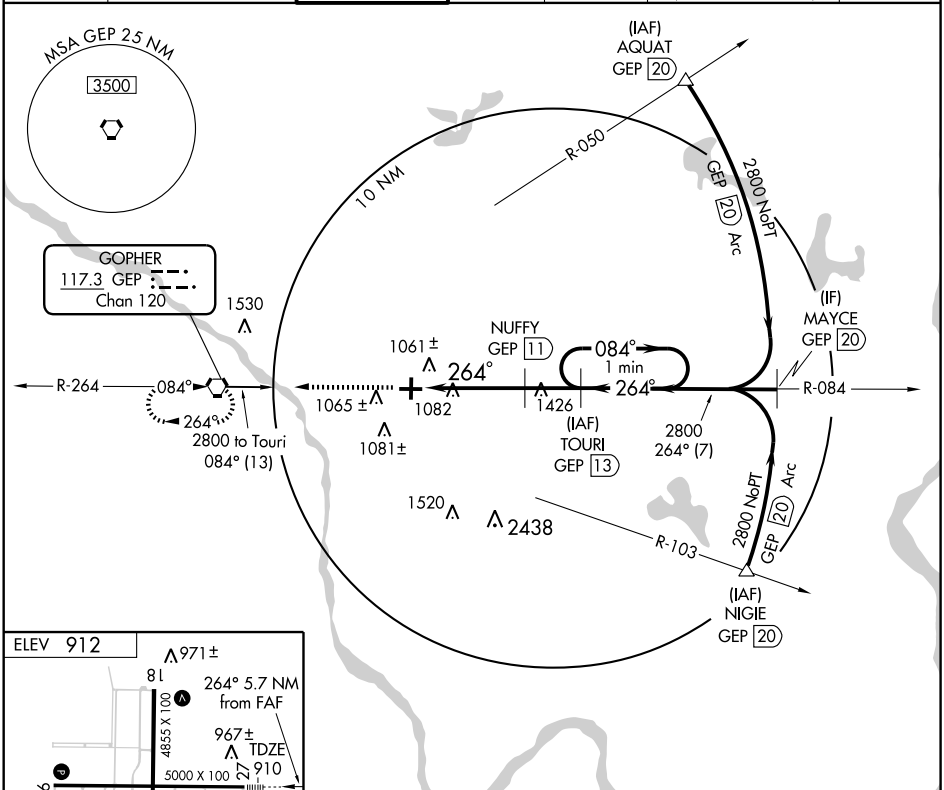
MINNEAPOLIS/ ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

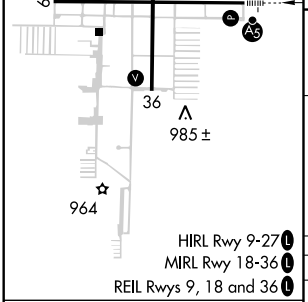
DME required.
When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet.
VDP NA when using Crystal altimeter setting.

MALSR

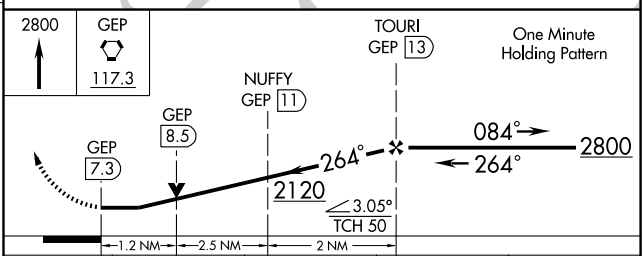
MISSED APPROACH: Climb to 2800 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-27	1340-½	430 (500-½)	1340-¾ 430 (500-¾)	1340-1 430 (500-1)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC GEP	APP CRS	Rwy Idg	5000
117.3	084°	TDZE	910
Chan 120		Apt Elev	912

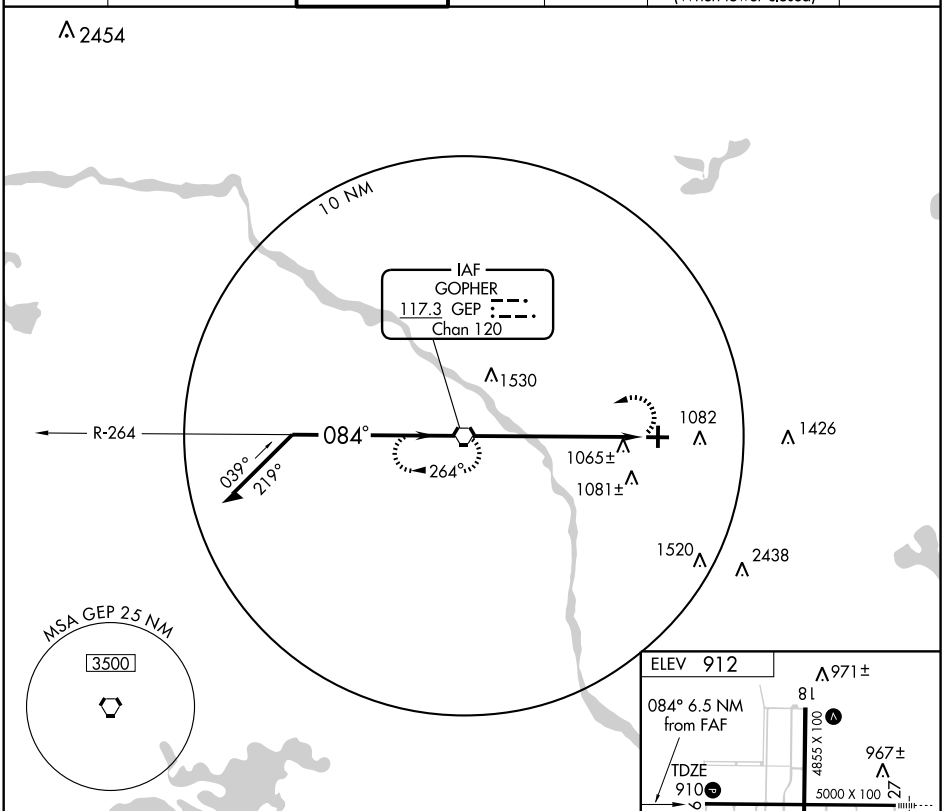
VOR RWY 9

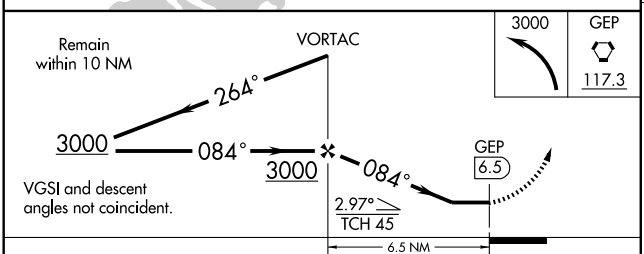
MINNEAPOLIS/ ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

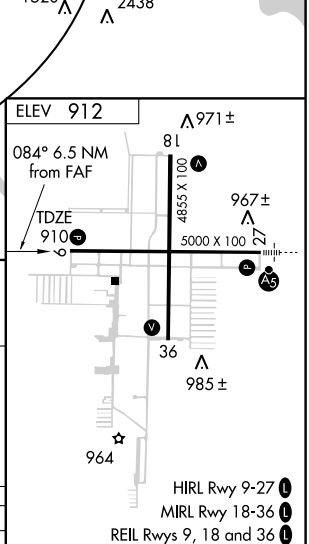
▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Crystal altimeter setting and increase all MDA 40 feet and S-9 Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	ANOKA TOWER★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
120.625	126.5	132.4 (CTAF) L	121.85	121.3	121.85 (When tower closed)	122.95







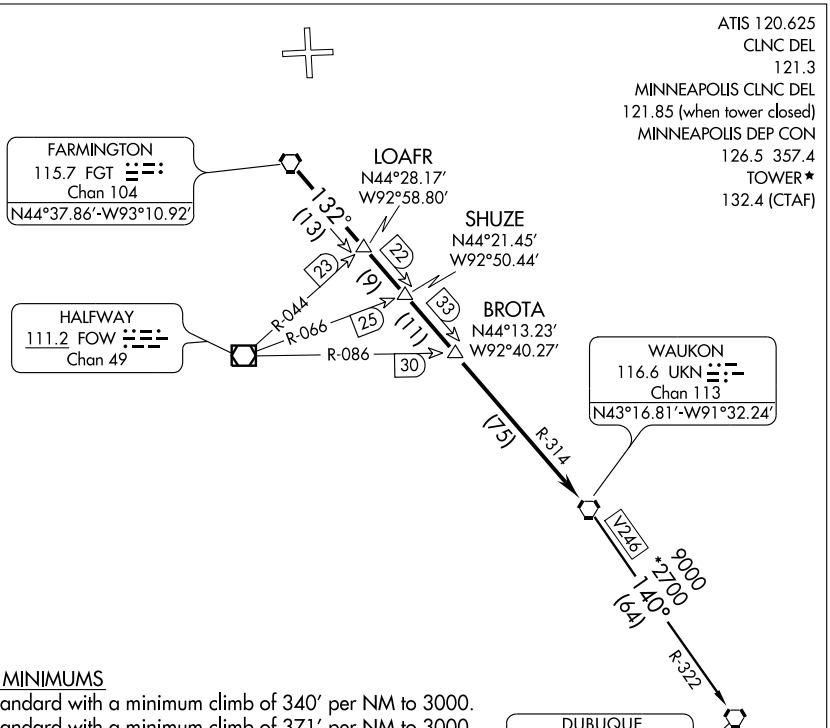
CATEGORY	A	B	C	D
S-9	1380-1	470 (500-1)	1380-1¼ 470 (500-1¼)	1380-1½ 470 (500-1½)
CIRCLING	1400-1	488 (500-1)	1400-1½ 488 (500-1½)	1480-2 568 (600-2)

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAUKON THREE DEPARTURE SL-5202 (FAA)

NC-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF MINIMUMS

Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with a minimum climb of 260′ per NM to 2800.
Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.
RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.
RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.
RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

WLSTN THREE DEPARTURE

(WLSTN3.WLSTN) 10042

MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

MINNEAPOLIS, MINNESOTA

WLSTN THREE DEPARTURE

(WLSTN3.WLSTN) 10042

MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE)

MINNEAPOLIS, MINNESOTA

SL-5202 (FAA)

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4

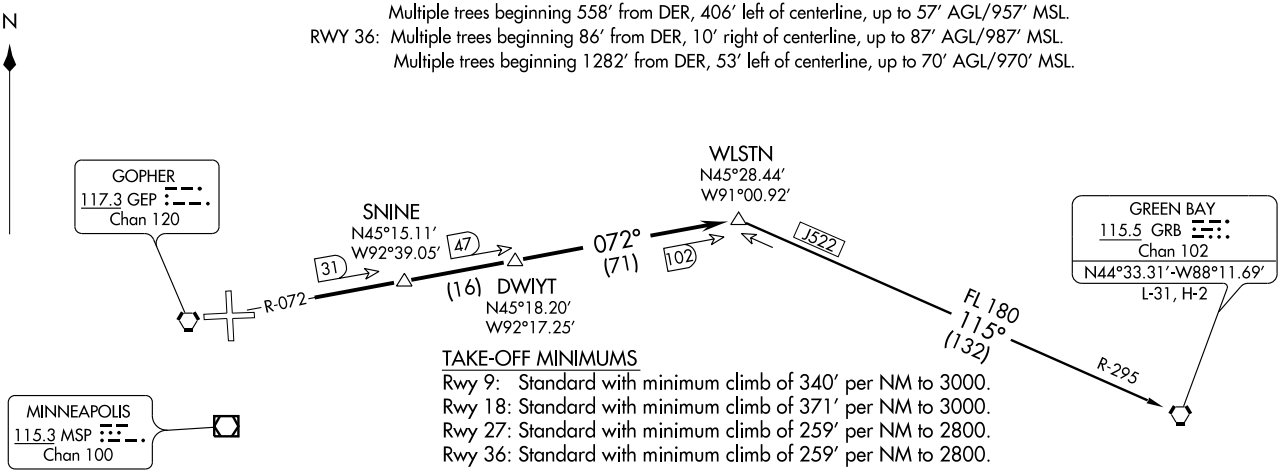
TAKE-OFF OBSTACLE NOTES

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ left of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.



TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 340′ per NM to 3000.
Rwy 18: Standard with minimum climb of 371′ per NM to 3000.
Rwy 27: Standard with minimum climb of 259′ per NM to 2800.
Rwy 36: Standard with minimum climb of 259′ per NM to 2800.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10042 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) MINNEAPOLIS, MINNESOTA

ZMBRO THREE DEPARTURE
(ZMBRO3.ZMBRO) 10042 MINNEAPOLIS/ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) (ANE) MINNEAPOLIS, MINNESOTA

SL-5202 (FAA)

ATIS 120.625
CLNC DEL
121.3
MINNEAPOLIS CLNC DEL
121.85 (when tower closed)
MINNEAPOLIS DEP CON
126.5 357.4

MINNEAPOLIS
115.3 MSP
Chan 100

TAKE-OFF OBSTACLES:

RWY 9: Tank and multiple trees beginning 822′ from DER, 619′ right of centerline, up to 170′ AGL/1082′ MSL. Trees 2248′ from DER, 966′ left of centerline, 100′ AGL/1009′ MSL.

RWY 18: Aircraft on taxiway 36′ from DER, 481′ right of centerline, up to 21′ AGL/928′ MSL. Multiple trees beginning 406′ from DER, 287′ left of centerline, up to 49′ AGL/959′ MSL. Tower 5016′ from DER, 201′ left of centerline, 120′ AGL/1078′ MSL.

RWY 27: Multiple trees beginning 7′ from DER, 235′ right of centerline, up to 83′ AGL/983′ MSL. Multiple trees beginning 558′ from DER, 406′ right of centerline, up to 57′ AGL/957′ MSL.

RWY 36: Multiple trees beginning 86′ from DER, 10′ right of centerline, up to 87′ AGL/987′ MSL. Multiple trees beginning 1282′ from DER, 53′ left of centerline, up to 70′ AGL/970′ MSL.

TAKE-OFF MINIMUMS:

Rwy 9: Standard with a minimum climb of 340′ per NM to 3000.

Rwy 18: Standard with a minimum climb of 371′ per NM to 3000.

Rwy 27: Standard with a minimum climb of 259′ per NM to 2800.

Rwy 36: Standard with a minimum climb of 259′ per NM to 2800.

R-138

138°

34

JEDET
N44°27.68′
W92°43.68′
4000

121°
(14)

ZMBRO
N44°20.50′
W92°26.91′

R-059

HALFWAY
111.2 FOW
Chan 49

R-006

9000
*2800
121°
(50)

NODINE
117.9 ODI
Chan 126
N43°54.74′-W91°28.05′
L-28, H-2

ROCHESTER
112.0 RST
Chan 57

R-301

N

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

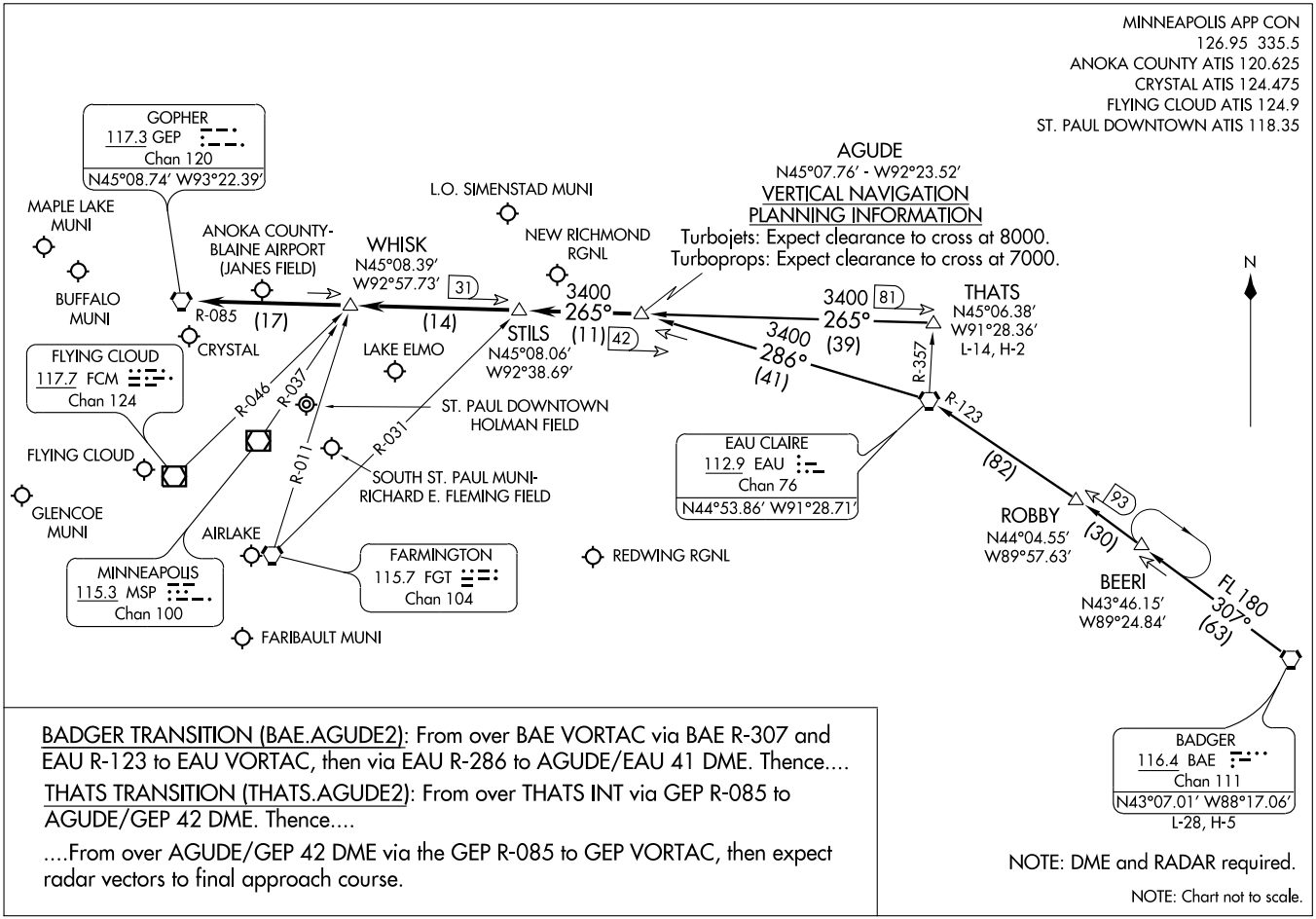
NOTE: RADAR Required

NOTE: Chart not to scale.

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

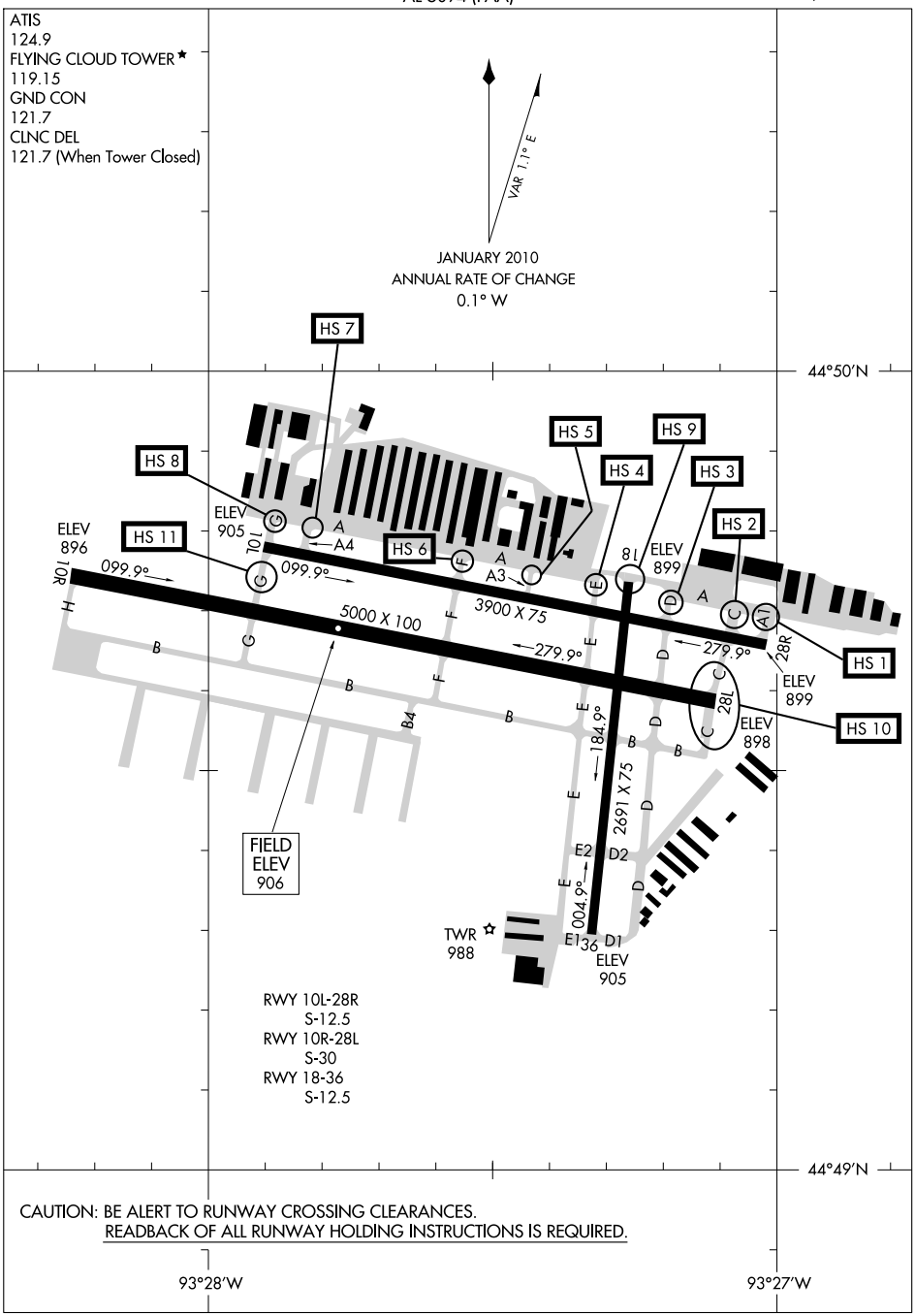
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

AIRPORT DIAGRAM

AL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINNEAPOLIS, MINNESOTA
MINNEAPOLIS/ FLYING CLOUD (FCM)

10266

FLYING CLOUD (FCM) 11 SW UTC−6(−5DT) N44°49.65′ W93°27.51′ **TWIN CITIES**

906 B S4 **FUEL** 100, 100LL, JET A OX 3, 4 TPA–1906(1000) NOTAM FILE FCM **H–2J, L–12J, 14H, A**

RWY 10R–28L: H5000X100 (ASPH) S–30 HIRL **IAP, AD**

RWY 10R: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Rgt tfc.

RWY 28L: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Bldg.

RWY 10L–28R: H3900X75 (ASPH) S–12.5 MIRL

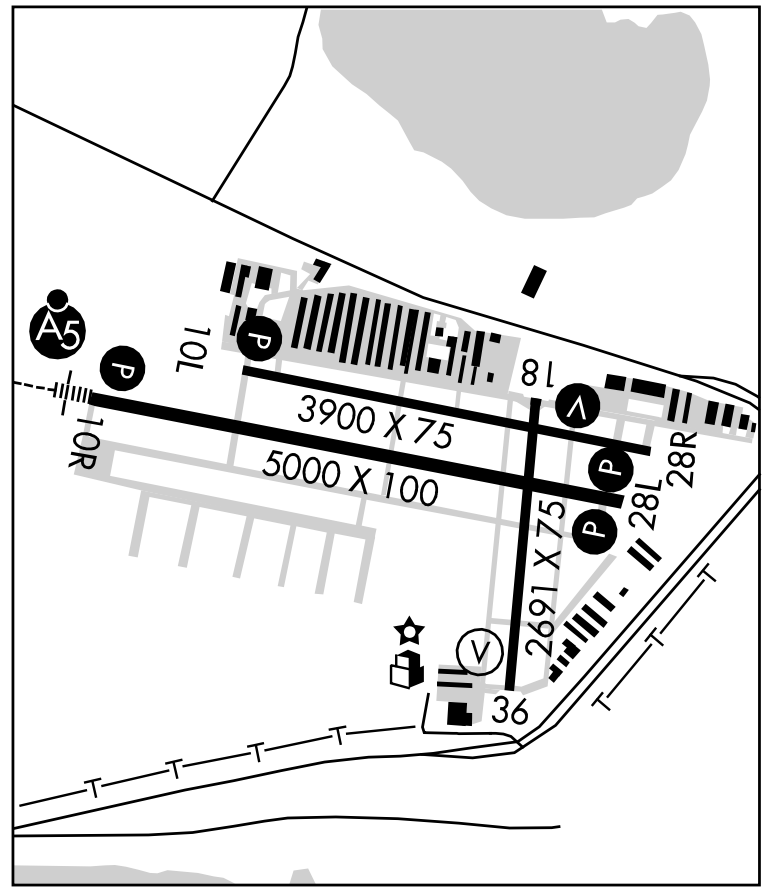
RWY 10L: PAPI(P4L)—GA 3.0°, TCH 39′.

RWY 28R: PAPI(P4L)—GA 3.0° TCH 38′. Road. Rgt tfc.

RWY 18–36: H2691X75 (ASPH) S–12.5 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 37′. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 31′. Road.



AIRPORT REMARKS: Attended 1300–0400Z‡. Self serve fuel available 24 hrs. Rwy 10L–28R CLOSED when twr clsd. Arpt CLOSED to jets not meeting FAR 36, jet training and acft weighting more than 60,000 lbs gross weight. Maintenance run-ups are prohibited between 0400–1300Z‡. Ultralight ops prohibited. Deer and waterfowl on and invof arpt. When twr clsd snow removal operators monitor 119.15. Rwy 10R and Rwy 28R rgt tfc during twr hrs only. For noise abatement procedures call 612–725–6327. Rwy 18–36 turn–off A, B, D1, D2, E1, E2, lights OTS indef. When twr clsd ACTIVATE MIRL Rwy 18–36 and HIRL Rwy 10R–28L, MALSR Rwy 10R, REIL Rwy 28L, Rwy 18 and Rwy 36, VASI Rwy 18, PAPI Rwy 10L, Rwy 10R, Rwy 28L and Rwy 28R–frequency 119.15. PAPI Rwy 10L, Rwy 28R, and MIRL Rwy 10L–28R activated only when Rwy 10R–28L clsd. Rwy 36 VASI on continuously.

WEATHER DATA SOURCES: ASOS (952) 941–4156.

COMMUNICATIONS: CTAF 119.15 **ATIS** 124.9

UNICOM 122.95

Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7

MINNEAPOLIS CLNC DEL 121.7 (When twr closed)

TOWER 119.15 125.2 (Apr–Oct 1300–0400Z‡, Nov–Mar 1300–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7

AIRSPACE: CLASS D svc Apr–Oct 1300–0400Z‡ Nov–Mar 1300–0300Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE FCM.

(L) VOR/DME 117.7 FCM Chan 124 N44°49.52′ W93°26.56′ at fld. 902/1E.

ILS 109.7 I–FCM RWY 10R. GS unusable byd 5 degrees right of course. GS unmonitored 0300–1200Z‡.

COPTER ILS 109.7 I–FCM Rwy 10R.

COPTER ILS or LOC RWY 10R

MINNEAPOLIS/ FLYING CLOUD (FCM)

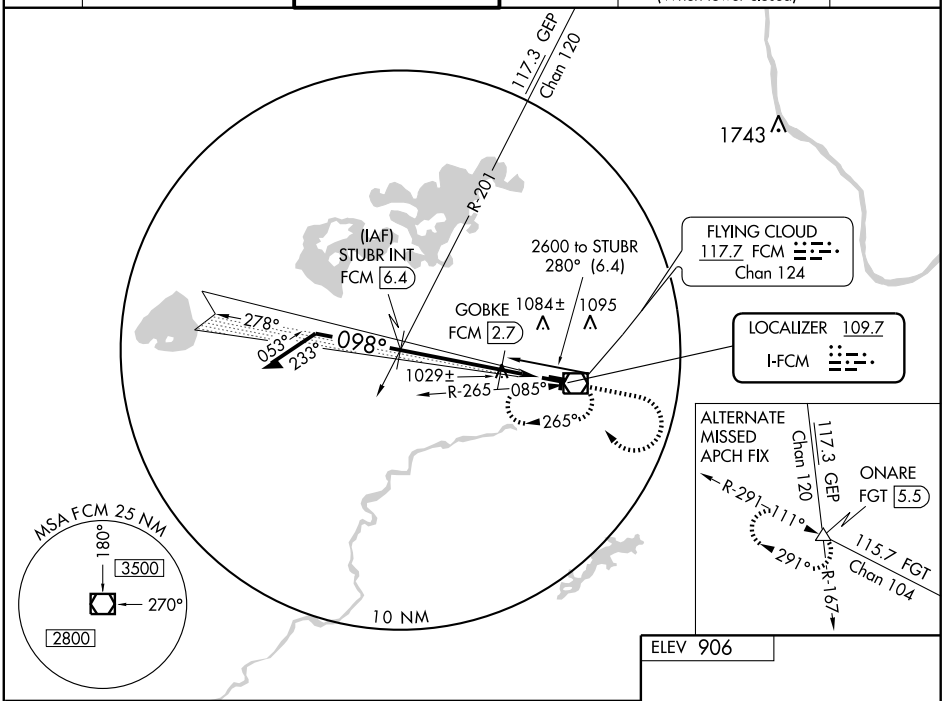
LOC I-FCM	APP CRS	Rwy Idg / TDZE / Apt Elev
109.7	098°	5000 / 905 / 906

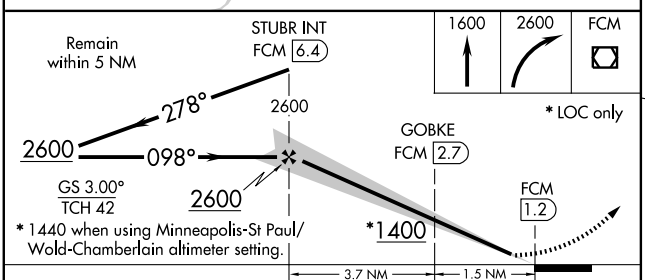
For inoperative MALSR increase visibility to ½ mile. When local altimeter setting not received, use Minneapolis-St Paul Intl-Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet.

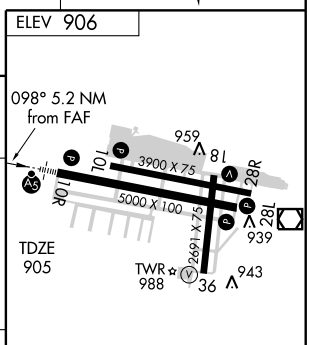
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct FCM VOR/DME and hold, continue climb-in-hold to 2600.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95







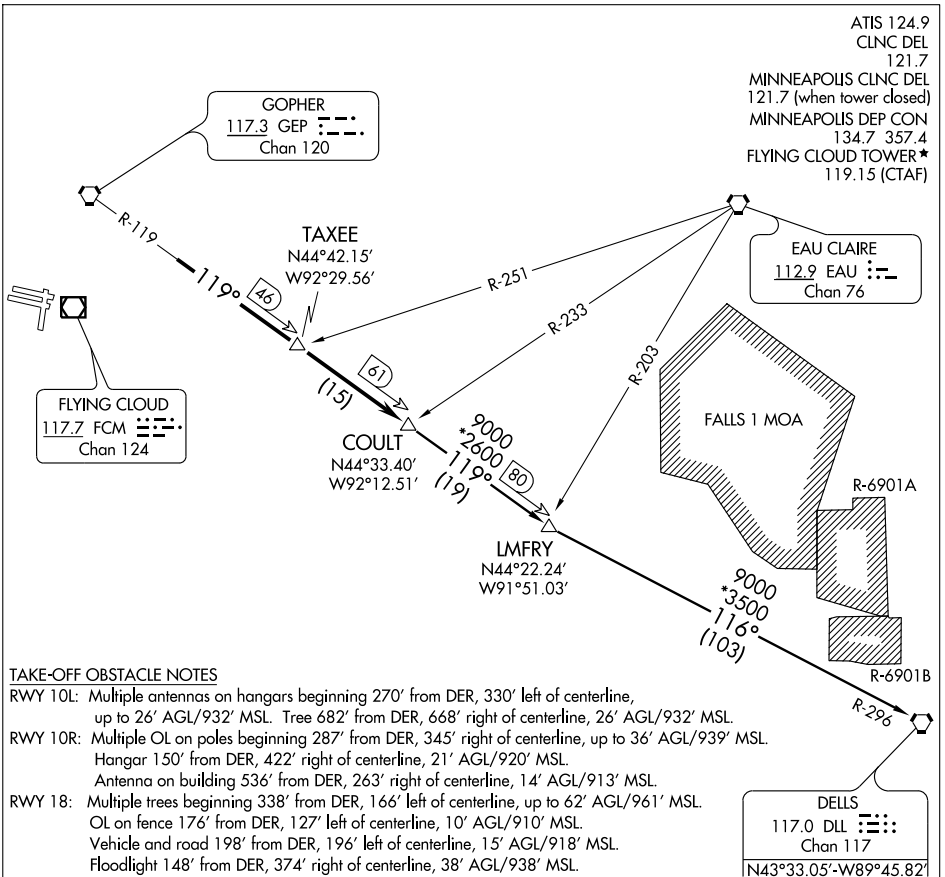
CATEGORY	COPTER	B	C	D
H-ILS 10R	1105- ¼ 200 (200- ¼)	NA		
H-LOC 10R	1400-¼ 495 (500-¼)	NA		
GOBKE FIX MINIMUMS				
H-LOC 10R	1280-¼ 375 (400-¼)	NA		

HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

FAF to MAP 5.2 NM

Knots	45	60	75	90	105
Min:Sec	6:56	5:12	4:10	3:28	2:58

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010



TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER. 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS

Rwy 10L, 28R, 10R, 28L, 18, 36: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DARWIN THREE DEPARTURE
(DWN3.DWN) 10042
MINNEAPOLIS, MINNESOTA
MINNEAPOLIS/ FLYING CLOUD (FCM)
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expectclearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN3.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hanger 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

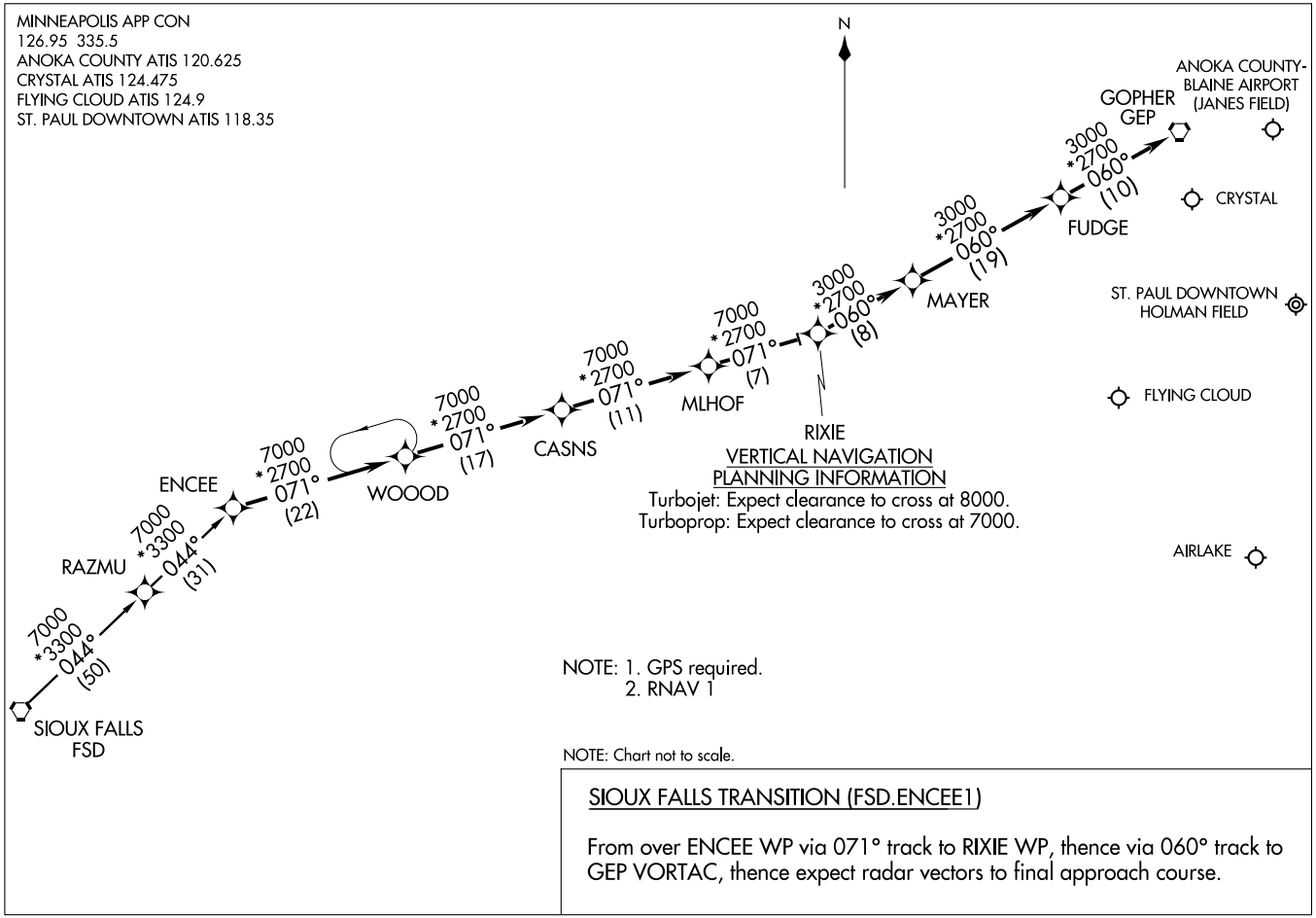
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

MINNEAPOLIS-ST. PAUL, MINNESOTA



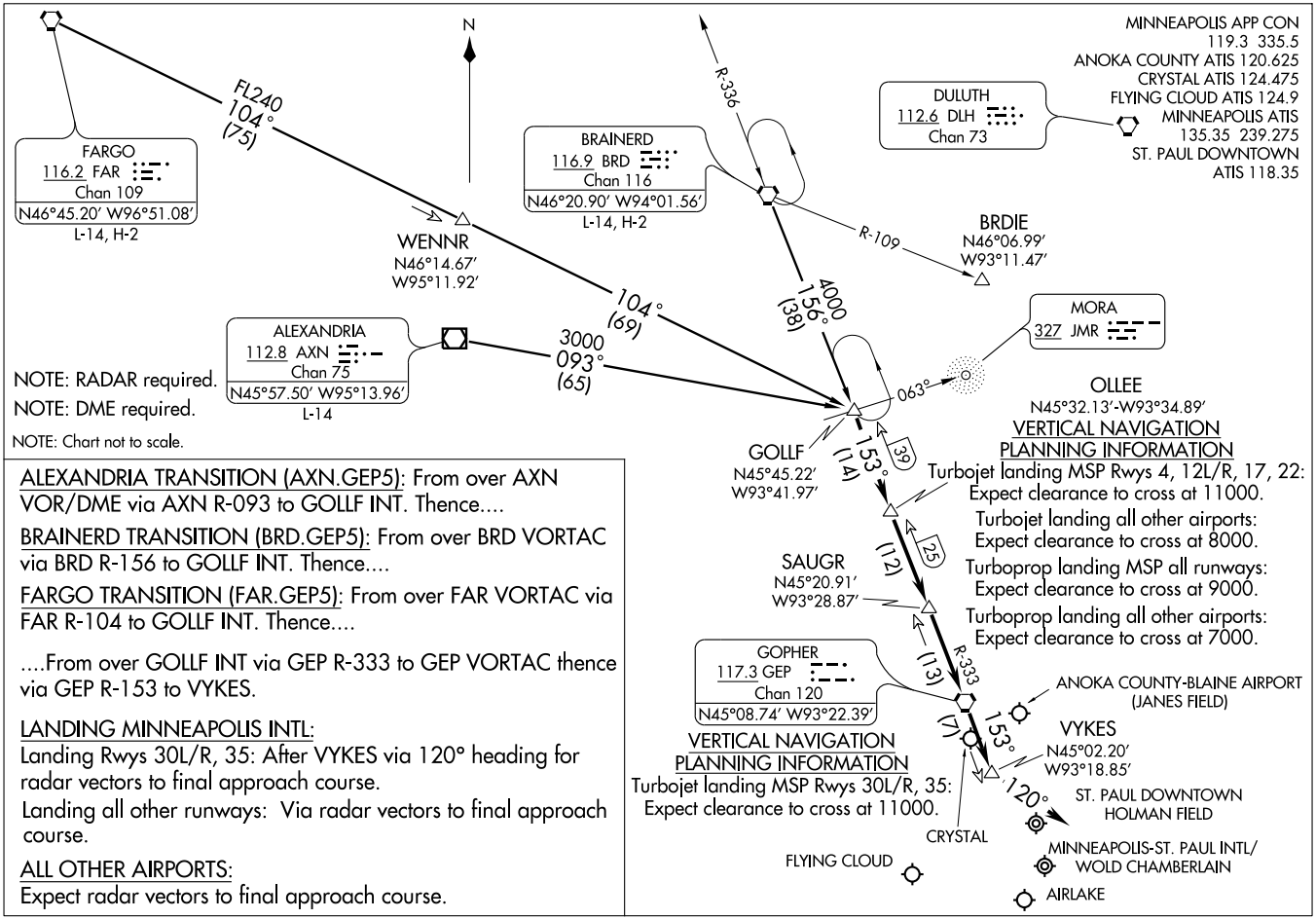
SIOUX FALLS TRANSITION (FSD.ENCEE1)

From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)
(ENCEE.ENCEE1) 07242
ST-263 (FAA)
MINNEAPOLIS-ST. PAUL, MINNESOTA

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FCM	APP CRS	Rwy Idg	5000
109.7	098°	TDZE	905
		Apt Elev	906

ILS or LOC RWY 10R

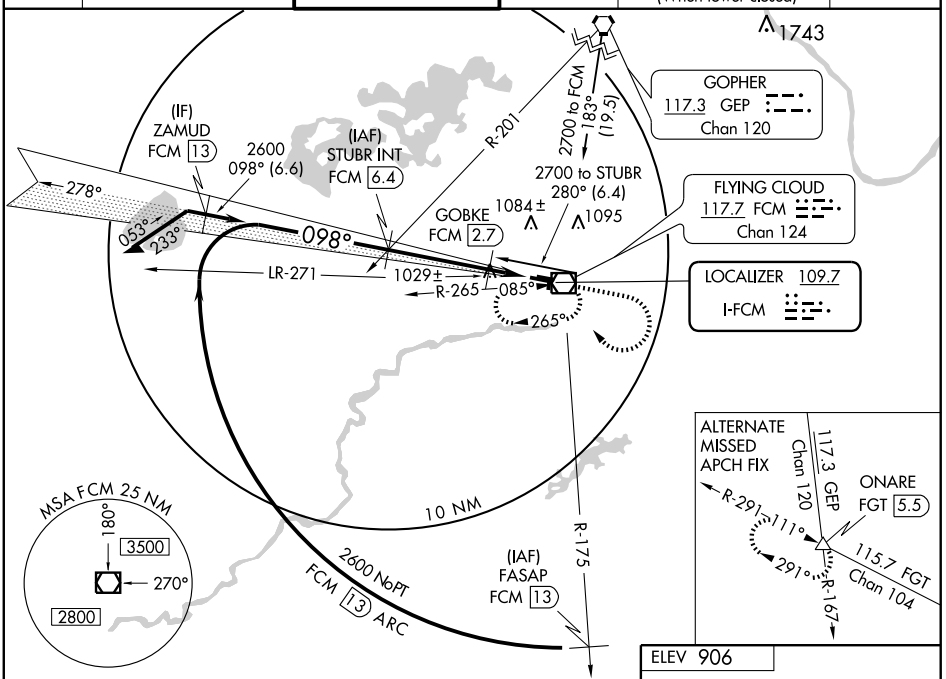
MINNEAPOLIS/ FLYING CLOUD (FCM)

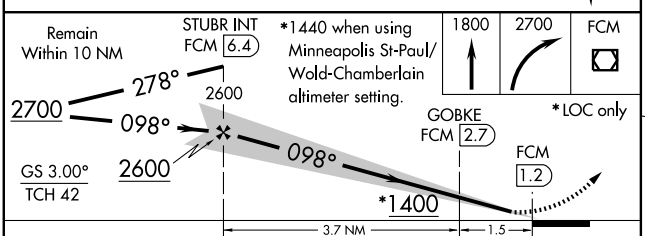
When local altimeter setting not received, use Minneapolis-St Paul Intl/ Wold Chamberlain altimeter setting and increase DA 34 feet and all MDA 40 feet, increase S-LOC Cat C and D visibility ¼ mile, GOBKE FIX minimums: Increase S-LOC Cat C visibility ¼ mile.

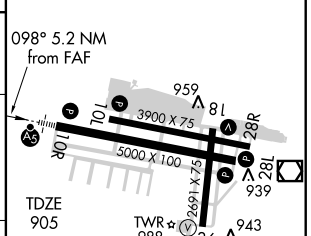
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 10R	1105-½ 200 (200-½)			
S-LOC 10R	1400-½ 495 (500-½)		1400-¾ 495 (500-¾)	1400-1 495 (500-1)
CIRCLING	1400-1 494 (500-1)		1400-1½ 494 (500-1½)	1460-2 554 (600-2)
GOBKE FIX MINIMUMS				
S-LOC 10R	1280-½ 375 (400-½)			1280-¾ 375 (400-¾)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

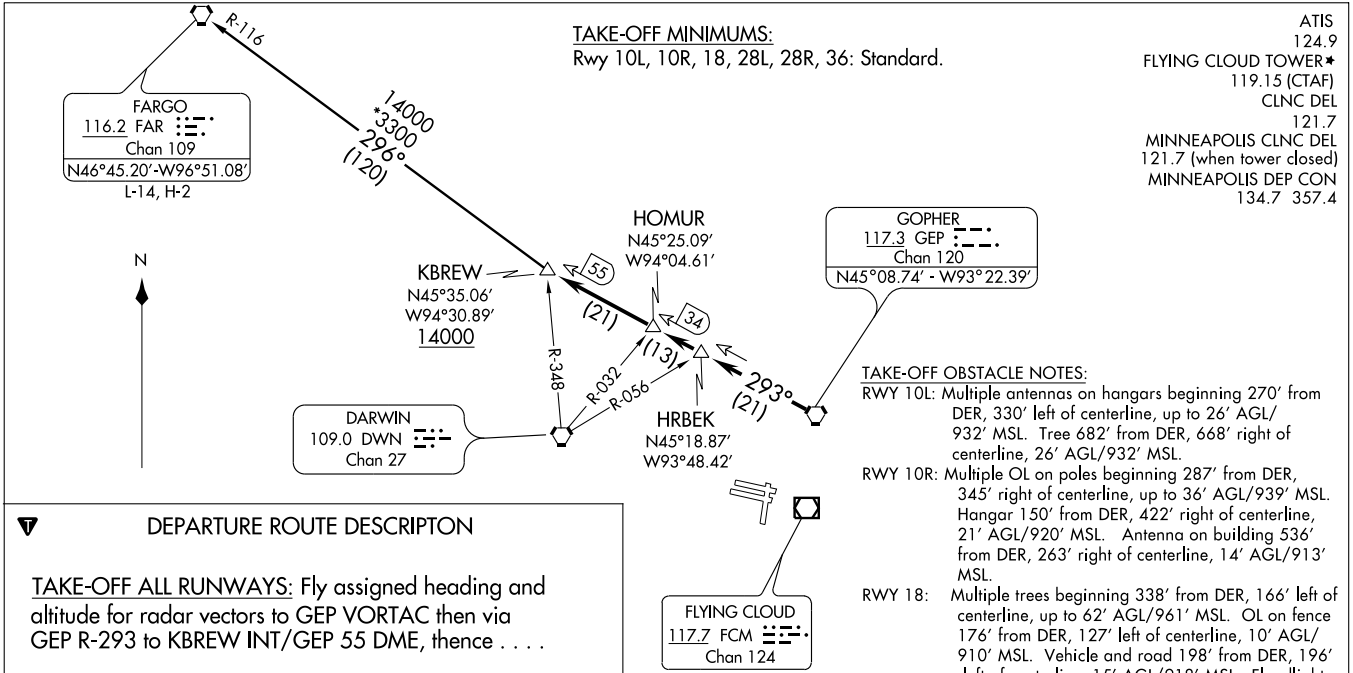
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10154

MINNEAPOLIS/ FLYING CLOUD (FCM)

MINNEAPOLIS, MINNESOTA



TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

ATIS
124.9
FLYING CLOUD TOWER*
119.15 (CTAF)
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR):
From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/ 932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/ 910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/ 966' MSL.

NOTE: RADAR required.

NOTE: Chart not to scale.

KBREW THREE DEPARTURE
(KBREW3.KBREW) 10154
SL-5094 (FAA)
MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

ORSKY FOUR DEPARTURE

SL-5094 (FAA)

ATIS 124.9
CLNC DEL 121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4

GOPHER
117.3 GEP
Chan 120

MINNEAPOLIS
115.3 MSP
Chan 100
N44°53.79′ - W93°14.19′

JURNY
N44°36.52′
W93°28.34′

208° (20)

R-258

FLYING CLOUD
117.7 FCM
Chan 124

208° (13)

33

R-198

J21

(15)

48

RUMLE
N44°25.28′
W93°37.47′

FARMINGTON
115.7 FGT
Chan 104

FAIRMONT
110.2 FRM
Chan 39

(37)

85

R-318

R-268

HALWAY
111.2 FOW
Chan 49

R-074

PEDLN
N44°12.16′
W93°48.02′

ORSKY
N43°40.19′
W94°13.38′

9000
*2800
208° (26)

ONTIJ
N43°17.86′
W94°30.77′
12000 (MRA)

111

J21

12000
*3000
195° (22)

9000
*2900
176° (64)

R-278

MASON CITY
114.9 MCW
Chan 96

GOOLD
N42°57.52′
W94°42.85′

MCW
R-257

SIMJI
N42°49.56′
W94°47.52′

(9)

R-312

R-294

R-356

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

EYHUX
N42°26.13′
W95°01.16′

(25)

J21

83

(39)

R-308

DES MOINES
117.5 DSM
Chan 122

NOTE: RADAR required.

NOTE: Chart not to scale.

114.8 OBH
R-070
Chan 95

R-281

PUMKN
N41°50.54′
W95°21.52′

(44)

R-015

OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

TAKE-OFF MINIMUMS
Rwy 10L/R, 18, 28L/R, 36: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/MSP 85 DME, thence via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3900
CH 42510	098°	TDZE	905
W10A		Apt Elev	906

RNAV (GPS) RWY 10L

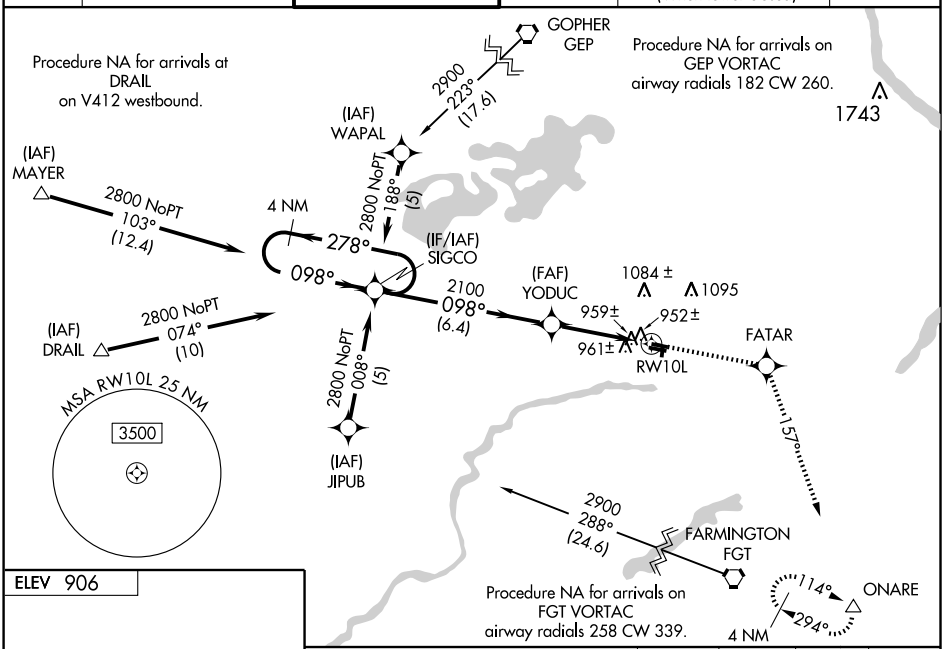
FLYING CLOUD (FCM)

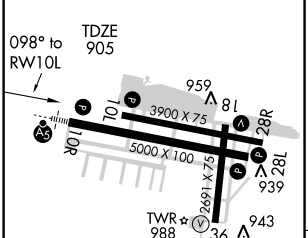
Baro-VNAV NA when using Minneapolis-St. Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP -0.3 NA.

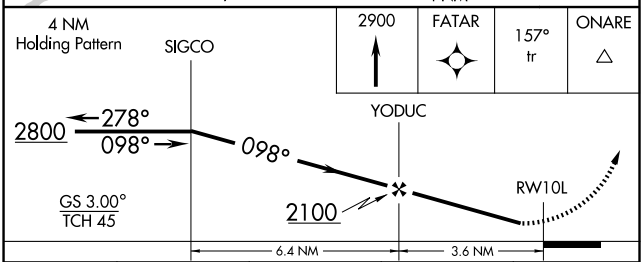
Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis-St. Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct FATAR and via 157° track to ONARE and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1186-1 281 (300-1)			
LNAV/VNAV DA	1229-1¼ 324 (400-1¼)			
LNAV MDA	1240-1 335 (400-1)			
CIRCLING	1300-1 394 (400-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS CH 42519 W10B	APP CRS 098°	Rwy Idg 5000 TDZE 905 Apt Elev 906

RNAV (GPS) RWY 10R

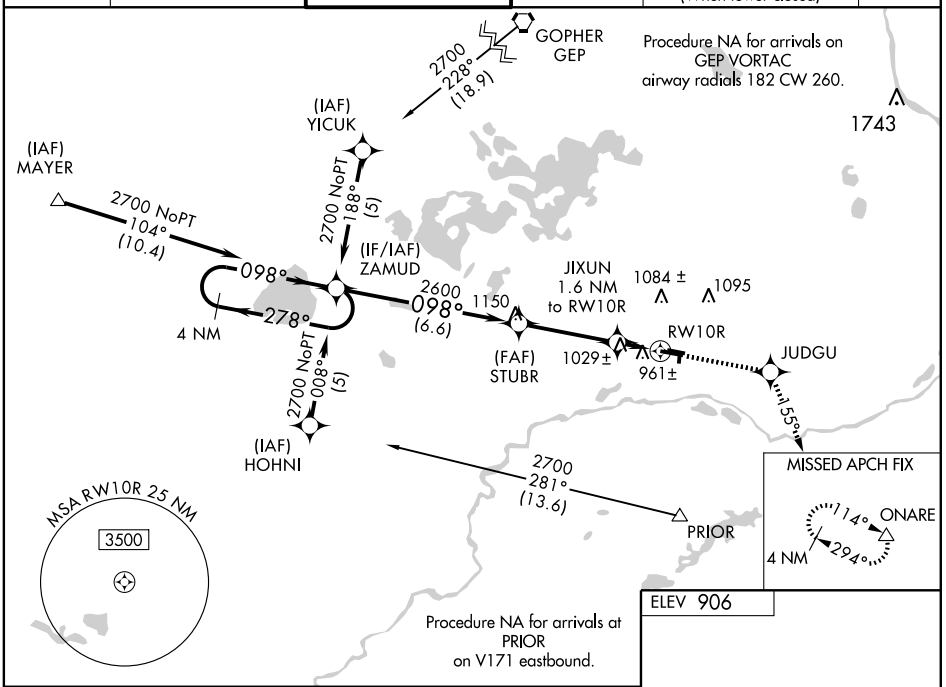
MINNEAPOLIS/ FLYING CLOUD (FCM)

Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and increase LNAV Cat C visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 3000 direct JUDGU and on track 155° to ONARE and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	1105-½ 200 (200-½)			
LNAV/VNAV DA	1237-¾ 332 (400-¾)			
LNAV MDA	1280-½ 375 (400-½)			1280-1 375 (400-1)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 28L

MINNEAPOLIS/ FLYING CLOUD (FCM)

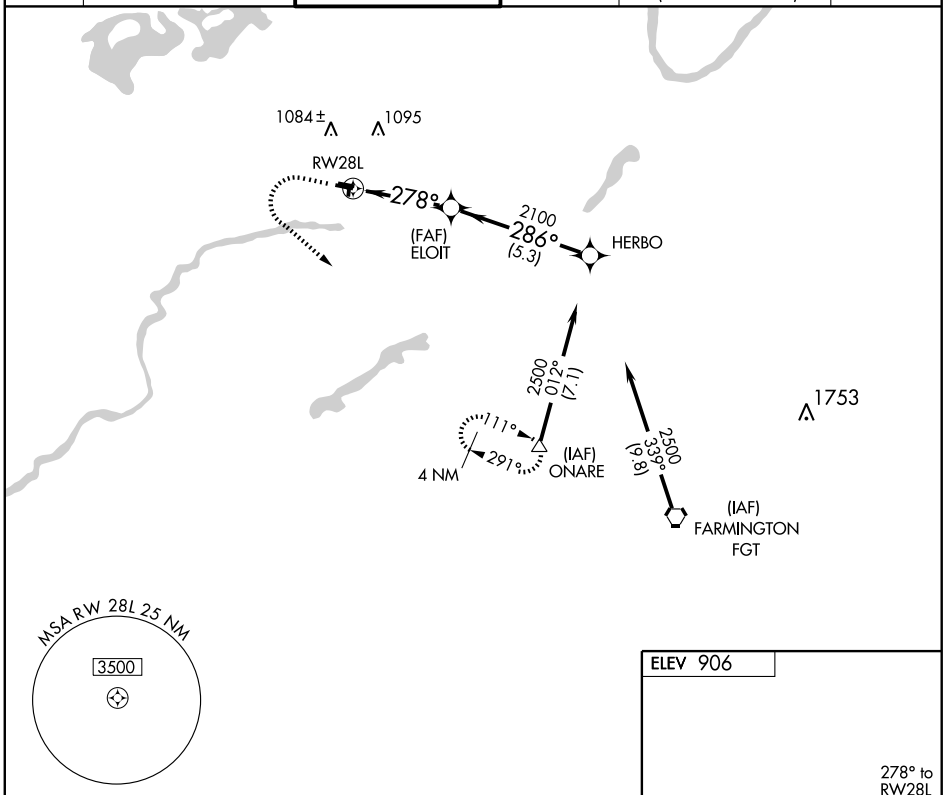
APP CRS	Rwy Idg	5000
278°	TDZE	906
	Apt Elev	906

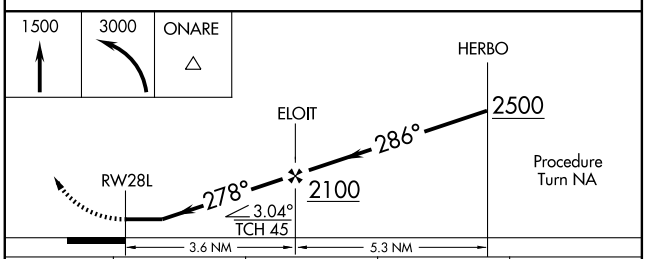
GPS or RNP- 0.3 required.
DME/DME RNP- 0.3 NA.

NA

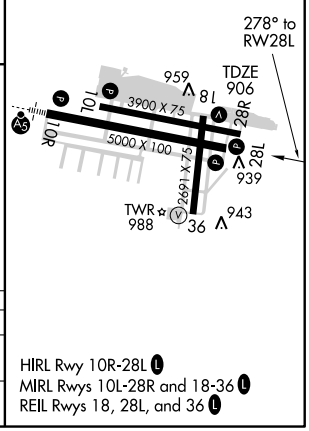
MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct ONARE WP and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	1280-1 374 (400-1)			1280-1¼ 374 (400-1¼)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)



HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3900
CH 99709	278°	TDZE	900
W28A		Apt Elev	906

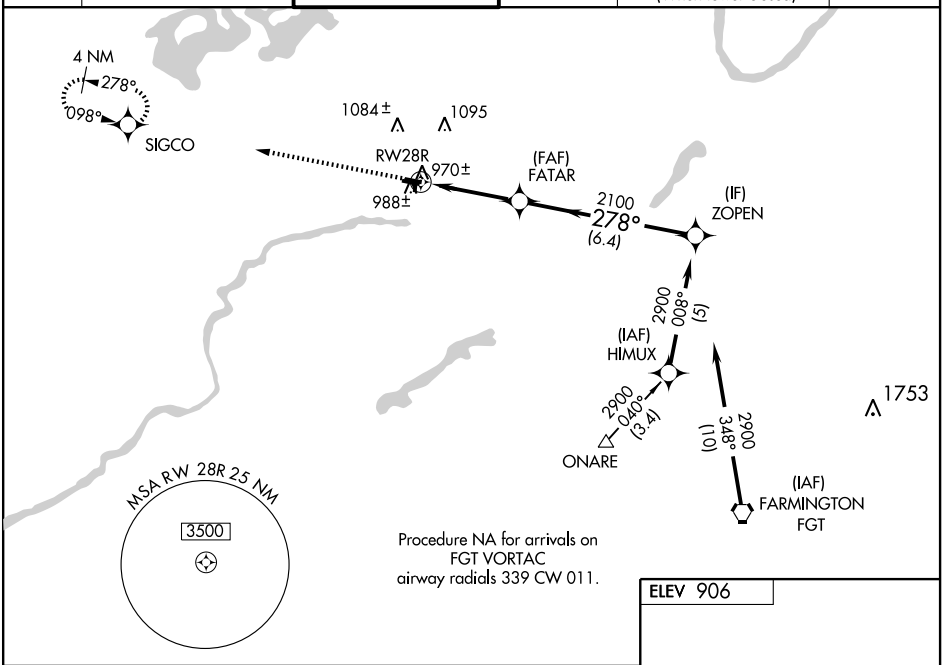
RNAV (GPS) RWY 28R

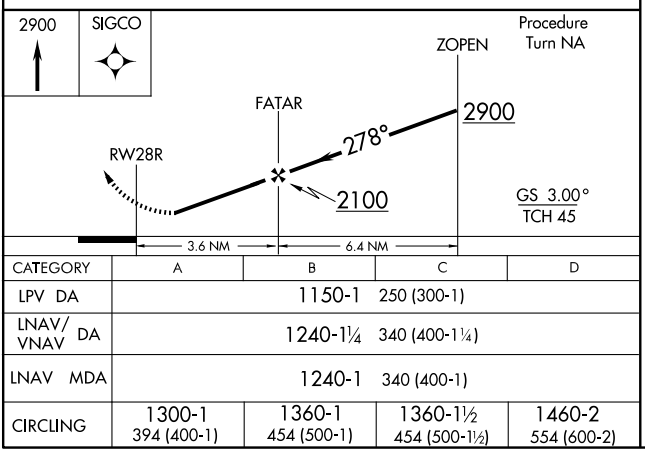
MINNEAPOLIS/ FLYING CLOUD (FCM)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimter setting not received, use Minneapolis-St. Paul Intl/Wold Chamberlain altimeter setting and increase all DA 34 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold Chamberlain altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 46°C (114°F).

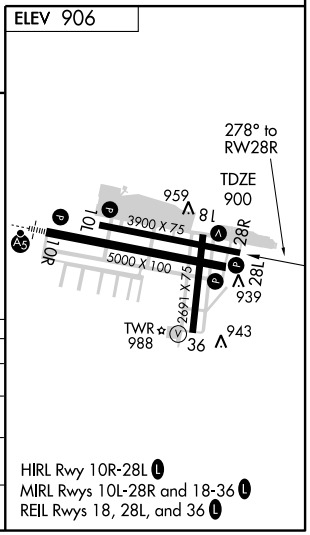
MISSED APPROACH: Climb to 2900 direct SIGCO and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	1150-1 250 (300-1)			
LNAV/ VNAV DA	1240-1¼ 340 (400-1¼)			
LNAV MDA	1240-1 340 (400-1)			
CIRCLING	1300-1 394 (400-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)



HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2691
003°	TDZE	905
	Apt Elev	906

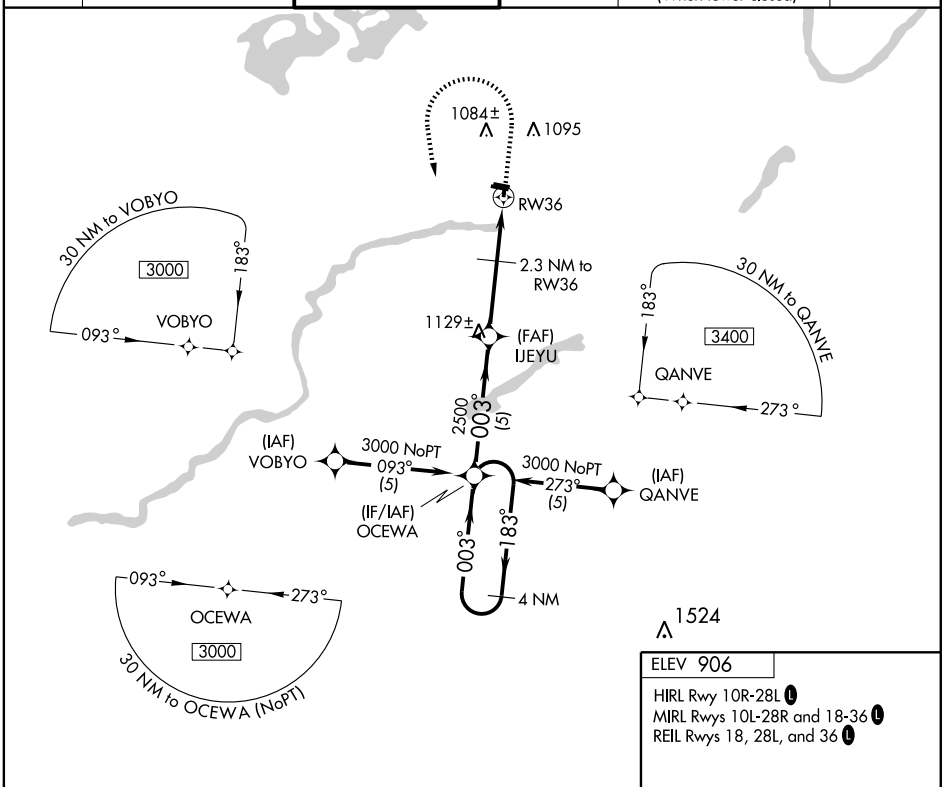
RNAV (GPS) RWY 36

MINNEAPOLIS/ FLYING CLOUD (FCM)

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

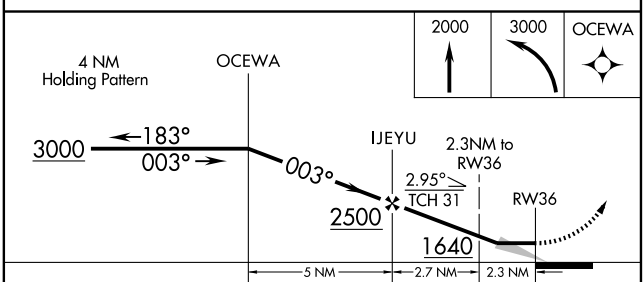
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OCEWA WP and hold.

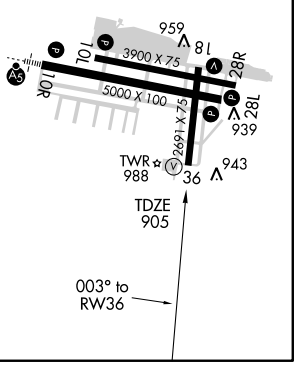
ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95



ELEV 906

HIRL Rwy 10R-28L L
MIRL Rwys 10L-28R and 18-36 L
REIL Rwys 18, 28L, and 36 L





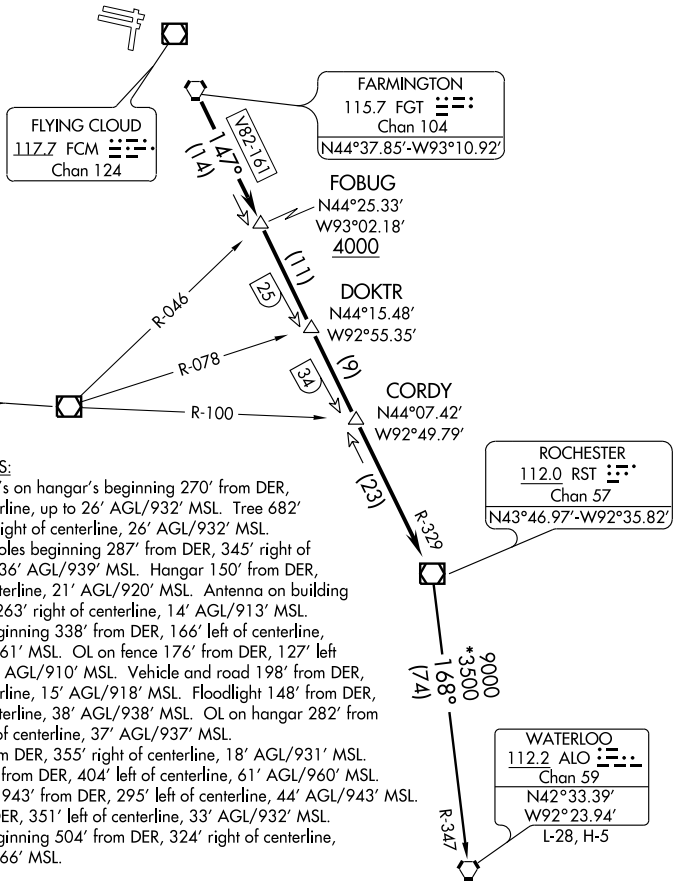
CATEGORY	A	B	C	D
LNAV MDA	1240-1 335 (400-1)			NA
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ROCHESTER FOUR DEPARTURE

SL-5094 (FAA)

ATIS 124.9
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4



TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS:
Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence . . . .

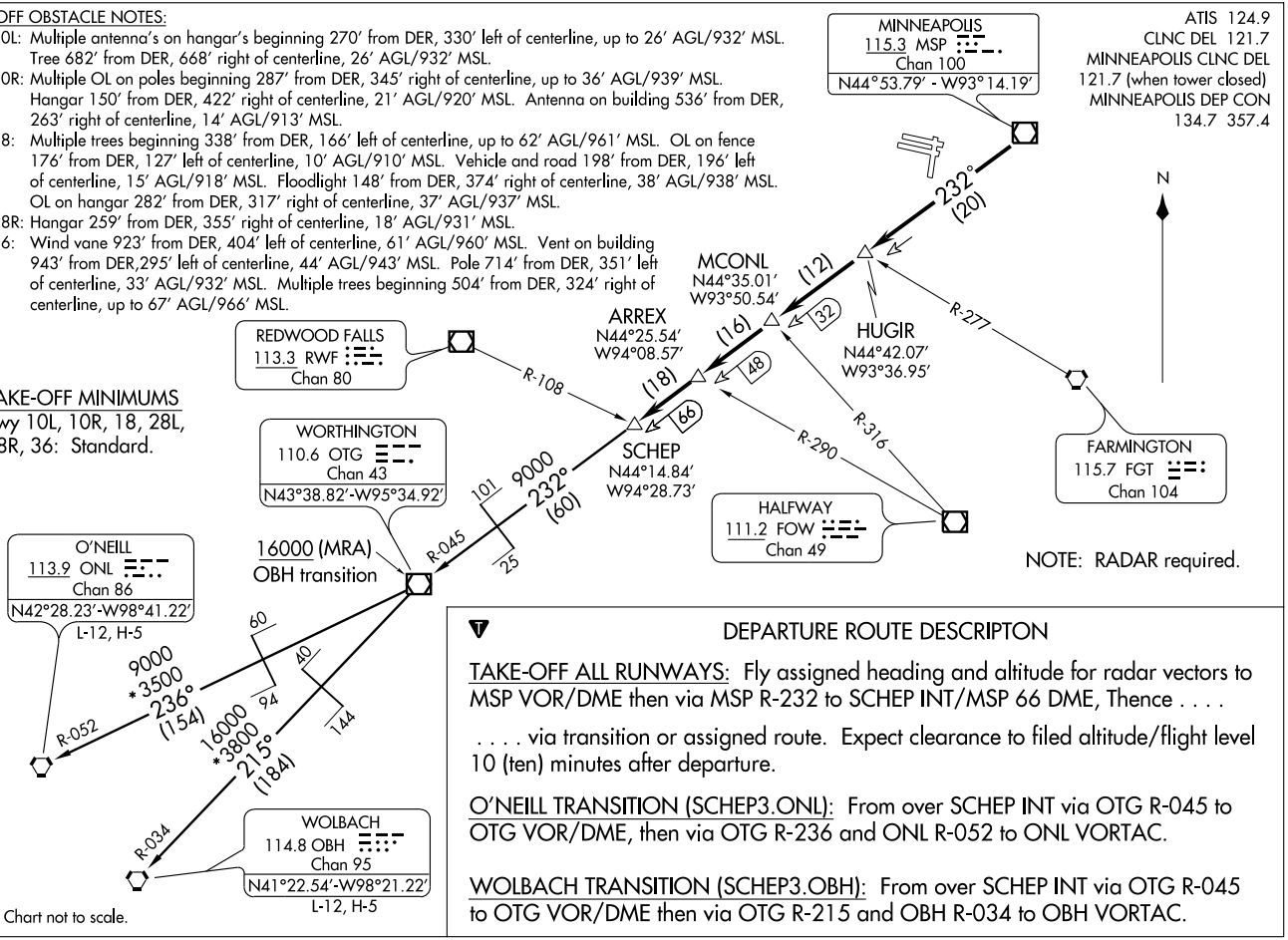
. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

NC-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF OBSTACLE NOTES:
RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.
RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.
RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.
RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.
RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER,295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.



DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME then via OTG R-215 and OBH R-034 to OBH VORTAC.

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FCM 117.7 Chan 124	APP CRS 035°	Rwy ldg 2691 TDZE 905 Apt Elev 906

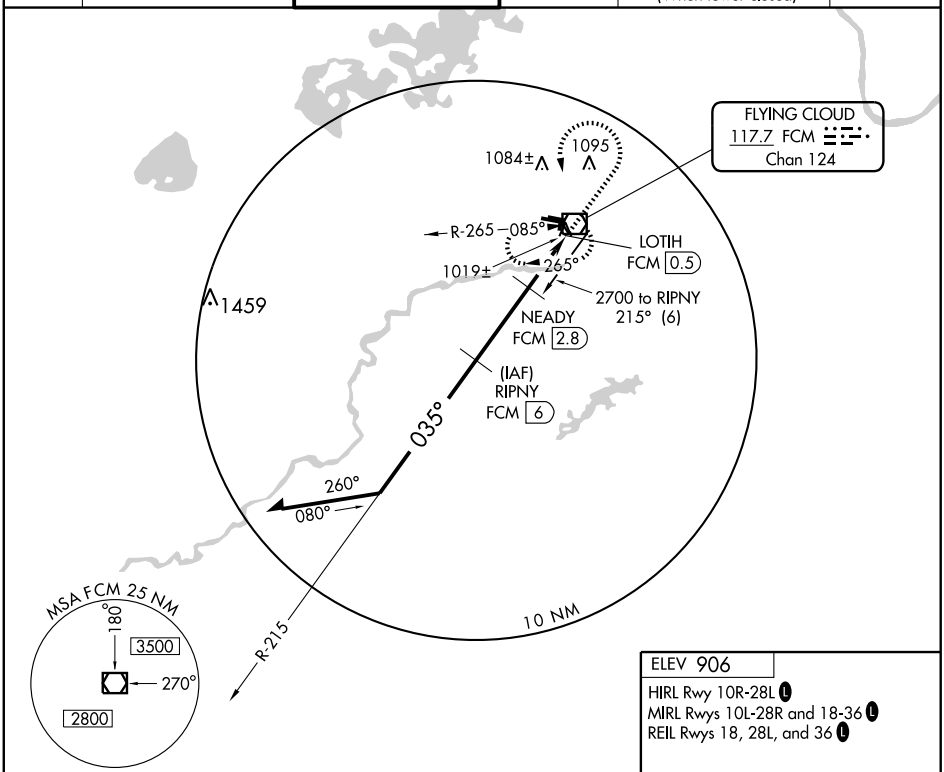
VOR/DME RWY 36

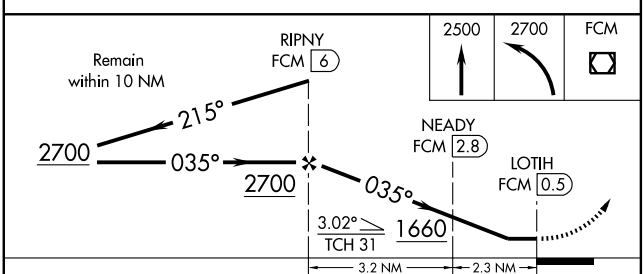
MINNEAPOLIS/ FLYING CLOUD (FCM)

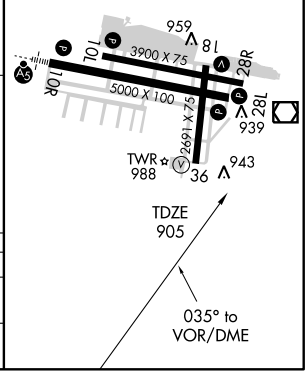
Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis St Paul Intl/Wold Chamberlain altimeter setting and increase all MDA 40 feet and S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2700 direct FCM VOR/DME and hold.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF) L	121.7	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-36	1280-1 375 (400-1)			NA
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FCM 117.7 Chan 124	APP CRS 100°	Rwy Idg 5000 TDZE 905 Apt Elev 906

VOR RWY 10R

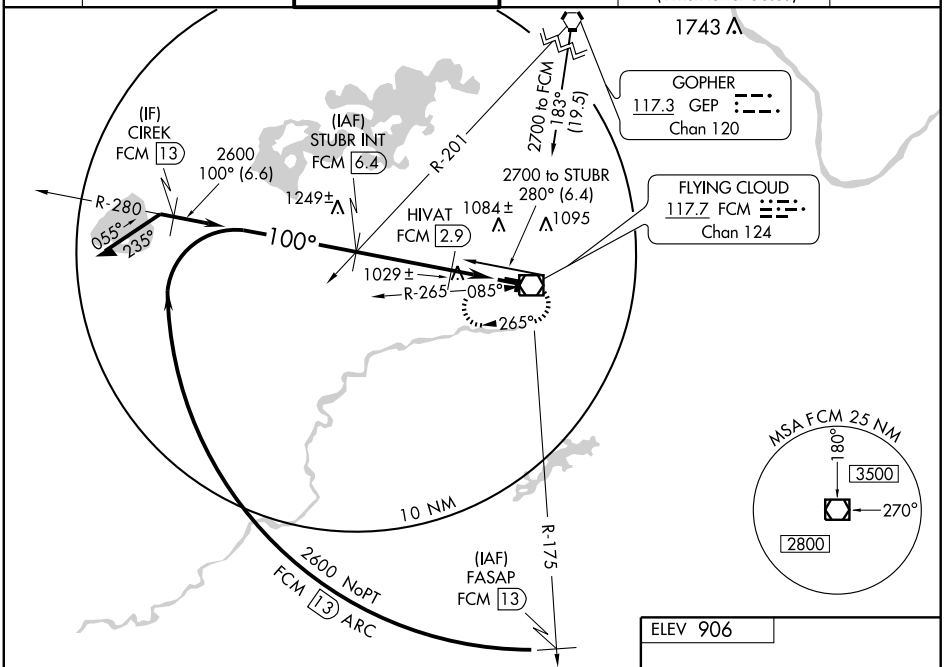
MINNEAPOLIS/ FLYING CLOUD (FCM)

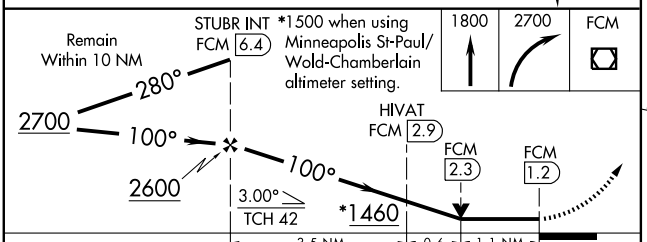
When local altimeter setting not received, use Minneapolis St-Paul/Wold-Chamberlain altimeter setting and increase all MDA 40 feet, HIVAT FIX minimums: Increase S-10R Cat C visibility ¼ mile. For inoperative MALSR, HIVAT FIX minimums: Increase S-10R Cat D visibility to 1¼ mile. VDP NA when using Minneapolis St-Paul/Wold-Chamberlain altimeter setting.

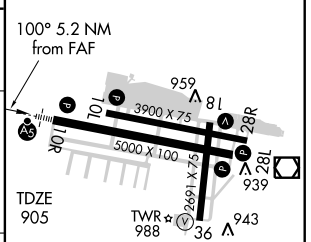
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct FCM VOR/DME and hold, continue climb-in-hold to 2700.

ATIS	MINNEAPOLIS APP CON	FLYING CLOUD TOWER ★	GND CON	MINNEAPOLIS CLNC DEL	UNICOM
124.9	134.7 357.4	119.15 (CTAF)	121.7	121.7 (When tower closed)	122.95







CATEGORY	A	B	C	D
S-10R	1460-½ 555 (600-½)		1460-1 555 (600-1)	1460-1¼ 555 (600-1¼)
CIRCLING	1460-1 554 (600-1)		1460-1½ 554 (600-1½)	1460-2 554 (600-2)
HIVAT FIX MINIMUMS				
S-10R	1280-½ 375 (400-½)			1280-1 375 (400-1)
CIRCLING	1320-1 414 (500-1)	1360-1 454 (500-1)	1360-1½ 454 (500-1½)	1460-2 554 (600-2)

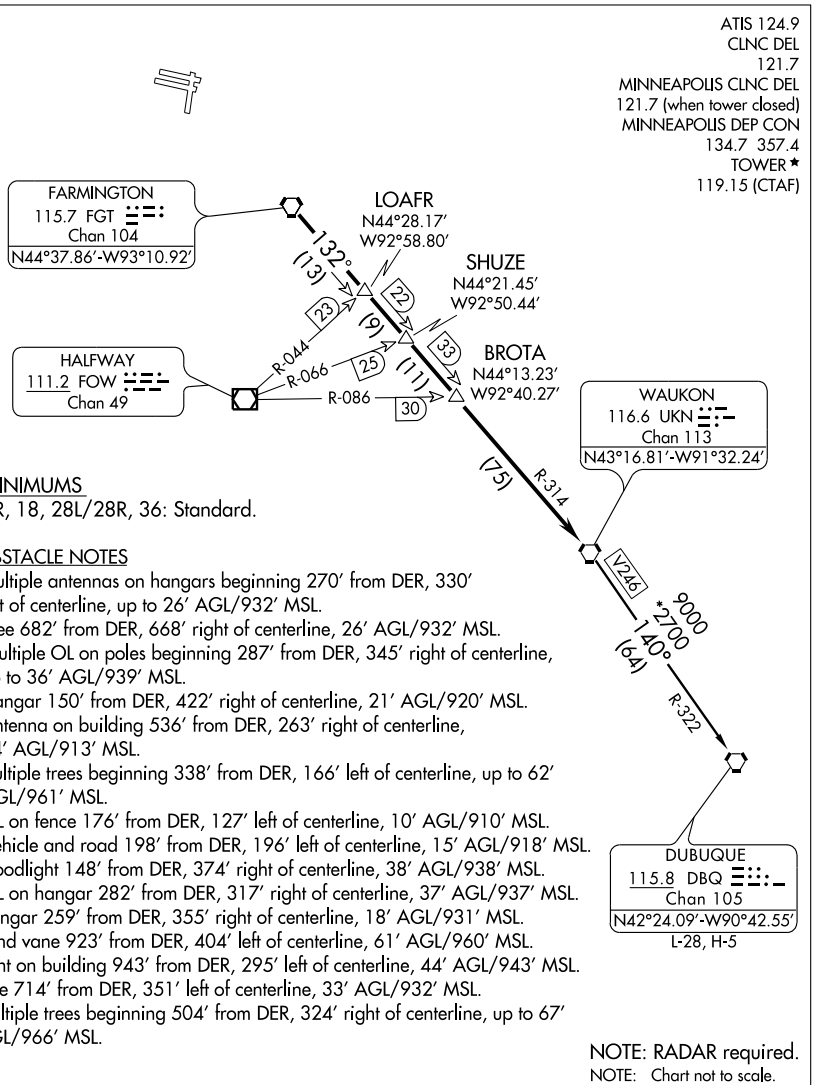
HIRL Rwy 10R-28L (L)
MIRL Rwys 10L-28R and 18-36 (L)
REIL Rwys 18, 28L, and 36 (L)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAUKON THREE DEPARTURE

SL-5094 (FAA)



TAKE-OFF MINIMUMS

Rwy 10L/10R, 18, 28L/28R, 36: Standard.

TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

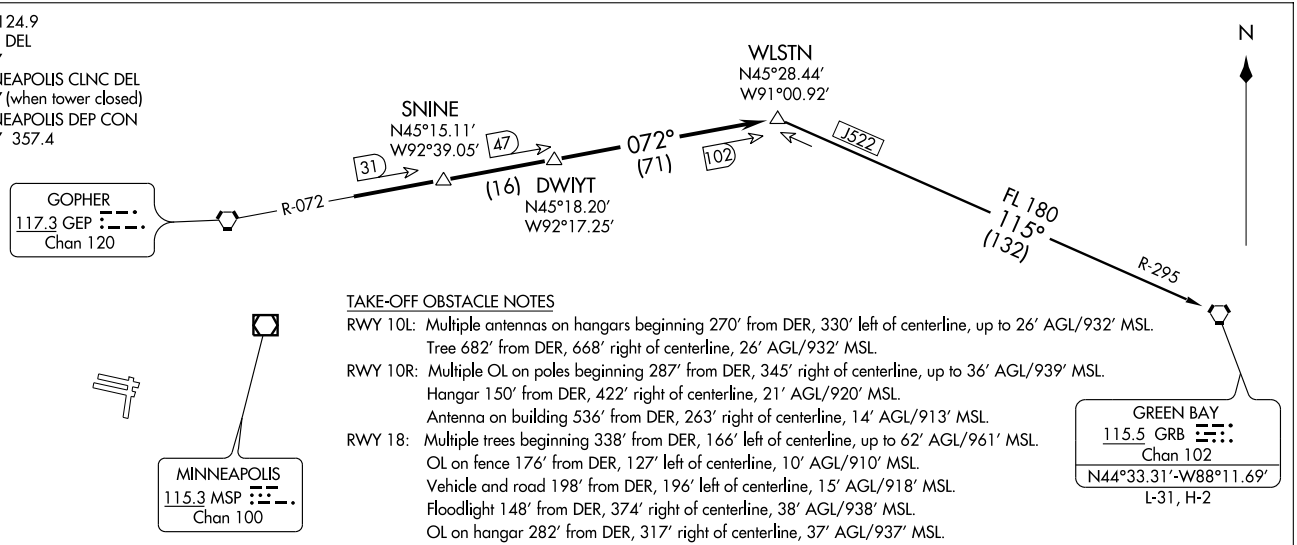
NC-1, 21 OCT 2010 to 18 NOV 2010

WLSTN THREE DEPARTURE

(WLSTN3.WLSTN) 10042

(WLSTN3.WLSTN) 10042

WLSTN THREE DEPARTURE



TAKE-OFF OBSTACLE NOTES

RWY 10L: Multiple antennas on hangars beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL.
Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL.
Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL.
Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL.
OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL.
Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL.
Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL.
OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL.
Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL.
Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL.
Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

TAKE-OFF MINIMUMS

Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/ flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

SL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10042

ATIS 124.9
CLNC DEL
121.7
MINNEAPOLIS CLNC DEL
121.7 (when tower closed)
MINNEAPOLIS DEP CON
134.7 357.4

MINNEAPOLIS
115.3 MSP
Chan 100

TAKE-OFF OBSTACLE NOTES:

RWY 10L: Multiple antenna's on hangar's beginning 270' from DER, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from DER, 668' right of centerline, 26' AGL/932' MSL.

RWY 10R: Multiple OL on poles beginning 287' from DER, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from DER, 422' right of centerline, 21' AGL/920' MSL. Antenna on building 536' from DER, 263' right of centerline, 14' AGL/913' MSL.

RWY 18: Multiple trees beginning 338' from DER, 166' left of centerline, up to 62' AGL/961' MSL. OL on fence 176' from DER, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from DER, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from DER, 374' right of centerline, 38' AGL/938' MSL. OL on hangar 282' from DER, 317' right of centerline, 37' AGL/937' MSL.

RWY 28R: Hangar 259' from DER, 355' right of centerline, 18' AGL/931' MSL.

RWY 36: Wind vane 923' from DER, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from DER, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from DER, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from DER, 324' right of centerline, up to 67' AGL/966' MSL.

R-138

138°

34

JEDET
N44°27.68'
W92°43.68'
4000

121°
(14)

ZMBRO
N44°20.50'
W92°26.91'

TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 18, 28L, 28R, 36: Standard.

R-059

HALWAY
111.2 FOW
Chan 49

R-006

9000
*2800
121°
(50)

NODINE
117.9 ODI
Chan 126
N43°54.74'-W91°28.05'
L-28, H-2

ROCHESTER
112.0 RST
Chan 57

R-301

N

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/ MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

NOTE: RADAR Required

NOTE: Chart not to scale.

ZMBRO THREE DEPARTURE
(ZMBRO3.ZMBRO) 10042

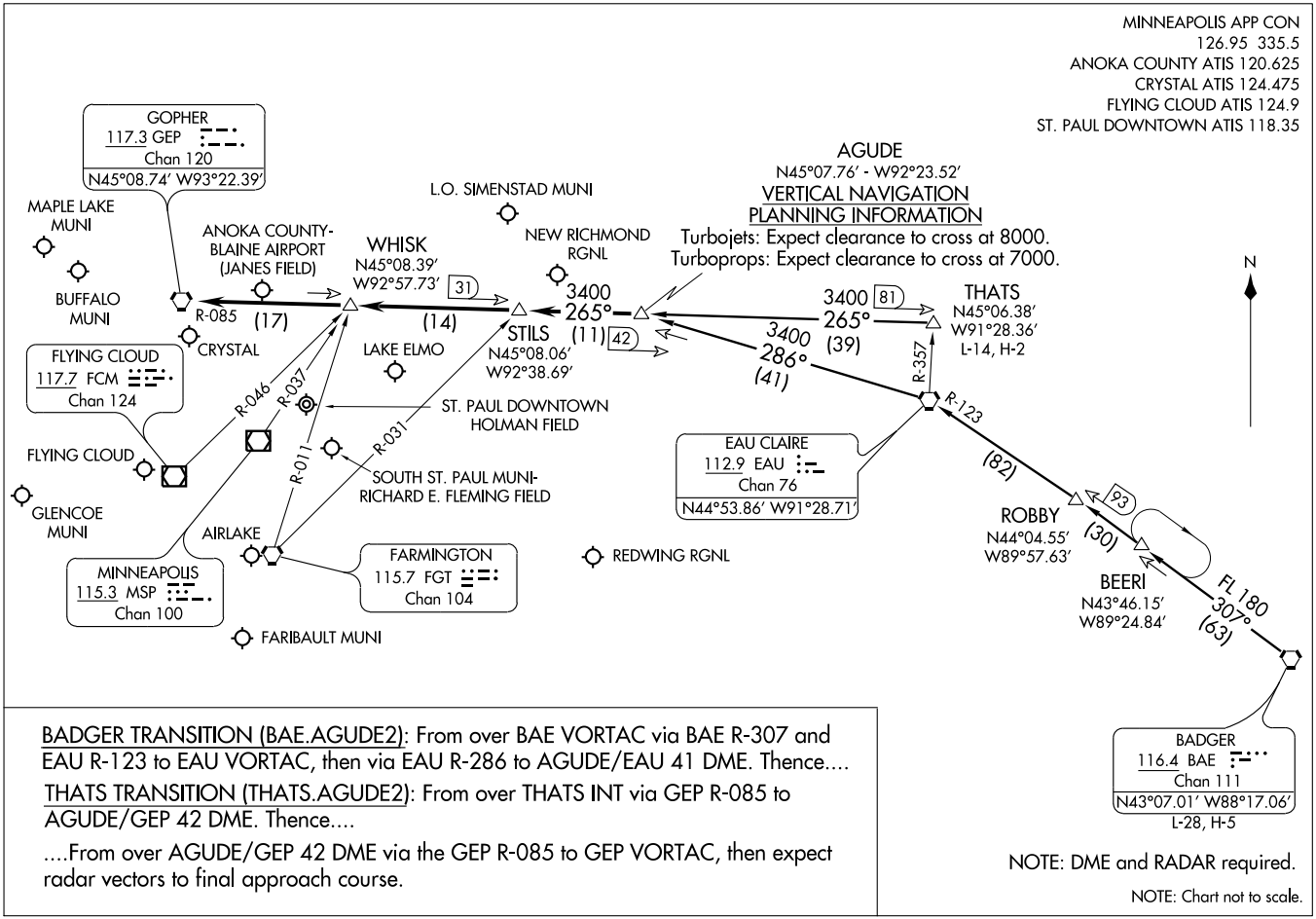
SL-5094 (FAA)

MINNEAPOLIS/ FLYING CLOUD (FCM)
MINNEAPOLIS, MINNESOTA

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

MINNEAPOLIS

AIRLAKE (LVN) 2 SE UTC−6(−5DT) N44°37.67′ W93°13.69′

TWIN CITIES
L–12J, 14I, A
IAP

960 B S4 **FUEL** 100LL, JET A OX 4 TPA—1760(800) NOTAM FILE LVN

RWY 12–30: H4098X75 (ASPH) S–30, D–80, 2S–102 HIRL

RWY 12: REIL. VASI(V4L)—GA 3.25° TCH 37′. Tree. Rgt tfc.

RWY 30: MALSR. PAPI(P4R)—GA 3.0° TCH 29′. Thld dsplcd 392′. Hill.

AIRPORT REMARKS: Attended Mon–Sat 1300–2300Z‡, Sun 1400–2200Z‡. Maintenance supervisor telephone 612–469–4040 Mon–Fri 1400–2230Z‡. Self service fuel avbl 24 hrs with credit card. Birds on and invof arpt. Hangers 400′ N from centerline in primary surface. Ultralight ops not permitted. ACTIVATE HIRL Rwy 12–30, REIL and VASI Rwy 12, MALSR Rwy 30 and PAPI Rwy 30—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.0 (952) 469–5850.

COMMUNICATIONS: CTAF/UNICOM 123.0

FARMINGTON RCO 122.1R 115.7T (PRINCETON RADIO)

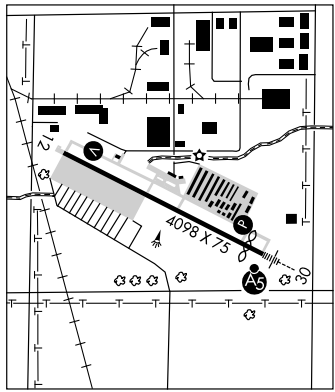
Ⓡ **MINNEAPOLIS APP/DEP CON** 134.7

MINNEAPOLIS CLNC DEL 118.95

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 259° 2 NM to fld. 972/6E.

ILS 108.9 I–LVN Rwy 30. Unmonitored.



ANOKA CO–BLAINE (JANES FLD) (ANE) 10 N UTC−6(−5DT) N45°08.69′ W93°12.61′

TWIN CITIES
H–2J, L–12J, 14I, A
IAP, AD

912 B S4 **FUEL** 100LL, JET A TPA—1912(1000) NOTAM FILE ANE

RWY 09–27: H5000X100 (ASPH) S–23, D–60 HIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

RWY 18–36: H4855X100 (ASPH) S–23, D–60 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 50′. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 50′.

AIRPORT REMARKS: Attended 1300–0400Z‡. Deer and waterfowl on and invof arpt. Rwy 09–27 trees +20′ north side in primary surface. Noise abatement procedures in effect. Ctc arpt manager for details at 612–725–6327. ACTIVATE HIRL Rwy 09–27, MIRL Rwy 18–36, REIL Rwy 09, Rwy 18, and Rwy 36, VASI Rwy 18 and Rwy 36 PAPI Rwy 09 and Rwy 27 and MALSR Rwy 27—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.625 (763) 780–9025. LAWRS.

COMMUNICATIONS: CTAF 132.4 **ATIS** 120.625 **UNICOM** 122.95

RCO 122.55 (PRINCETON RADIO)

Ⓡ **MINNEAPOLIS APP/DEP CON** 126.5

MINNEAPOLIS CLNC DEL 121.85

TOWER 132.4 (Oct–Apr 1300–0300Z‡, May–Sep 1300–0400Z‡)

GND CON 121.85 **CLNC DEL** 121.3

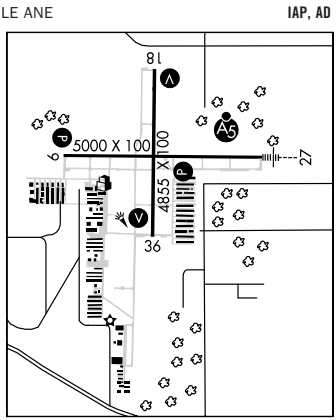
AIRSPACE: CLASS D svc Oct–Apr 1300–0300Z‡, May–Sep 1300–0400Z‡, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 084° 6.9 NM to fld. 877/6E. HIWAS.

ILS/DME 111.15 I–ANE Chan 48(Y) Rwy 27.

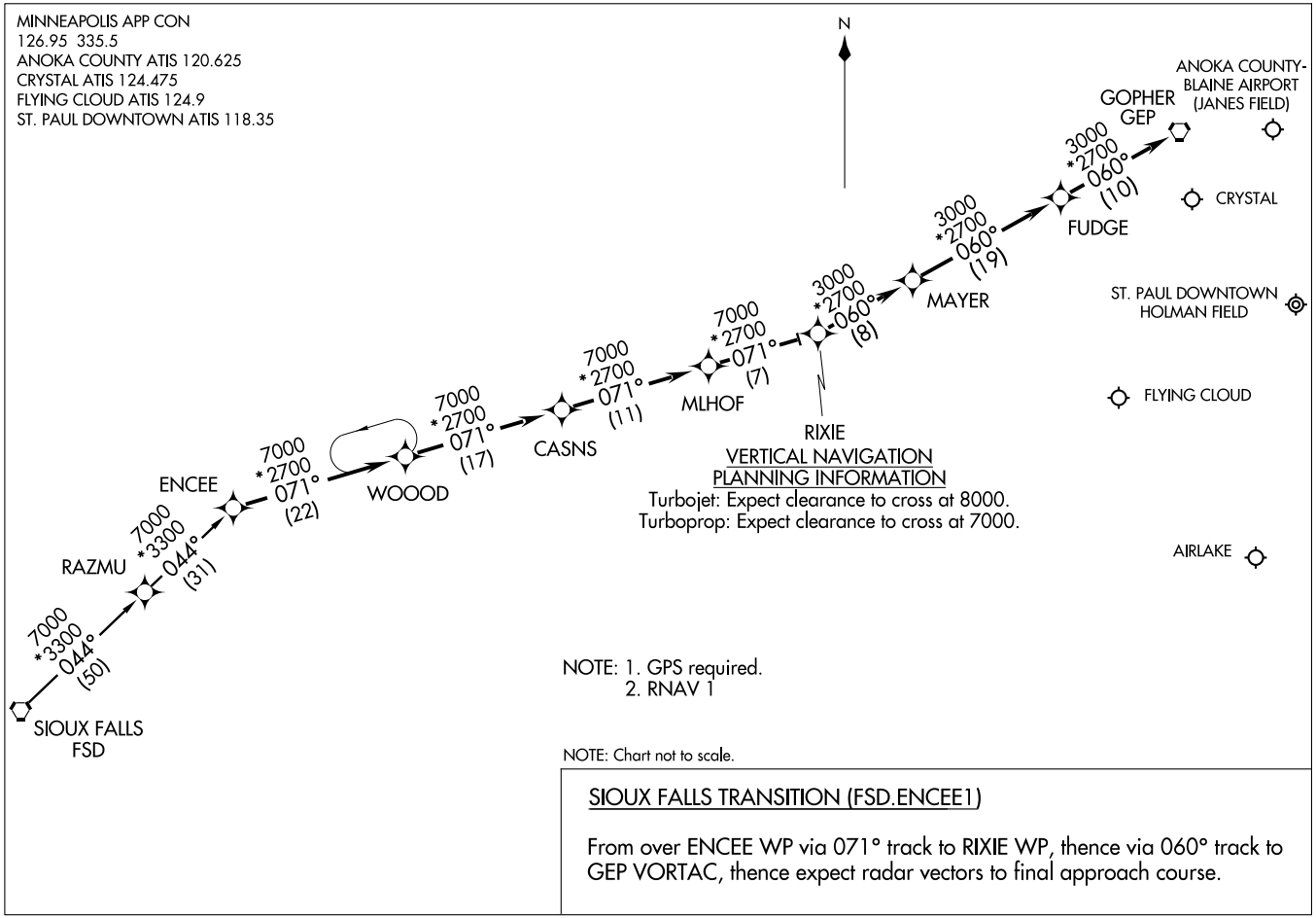
COMM/NAV/WEATHER REMARKS: Minneapolis apch provides CLNC DEL on 121.85 when Anoka Co–Blaine twr clsd.



ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

MINNEAPOLIS-ST. PAUL, MINNESOTA



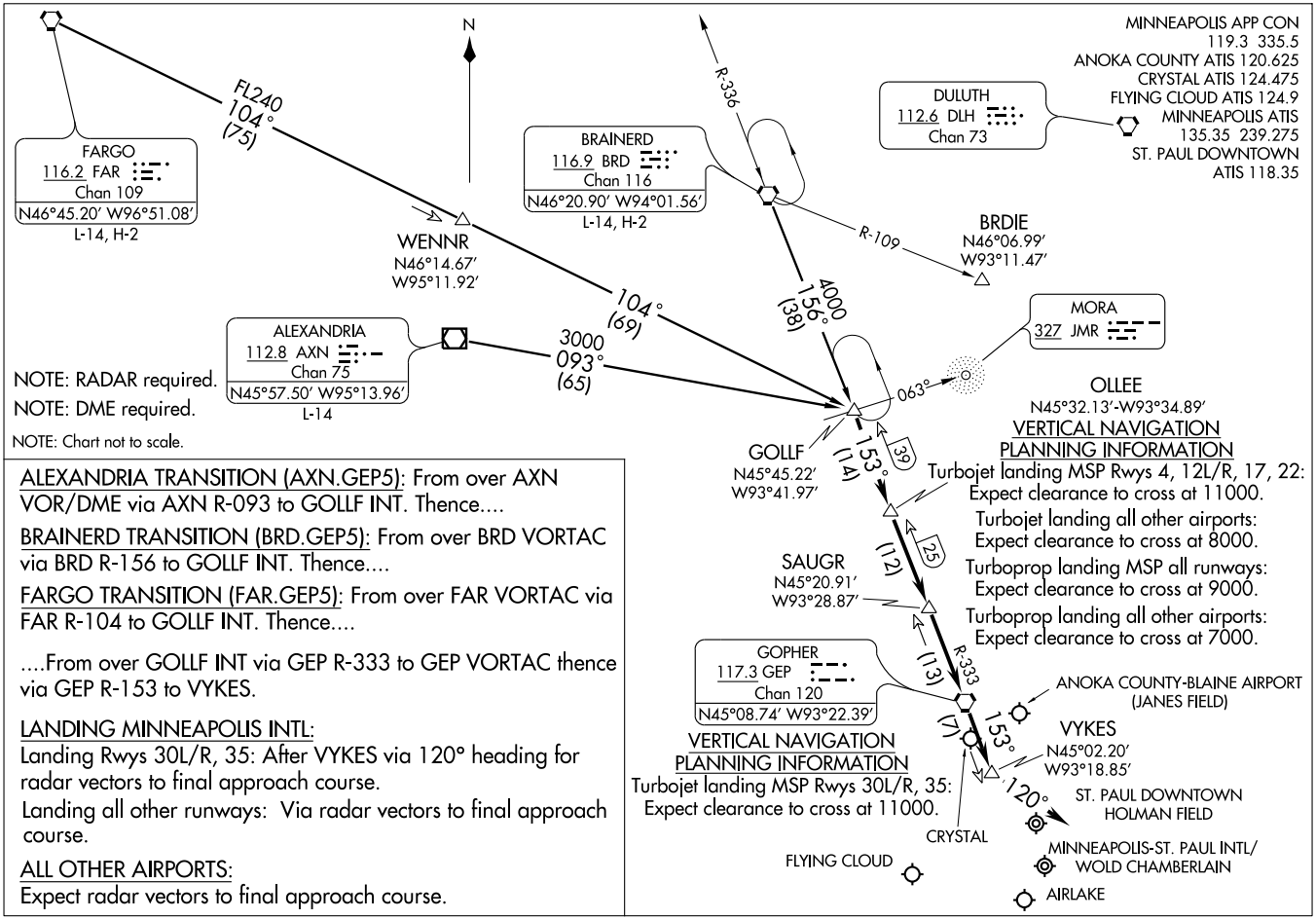
SIOUX FALLS TRANSITION (FSD.ENCEE1)

From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)
(ENCEE.ENCEE1) 07242
ST-263 (FAA)
MINNEAPOLIS-ST. PAUL, MINNESOTA

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

LOC I-LVN	APP CRS	Rwy Idg	3706
108.9	294°	TDZE	958
		Apt Elev	960

ILS or LOC RWY 30

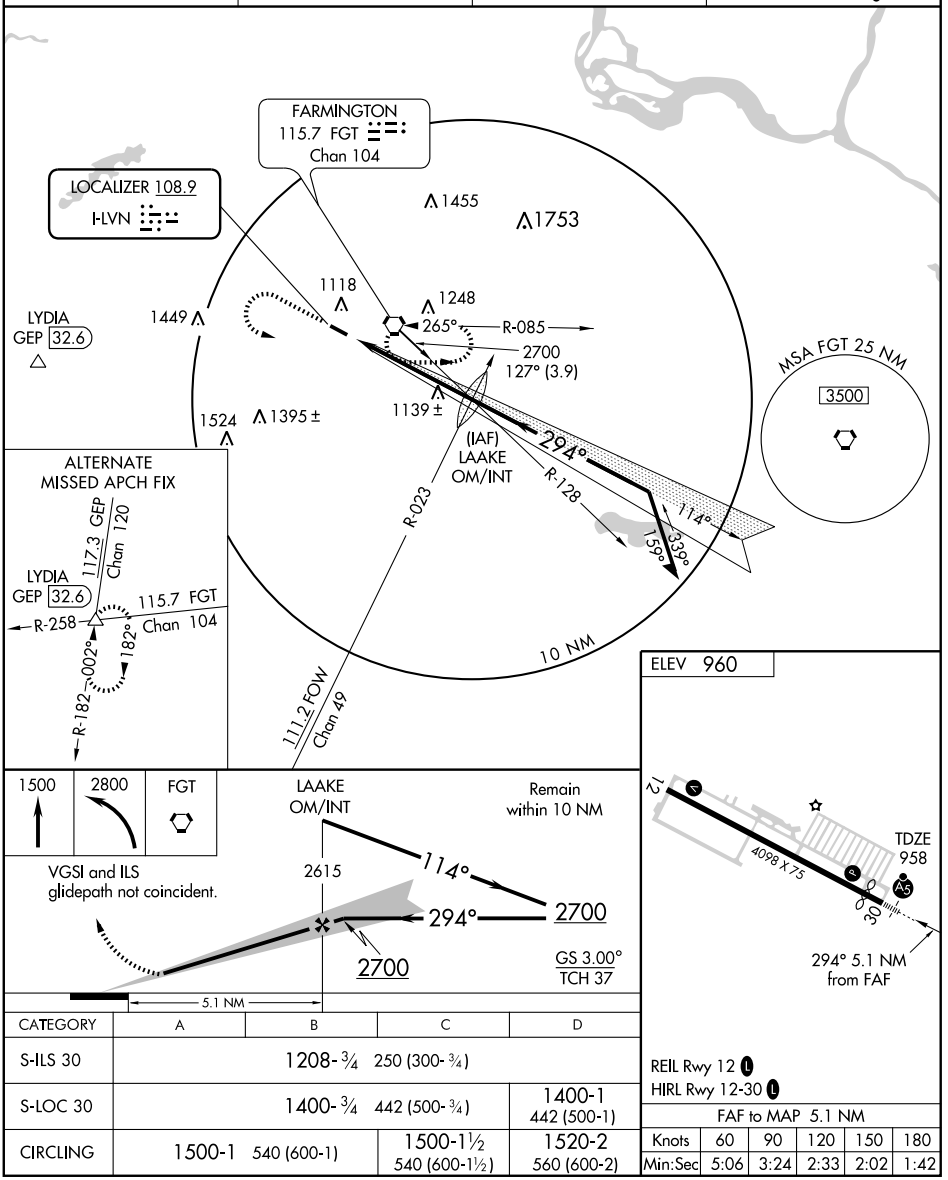
MINNEAPOLIS/AIRLAKE (LVN)

T NA Visibility reduction by helicopters NA. For inoperative MALSR, increase S-LOC Cats A and B visibility to 1.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2800 direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 30	1208-¾ 250 (300-¾)			
S-LOC 30	1400-¾ 442 (500-¾)			1400-1 442 (500-1)
CIRCLING	1500-1 540 (600-1)		1500-1½ 540 (600-1½)	1520-2 560 (600-2)

REIL Rwy 12 L
HIRL Rwy 12-30 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4098
CH 57920	114°	TDZE	960
W12A		Apt Elev	960

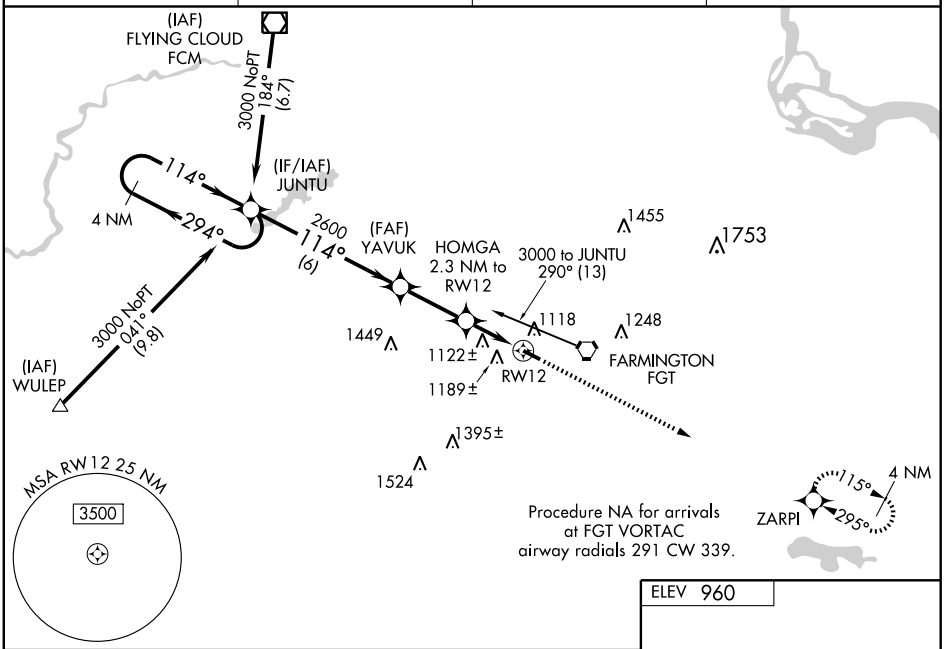
RNAV (GPS) RWY 12

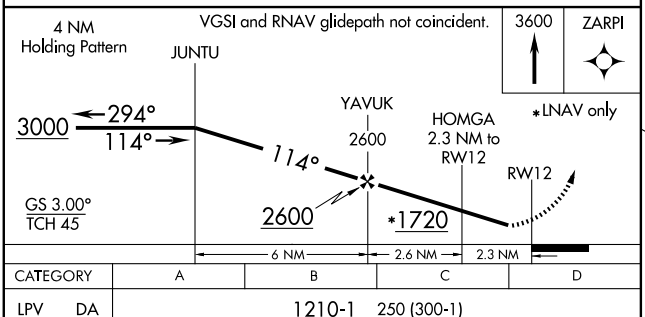
MINNEAPOLIS/AIRLAKE (LVN)

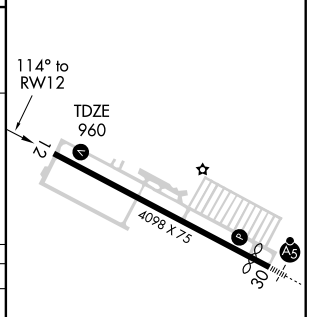
▼ When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, ▲ LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting and increase all DA 52 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile. VDP NA with Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting.

MISSED APPROACH: Climb to 3600 direct ZARPI and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1210-1 250 (300-1)			
LNAV/VNAV DA	1457-1¾ 497 (500-1¾)			
LNAV MDA	1380-1 420 (500-1)		1380-1¼ 420 (500-1¼)	
CIRCLING	1500-1 540 (600-1)		1500-1½ 540 (600-1½)	1520-2 560 (600-2)

REIL Rwy 12 L
HIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FGT	APP CRS	Rwy Idg	4098
115.7	085°	TDZE	960
Chan 104		Apt Elev	960

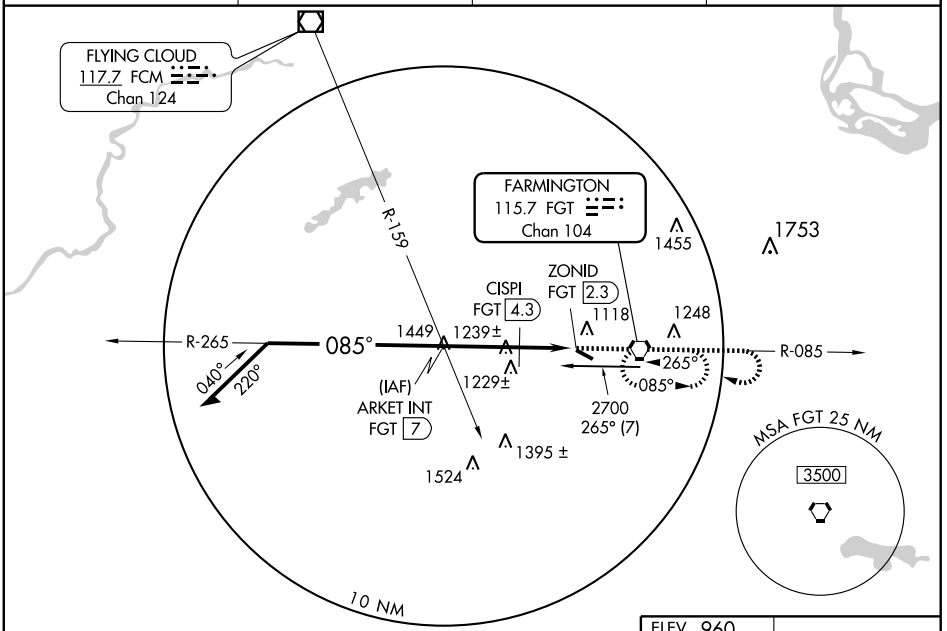
VOR RWY 12

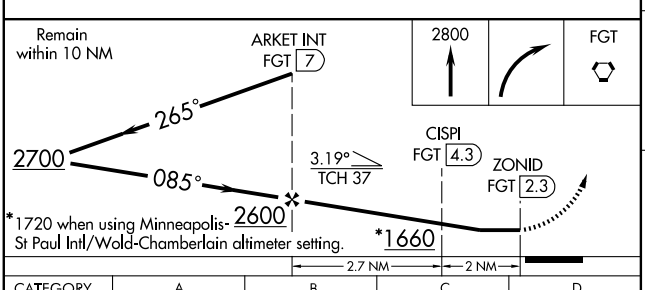
MINNEAPOLIS/AIRLAKE (LVN)

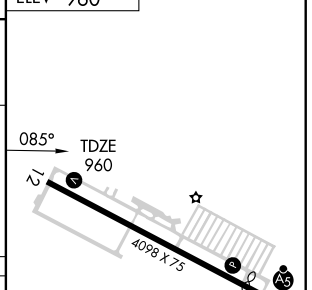
▼ When VGSI inoperative, straight-in/Circling Rwy 12 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Minneapolis-St Paul Intl/ Wold-Chamberlain altimeter setting and increase all MDA 60 feet, increase S-12 and Circling Cat B, C, and D visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then right turn direct FGT VORTAC and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
118.0	134.7 284.7	118.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	1660-1	700 (700-1)	1660-2 700 (700-2)	1660-2¼ 700 (700-2¼)
CIRCLING	1660-1	700 (700-1)	1660-2 700 (700-2)	1660-2¼ 700 (700-2¼)
CISPI FIX MINIMUMS				
S-12	1480-1	520 (600-1)	1480-1½ 520 (600-1½)	1480-1¾ 520 (600-1¾)
CIRCLING	1500-1	540 (600-1)	1500-1½ 540 (600-1½)	1520-2 560 (600-2)

REIL Rwy 12 L
HIRL Rwy 12-30 L

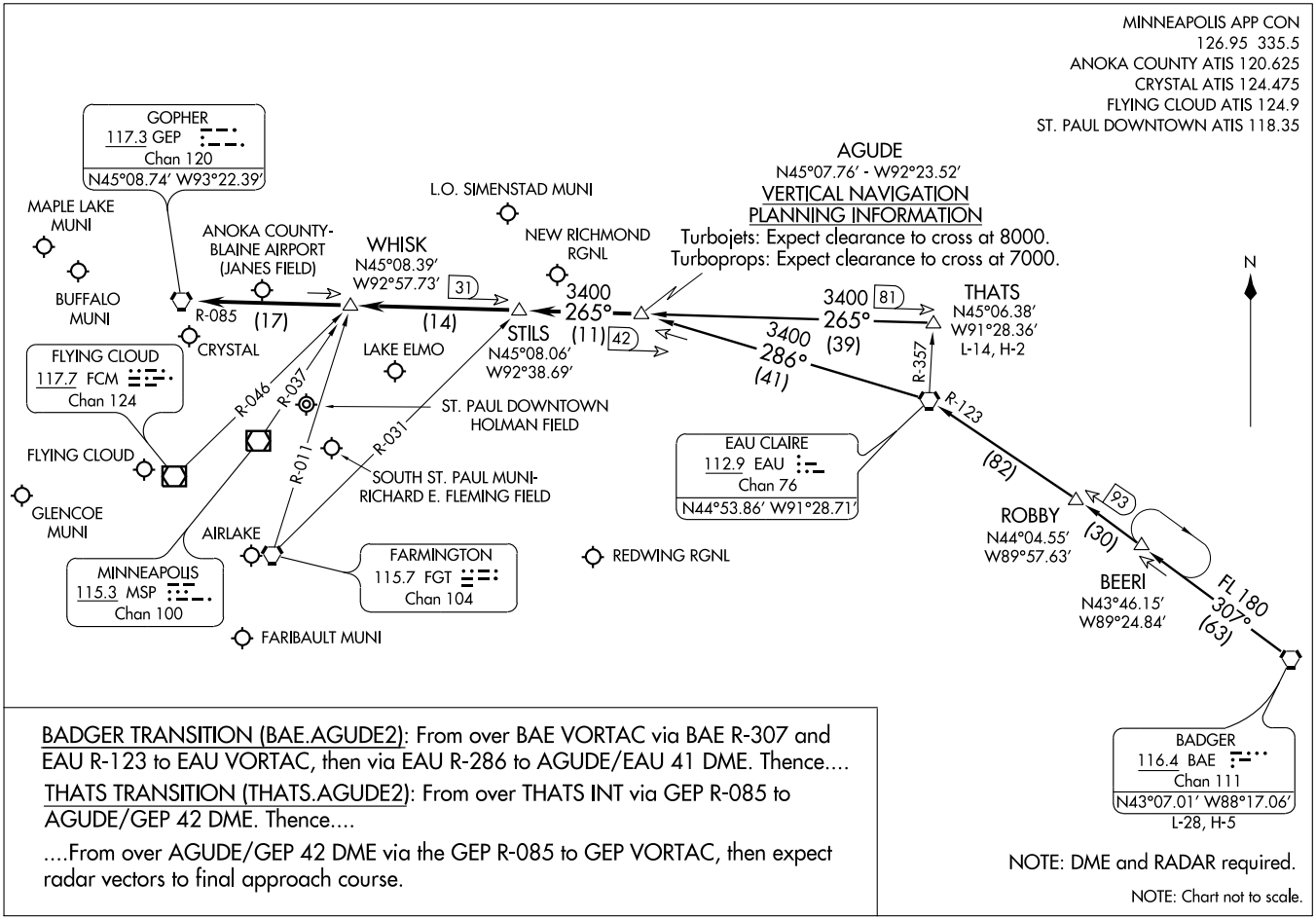
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

AIRPORT DIAGRAM

AL-5158 (FAA)

MINNEAPOLIS/CRYSTAL (MIC)
MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

ATIS
124.475
CRYSTAL TOWER ★
120.7
GND CON
121.6
CLNC DEL
121.6 (When Tower Closed)

VAR 0.9° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

45°04.0'N

45°03.5'N

500 X 75

ELEV 867

HS 6

ELEV 868

HS 5

ELEV 868

HS 8

FIELD ELEV 869

2499 X 75

2122 X 150

3263 X 75

3266 X 75

HS 3

HS 2

HS 1

HS 4

HS 7

TWR

ELEV 869

CIVIL AIR PATROL

140.5°

232.3°

232.4°

052.3°

052.4°

320.5°

RWY 06L-24R
S-12.5, D-25
RWY 14L-32R
S-13, D-25
RWY 14R-32L
S-13, D-25

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

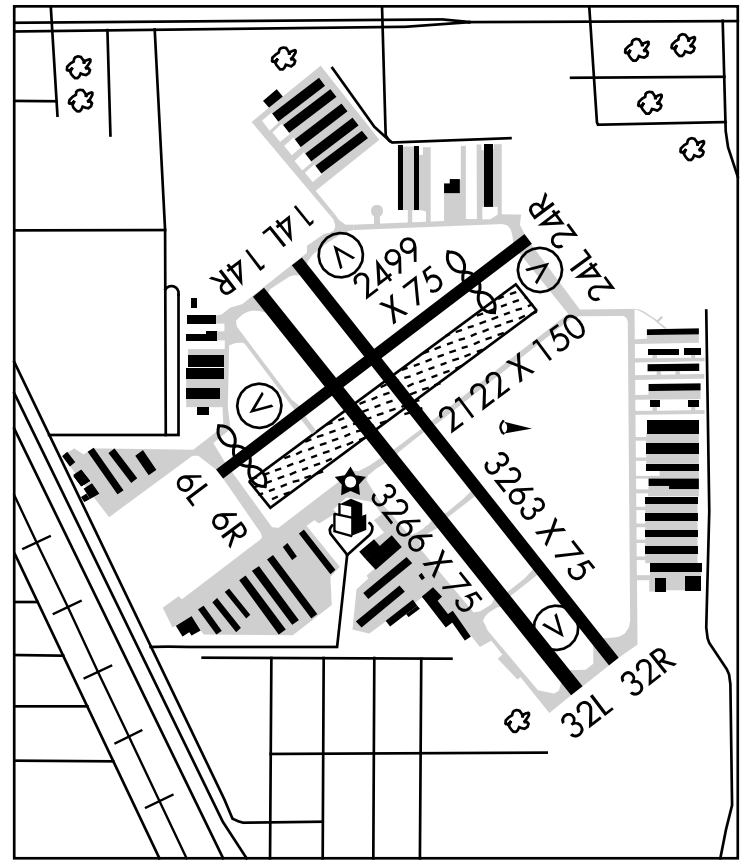
1011

93°21.5'W

93°21.0'W

CRYSTAL (MIC) 8 NW UTC−6(−5DT) N45°03.72′ W93°21.24′ **TWIN CITIES**
869 B S4 **FUEL** 100LL, JET A, MOGAS TPA–1869(1000) NOTAM FILE MIC **L–12J, 14I, A**
IAP, AD

RWY 14R–32L: H3266X75 (ASPH) S–13, D–25
RWY 14R: Tree. **RWY 32L:** Tree.
RWY 14L–32R: H3263X75 (ASPH) S–13, D–25 MIRL
RWY 14L: REIL. VASI(V4L)—GA 4.0° TCH 27′. Tree.
RWY 32R: REIL. VASI(V4L)—GA 3.5° TCH 34′. Trees.
RWY 06L–24R: H2499X75 (ASPH) S–12.5, D–25 MIRL
RWY 06L: VASI(V4L)—GA 4.0° TCH 27′. Thld dsplcd 390′. Tree.
RWY 24R: VASI(V4L)—GA 3.5° TCH 29′. Thld dsplcd 389′. Tree.
RWY 06R–24L: 2122X150 (TURF)
RWY 06R: Tree. **RWY 24L:** Tree.

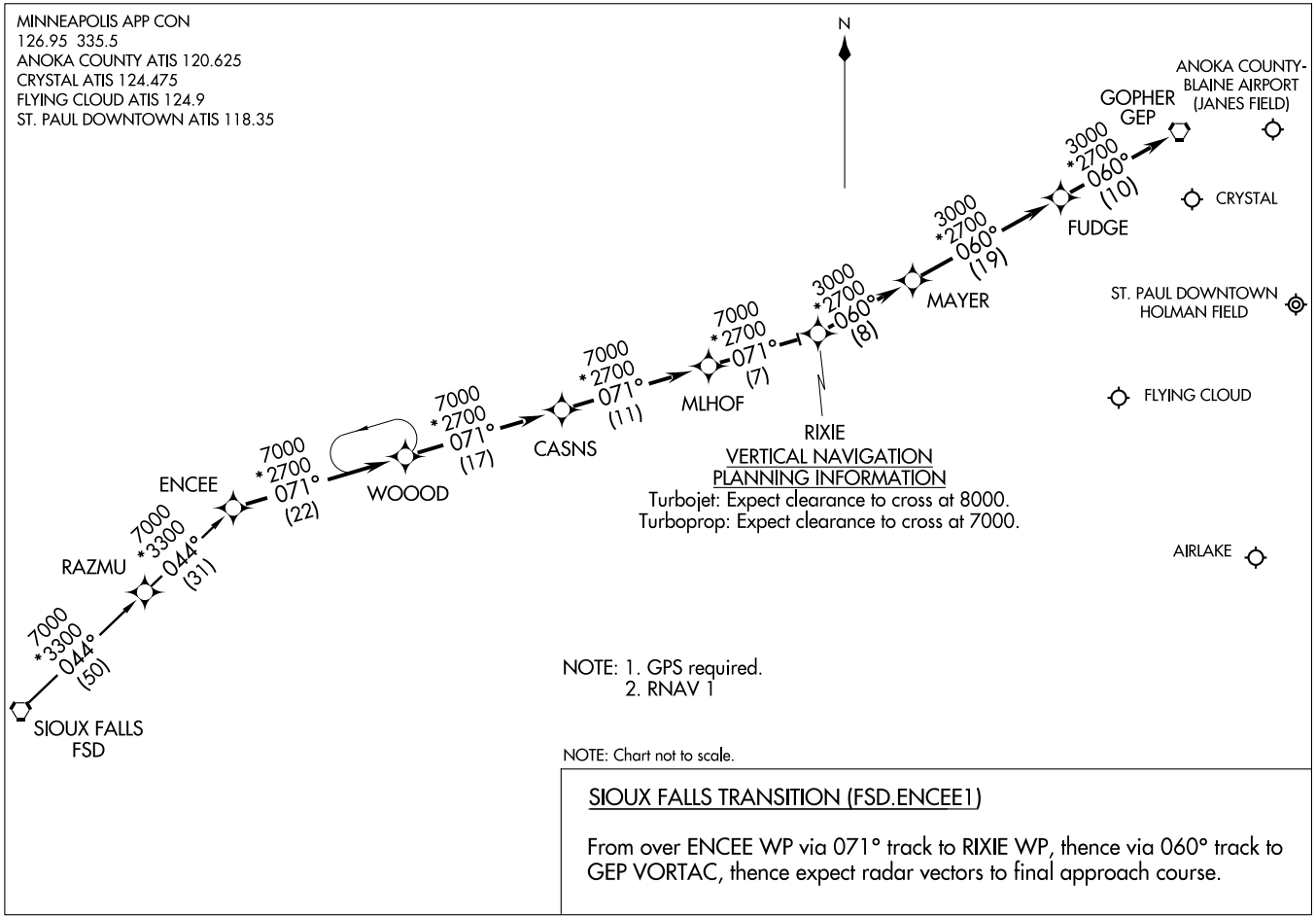


AIRPORT REMARKS: Attended Mon–Fri 1300–0300Z‡, Sat–Sun 1300–0100Z‡. Fuel avbl 24 hrs with credit card. Rwy 14R–32L CLOSED to fixed wing acft 1/2 hour after sunset to ½ hour prior to sunrise. When taxiing invof Rwy 32L runup pad, visibility from twr obscured by building. Deer and waterfowl on and invof arpt. Ultralight ops prohibited. Rwy 06R–24L marked with yellow cones. Rwy 06R–24L turf rwy rough condition. CLOSED Nov–Apr. When ATCT clsd snow removal operators monitor 120.7. Rwy 14L–32R 500′ overrun added to each end. Not avbl for tkfs. When twr closed ACTIVATE MIRL Rwy 14L–32R and Rwy 06L–24R, REIL Rwy 14L and Rwy 32R—CTAF.
WEATHER DATA SOURCES: ASOS (763) 531–2343.
COMMUNICATIONS: CTAF 120.7 **ATIS** 124.475 **UNICOM** 122.95
MINNEAPOLIS APP/DEP CON 126.5
TOWER 120.7 (Oct 1–Apr 30 1300–0300Z‡, May 1–Sep 30 1300–0400Z‡) **GND CON** 121.6
CLNC DEL 121.6 (24 hours)
AIRSPACE: CLASS D svc Oct 1–Apr 30 1300–0300Z‡, May 1–Sep 30 1300–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 165° 5.1 NM to fld. 877/6E.
HIWAS.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at tower.

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

MINNEAPOLIS-ST. PAUL, MINNESOTA



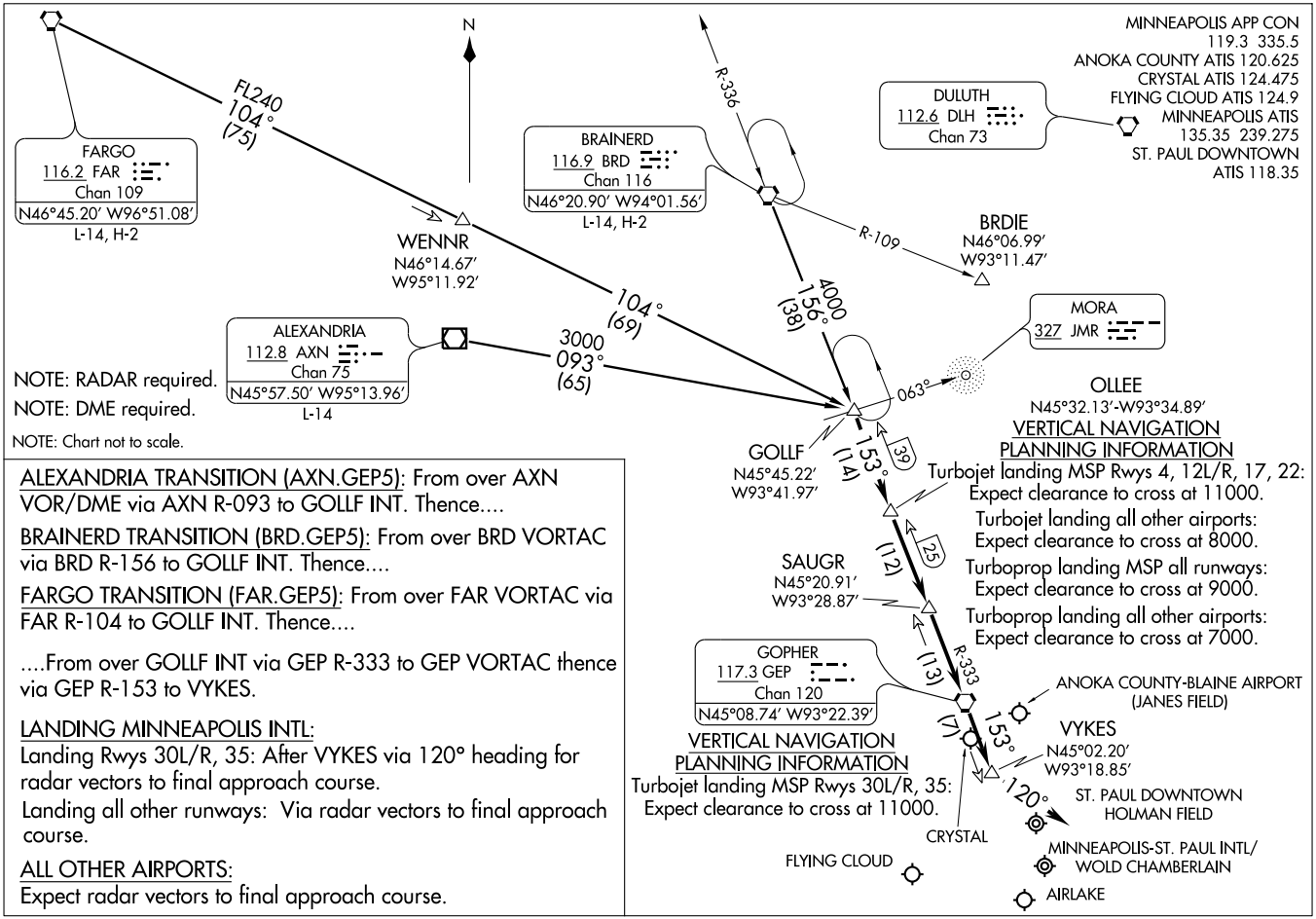
SIOUX FALLS TRANSITION (FSD.ENCEE1)

From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)
(ENCEE.ENCEE1) 07242
ST-263 (FAA)
MINNEAPOLIS-ST. PAUL, MINNESOTA

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

APP CRS	Rwy Idg	3263
139°	TDZE	868
	Apt Elev	869

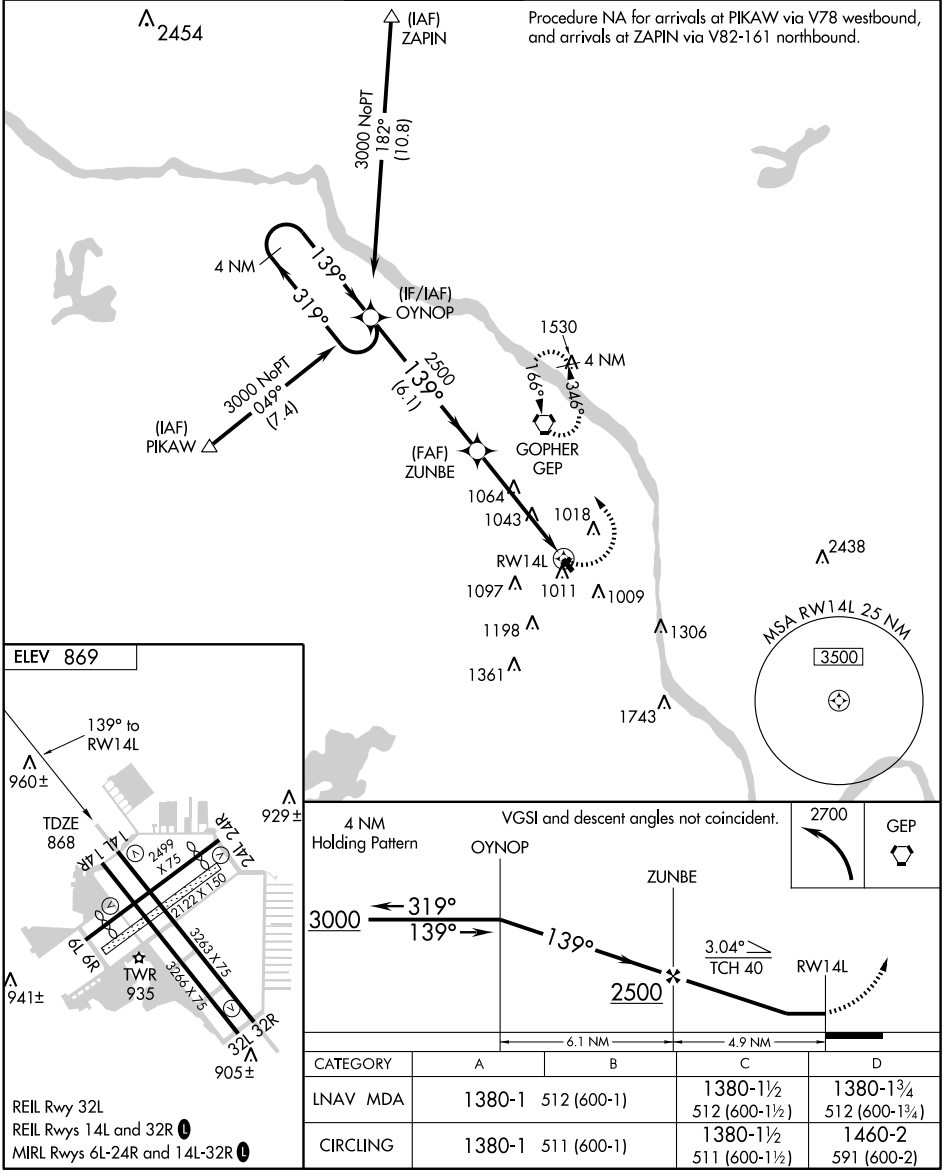
RNAV (GPS) RWY 14L

MINNEAPOLIS/ CRYSTAL (MIC)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Anoka County-Blaine Airport (Janes Field) altimeter setting and increase all MDA 80 feet, increase circling Cat D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2700 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER	GND CON	CLNC DEL	UNICOM
124.475	126.5	120.7 (CTAF) L	121.6	121.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1380-1	512 (600-1)	1380-1½ 512 (600-1½)	1380-1¾ 512 (600-1¾)
CIRCLING	1380-1	511 (600-1)	1380-1½ 511 (600-1½)	1460-2 591 (600-2)

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

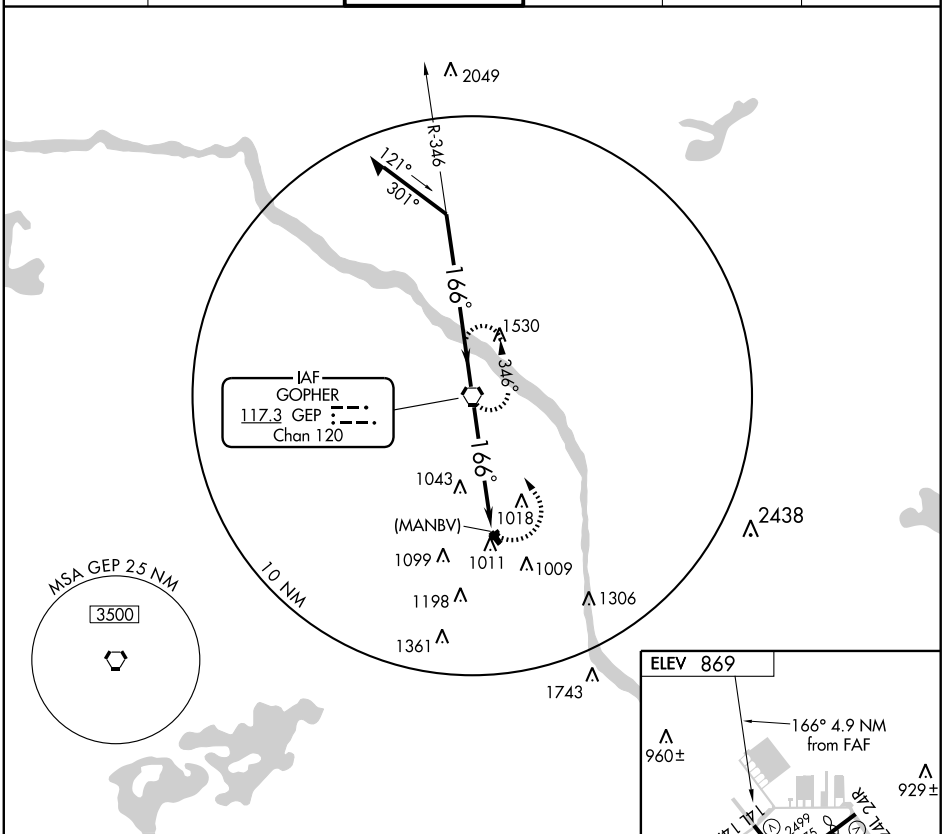
VORTAC GEP 117.3 Chan 120	APP CRS 166°	Rwy Idg N/A TDZE N/A Apt Elev 869

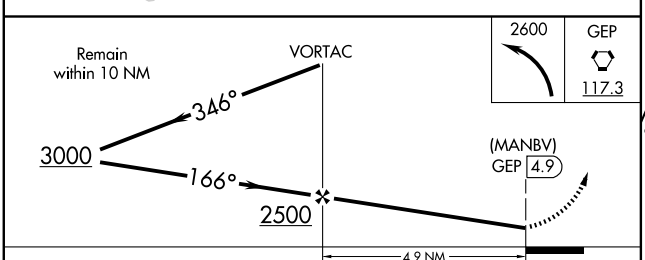
VOR or GPS-A

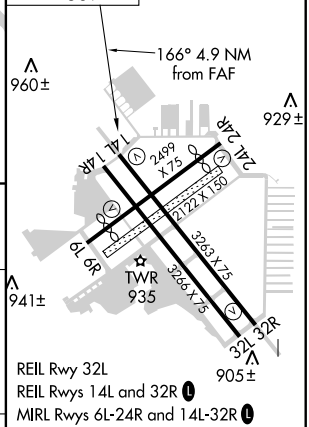
MINNEAPOLIS/ CRYSTAL (MIC)

MISSED APPROACH: Climbing left turn to 2600 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	CRYSTAL TOWER	GND CON	CLNC DEL	UNICOM
124.475	126.5	120.7 (CTAF) L	121.6	121.6	122.95







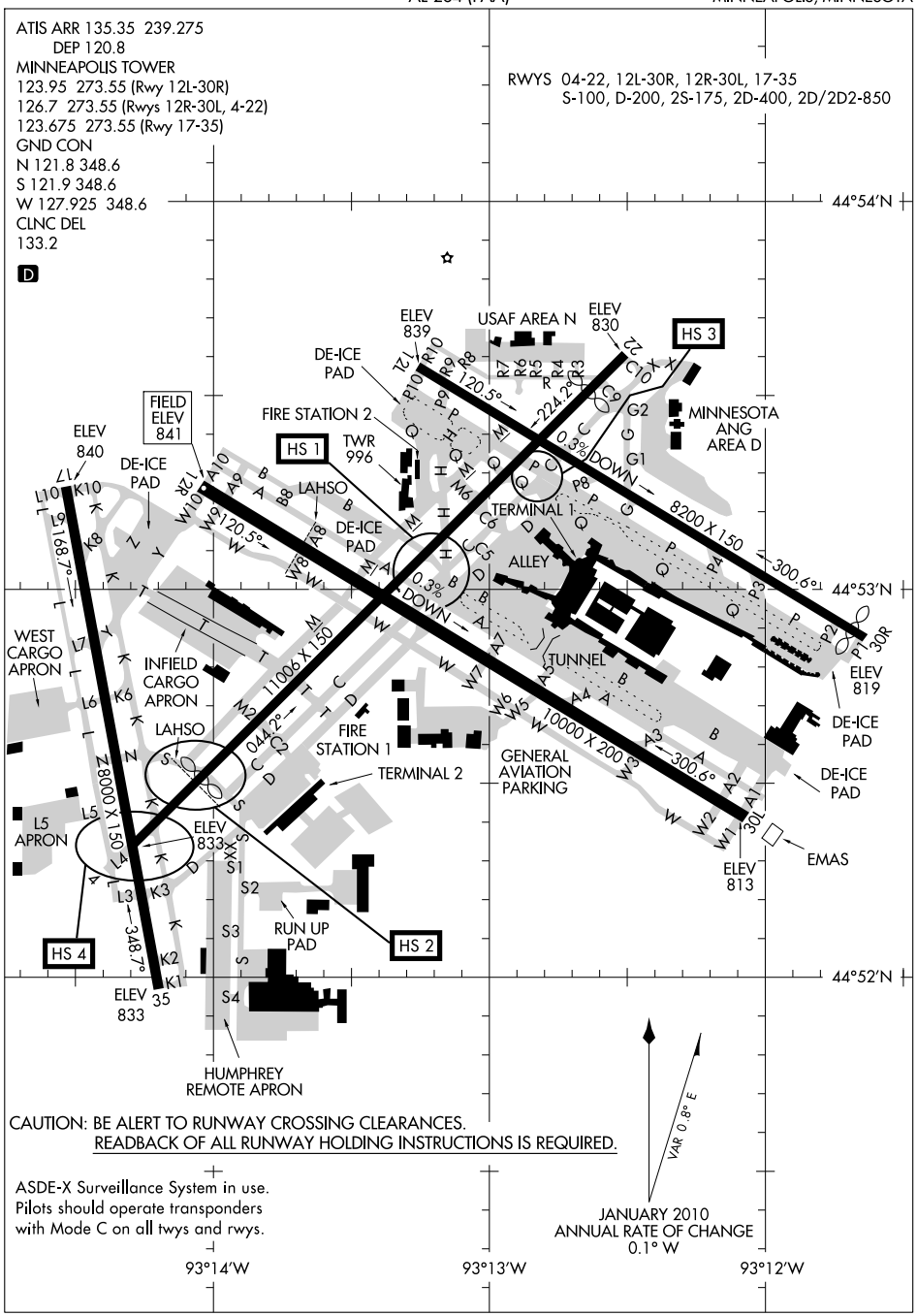
CATEGORY	A	B	C	D
CIRCLING	1360-1 491 (500-1)			1460-2 591 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
AL-264 (FAA)
MINNEAPOLIS, MINNESOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

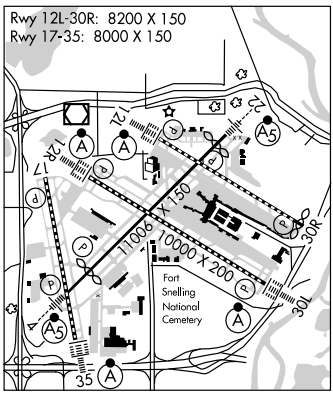
AIRPORT DIAGRAM

MINNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

10266

MINNEAPOLIS–ST PAUL INTL /WOLD–CHAMBERLAIN (MSP) 6 SW UTC–6(–5DT) **TWIN CITIES**
N44°52.92′ W93°13.31′ **H–2J, L–12J, 14I, A**
841 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index E NOTAM FILE MSP **IAP, AD**

RWY 04–22: H11006X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/2D2–850 HIRL
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 75′. Thld dsplcd 1550′. Tree.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 988′. Tree.
RWY 12R–30L: H10000X200 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/2D2–850 HIRL (NSTD) CL
RWY 12R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 65′. Tree. 0.3% down.
RWY 30L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 73′. Tree.
RWY 12L–30R: H8200X150 (ASPH–CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/2D2–850 HIRL CL
RWY 12L: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 75′. Tree. 0.3% down.
RWY 30R: REIL. PAPI(P4L)—GA 3.0° TCH 73′. Thld dsplcd 200′. Tree.
RWY 17–35: H8000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/2D2–850 HIRL CL
RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 60′. Tree.
RWY 35: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 22	Twy K	8550
RWY 30L	Twy A9/W9	8150

RUNWAY DECLARED DISTANCE INFORMATION
RWY 12L: TORA–8200 TODA–8200 ASDA–7620 LDA–7620
RWY 30R: TORA–8200 TODA–8200 ASDA–8200 LDA–8000
ARRESTING GEAR/SYSTEM
RWY 12R: EMAS
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Training flights prohibited. General aviation flights must terminate at the FBO or US Customs unless approved by Airport Manager. All unscheduled acft at terminal 2–Humphrey are required to ctc terminal 2 gate ctl on 122.95 or call 612–726–5742 prior to arrival. For noise abatement procedures call 612–726–9411. No stage 1 Category Civil acft, nighttime hrs are 0430–1200Z‡. Complex geometry at Rwy 04 approach end. Rwy 04 departures check compass to verify correct rwy heading. ASDE–X surveillance system in use. Pilots should operate transponders with mode C on all twys and rwys. Rwy 04 runway visual range avbl touchdown, rollout. Rwy 22 runway visual range avbl touchdown, rollout. Rwy 12R runway visual range avbl touchdown, midfield, rollout. Rwy 30L runway visual range avbl touchdown, midfield, rollout. Rwy 12L runway visual range avbl touchdown, midfield, rollout. Rwy 30R runway visual range avbl touchdown, midfield, rollout. Rwy 17 runway visual range avbl touchdown, midfield, rollout. Rwy 35 runway visual range avbl touchdown, midfield, rollout. Vehicles parked along south end of Twy S. Ldg fee. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Intersection Departures During Period Of Darkness, Continuous Power Facilities.
WEATHER DATA SOURCES: ASOS (612) 725–0939. LLWAS. TDWR.
COMMUNICATIONS: D–ATIS ARR 135.35 (612) 726–9240 **D–ATIS DEP** 120.8 **UNICOM** 122.95
RCO 122.3 (PRINCETON RADIO)
Ⓡ **APP CON** 119.3 (N or E of arrival rwy and Rwy 17) 126.95 (S or W of arrival rwy and Rwys 04, 12R and 30L) 118.72 (Rwy 35)
TOWER 126.7 (Rwys 12R–30L and 04–22) 123.95 (Rwy 12L–30R) 123.675 (Rwy 17–35)
GND CON 121.9 (S) 121.8 (N) 127.925 (W) **CLNC DEL** 133.2 **GND METERING** 133.57
Ⓡ **DEP CON** 125.75 (N or W of arrival rwy) 124.7 (S or E of arrival rwy) 132.975
AIRSPACE: CLASS B: See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSP.
(H) VORW/DME 115.3 MSP Chan 100 N44°53.79′ W93°14.19′ 142° 1.1 NM to fld. 831/2E. VOR portion unusable 260°–270° blo 4000′.
ILS/DME 110.7 I–INN Chan 44 Rwy 30R. Class IE.
ILS/DME 110.3 I–MSP Chan 40 Rwy 30L. Class IE.
ILS 109.3 I–APL Rwy 04 LOC only. LOC unusable byd 25° L and R of course.
ILS/DME 110.3 I–HKZ Chan 40 Rwy 12R. Class IIIE. DME unusable byd 25° right of course.
ILS/DME 110.7 I–PJL Chan 44 Rwy 12L. Class IIIE. DME also serves Rwy 30R. DME unusable byd 20° left of course.
ILS/DME 110.95 I–BMA Chan 46(Y) Rwy 35. Class IIIE.
ILS/DME 110.95 I–TJZ Chan 46(Y) Rwy 17. Class I. LOC only.
ILS 110.5 I–SIJ Rwy 22. LOC only.

LOC/DME I-MSP	APP CRS	Rwy Idg 10000
110.3	299°	TDZE 823
Chan 40		Apt Elev 841

CONVERGING ILS RWY 30L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T ANA Simultaneous approach authorized with CONVERGING ILS Rwy 35.
RADAR required.
For inoperative ALSF, increase visibility, all Cats to 1¼.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

2438

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
112.1 STC
R-101
Chan 58
101°
281°
PLUGS
STC 22.6
117.3 GEP
R-333
Chan 120

1549 1743 1539 1290 1230 1085± 1040 1158 1006 949 1111 1192 932 1033 1043 1060 1305

LOCALIZER 110.3
I-MSP
Chan 40

MSA FGT 25 NM
3500
090° 270°
2800

MISSED APCH FIX
R-297
297°
117°
GOPHER
GEP
117.3
Chan 120

IM
NARCO INT
I-MSP 6.8
AABEZ INT
I-MSP 9.8
(IF)
PIGZI INT
I-MSP 12.7
PINKE INT
I-MSP 15.6
10 NM
3000 (3)
4000 (3)
5000 (2.9)
6000 (2.9)
299°
119°
R-017
R-032
R-045
R-056
R-065
(IAF)
HASTI INT
I-MSP 18.5

FARMINGTON
115.7 FGT
Chan 104

ELEV 841 D

950± 996 906± 859± 865± 30 TDZE 823 299° 35
8000 X 150
11,000 X 150
0.3% DOWN
10,000 X 200
0.3% DOWN

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 4000 GEP 117.3

* When authorized by ATC, intercept glidepath at AABEZ, 4000; or PIGZI, 5000; or PINKE, 6000.

VGSI and ILS glidepath not coincident

NARCO INT I-MSP 6.8 — AABEZ INT I-MSP 9.8 — PIGZI INT I-MSP 12.7 — PINKE INT I-MSP 15.6 — HASTI INT I-MSP 18.5

3000 4000* 5000* 6000* 7000 299°

IM 3000

GS 3.00° TCH 54

0.2 6.4 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30L	1173/40 350 (400-¾)				

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LOC/DME I-INN	APP CRS	Rwy Idg 8000
110.7	300°	TDZE 823
Chan 44		Apt Elev 841

CONVERGING ILS RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T
NA

Simultaneous approach authorized with CONVERGING ILS Rwy 35.

MISSED APPROACH: Climbing right turn to 4000 via heading 040° and GEP VORTAC R-085 to WHISK INT/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

NC-1, 21 OCT 2010 to 18 NOV 2010

RADAR REQUIRED

LOCALIZER 110.7 I-INN Chan 44

*When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

MISSED APCH FIX

117.3 GEP R-085 Chan 120

085° 265°

WHISK GEP 17.5

117.7 FCM Chan 124 R-046 R-037 R-011

115.3 MSP Chan 100

115.7 FGT Chan 104

ALTERNATE MISSED APCH FIX

117.3 GEP R-085 Chan 120

011° 191°

WHISK FGT 32

117.7 FCM Chan 124 R-046 R-037 R-011

115.3 MSP Chan 100

115.7 FGT Chan 104

1743 1549 1539 1290 1230 1040 1144 1085± 1006 949 932 1192 1033 1042 1060 1110± 1305

SAMMZ INT I-INN 9.7

(IF)

BONNA INT I-INN 12.7

JACKO INT I-INN 6.7 RADAR

3000 (3)

300°

WULAM INT I-INN 15.6

(IAF)

GROVZ INT I-INN 18.5

*4000 (3)

*5000 (2.9)

*6000 (2.9)

300°

120°

R-018 R-031 R-044 R-055 R-064

10 NM

1753

MSA GEP 25 NM

3500

090°

2700

360°

FARMINGTON 115.7 FGT Chan 104

ELEV 841 D

950± 996 906± 859± 865± 300° TDZE 823

8200 X 150 0.3% DOWN

10,000 X 200 0.3% DOWN

11,006 X 150 0.3% DOWN

8000 X 150

4000 hdg 040°

GEP R-085 117.3

WHISK

* When assigned by ATC, intercept glidepath at 4000, 5000 or 6000.

VGSI and ILS glidepath not coincident

JACKO INT I-INN 6.7 RADAR

SAMMZ INT I-INN 9.7

BONNA INT I-INN 12.7

WULAM INT I-INN 15.6

GROVZ INT I-INN 18.5

3000 4000* 3000 300° 5000* 6000* 7000

GS 3.00° TCH 55

6.6 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D	E
S-ILS 30R	1273-1½ 450 (500-1½)				

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

CONVERGING ILS RWY 35

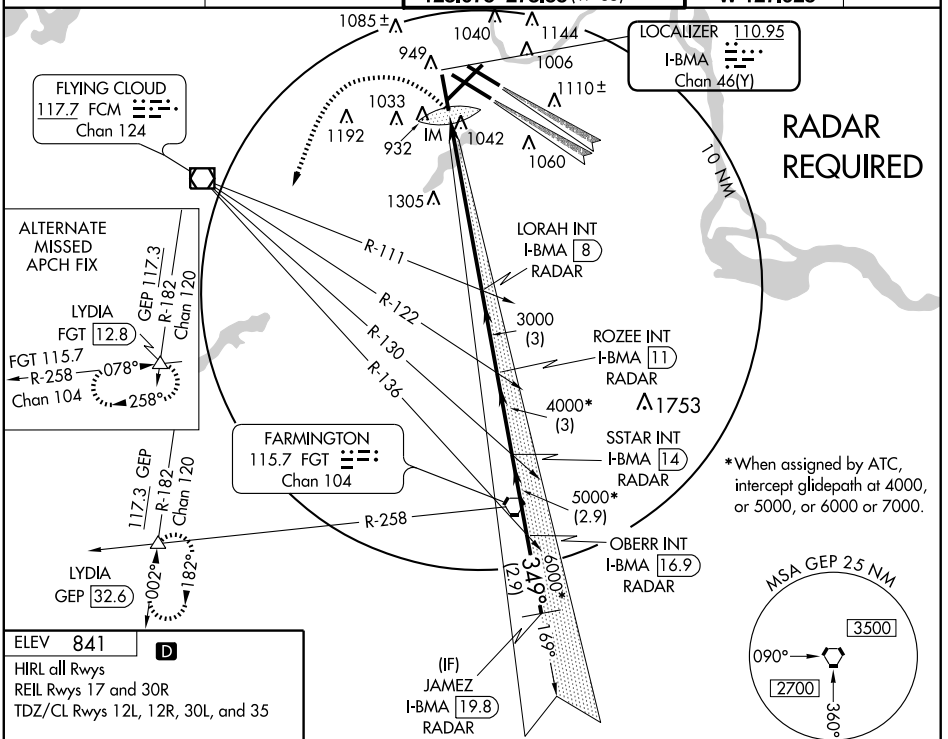
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T NA — Inoperative table does not apply. No autoland on CONVERGING ILS RWY 35. Simultaneous approach authorized with CONVERGING ILS RWY 30L and CONVERGING ILS RWY 30R.

ALSF-2

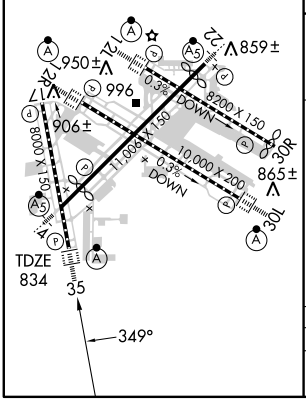
MISSED APPROACH: Climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D

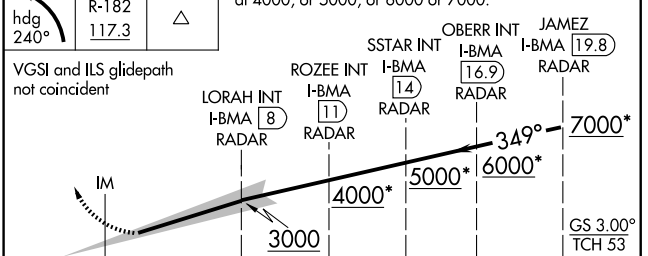
HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



5000 hdg 240°	GEP R-182 117.3	LYDIA △

* When assigned by ATC, intercept glidepath at 4000, or 5000, or 6000 or 7000.

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 35	1684-3 850 (900-3)			

COULT THREE DEPARTURE

(COULT3.COULT) 10098

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN(MSP)

MINNEAPOLIS, MINNESOTA

COULT THREE DEPARTURE

(COULT3.COULT) 10098

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN(MSP)

MINNEAPOLIS, MINNESOTA

SI-264 (FAA)

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS:
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

GOPHER
117.3 GEP
Chan 120

EAU CLAIRE
112.9 EAU
Chan 76

MINNEAPOLIS
115.3 MSP
Chan 100

FLYING CLOUD
117.7 FCM
Chan 124

FARMINGTON
115.7 FGT
Chan 104

DELLS
117.0 DLL
Chan 117
N43°33.05′-W89°45.82′
L-28, H-5

R-119
119°
46
R-251
R-233
R-203
TAXEE
N44°42.15′
W92°29.56′
(15)
61
COULT
N44°33.40′
W92°12.51′
9000
*2600
119°
(19)
80
LMFRY
N44°22.24′
W91°51.03′
9000
*3500
116°
(103)
R-296
MSP 7
MSP 8
R-010
FALLS 1 MOA
R-6901A
R-6901B
N

DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

Rwy 17
(For assigned 230° CW 285°)
3500

Non DME Aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON-DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 17: Antenna 1272′ from DER, 562 right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

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DARWIN THREE DEPARTURE

(DWN3.DWN) 10042

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

DARWIN THREE DEPARTURE

(DWN3.DWN) 10042

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

SL-264 (FAA)

TAKE-OFF MINIMUMS

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

N

ST. CLOUD
112.1 STC
Chan 58

R-172

DARWIN
109.0 DWN
Chan 27
N45°05.25′-W94°27.23′

R-088

60

10000
*3800
271°
(167)

107

10000
(MRA)

R-095

INUNE
N45°01.01′
W93°59.54′

(20)

281°

33

R-281

MINNEAPOLIS
115.3 MSP
Chan 100

ABERDEEN
113.0 ABR
Chan 77
N45°25.04′-W98°22.12′
L-14, H-2

DME aircraft Rwy 12L/12R
(assigned 060° CW 100°)
3500

MSP 7

MSP 8

R-010

Rwy 17
(assigned 230° CW 285°)
3500

Non DME Aircraft Rwy 12L/12R
(assigned 060° CW 100°)
3500

FARMINGTON
115.7 FGT
Chan 104

DEPARTURE CROSSING RESTRICTIONS:

Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to intercept MSP R-281 and DWN R-095 to DWN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN2.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

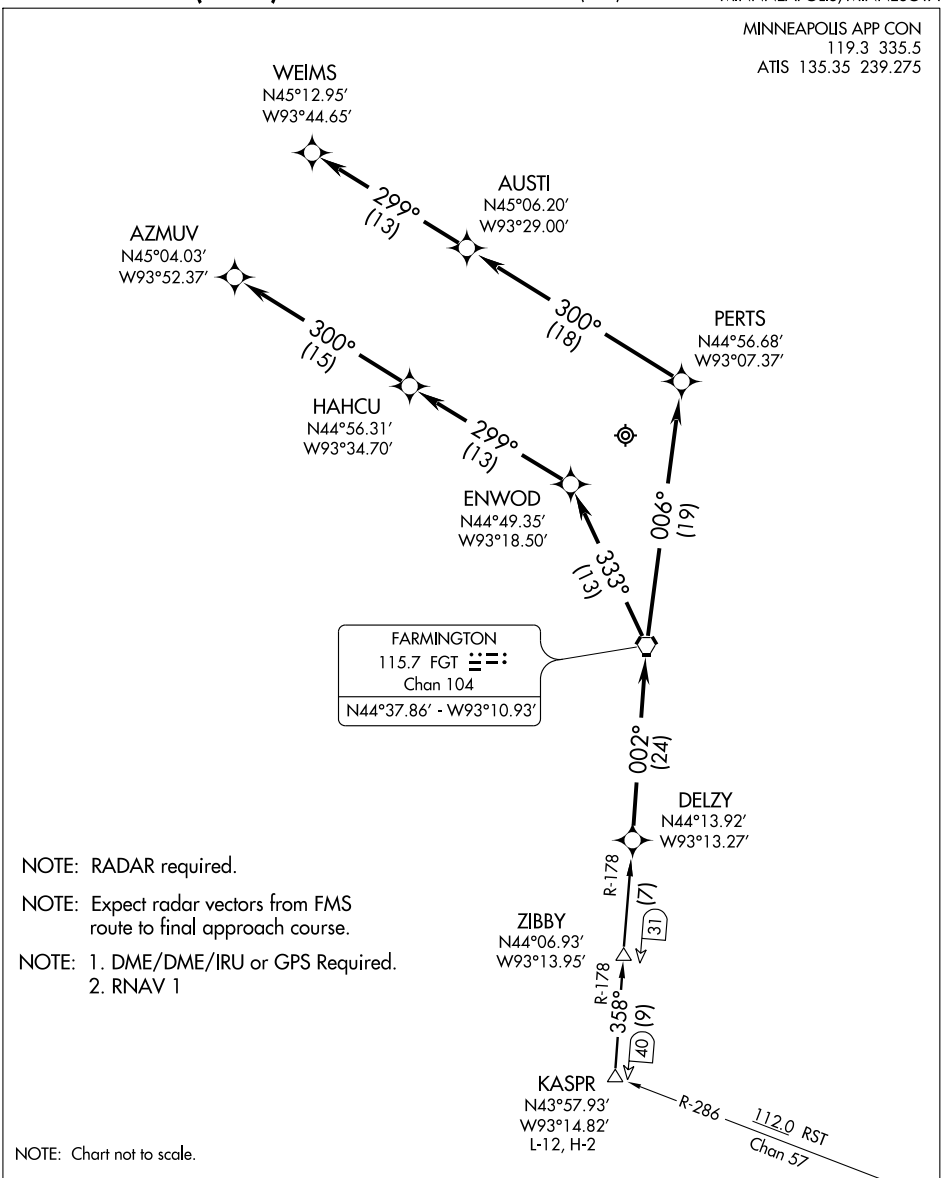
RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

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DELZY ONE (FMS) ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN
ST-264 (FAA)
MINNNEAPOLIS, MINNESOTA



Via the KASPR STAR from over DELZY WP: Thence . . . .
FOR RUNWAY 12L ARRIVALS: To FGT VORTAC to PERTS WP to AUSTI WP to WEIMS WP.
FOR RUNWAY 12R ARRIVALS: To FGT VORTAC to ENWOD WP to HAHCU WP to AZMUV WP.

DELZY ONE (FMS) ARRIVAL

MINNNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

08157

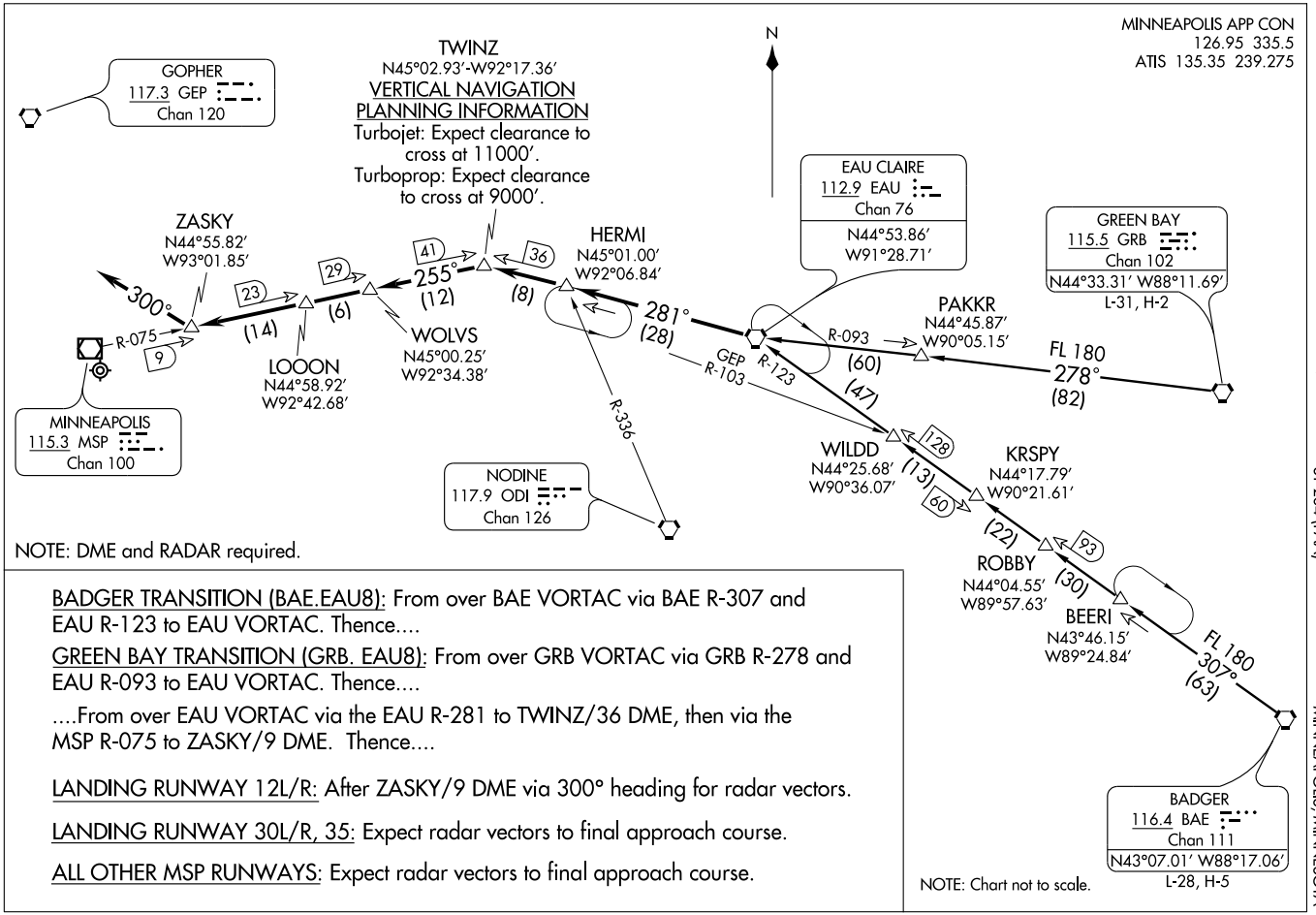
NC-1, 21 OCT 2010 to 18 NOV 2010

EAU CLAIRE EIGHT ARRIVAL

(EAU.EAU8) 08157

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

MINNEAPOLIS, MINNESOTA



NOTE: DME and RADAR required.

BADGER TRANSITION (BAE.EAU8): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC. Thence....

GREEN BAY TRANSITION (GRB. EAU8): From over GRB VORTAC via GRB R-278 and EAU R-093 to EAU VORTAC. Thence....

....From over EAU VORTAC via the EAU R-281 to TWINZ/36 DME, then via the MSP R-075 to ZASKY/9 DME. Thence....

LANDING RUNWAY 12L/R: After ZASKY/9 DME via 300° heading for radar vectors.

LANDING RUNWAY 30L/R, 35: Expect radar vectors to final approach course.

ALL OTHER MSP RUNWAYS: Expect radar vectors to final approach course.

EAU CLAIRE EIGHT ARRIVAL

(EAU.EAU8) 08157

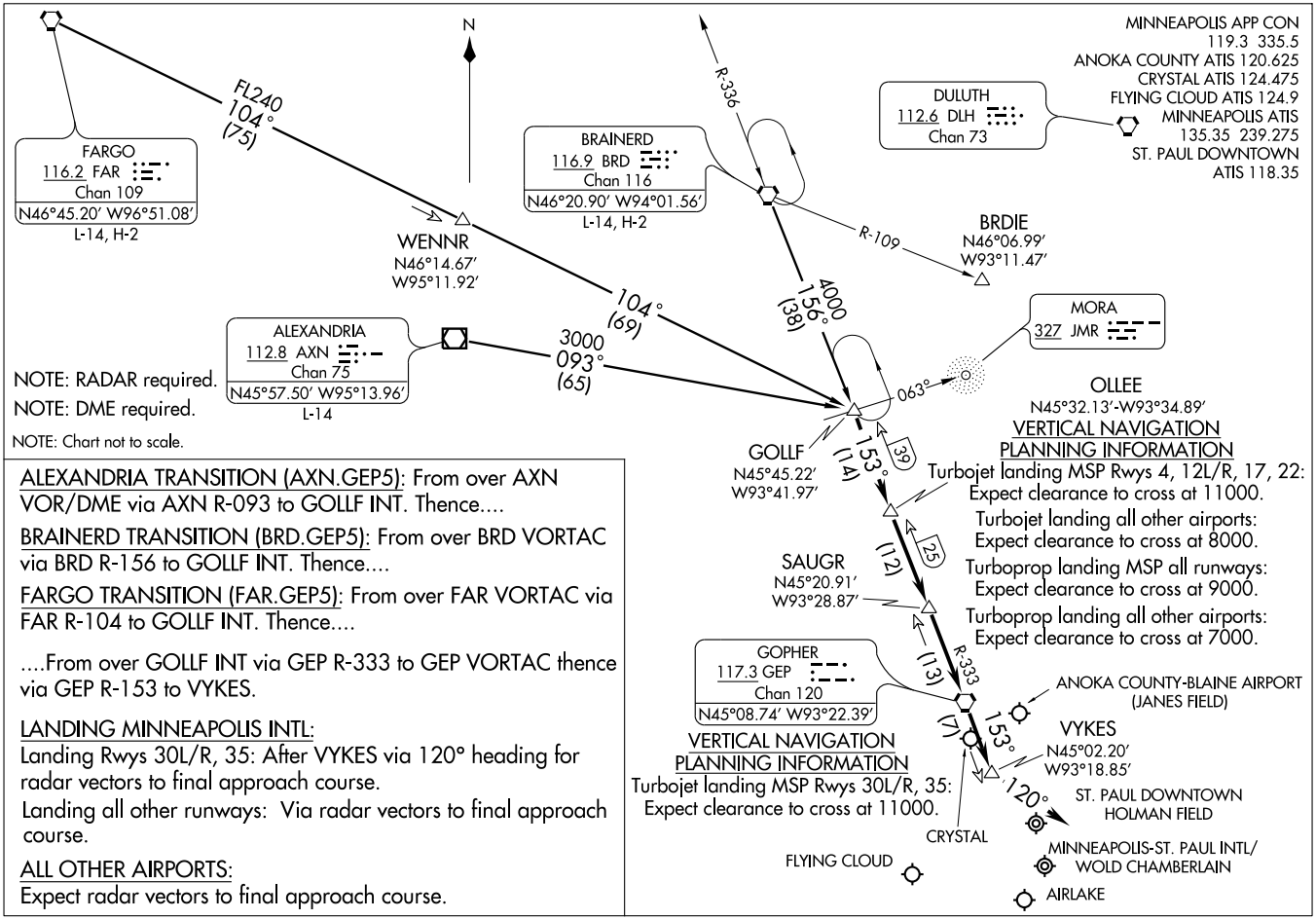
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

MINNEAPOLIS, MINNESOTA

ST-264 (FAA)

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 12L

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

For inoperative ALSF, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 2½ mile. For inoperative ALSF when using AASUN fix minimums, increase S-LOC Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120 R-297 297° 117°

RADAR REQUIRED

GOPHER 117.3 GEP Chan 120

MINNEAPOLIS 115.3 MSP Chan 100

WHISK GEP 17.5

R-085 085° 265°

R-232 R-217 R-200 R-183 R-170 R-011 FCM R-046 MSP R-037

10 NM

2438

300° 120° (2.9) *6000 *5000 (2.9) *4000 (3) 3000 (3)

(IAF) CCJAY INT I-PJL 19.4

UBTYA INT I-PJL 16.5

(IF) ALGIN INT I-PJL 13.6

HAMML INT I-PJL 10.7

WASHY INT I-PJL 7.7 RADAR

AASUN I-PJL 3.5 RADAR

LOCALIZER 110.7 I-PJL Chan 44

FLYING CLOUD 117.7 FCM Chan 124

115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

1549 1539 1743 1290 1230 1085± 1040 IM 1144 1006 979± 949 1033 932 1192 1042 1110± 1060 1305

ELEV 841 D

120° 6.5 NM from FAF

TDZE 839

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500	4000 hdg 350°	FCM R-046 117.7	WHISK

CCJAY INT I-PJL 19.4 — UBTYA INT I-PJL 16.5 — ALGIN INT I-PJL 13.6 — HAMML INT I-PJL 10.7 — WASHY INT I-PJL 7.7 RADAR — AASUN I-PJL 3.5 RADAR — I-PJL 2.1 — I-PJL 1.2 — # LOC only

7000 *6000 120° *5000 *4000 3000 #1520 IM

GS 3.00° TCH 52

VGSI and ILS glidepath not coincident

2.9 NM | 2.9 NM | 3 NM | 3 NM | 4.2 NM | 1.3 NM | 0.9 | 0.1

CATEGORY	A	B	C	D	E
S-ILS 12L	1039/18 200 (200-½)				
S-LOC 12L	1520/24 681 (700-½)		1520-1½ 681 (700-1½)	1520-1¾ 681 (700-1¾)	1520-2 681 (700-2)
CIRCLING	1520-1 679 (700-1)		1520-2 679 (700-2)	1520-2¼ 679 (700-2¼)	1660-3 819 (900-3)
AASUN FIX MINIMUMS					
S-LOC 12L	1240/24 401 (400-½)		1240/40 401 (400-¾)		1240/50 401 (400-1)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

950± 996 906± 859± 865± 8000 X 150 11,000 X 150 8200 X 150 10,000 X 200 0.3% DOWN 0.5% DOWN 22 4 12 30R 30L 35

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LOC/DME	APP CRS	Rwy Idg	10000
I-HKZ 110.3 Chan 40	120°	TDZE	841
		Apt Elev	841

ILS or LOC RWY 12R

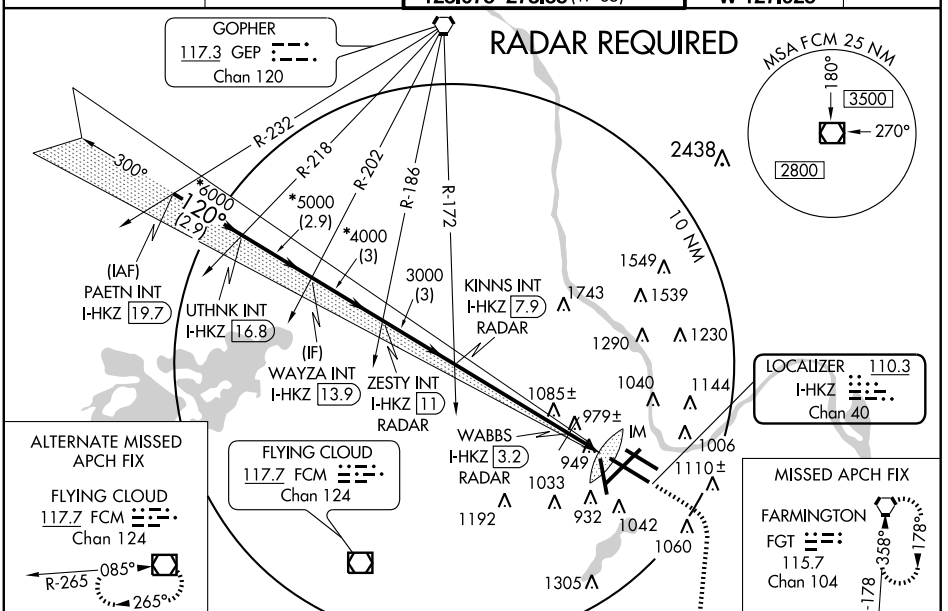
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative ALSF, increase S-ILS 12R Cat E visibility to RVR 4000 and S-LOC 12R Cat E visibility to 2. WABBS fix minimums: For inoperative ALSF, increase S-LOC 12R Cat E visibility to 1½.

ALSF-2

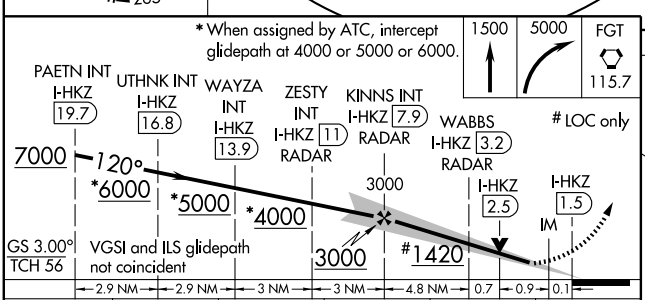
MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

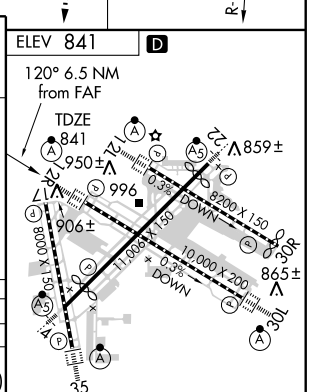
ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2



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CATEGORY	A	B	C	D	E
S-ILS 12R	1041/18 200 (200-½)				
S-LOC 12R	1420/24 579 (600-½)		1420/50 579 (600-1)	1420/60 579 (600-1¼)	1420-1½ 579 (600-1½)
CIRCLING	1420-1 579 (600-1)		1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)
WABBS FIX MINIMUMS					
S-LOC 12R	1240/24 399 (400-½)			1240/40 399 (400-¾)	1240/50 399 (400-1)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

LOC/DME I-MSP	APP CRS	Rwy Idg	10000
110.3	299°	TDZE	823
Chan 40		Apt Elev	841

ILS or LOC RWY 30L

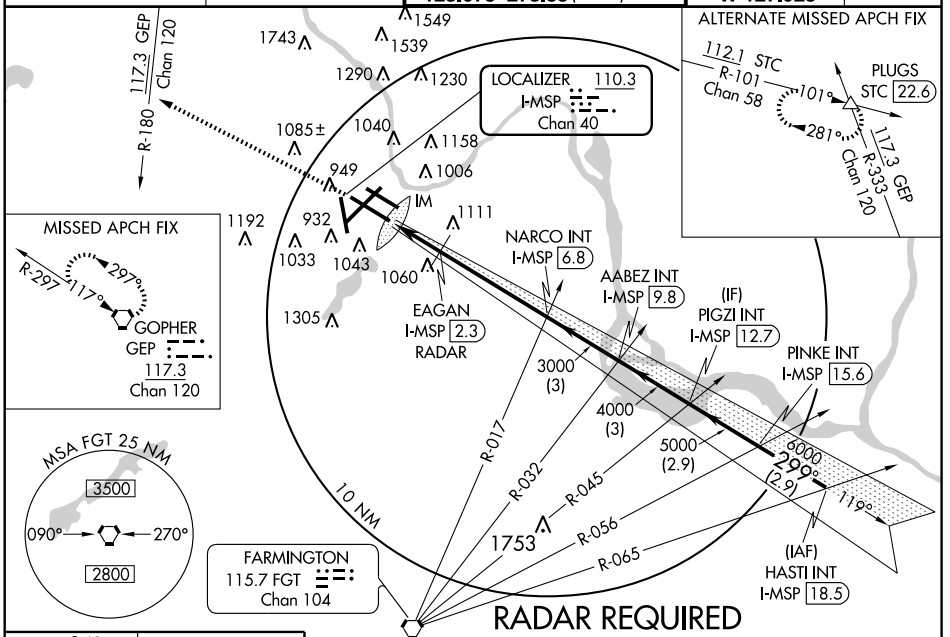
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative ALSF, increase S-ILS 30L Cat E visibility to RVR 4000 and S-LOC 30L Cat E visibility to 2.

ALSF-2

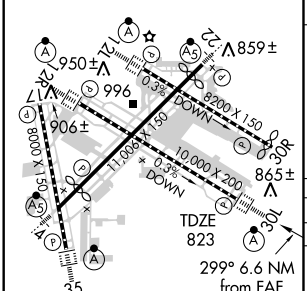
MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



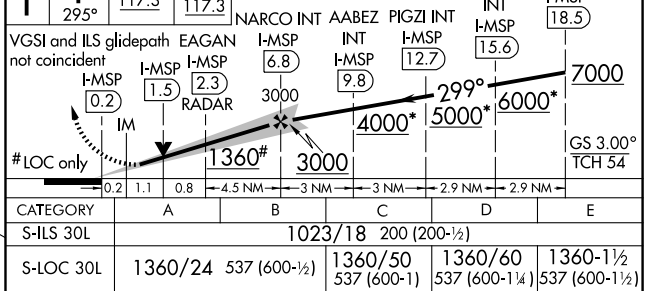
RADAR REQUIRED

ELEV 841 D



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D	E
S-ILS 30L	1023/18 200 (200-½)				
S-LOC 30L	1360/24 537 (600-½)		1360/50 537 (600-1)	1360/60 537 (600-1¼)	1360-1½ 537 (600-1½)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)
EAGAN FIX MINIMUMS					
S-LOC 30L	1280/24 457 (500-½)		1280/40 457 (500-¾)	1280/50 457 (500-1)	
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

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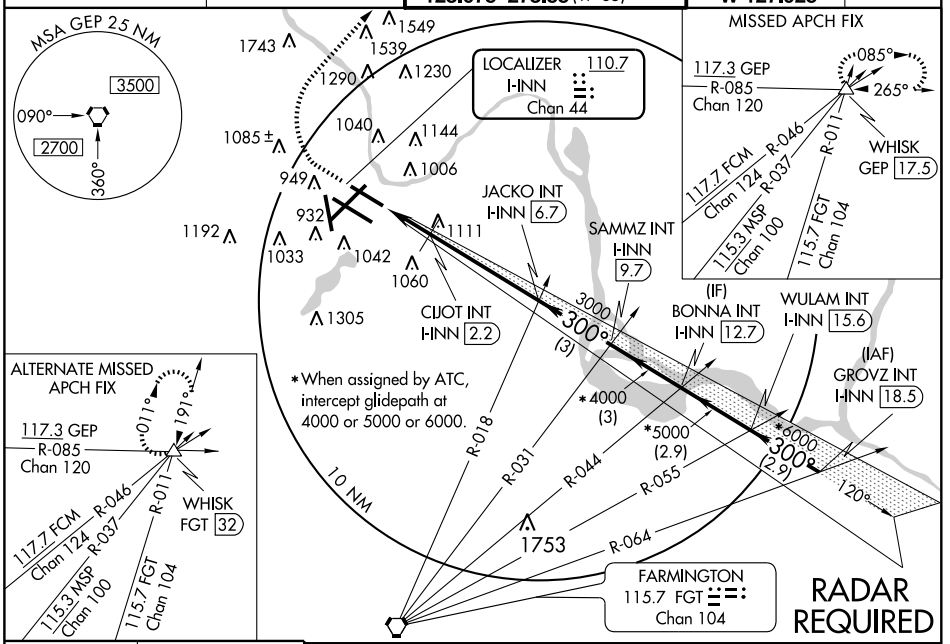
LOC/DME I-INN	APP CRS	Rwy Idg	8000
110.7	300°	TDZE	823
Chan 44		Apt Elev	841

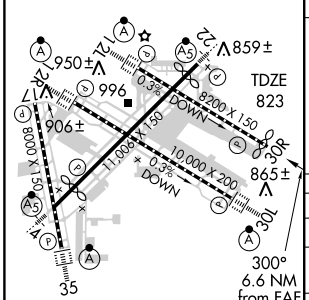
ILS or LOC RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 via heading 040° and GEP VORTAC R-085 to WHISK INT/17.5 DME and hold.

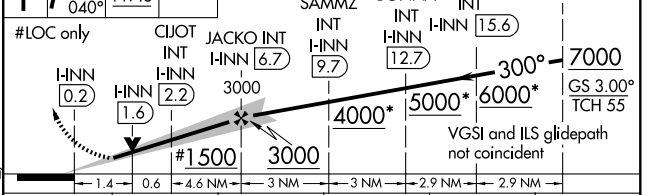
ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	





HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D	E
S-ILS 30R	1073/40 250 (300-¾)				
S-LOC 30R	1500/50 677 (700-1)		1500-2 677 (700-2)	1500-2¼ 677 (700-2¼)	1500-2½ 677 (700-2½)
CIRCLING	1500-1 659 (700-1)		1500-2 659 (700-2)	1500-2¼ 659 (700-2¼)	1660-3 819 (900-3)
DME MINIMUMS					
S-LOC 30R	1340/50 517 (500-1)		1340-1½ 517 (500-1½)	1340-1¾ 517 (500-1¾)	
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

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ILS or LOC RWY 35

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

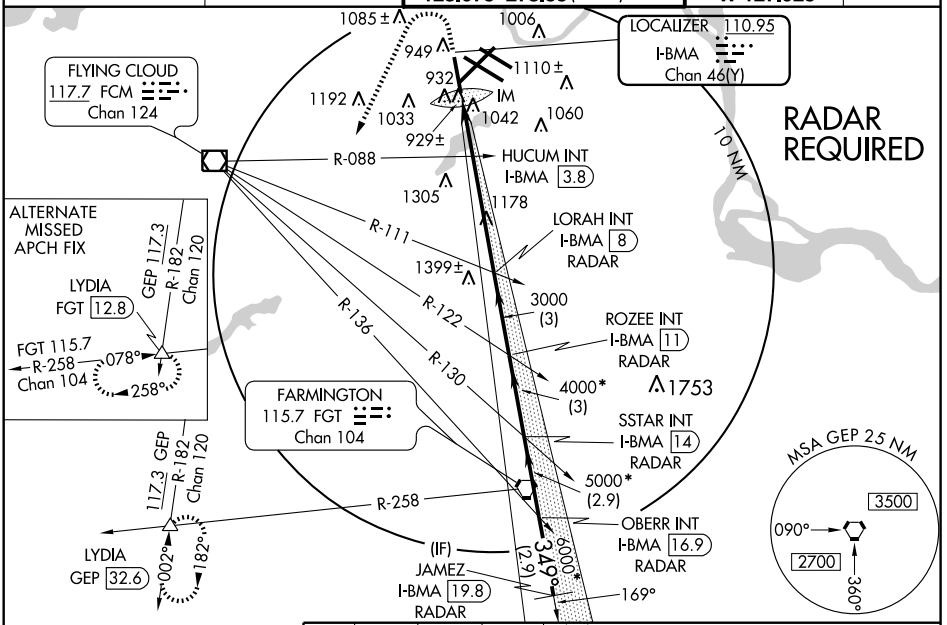
LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

For inoperative ALSF, increase S-ILS 35 Cat E visibility to RVR 4000, increase all S-LOC 35 Cat E visibilities to ½ mile.

ALSF-2

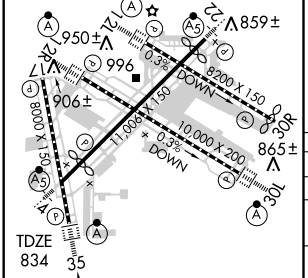
MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D

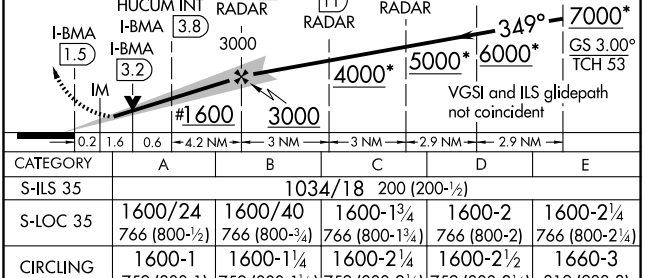
HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

1600	5000 hdg 240°	GEP R-182 117.3	LYDIA △

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.



CATEGORY	A	B	C	D	E
S-ILS 35	1034/18 200 (200-½)				
S-LOC 35	1600/24 766 (800-½)	1600/40 766 (800-¾)	1600-1¾ 766 (800-1¾)	1600-2 766 (800-2)	1600-2¼ 766 (800-2¼)
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	1600-2½ 759 (800-2½)	1660-3 819 (900-3)
HUCUM FIX MINIMUMS					
S-LOC 35	1460/24 626 (700-½)		1460/60 626 (700-1¼)	1460-1½ 626 (700-1½)	1460-1¾ 626 (700-1¾)
CIRCLING	1460-1 619 (700-1)		1460-1¾ 619 (700-1¾)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

ILS RWY 12L (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120

R-297 297° 117°

RADAR REQUIRED

GOPHER 117.3 GEP Chan 120

WHISK GEP 17.5

085° 265°

R-085 R-232 R-217 R-200 R-183 R-170 R-011 R-037 R-046

FCM MSP

10 NM

MINNEAPOLIS 115.3 MSP Chan 100

2438

300° 120° *6000 (2.9) *5000 (2.9) *4000 (3) 3000 (3)

(IAF) CCJAY INT I-PJL 19.4

UBTYA INT I-PJL 16.5

(IF) ALGIN INT I-PJL 13.6

HAMML INT I-PJL 10.7

WASHY INT I-PJL 7.7 RADAR

1549 1539 1743 1290 1230 1085± 1040 IM 1144 1006 979± 949 932 1192 1033 1042 1110± 1060 1305

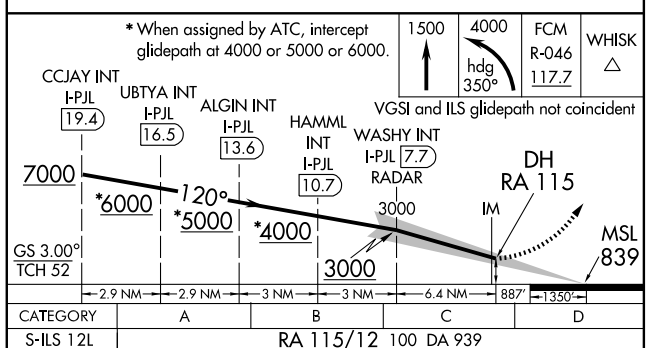
FLYING CLOUD 117.7 FCM Chan 124

LOCALIZER 110.7 I-PJL Chan 44

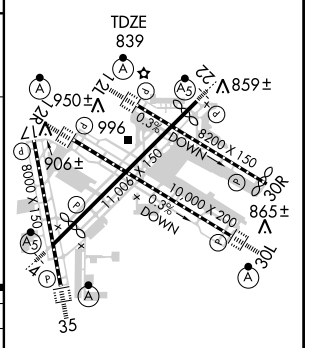
115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

ELEV 841 D



CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PJL	APP CRS	Rwy Idg	7620
110.7	120°	TDZE	839
Chan 44		Apt Elev	841

ILS RWY 12L (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1500, then climbing left turn to 4000 via heading 350° and FCM VOR/DME R-046 to WHISK Int/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

ALTERNATE MISSED APCH FIX GOPHER GEP 117.3 Chan 120

297° 117° R-297

RADAR REQUIRED

R-085 085° 265° WHISK GEP 17.5

GOPHER 117.3 GEP Chan 120

R-232 R-217 R-200 R-183 R-170

300° 120° (2.9) *6000 *5000 (2.9) *4000 (3) 3000 (3)

2438

10 NM

FCM R-046 MSP R-037 R-011

MINNEAPOLIS 115.3 MSP Chan 100

(IAF) CCJAY INT I-PJL 19.4

UBTYA INT I-PJL 16.5

(IF) ALGIN INT I-PJL 13.6

HAMML INT I-PJL 10.7

WASHY INT I-PJL 7.7 RADAR

1549 1539 1743 1290 1230 1085± 1040 IM 1144 1006 979± 949 932 1192 1033 1042 1110± 1060 1305

FLYING CLOUD 117.7 FCM Chan 125

LOCALIZER 110.7 I-PJL Chan 44

115.7 FGT Chan 104

MSA FCM 25 NM 180° 3500 270° 2800

ELEV 841 D

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 4000 hdg 350° FCM R-046 117.7 WHISK

VGSI and ILS glidepath not coincident

CCJAY INT I-PJL 19.4 UBTYA INT I-PJL 16.5 ALGIN INT I-PJL 13.6 HAMML INT I-PJL 10.7 WASHY INT I-PJL 7.7 RADAR IM

7000 *6000 120° *5000 *4000 3000 950 MSL 839

GS 3.00° TCH 52

2.9 NM 2.9 NM 3 NM 3 NM 6.4 NM 902' 1350'

CATEGORY	A	B	C	D
S-ILS 12L	CAT IIIa		RVR 07	
S-ILS 12L	CAT IIIb		RVR 06	
S-ILS 12L	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZE 839

950± 996 906± 859± 865± 9200 X 150 0.3% DOWN 11,600 X 150 10,000 X 200 8000 X 150

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 12R (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-HKZ	APP CRS	Rwy Idg	10000
110.3	120°	TDZE	841
Chan 40		Apt Elev	841

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

GOPHER 117.3 GEP Chan 120

MSA FCM 25 NM: 180° 3500, 270° 2800

R-232 R-218 R-202 R-186 R-172 300° 120° 10 NM

*6000 (2.9) *5000 (2.9) *4000 (3) 3000 (3)

(IAF) PAETN INT I-HKZ 19.7

UTHNK INT I-HKZ 16.8

(IF) WAYZA INT I-HKZ 13.9

ZESTY INT I-HKZ 11 RADAR

KINNS INT I-HKZ 7.9 RADAR

2438 1549 1743 1539 1290 1230 1085± 1040 1144 979± IM 1006 949 1110± 1033 1192 932 1042 1060 1305

LOCALIZER 110.3 I-HKZ Chan 40

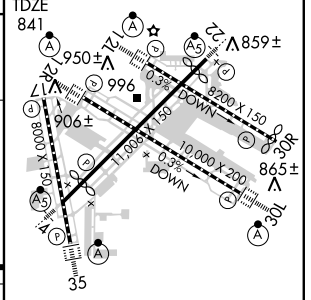
FLYING CLOUD 117.7 FCM Chan 124

MISSED APCH FIX: FARMINGTON FGT 115.7 Chan 104; 358° 178° R-178

ALTERNATE MISSED APCH FIX: FLYING CLOUD 117.7 FCM Chan 124; R-265 085° 265°

ELEV 841 D

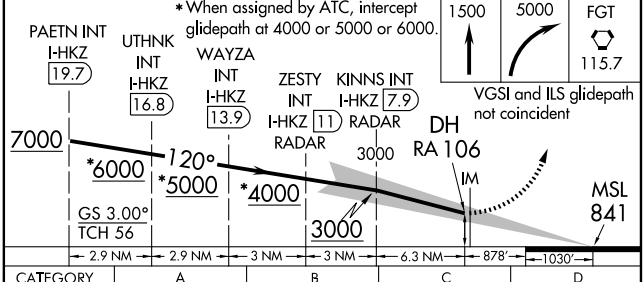
TDZE 841



* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 5000 FGT 115.7

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 12R	RA 106/12 100 DA 941			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 12R (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-HKZ	APP CRS	Rwy Idg	10000
110.3	120°	TDZE	841
Chan 40		Apt Elev	841

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

GOPHER 117.3 GEP Chan 120

RADAR REQUIRED

MSA FCM 25 NM: 180° 3500, 270° 2800

R-232 R-218 R-202 R-186 R-172

300° 120° 12.9

*6000 *5000 (2.9) *4000 (3) 3000 (3)

2438

10 NM

(IAF) PAETN INT I-HKZ 19.7

UTHNK INT I-HKZ 16.8

(IF) WAYZA INT I-HKZ 13.9

ZESTY INT I-HKZ 11 RADAR

KINNS INT I-HKZ 7.9 RADAR

1549 1743 1539 1290 1230 1085± 1040 1144 979± IM 1006 949 1110± 1033 1192 932 1042 1060 1305

LOCALIZER 110.3 I-HKZ Chan 40

FLYING CLOUD 117.7 FCM Chan 124

MISSED APCH FIX: FARMINGTON FGT 115.7 Chan 104; 358° 178° R-178

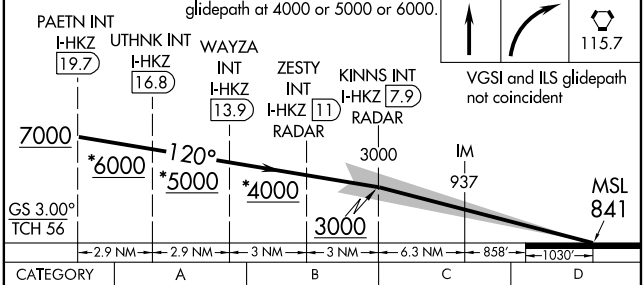
ALTERNATE MISSED APCH FIX: FLYING CLOUD 117.7 FCM Chan 124; R-265 085° 265°

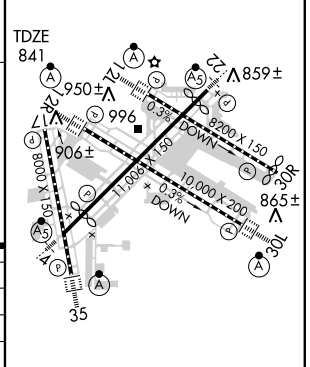
ELEV 841 D

*When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000.

1500 5000 FGT 115.7

VGSI and ILS glidepath not coincident





CATEGORY	A	B	C	D
S-ILS 12R	CAT IIIa	RVR 07		
S-ILS 12R	CAT IIIb	NA		
S-ILS 12R	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MSP	APP CRS	Rwy Idg 10000
110.3	299°	TDZE 823
Chan 40		Apt Elev 841

ILS RWY 30L (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

ALSF-2

MISSED APPROACH: Climb to 1300, then climb to 4000 via heading 295° and GEP VORTAC R-180 to GEP and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

RADAR REQUIRED

117.3 GEP Chan 120 R-180

LOCALIZER 110.3 I-MSP Chan 40

ALTERNATE MISSED APCH FIX

112.1 STC R-101 Chan 58 101° 281° PLUGS STC 22.6 117.3 GEP R-333 Chan 120

MISSED APCH FIX

R-297 297° 117° GOPHER GEP 117.3 Chan 120

1549 1743 1539 1290 1230 1085± 1040 1158 949 1006 1192 932 IM 1111 1033 1043 1060 1305

NARCO INT I-MSP 6.8

AABEZ INT I-MSP 9.8

(IF) PIGZI INT I-MSP 12.7

PINKE INT I-MSP 15.6

3000 (3) 4000 (3) 5000 (2.9) 6000 (2.9)

299° 119°

10 NM

R-017 R-032 R-045 R-056 R-065

1753

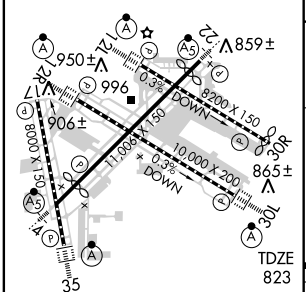
FARMINGTON 115.7 FGT Chan 104

(IAF) HASTI INT I-MSP 18.5

MSA FGT 25 NM 3500 090° 270° 2800

Missed approach obstructions require climb gradient of at least 500 FPM/100K, 750 FPM/150K, 1000 FPM/200K, no wind conditions. Aircraft to 885 feet MSL 789 feet north of Rwy centerline.

ELEV 841 D

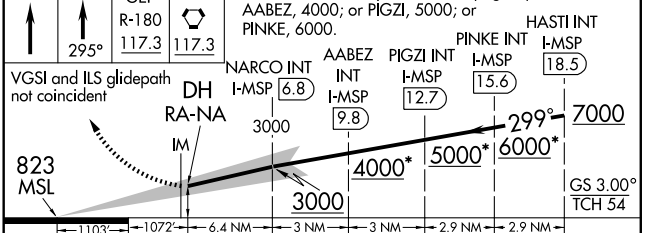


HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1300 ↑	4000 ↑ 295°	GEP R-180 117.3	GEP 117.3

*When authorized by ATC, intercept glidepath at AABEZ, 4000; or PIGZI, 5000; or PINKE, 6000.

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D
S-ILS 30L	RA-NA/12 110 DA 933			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 35 (CAT II)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/ GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

FLYING CLOUD 117.7 FCM Chan 124

LOCALIZER 110.95 I-BMA Chan 46(Y)

RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX

LYDIA FGT 12.8

GEP 117.3 R-182 Chan 120

FGT 115.7 R-258 Chan 104

078° 258°

FARMINGTON 115.7 FGT Chan 104

LYDIA GEP 32.6

002° 182°

1085± 1006 949 932 1110± 1192 1033 IM 1042 1060 929± 1305 1178

R-111 R-122 R-136 R-130 R-258

LORAH INT I-BMA 8 RADAR

1399± 3000 (3)

ROZEE INT I-BMA 11 RADAR

4000* (3) 1753

SSTAR INT I-BMA 14 RADAR

5000* (2.9)

OBERR INT I-BMA 16.9 RADAR

6000* (2.9)

(IF) JAMEZ I-BMA 19.8 RADAR

349°

169°

MSA GEP 25 NM

3500

090° 2700 360°

ELEV 841 D

950± 996 906± 859± 865± 834 MSL

8200 X 150 0.3% DOWN

11,000 X 150 0.3% DOWN

10,000 X 200 0.3% DOWN

8000 X 150

TDZE 834

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1600	5000	GEP R-182 117.3	LYDIA △
	hdg 240°		

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

DH RA 107 IM

LORAH INT I-BMA 8 RADAR

ROZEE INT I-BMA 11 RADAR

SSTAR INT I-BMA 14 RADAR

OBERR INT I-BMA 16.9 RADAR

JAMEZ I-BMA 19.8 RADAR

3000 4000* 5000* 6000* 7000*

349°

834 MSL

VGSI and ILS glidepath not coincident

GS 3.00° TCH 53

938' 1161' 6.3 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 35	RA 107/12 110 DA 944			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS RWY 35 (CAT III)

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

LOC/DME I-BMA	APP CRS	Rwy Idg	8000
110.95	349°	TDZE	834
Chan 46 (Y)		Apt Elev	841

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing left turn to 5000 via heading 240° and GEP R-182 to LYDIA INT/ GEP 32.6 DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	

FLYING CLOUD 117.7 FCM Chan 124

LOCALIZER 110.95 I-BMA Chan 46(Y)

RADAR REQUIRED

10 NM

ALTERNATE MISSED APCH FIX

LYDIA FGT 12.8

GEP 117.3 R-182 Chan 120

FGT 115.7 R-258 Chan 104

078° 258°

FARMINGTON 115.7 FGT Chan 104

R-111 R-122 R-130 R-136 R-258

1085± 1006 949 932 1110± 1192 1033 IM 1042 1060 929± 1305 1178 1399± 3000 (3) 4000* (3) 5000* (2.9) 6000* (2.9) 1753

LORAH INT I-BMA 8 RADAR

ROZEE INT I-BMA 11 RADAR

SSTAR INT I-BMA 14 RADAR

OBERR INT I-BMA 16.9 RADAR

JAMEZ (IF) I-BMA 19.8 RADAR

349°

002° 182°

LYDIA GEP 32.6

MSA GEP 25 NM

3500 2700 090° 360°

ELEV 841 D

TDZE 834 35

950± 996 906± 859± 865± 8000 X 150 11,000 X 150 9200 X 150 10,000 X 200 0.3% DOWN 0.3% DOWN 4 17 22 30R 30L

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

1600 5000 240° GEP R-182 117.3 LYDIA

* When assigned by ATC, intercept glidepath at 4000 or 5000 or 6000 or 7000.

LORAH INT I-BMA 8 RADAR 3000

ROZEE INT I-BMA 11 RADAR

SSTAR INT I-BMA 14 RADAR

OBERR INT I-BMA 16.9 RADAR

JAMEZ I-BMA 19.8 RADAR

IM 937

834 MSL

3000 4000* 5000* 6000* 7000*

VGSI and ILS glidepath not coincident

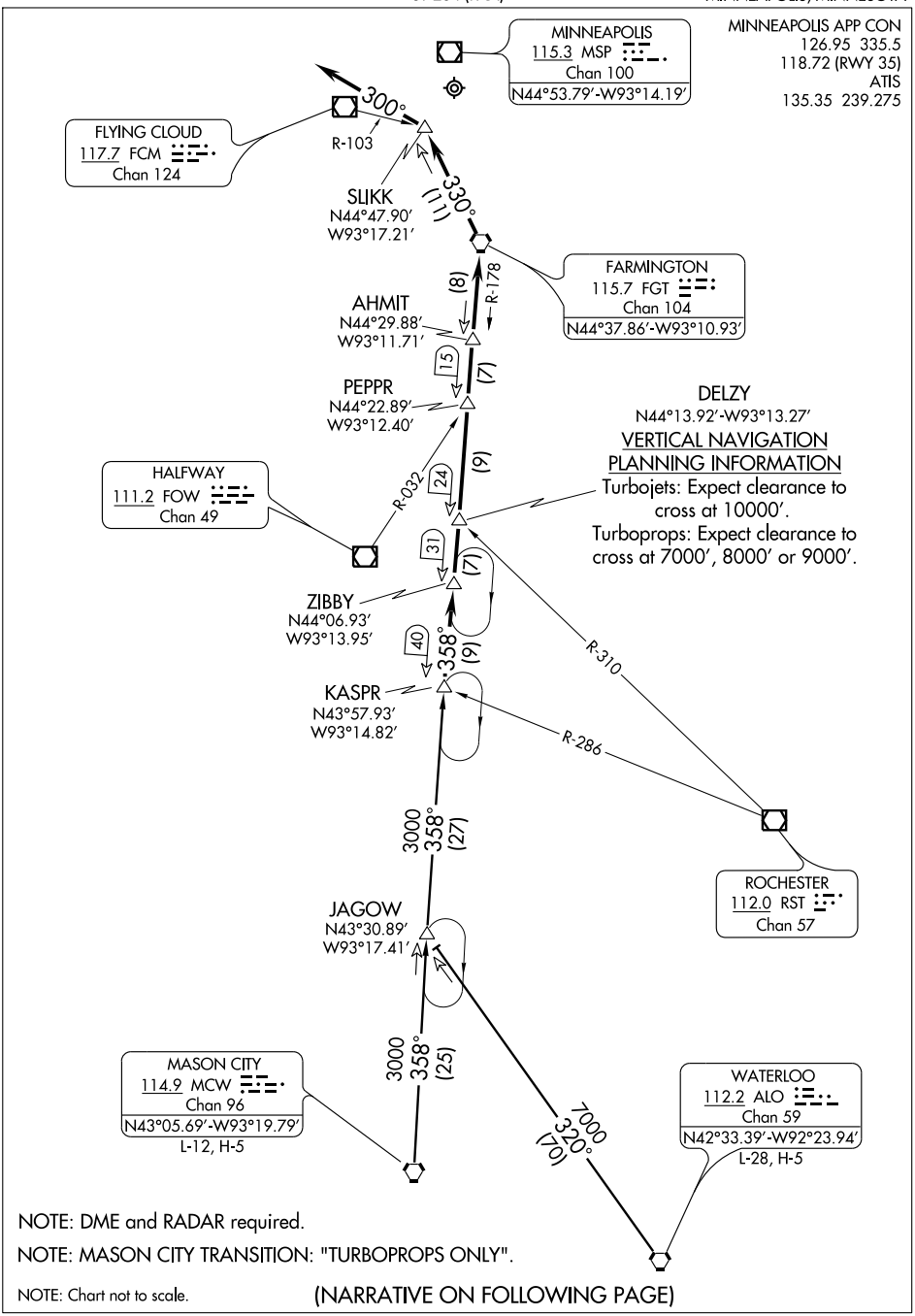
GS 3.00° TCH 53

938' 1021' 6.4 NM 3 NM 3 NM 2.9 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 35	CAT IIIa	RVR 07		
S-ILS 35	CAT IIIb	RVR 06		
S-ILS 35	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010



NOTE: DME and RADAR required.

NOTE: MASON CITY TRANSITION: "TURBOPROPS ONLY".

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ARRIVAL ROUTE DESCRIPTION

MASON CITY TRANSITION (MCW.KASPR4) (TURBOPROPS ONLY): From over MCW VORTAC via MCW R-358 and FGT R-178 to KASPR INT. Thence....
WATERLOO TRANSITION (ALO.KASPR4): From over ALO VORTAC via ALO R-320 to JACOW INT, then via MCW R-358 and FGT R-178 to KASPR INT. Thence....

....From over KASPR INT via FGT R-178 to FGT VORTAC.

LANDING RUNWAYS 12L/12R:
After FGT VORTAC via FGT R-330 to SLIKK INT thence via 300° heading for radar vectors to final approach course.

LANDING ALL OTHER RUNWAYS:
Via radar vectors to final approach course.

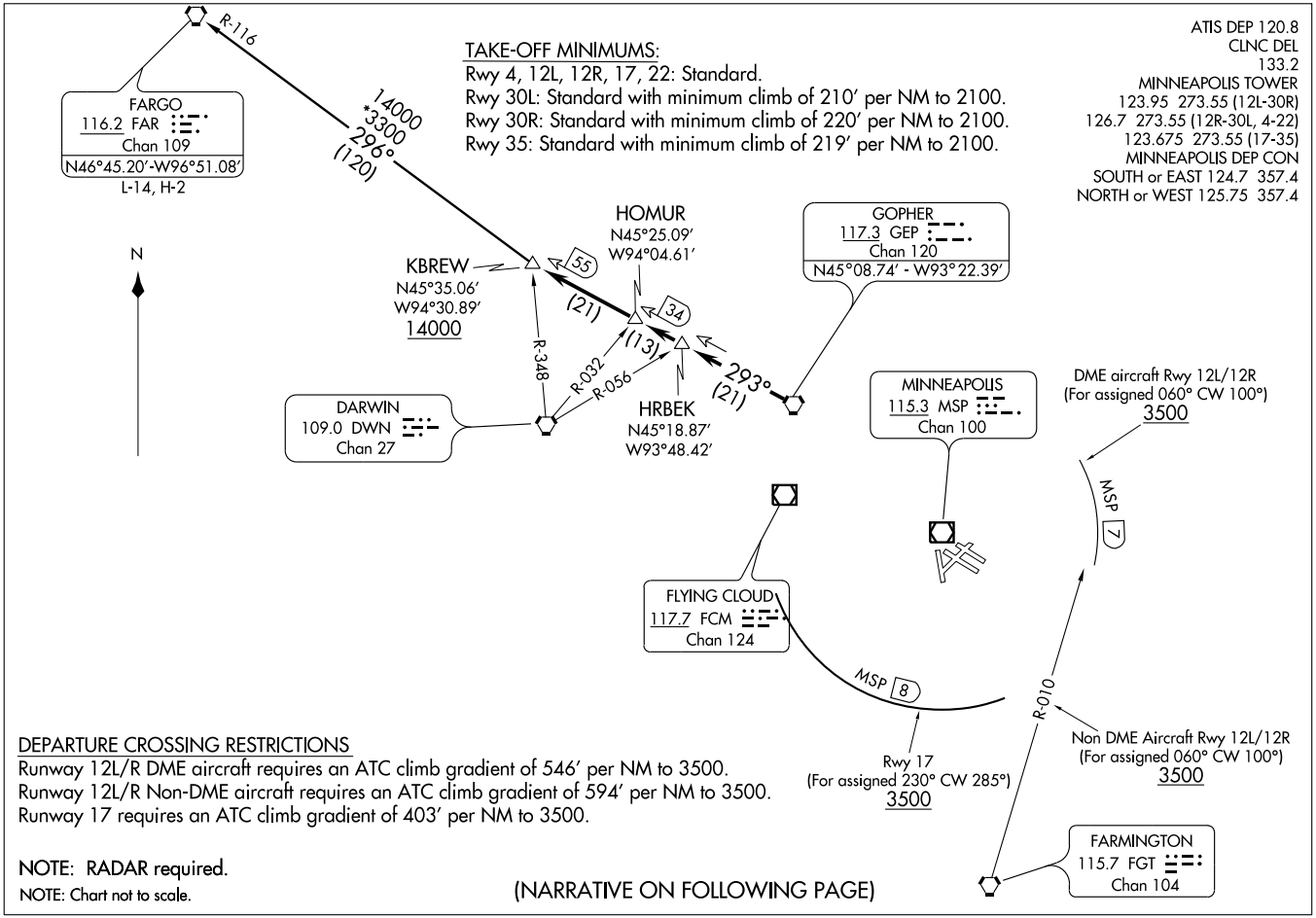
NC-1, 21 OCT 2010 to 18 NOV 2010

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10098

MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA



KBREW THREE DEPARTURE
(KBREW3.KBREW) 10098
MINNEAPOLIS-ST. PAUL INTL/WOLD-CHAMBERLAIN (MSP)
MINNEAPOLIS, MINNESOTA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/GEP 55 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/R, 35: Initially assigned heading, thence . . . .

TAKE-OFF RUNWAY 17: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

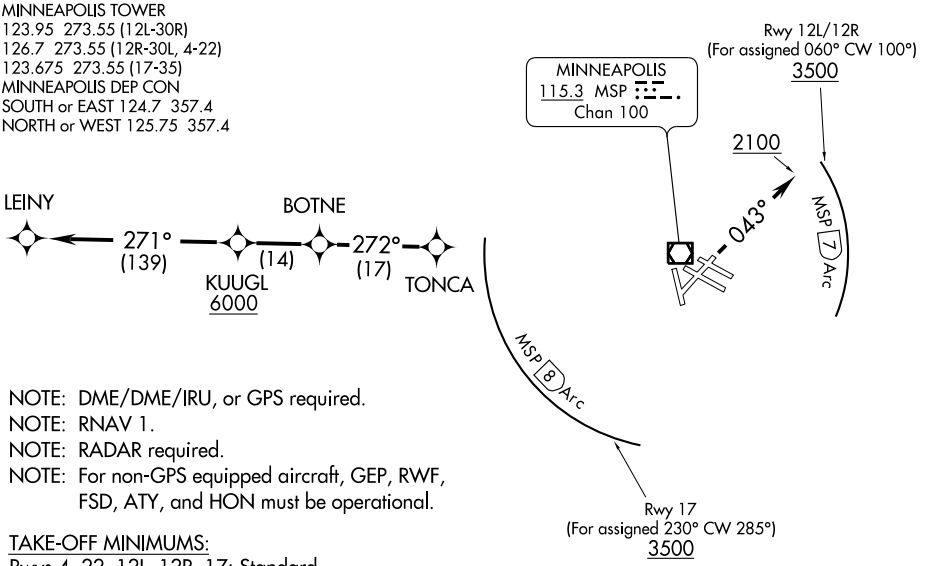
LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DULUTH, MN			
DULUTH INTL (DLH)	09	03-21	8,950 feet
GRAND FORKS, ND			
GRAND FORKS INTL (GFK)	27R	17R-35L	3,000 feet
	35L	09L-27R	4,600 feet
MINNEAPOLIS, MN			
MINNEAPOLIS-ST PAUL INTL/			
WOLD-CHAMBERLAIN (MSP)	22	TWY K	8,550 feet
	30L	TWY A9 TWY W9	8,150 feet
ROCHESTER, MN			
ROCHESTER INTL (RST)	02	13-31	5,850 feet
	13	02-20	5,270 feet
	31	02-20	3,200 feet

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ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



NOTE: DME/DME/IRU, or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS equipped aircraft, GEP, RWF, FSD, ATY, and HON must be operational.

TAKE-OFF MINIMUMS:
Rwys 4, 22, 12L, 12R, 17: Standard.
Rwy 35: Standard with minimum climb of 219' per NM to 2100.
Rwy 30L: Standard with minimum climb of 210' per NM to 2100.
Rwy 30R: Standard with minimum climb of 220' per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R requires an ATC climb gradient of 546' per NM to 3500.
Runway 17 requires an ATC climb gradient of 403' per NM to 3500.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence . . . .

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 22, 35, 30L/R: Climb on assigned heading for radar vectors. Thence . . . .

. . . . expect radar vectors to TONCA, then via 272° track to BOTNE, then via 272° track to KUUGL, then via 271° to LEINY. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude until BOTNE. Expect filed altitude/flight level 10 minutes after departure. Cross KUUGL at or above 6000.

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TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Ant on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
LT poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on bldg 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Bldg 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
LT 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30R: Bldg 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
LT pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
LT pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on bldg, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

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LOC I-APL	APP CRS	Rwy Idg	9456
109.3	044°	TDZE	832
		Apt Elev	841

LOC RWY 4

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative MALSR, increase S-4 Cat E visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2

MISSED APCH FIX

R-297 297° 17°

GOPHER
117.3 GEP
Chan 120

117.3 GEP
Chan 120

10 NM

R-178

R-166

2438

1549

1743 1539

1230

1290

1040 1144

1085± 1006

949

1110 ±

1192 1033 932

1042

1060

1305

IGEPY INT

986

2300

044°
(6.4)

(IF)
KETAM
INT

LOCALIZER 109.3
I-APL

MSA GEP 25 NM
3500
090°
2700
360°

Procedure NA
for arrivals at LYDIA
on V505 southbound.

(UYETI)

224°

*4000 to KETAM
358° (5.4) and LOC (4.3)

(IAF)
LYDIA

* 2700 when assigned by ATC

ELEV 841 D

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

950± 996 906± 859±

8000 X 150
0.3% DOWN
11,006 X 150
10,000 X 200
0.3% DOWN

TDZE
832

044° 4.3 NM
from FAF

VGSI and descent angles not coincident.

1500 4000 GEP 117.3

Procedure Turn
NA

KETAM
INT

IGEPY
INT

*4000

044°

3.08°
TCH 55

2300

*2700 when assigned
by ATC

6.4 NM 4.3 NM

CATEGORY	A	B	C	D	E
S-4	1340/24	508 (500-½)	1340/50	508 (500-1)	1340/60 508 (500-1¼)
CIRCLING	1360-1	519 (600-1)	1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

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LOC/DME I-TJZ	APP CRS	Rwy Idg	8000
110.95	169°	TDZE	840
Chan 46 (Y)		Apt Elev	841

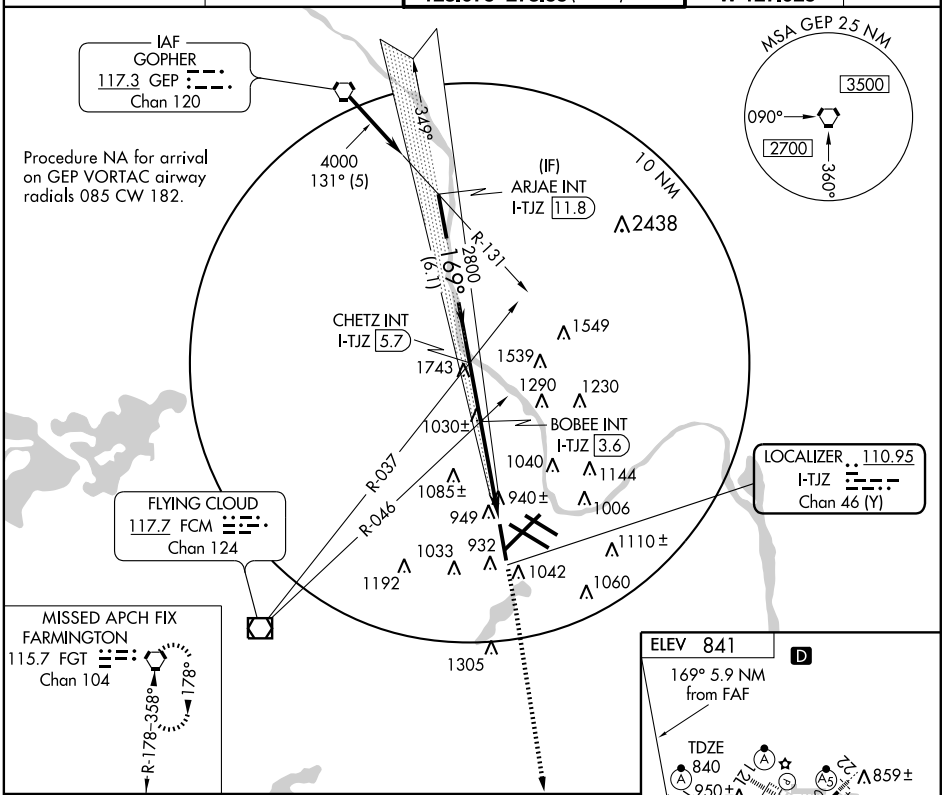
LOC RWY 17

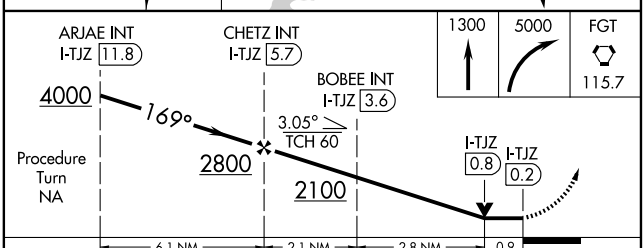
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

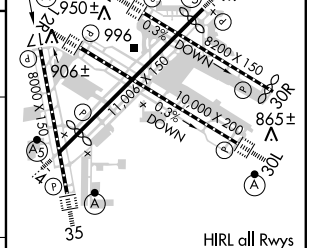
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1300 then climbing right turn to 5000 direct FGT VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2







CATEGORY	A	B	C	D
S-17	1200/50 360 (400-1)			1200/60 360 (400-1¼)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-SIJ	APP CRS	Rwy Idg	10018
110.5	224°	TDZE	828
		Apt Elev	841

LOC RWY 22

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative MALSR increase S-22 Cat A and B visibility to RVR 5000 and Cat E visibility to 2 miles. Visiblity reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct FCM VOR/DME and hold, continue climb-in-hold to 4000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2

GOPHER 117.3 GEP Chan 120

Procedure NA for arrivals at WAGNR on V13 northbound.

R-110 R-131

2438 (IAF) WAGNR 044°

*4000 to CUSAC 174° (0.7) and LOC (1.6)

SNELL OM/INT RADAR

1549 2500 224° (6) (XUGVE)

(IF) CUSAC INT

*2600 when assigned by ATC

1743 1539 1230 1290 1169± 1224 1040 1085± 1144 949 1006 1033 932 1110± 1192 1042 1060 1305

10 NM

ALTERNATE MISSED APPROACH FIX LYDIA GEP 32.6

115.7 FGT Chan 104 R-258 002° 182° R-182

117.3 GEP Chan 120

FLYING CLOUD 117.7 FCM Chan 124

R-265-085° 265°

LOCALIZER 110.5 I-SIJ

MSA GEP 25 NM

3500 090° 2700 360°

ELEV 841 D

224° 5.2 NM from FAF

950± 996 906± 859± TDZE 828 865± 35

8200 X 150 0.3% DOWN

11,000 X 150 0.3% DOWN

10,000 X 200

HIRL all Rwys

REIL Rwys 17 and 30R

TDZ/CL Rwys 12L, 12R, 30L, and 35

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

2000 4000 FCM 117.7

SNELL OM/INT RADAR

CUSAC INT

Procedure Turn NA

*4000

224°

*2600 when assigned by ATC

2.90° TCH 61

2500

5.2 NM 6 NM

CATEGORY	A	B	C	D	E
S-22	1420/40	592 (600-¾)	1420/50 592 (600-1)	1420/60 592 (600-1¼)	1420-1½ 592 (600-1½)
CIRCLING	1420-1	579 (600-1)	1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

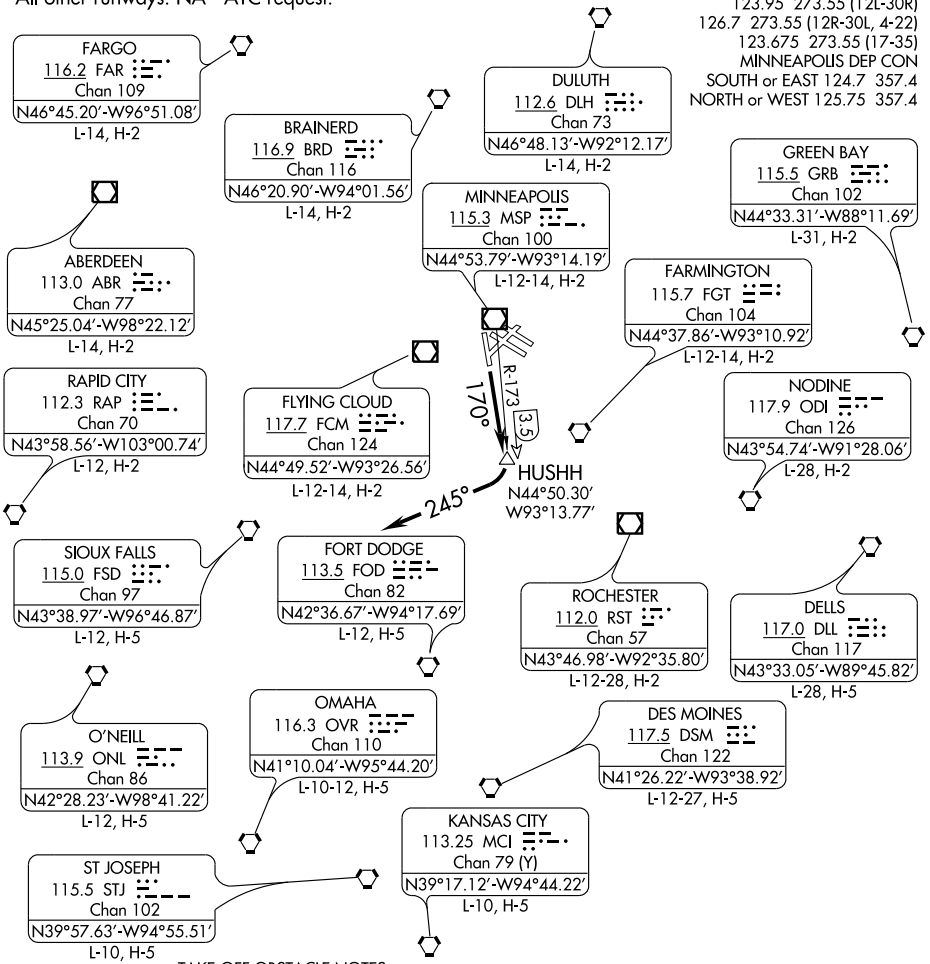
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NC-1, 21 OCT 2010 to 18 NOV 2010

MEADOW LAKE ONE DEPARTURE

SL-264 (FAA) MINNEAPOLIS, MINNESOTA

TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum ATC climb of 240′ per mile to 5000.
All other runways: NA - ATC request.

ATIS DEP 120.8
CLNCL DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4



TAKE-OFF OBSTACLE NOTES

RWY 17: Building 199′ from DER, 496′ left of centerline, 67′ AGL/898′ MSL.
Multiple poles beginning 188′ from DER, 240′ right of centerline, up to 160′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Building 2336′ from DER, 385′ right of centerline, 154′ AGL/983′ MSL.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climb via 170° to HUSHH/MSP VOR/DME 3.5 DME then right turn via 245° and continue climb (turbojet aircraft maintain 7000 or lower as assigned, all other aircraft maintain 5000 or lower as assigned). Then via vectors to assigned route/fix, expect clearance to assigned altitude/flight level 10 minutes after departure.

MEADOW LAKE ONE DEPARTURE MINNEAPOLIS, MINNESOTA
(MEDOW1.MSP) 10098 MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

NC-1, 21 OCT 2010 to 18 NOV 2010
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MINNEAPOLIS FOUR DEPARTURE

SL-264 (FAA) MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

FARGO
116.2 FAR
Chan 109
N46°45.20′-W96°51.08′
L-14, H-2

DULUTH
112.6 DLH
Chan 73
N46°48.13′-W92°12.17′
L-14, H-2

BRAINERD
116.9 BRD
Chan 116
N46°20.89′-W94°01.55′
L-14, H-2

GREEN BAY
115.5 GRB
Chan 102
N44°33.31′-W88°11.69′
L-31, H-2

ABERDEEN
113.0 ABR
Chan 77
N45°25.04′-W98°22.12′
L-14, H-2

FLYING CLOUD
117.7 FCM
Chan 124

MINNEAPOLIS
115.3 MSP
Chan 100

MSP 8

MSP 7

DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

RAPID CITY
112.3 RAP
Chan 70
N43°58.56′-W103°00.74′
L-12, H-2

Rwy 17
(For assigned 230° CW 285°)
3500

R-010

Non DME Aircraft
Rwy 12L/12R
(For assigned 060° CW 100°)
3500

NODINE
117.9 ODI
Chan 126
N43°54.74′-W91°28.05′
L-28, H-2

FARMINGTON
115.7 FGT
Chan 104

SIOUX FALLS
115.0 FSD
Chan 97
N43°38.97′-W96°46.87′
L-12, H-5

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

ROCHESTER
112.0 RST
Chan 57
N43°46.97′-W92°35.82′
L-12-28, H-2

DELLS
117.0 DLL
Chan 117
N43°33.05′-W89°45.82′
L-28, H-5

O'NEILL
113.9 ONL
Chan 86
N42°28.23′-W98°41.22′
L-12, H-5

OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

DES MOINES
117.5 DSM
Chan 122
N41°26.22′-W93°38.92′
L-12-27, H-5

ST JOSEPH
115.5 STJ
Chan 102
N39°57.63′-W94°55.51′
L-10, H-5

KANSAS CITY
113.25 MCI
Chan 79 (Y)
N39°17.12′-W94°44.22′
L-10, H-5

TAKE-OFF MINIMUMS:
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

NOTE: Runway 12L/R DME aircraft minimum ATC climb of 546′ per NM to 3500.
NOTE: Runway 12L/R Non-DME aircraft minimum ATC climb of 594′ per NM to 3500.
NOTE: Runway 17 minimum ATC climb of 403′ per NM to 3500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR Required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT: Expect radar vectors to join filed/assigned route. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect clearance to assigned altitude/flight level 10 (ten) minutes after departure.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned heading from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

NON-DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

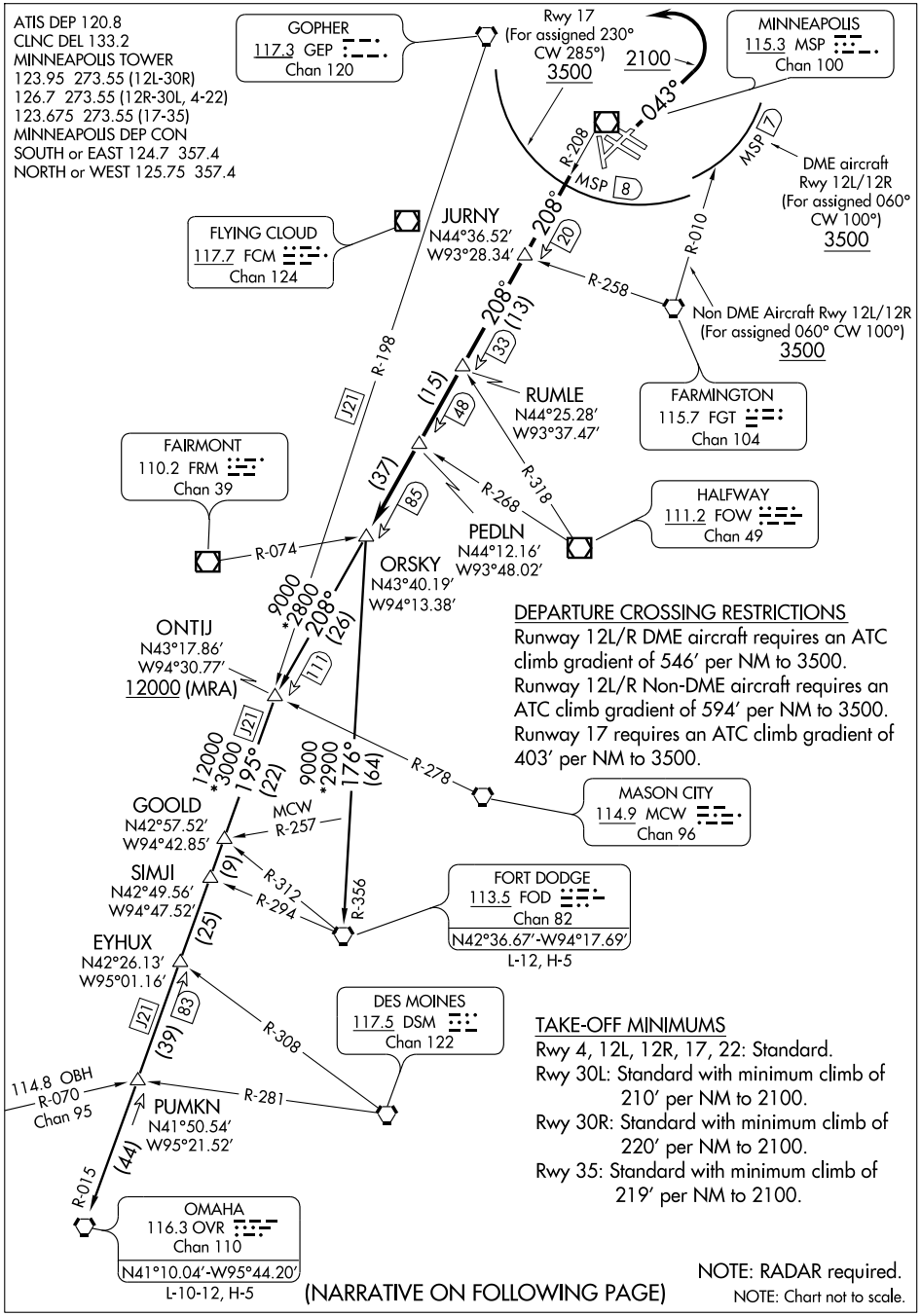
RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010



(NARRATIVE ON FOLLOWING PAGE)

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-208 to ORSKY INT/MSP 85 DME. Turbojet aircraft maintain 7000 or lower assigned altitude. All other aircraft maintain 5000 or lower assigned altitude.

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

DME EQUIPPED AIRCRAFT RWY 12L/R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100 before turning left.

TAKE-OFF RUNWAYS 22, 30L/R, 35: Initially assigned heading, Thence. . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

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RNAV (GPS) RWY 4

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

APP CRS	Rwy Idg	9456
043°	TDZE	832
	Apt Elev	841

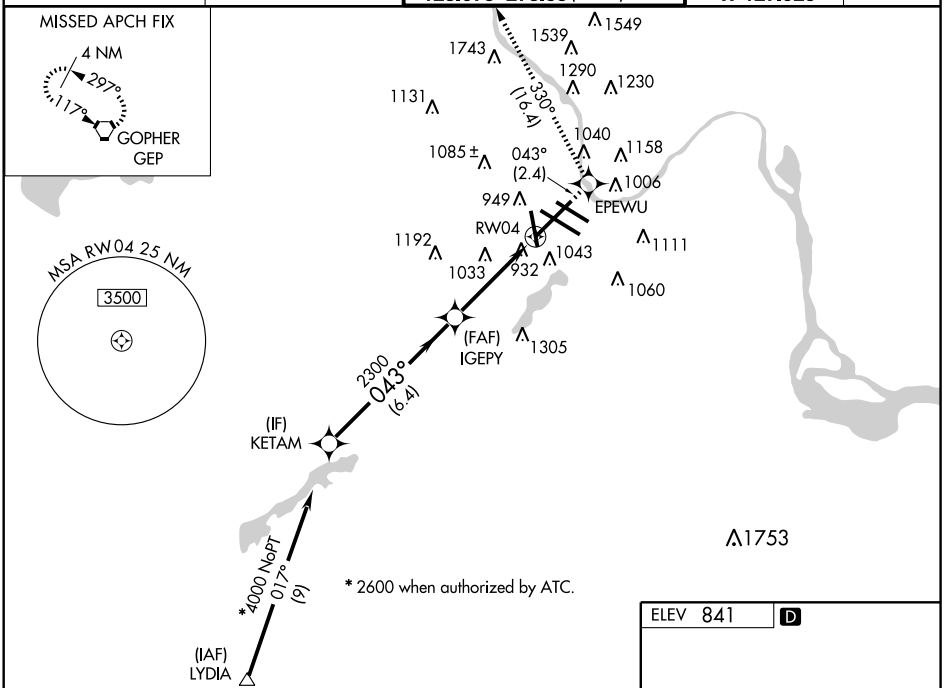
T A For inoperative MALSR, increase LNAV/VNAV and LNAV Cat. E visibility to 1¾.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP- 0.3 NA.

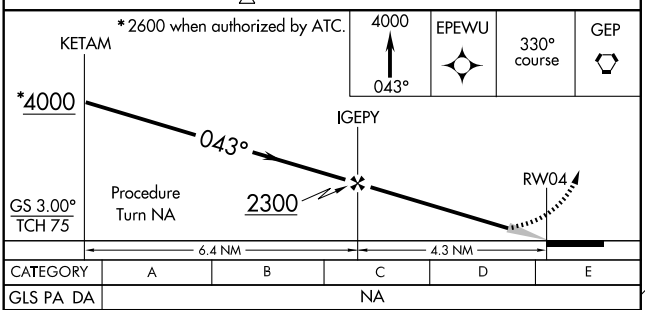
MALSR (A5)

MISSED APPROACH: Climb to 4000 via 043° course to EPEWU WP then via 330° course to GEP VORTAC and hold.

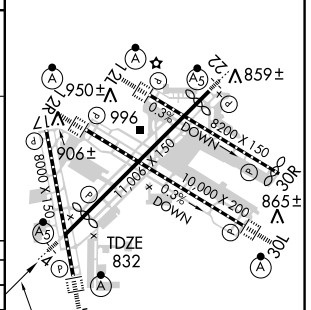
ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2

MISSED APCH FIX





CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1296/50 464 (500-1)				
LNAV MDA	1300/24 468 (500-½)		1300/40 468 (500-¾)	1300/50 468 (500-1)	1300/60 468 (500-1¼)
CIRCLING	1360-1 519 (600-1)			1460-2 619 (700-2)	1660-3 819 (900-3)



HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7620
CH 45525	119°	TDZE	839
W12B		Apt Elev	841

RNAV (GPS) RWY 12L

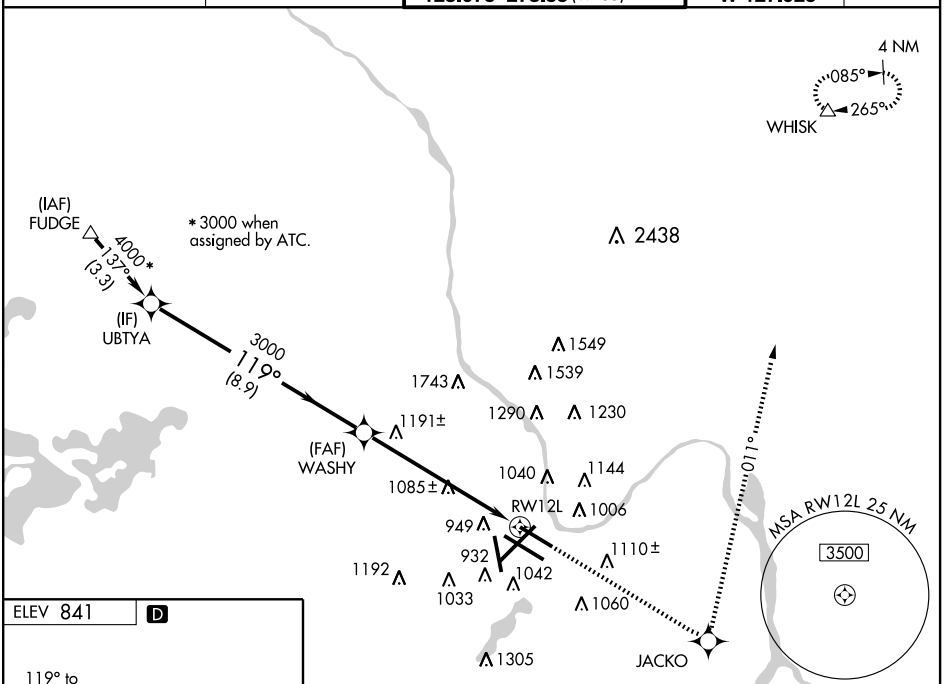
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

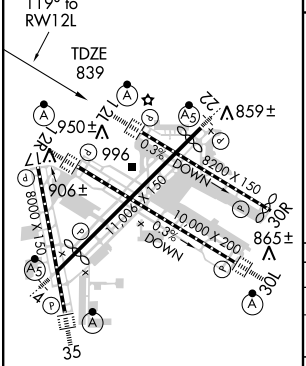
For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile and LNAV Cat E visibility to 2½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP- 0.3 NA.

ALSF-2

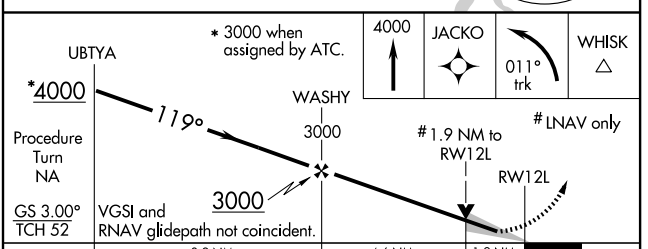
MISSED APPROACH: Climb to 4000 direct JACKO and left turn via track 011° to WHISK and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	





HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35



CATEGORY	A	B	C	D	E
LPV DA	1039/24 200 (200-½)				
LNAV/VNAV DA	1248/50 409 (500-1)				
LNAV MDA	1520/24 681 (700-½)		1520-1½ 681 (700-1½)	1520-1¾ 681 (700-1¾)	1520-2 681 (700-2)
CIRCLING	1520-1 679 (700-1)		1520-2 679 (700-2)	1520-2¼ 679 (700-2¼)	1660-3 819 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 50125	119°	TDZE	841
W12A		Apt Elev	841

RNAV (GPS) RWY 12R

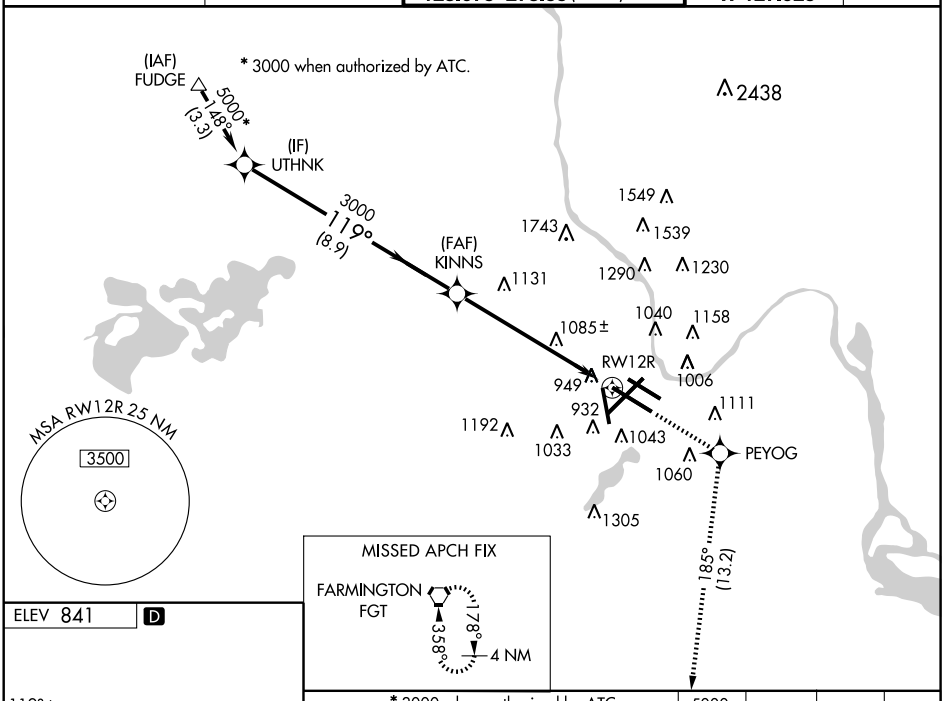
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T A DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1½, increase LNAV Cat E visibility to 2¼.

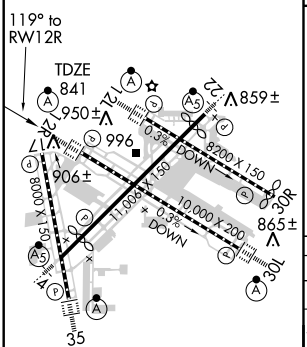
ALSF-2

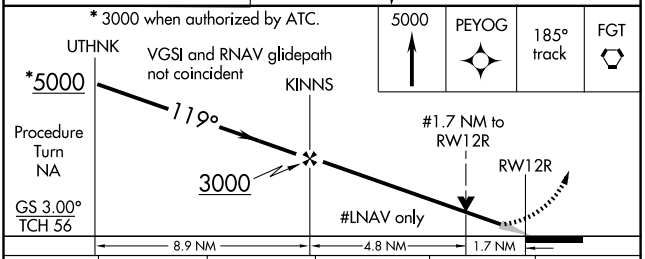
MISSED APPROACH: Climb to 5000 direct PEYOG and via 185° track to FGT VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2



ELEV 841 D





CATEGORY	A	B	C	D	E
LPV DA	1119/24 278 (300-½)				
LNAV/VNAV DA	1294/50 453 (500-1)				
LNAV MDA	1460/24 619 (700-½)		1460/60 619 (700-1¼)	1460-1½ 619 (700-1½)	1460-1¾ 619 (700-1¾)
CIRCLING	1460-1½ 619 (700-1½)		1460-1¾ 619 (700-1¾)	1460-2 619 (700-2)	1660-3 819 (900-3)

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NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10018
CH 60927	223°	TDZE	828
W22A		Apt Elev	841

RNAV (GPS) RWY 22

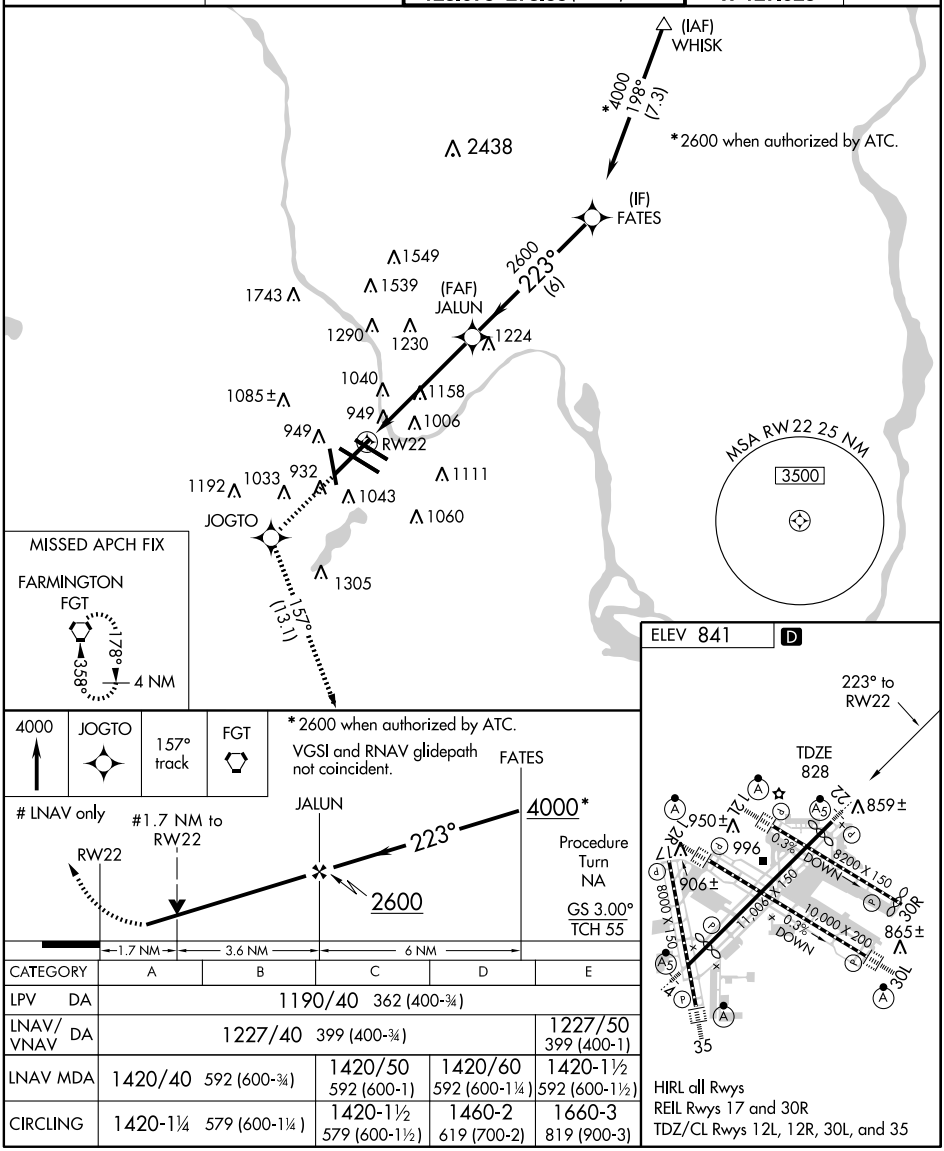
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T A — DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 6000, increase LNAV CAT A and B visibility to RVR 5000.

MALSR (A5)

MISSED APPROACH: Climb to 4000 direct JOGTO and via 157° track to FGT VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



4000	JOGTO	157° track	FGT

*2600 when authorized by ATC.
VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D	E
LPV DA	1190/40 362 (400-¾)				
LNAV/VNAV DA	1227/40 399 (400-¾)				1227/50 399 (400-1)
LNAV MDA	1420/40 592 (600-¾)		1420/50 592 (600-1)	1420/60 592 (600-1¼)	1420-1½ 592 (600-1½)
CIRCLING	1420-1¼ 579 (600-1¼)		1420-1½ 579 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10000
CH 56225	299°	TDZE	823
W30A		Apt Elev	841

RNAV (GPS) RWY 30L

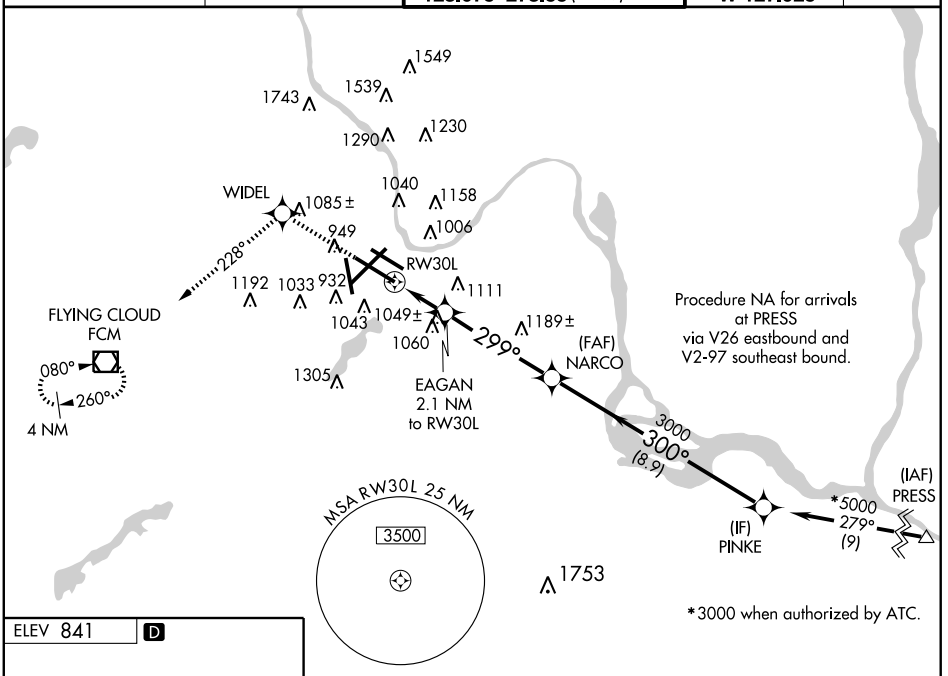
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

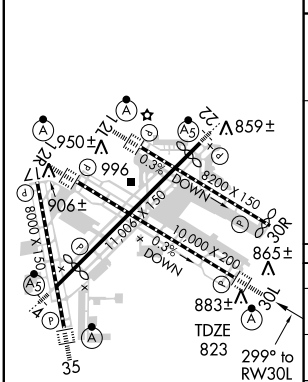
For inoperative ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 2, increase LNAV Cat E visibility to 2. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

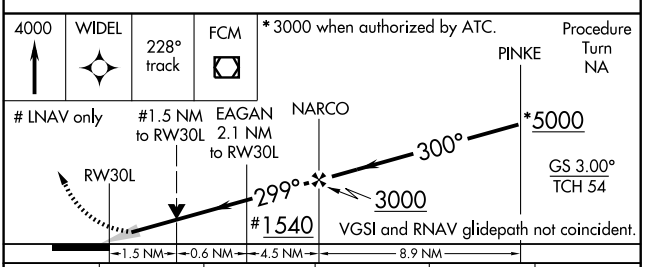
ALSF-2

MISSED APPROACH: Climb to 4000 direct WIDEL and via 228° track to FCM VOR/DME and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	







CATEGORY	A	B	C	D	E
LPV DA	1023/18 200 (200-½)				
LNAV/VNAV DA	1368-1½ 545 (600-1½)				
LNAV MDA	1360/24 537 (600-½)		1360/50 537 (600-1)	1360/60 537 (600-1¼)	1360-1½ 537 (600-1½)
CIRCLING	1360-1 519 (600-1)		1360-1½ 519 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8000
CH 60925	299°	TDZE	823
W30B		Apt Elev	841

RNAV (GPS) RWY 30R

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T A — DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 5000 direct FASRO and via 343° track to GEP VORTAC and hold.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275 DEP 120.8	119.3 335.5	123.95 273.55 (12L-30R) 126.7 273.55 (12R-30L, 4-22) 123.675 273.55 (17-35)	N 121.8 348.6 S 121.9 348.6 W 127.925	133.2

Procedure NA for arrivals at PRESS via V26 eastbound, V2-97 southeastbound.

MISSED APCH FIX

4 NM 297° 117° GOPHER GEP

343° (14)

1549 1539 1743 1230 1290 1040 1158 1006 1085± 949 1002± 932 1111 1192 1033 1043 1060 1305 1181± 1753

FASRO

RW30R

299°

(FAF) JACKO

3000 300° (8.9)

(IF) WULAM

4000* 282° (8.8)

(IAF) PRESS

*3000 when authorized by ATC.

MSA RW30R 25 NM 3500

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

5000 | FASRO | 343° track | GEP

* 3000 when authorized by ATC.

VGSI and RNAV glidepath not coincident

LNAV only

#1.6 NM to RW30R

RW30R 299° 300° JACKO 3000 WULAM 4000*

Procedure Turn NA

GS 3.00° TCH 55

1.6 NM 5 NM 8.9 NM

CATEGORY	A	B	C	D	E
LPV DA	1073/40 250 (300-¾)				
LNAV/VNAV DA	1294-1¾ 471 (500-1¾)				
LNAV MDA	1400/50 577 (600-1)		1400-1½ 577 (600-1½)	1400-1¾ 577 (600-1¾)	1400-2 577 (600-2)
CIRCLING	1400-1 559 (600-1)		1400-1½ 559 (600-1½)	1460-2 619 (700-2)	1660-3 819 (900-3)

ELEV 841 D

950± 996 906± 859± 865± 0.3% DOWN 8200 X 150 11,000 X 150 10,000 X 200 TDZE 823 299° to RW30R

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

WAAS	APP CRS	Rwy Idg	8000
CH 90128	348°	TDZE	834
W35A		Apt Elev	841

RNAV (GPS) Z RWY 35

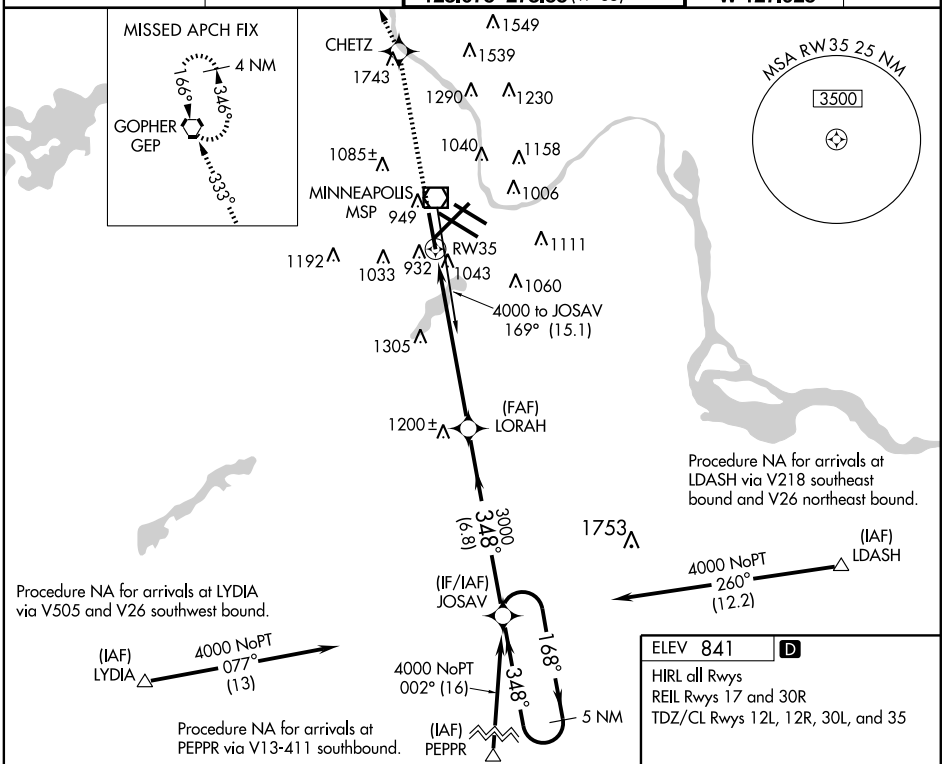
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

For inoperative ALSF increase LPV visibility to RVR 4000.
Baro-VNAV NA below -13°C (8°F).
DME/DME RNP-0.3 NA

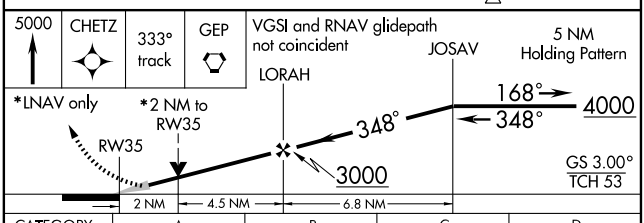
ALSF-2

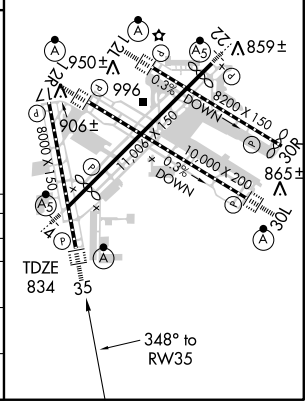
MISSED APPROACH: Climb to 5000 direct CHETZ and via 333° track to GOPHER VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



ELEV 841 D
HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35





CATEGORY	A	B	C	D
LPV DA	1084/24 250 (300-½)			
LNAV/VNAV DA	1341/60 507 (500-1¼)			
LNAV MDA	1540/24 706 (700-½)		1540-1½ 706 (700-1½)	1540-1¾ 706 (700-1¾)
CIRCLING	1540-1 699 (700-1)		1540-2 699 (700-2)	1540-2¼ 699 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
348°	TDZE	834
	Apt Elev	841

RNAV (RNP) Y RWY 35

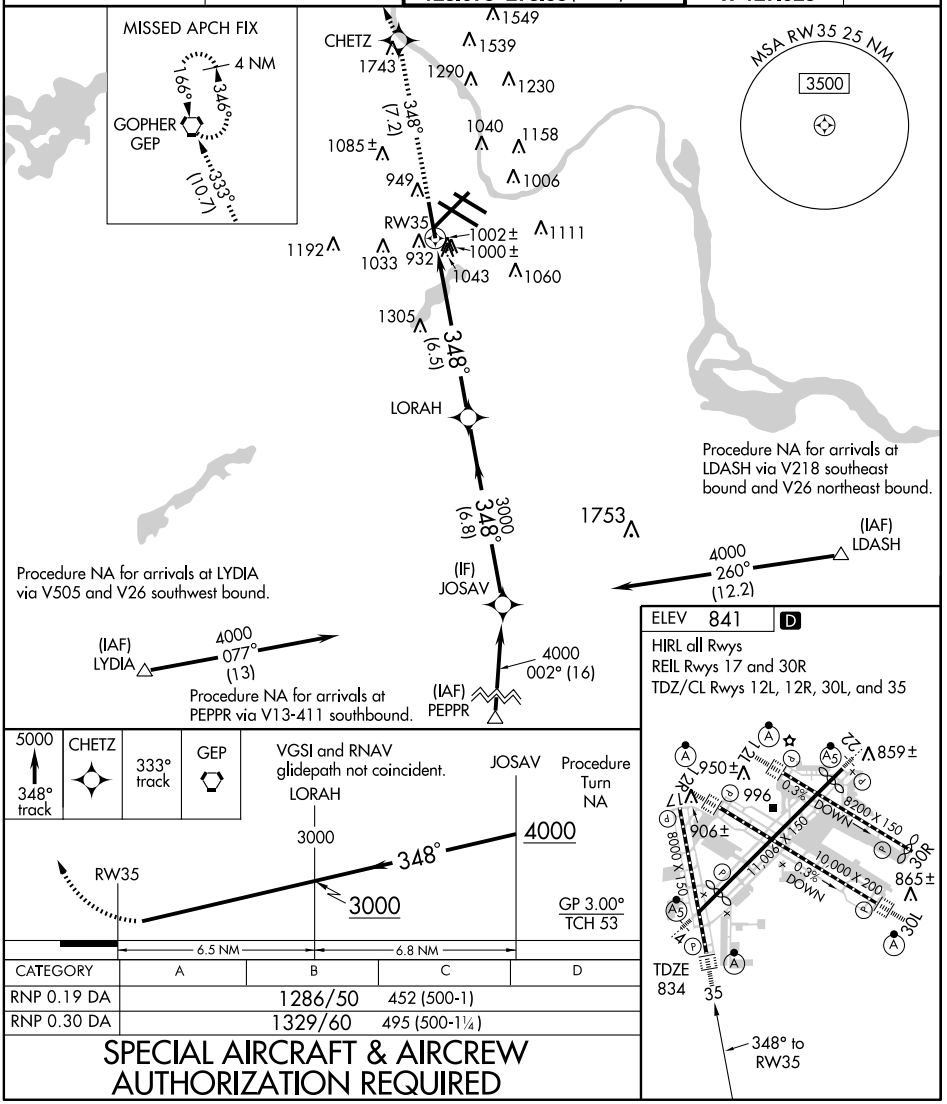
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

T NA — Visibility reduction by helicopters NA. When VGSI inop, procedure NA at night. GPS required. For uncompensated Baro-VNAV systems, procedure NA below -13°C (8°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.19 visibility to 1½ and RNP 0.30 visibility to 1¾.

ALSF-2

MISSED APPROACH: Climb to 5000 via 348° track to CHETZ and via 333° track to GEP VORTAC and hold, continue climb-in-hold to 5000.

ATIS	MINNEAPOLIS APP CON	MINNEAPOLIS TOWER	GND CON	CLNC DEL
ARR 135.35 239.275	119.3 335.5	123.95 273.55 (12L-30R)	N 121.8 348.6	133.2
DEP 120.8		126.7 273.55 (12R-30L, 4-22)	S 121.9 348.6	
		123.675 273.55 (17-35)	W 127.925	



5000 ↑ 348° track	CHETZ	333° track	GEP

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
RNP 0.19 DA	1286/50		452 (500-1)	
RNP 0.30 DA	1329/60		495 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 841 D

HIRL all Rwys
REIL Rwys 17 and 30R
TDZ/CL Rwys 12L, 12R, 30L, and 35

NC-1, 21 OCT 2010 to 18 NOV 2010
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ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

MINNEAPOLIS
115.3 MSP
Chan 100

Rwy 17
(For assigned 230° CW 285°)
3500

MSP 8

DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

MSP 7

R-010

Non DME Aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

FLYING CLOUD
117.7 FCM
Chan 124

FARMINGTON
115.7 FGT
Chan 104
N44°25.33′
W93°02.18′

V82,161

147°
(14)

FOBUG
N44°25.33′
W93°02.18′
4000

(11)

25

DOKTR
N44°15.48′
W92°55.35′

R-046

R-078

34

(9)

HALWAY
111.2 FOW
Chan 49

R-100

CORDY
N44°07.42′
W92°49.79′

(23)

R-329

ROCHESTER
112.0 RST
Chan 57
N43°46.98′
W92°35.80′

9000
*3500
168°
(74)

WATERLOO
112.2 ALO
Chan 59
N42°33.39′
W92°23.94′
L-28, H-5

R-347

DEPARTURE CROSSING RESTRICTIONS:
Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

TAKE-OFF MINIMUMS
Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence. . . .

. . . .via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ AGL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

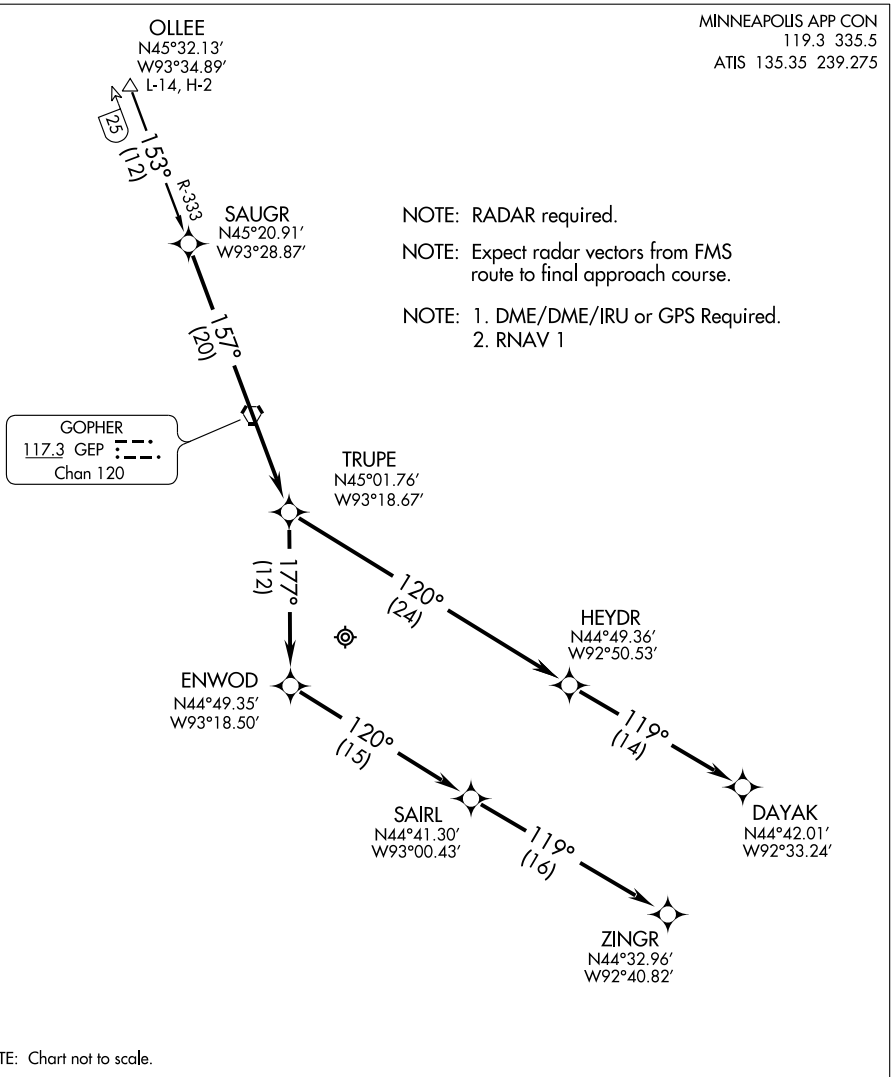
RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL. Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.

RWY 35: Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

SAUGR ONE (FMS) ARRIVAL

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN
ST-264 (FAA)
MINNEAPOLIS, MINNESOTA



NOTE: Chart not to scale.

Via the GOPHER STAR from over SAUGR WP. Thence . . . .

FOR RUNWAY 30L ARRIVALS: To TRUPE WP to ENWOD WP to SAIRL WP to ZINGR WP.

FOR RUNWAY 30R ARRIVALS: To TRUPE WP to HEYDR WP to DAYAK WP.

SAUGR ONE (FMS) ARRIVAL

MINNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

08157

NC-1, 21 OCT 2010 to 18 NOV 2010

SCHEP THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
SL-264 (FAA)
MINNEAPOLIS, MINNESOTA

SCHEP THREE DEPARTURE
(SCHEP3.SCHEP) 10098
MINNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-232 to SCHEP INT/MSP 66 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME. Then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/ 829 MSL. Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ AGL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL. Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

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SKETR THREE ARRIVAL

(SKETR.SKETR3) 08157

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

MINNEAPOLIS, MINNESOTA

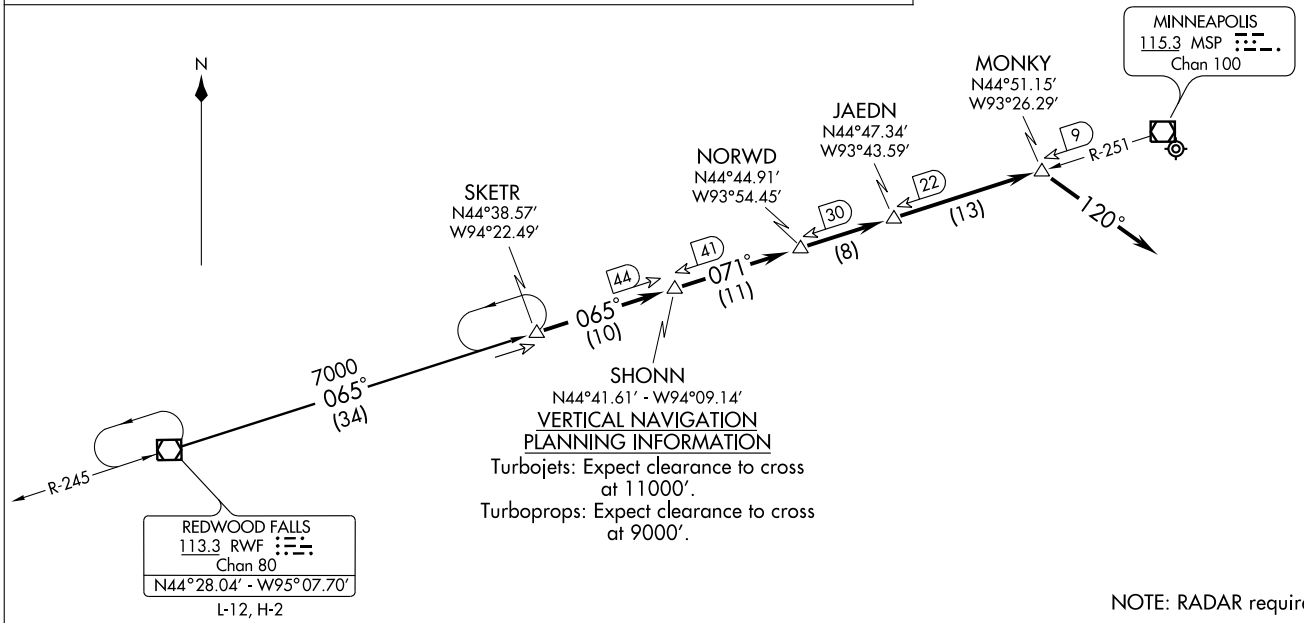
REDWOOD FALLS TRANSITION (RWF.SKETR3): From over RWF VOR/DME via RWF R-065 to SKETR/34 DME. Thence....

....Via the RWF R-065 to SKETR/34 DME, then to SHONN/44 DME, then via MSP R-251 to NORWD/30 DME, then to JAEDN/22 DME, then to MONKY/9 DME. Thence....

LANDING MSP RUNWAYS 30L/R, 35: Via 120° heading for radar vectors to final approach course.

ALL OTHER RUNWAYS: Via radar vectors to final approach course.

MINNEAPOLIS APP CON
119.3 335.5
ATIS 135.35 239.275



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

SKETR THREE ARRIVAL

(SKETR.SKETR3) 08157

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

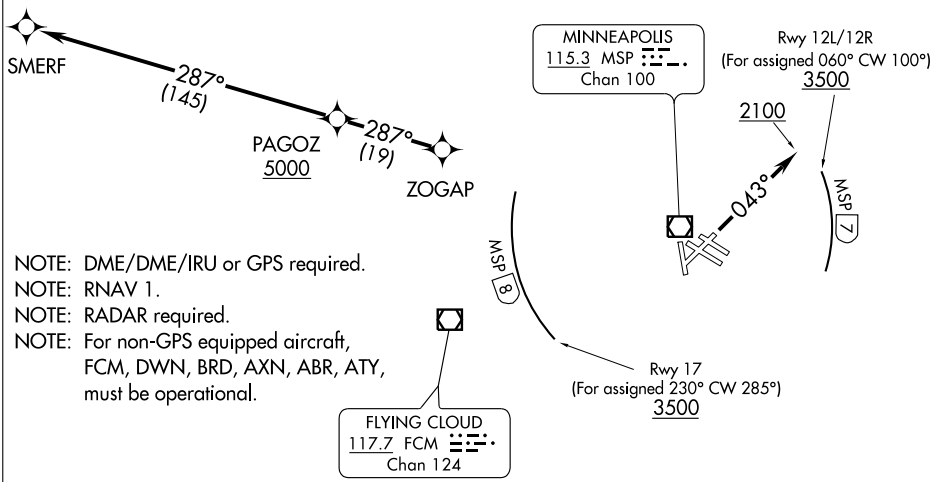
MINNEAPOLIS, MINNESOTA

ST-264 (FAA)

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS:
Rwys 4, 22, 12L, 12R, 17: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS:
Rwy 12L/12R requires an ATC climb gradient of 546′ per NM to 3500.
Rwy 17 requires an ATC climb gradient of 403′ per NM to 3500.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS equipped aircraft, FCM, DWN, BRD, AXN, ABR, ATY, must be operational.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 043° to 2100. Thence . . . .

TAKE-OFF RUNWAYS 12L/12R: For assigned headings from 060° clockwise to 100°, cross MSP VOR/DME 7 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17: For assigned headings from 230° clockwise to 285°, cross MSP VOR/DME 8 DME Arc at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 22, 30L/30R, 35: Climb on assigned heading for radar vectors. Thence . . . .

. . . . expect radar vectors to ZOGAP, then via track 287° to PAGOZ and via track 287° to SMERF. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
LT poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on bldg 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Bldg 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
LT 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30R: Bldg 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
LT pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.45 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL.
LT pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on bldg, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

WAUKON THREE DEPARTURE

NC-1, 21 OCT 2010 to 18 NOV 2010

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

MINNEAPOLIS
115.3 MSP
Chan 100

DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

MSP 7

MSP 8

Non DME aircraft Rwy 12L/12R
(For assigned 060° CW 100°)
3500

Rwy 17
(For assigned 230° CW 285°)
3500

R-010

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

LOAFR
N44°28.17′
W92°58.80′

132°
(13)

SHUZE
N44°21.45′
W92°50.44′

22

(9)

33

(11)

BROTA
N44°13.23′
W92°40.27′

HALFWAY
111.2 FOW
Chan 49

R-044

R-066

R-086

WAUKON
116.6 UKN
Chan 113
N43°16.81′-W91°32.24′

(75)

R-314

V246

9000
+2700

140°
(64)

R-322

DUBUQUE
115.8 DBQ
Chan 105
N42°24.09′-W90°42.55′

TAKE-OFF MINIMUMS

Rwys 4, 12L/12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.

DEPARTURE CROSSING RESTRICTIONS

Runway 12L/12R: DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 12L/12R: Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.
Runway 17: Requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

L-28, H-5

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude.

DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

NON DME EQUIPPED AIRCRAFT RWY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17 DEPARTURES: For assigned headings 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

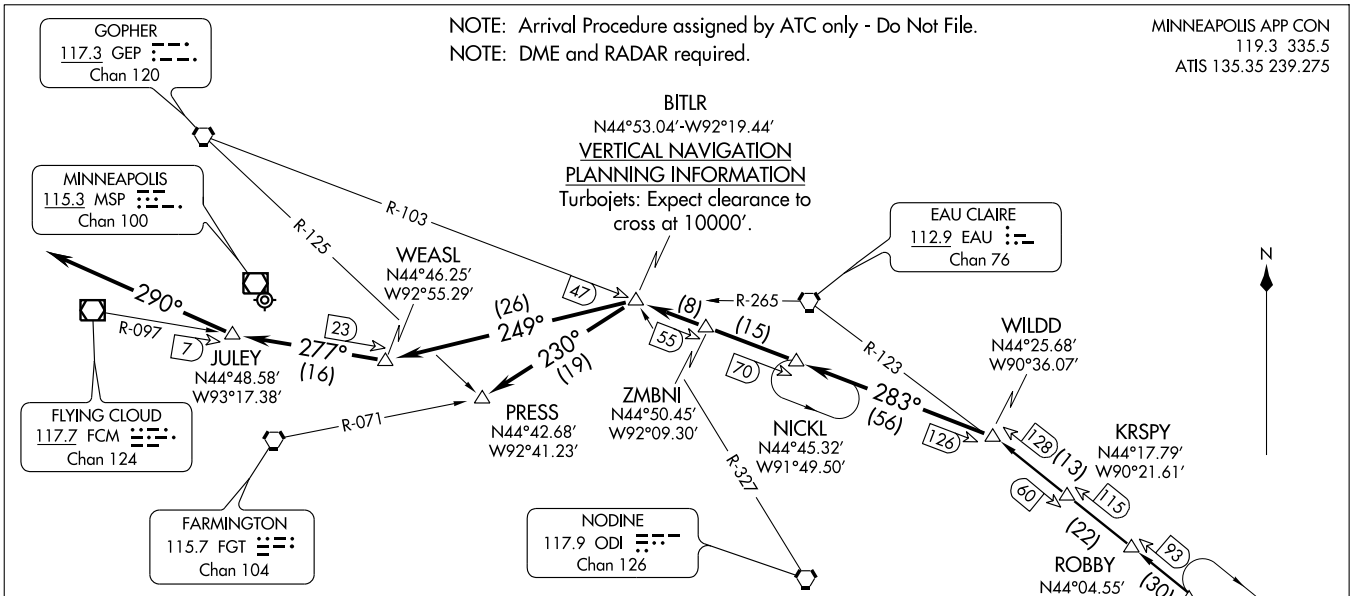
RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL. Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.45 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′ AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building, 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

WILDD TWO ARRIVAL (WILDD.WILDD2) 10098

WILDD TWO ARRIVAL (WILDD.WILDD2) 10098



BADGER TRANSITION (BAE.WILDD2): From over BAE VORTAC via BAE R-307 to WILDD INT. Thence....
....From over WILDD/BAE 128 DME via GEP R-103 to BITLR/GEP 47 DME. Thence....

LANDING MSP RWYS 30L/30R: PRESS SEGMENT- Via heading 230° to FGT R-071/PRESS INT/FGT 22 DME, then expect radar vectors to final approach course.

LANDING MSP RWYS 12L/12R: WEASL SEGMENT- Via heading 249° to FCM R-097/WEASL INT/FCM 23 DME, then via FCM R-097 to JULEY/FCM 7 DME, then via heading 290° for radar vectors to final approach course.

LANDING ALL OTHER MSP RWYS: Expect radar vectors to final approach course.

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

WLSTN THREE DEPARTURE

(WLSTN3.WLSTN) 10042

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

(WLSTN3.WLSTN) 10042

WLSTN THREE DEPARTURE

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

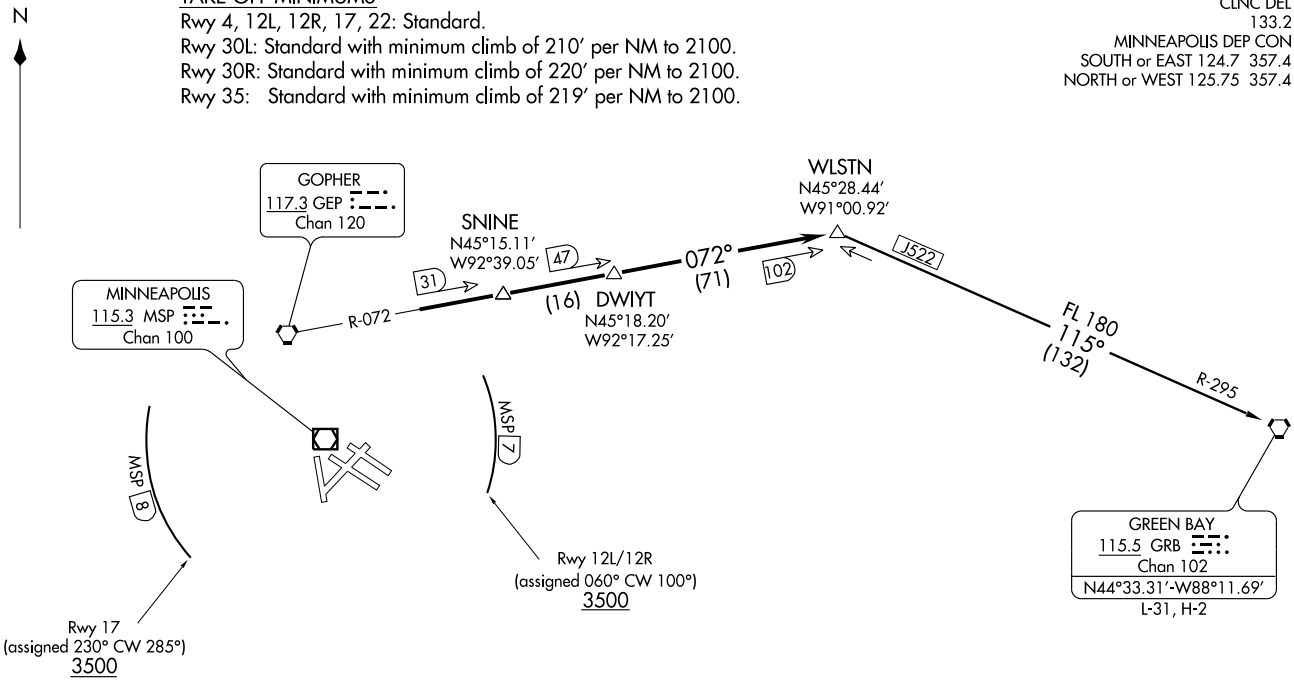
SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL
133.2
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

TAKE-OFF MINIMUMS

Rwy 4, 12L, 12R, 17, 22: Standard.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.



DEPARTURE CROSSING RESTRICTIONS

Runway 12L/12R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.
Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to GEP R-072 to WLSTN/GEP 102 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude. Thence . . . .

TAKE-OFF RUNWAY 12L/12R DEPARTURES: For assigned headings from 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAY 17 DEPARTURES: For assigned headings from 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence . . . .

TAKE-OFF RUNWAYS 4, 22, 30L/30R, 35: Initially assigned heading. Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL.
Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL.
Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL.
Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL.
Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL.
Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL.
Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline, up to 80′ AGL/919′ MSL.
Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL.
Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL.
Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL.
Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL.
Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL.
Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL.
Tree 2619′ from DER, on centerline, 79′ AGL/900′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL.
Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL.
Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL.
Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL.
Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL.
Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL.
Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL.
Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL.
Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL.
Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL.
Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL.
Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ MSL.
OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

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ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10098

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

MINNEAPOLIS, MINNESOTA

ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10098

MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

SL-264 (FAA)

MINNEAPOLIS, MINNESOTA

ATIS DEP 120.8
CLNC DEL 133.2
MINNEAPOLIS TOWER
123.95 273.55 (12L-30R)
126.7 273.55 (12R-30L, 4-22)
123.675 273.55 (17-35)
MINNEAPOLIS DEP CON
SOUTH or EAST 124.7 357.4
NORTH or WEST 125.75 357.4

Rwy 17
(For assigned 230° CW 285°)
3500

MSP 8

MINNEAPOLIS
115.3 MSP
Chan 100

MSP 7

R-010

DME aircraft Rwy 12L/12R
(For assigned headings from 060° CW 100°)
3500

R-138

Non DME Aircraft Rwy 12L/12R
(For assigned headings from 060° CW 100°)
3500

138°

34

JEDET
N44°27.68′
W92°43.68′
4000

121°
(14)

ZMBRO
N44°20.50′
W92°26.91′

FARMINGTON
115.7 FGT
Chan 104

FLYING CLOUD
117.7 FCM
Chan 124

R-059

HALWAY
111.2 FOW
Chan 49

R-006

ROCHESTER
112.0 RST
Chan 57

9000
*2800
121°
(50)

NODINE
117.9 ODI
Chan 126
N43°54.74′-W91°28.05′
L-28, H-2

R-301

N

DEPARTURE CROSSING RESTRICTIONS:

NOTE: Runway 12L/R DME aircraft requires an ATC climb gradient of 546′ per NM to 3500.

NOTE: Runway 12L/R Non-DME aircraft requires an ATC climb gradient of 594′ per NM to 3500.

NOTE: Runway 17 requires an ATC climb gradient of 403′ per NM to 3500.

TAKE-OFF MINIMUMS:

Rwy 4, 22, 12L/R, 17: Standard.
Rwy 35: Standard with minimum climb of 219′ per NM to 2100.
Rwy 30L: Standard with minimum climb of 210′ per NM to 2100.
Rwy 30R: Standard with minimum climb of 220′ per NM to 2100.

NOTE: RADAR Required

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading for radar vectors to MSP R-138 to JEDET INT/ MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME. Turbojet aircraft maintain 7000 or lower assigned altitude, all other aircraft maintain 5000 or lower assigned altitude, Thence . . . .

DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned heading 060° clockwise to 100°, cross MSP 7 DME at or above 3500, maintain assigned altitude. If unable to comply advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RWY 17 DEPARTURES: For assigned heading 230° clockwise to 285° cross MSP 8 DME at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

NON-DME EQUIPPED AIRCRAFT RWY 12L/R DEPARTURES: For assigned heading 060° clockwise to 100°, cross FGT R-010 at or above 3500, maintain assigned altitude. If unable to comply, advise ATC as soon as possible prior to departure. Thence. . . .

TAKE-OFF RWYS 4, 22, 30L/R, 35: Initially assigned heading, Thence. . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 4: Multiple trees beginning 800′ from DER, 264′ left of centerline, up to 75′ AGL/921′ MSL. Rod on building 2528′ from DER, 1175′ left of centerline, 78′ AGL/922′ MSL. Fence 803′ from DER, 585′ left of centerline, 15′ AGL/860′ MSL. Antenna on OL building 456′ from DER, 319′ left of centerline, 13′ AGL/850′ MSL. Light poles 1932′ from DER, 718′ left of centerline, 45′ AGL/885′ MSL. Stack 4535′ from DER, 481′ left of centerline, 139′ AGL/949′ MSL.

RWY 12R: Multiple trees beginning 1477′ from DER, 407′ left of centerline, up to 86′ AGL/851′ MSL. Multiple trees beginning 1426′ from DER, 124′ right of centerline, up to 111′AGL/847′ MSL. Light pole 1408′ from DER, 746′ right of centerline, 85′ AGL/843′ MSL. Radar reflector 983′ from DER, 32′ left of centerline, 15′ AGL/829′ MSL. Pipe on building 826′ from DER, 576′ left of centerline, 10′ AGL/825′ AGL. OL on LOC 766′ from DER, on centerline, 7′ AGL/821′ MSL.

RWY 17: Antenna 1272′ from DER, 562′ right of centerline, 57′ AGL/891′ MSL. Pole 409′ from DER, 530′ right of centerline, 29′ AGL/866′ MSL. Wind direction indicator on building 2619′ from DER, 881′ left of centerline, 97′ AGL/918′ MSL. Building 2619′ from DER, 859′ left of centerline, 84′ AGL/905′ MSL. Light 1176′ from DER, 291′ right of centerline, 11′ AGL/875′ MSL. Tree 2619′ from DER, on centerline , 79′ AGL/900′ MSL.

RWY 22: Tree 2906′ from DER, 833′ right of centerline, 94′ AGL/934′ MSL. Hopper 1717′ from DER, 456′ left of centerline, 48′ AGL/888′ MSL.

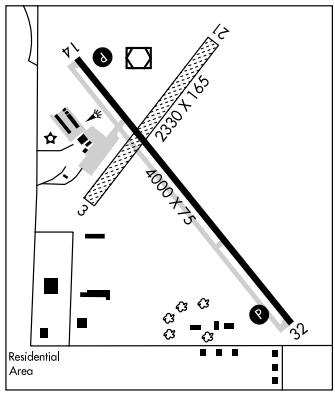
RWY 30L: Multiple trees beginning 1113′ from DER, 701′ left of centerline , up to 80′ AGL/919′ MSL. Tree 1230′ from DER, 633′ right of centerline, 30′ AGL/877′ MSL. Ground 28′ from DER, 490′ right of centerline, 0′ AGL/844′ MSL.

RWY 30R: Building 1056′ from DER, 198′ left of centerline, 13′ AGL/853′ MSL. Multiple trees beginning 3010′ from DER, 334′ left of centerline, up to 94′ AGL/940′ MSL. Light pole 1849′ from DER, 698′ right of centerline, 17′ AGL/871′ MSL. Fence 1327′ from DER, 667′ right of centerline, 8′ AGL/ 857′ MSL. Tree 3703′ from DER, 350′ right of centerline, 67′ AGL/ 914′ MSL. Rod on pole 3143′ from DER, 47′ right of centerline, 38′ AGL/898′ MSL.

RWY 35: Tree 175′ from DER, 398′ right of centerline, 73′ AGL/883′ MSL. Multiple trees beginning 1989′ from DER, 351′ left of centerline, up to 65′ AGL/902′ MSL. Multiple buildings beginning 5.5 NM from DER, 1787′ left of centerline, up to 811′ AGL/1743′ MSL.

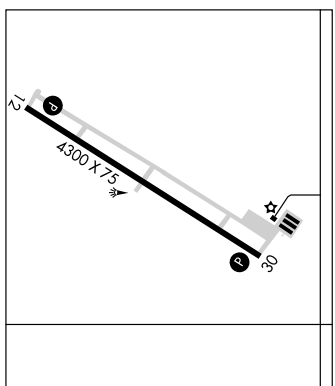
NC-1, 21 OCT 2010 to 18 NOV 2010

MONTEVIDEO–CHIPPEWA CO (MVE) 2 N UTC−6(−5DT) N44°58.14′ W95°42.62′ TWIN CITIES
1034 B **FUEL** 100LL NOTAM FILE MVE L–12I, 14H
RWY 14–32: H4000X75 (ASPH) S–14, D–18 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P4L).
RWY 32: REIL. PAPI (P4L).
RWY 03–21: 2330X165 (TURF)
RWY 03: Pole.
AIRPORT REMARKS: Attended Mon–Sat 1400–2230Z‡, Sun 1900–2230Z‡. Ultralights on and invof arpt. Rwy 03–21 not plowed winter months. Badger and gopher holes. Rwy 03–21 thlds and edges marked with yellow cones. Rwy 14–32 non frangible cages around REILS. ACTIVATE MIRL Rwy 14–32, REIL and PAPI Rwy 14 and REIL and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.6 MVE (320) 269–5830.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 125.5
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
(T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ at fld. 1034/5E. **AWOS–3.** Unmonitored.



MONTZ N43°34.43′ W94°19.08′ NOTAM FILE FRM. OMAHA
NDB (LOM) 420 FQ 311° 6.0 NM to Fairmont Muni.

MOORHEAD MUNI (JKJ) 4 SE UTC−6(−5DT) N46°50.36′ W96°39.84′ TWIN CITIES
918 B S4 **FUEL** 100LL, JET A TPA—1718 (800) NOTAM FILE JKJ L–14G
RWY 12–30: H4300X75 (ASPH) MIRL IAP
RWY 12: REIL. PAPI(P4L). **RWY 30:** REIL. PAPI(P4L).
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 218–287–1400. Self svc fuel avbl with credit card 24 hrs. Arpt underlies Fargo TRSA, Hector Intl Class D Airspace 3 miles NW of arpt. Noise abatement procedures in effect, ctc arpt manager 218–287–1400. ACTIVATE MIRL Rwy 12–30, REIL Rwy 12 and Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (218) 287–5049.
COMMUNICATIONS: CTAF/UNICOM 123.0
FARGO APP/DEP CON 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 100 N46°45.20′ W96°51.08′ 047° 9.3 NM to fld. 910/9E. **HIWAS.**



VOR/DME MVE	APP CRS	Rwy Idg	4000
111.6	128°	TDZE	1034
Chan 53		Apt Elev	1034

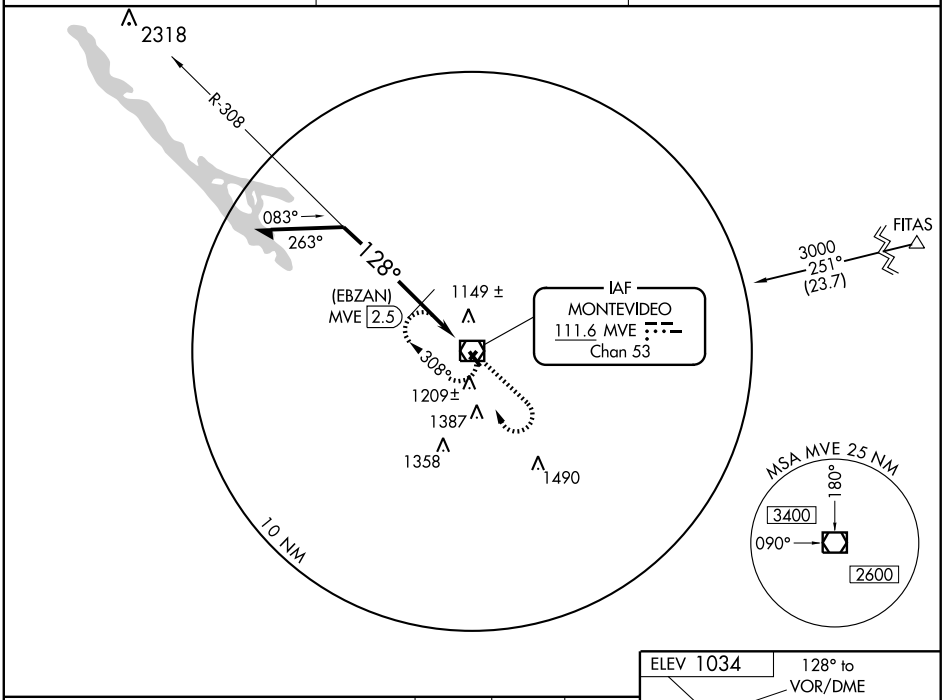
VOR or GPS RWY 14

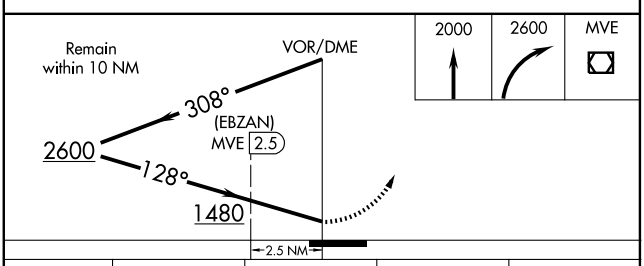
MONTEVIDEO-CHIPPEWA COUNTY (MVE)

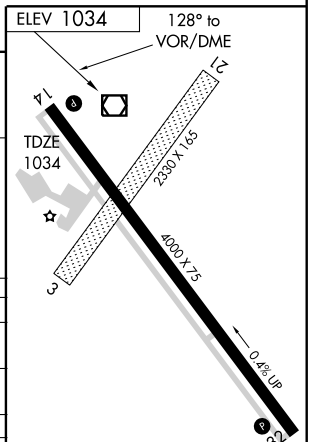
T
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MVE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.6	125.5 323.1	122.8 (CTAF) L





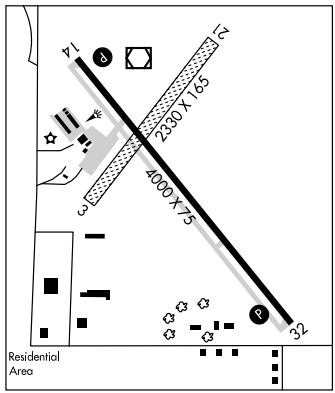


CATEGORY	A	B	C	D
S-14	1480-1	446 (500-1)	1480-1¼ 446 (500-1¼)	1480-1½ 446 (500-1½)
CIRCLING	1520-1	486 (500-1)	1520-1½ 486 (500-1½)	1700-2 666 (700-2)
DME MINIMUMS				
S-14	1400-1	366 (400-1)		1400-1¼ 366 (400-1¼)
CIRCLING	1520-1	486 (500-1)	1520-1½ 486 (500-1½)	1700-2 666 (700-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

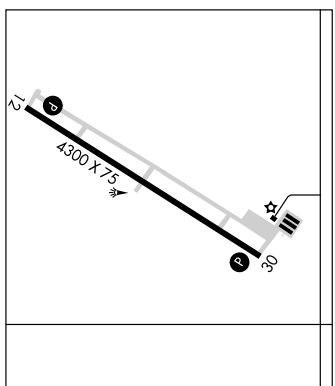
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MONTEVIDEO–CHIPPEWA CO (MVE) 2 N UTC−6(−5DT) N44°58.14′ W95°42.62′ TWIN CITIES
1034 B **FUEL** 100LL NOTAM FILE MVE L–12I, 14H
RWY 14–32: H4000X75 (ASPH) S–14, D–18 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P4L).
RWY 32: REIL. PAPI (P4L).
RWY 03–21: 2330X165 (TURF)
RWY 03: Pole.
AIRPORT REMARKS: Attended Mon–Sat 1400–2230Z‡, Sun 1900–2230Z‡. Ultralights on and invof arpt. Rwy 03–21 not plowed winter months. Badger and gopher holes. Rwy 03–21 thlds and edges marked with yellow cones. Rwy 14–32 non frangible cages around REILS. ACTIVATE MIRL Rwy 14–32, REIL and PAPI Rwy 14 and REIL and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.6 MVE (320) 269–5830.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 125.5
RADIO AIDS TO NAVIGATION: NOTAM FILE MVE.
(T) VORW/DME 111.6 MVE Chan 53 N44°58.36′ W95°42.72′ at fld. 1034/5E. **AWOS–3.** Unmonitored.



MONTZ N43°34.43′ W94°19.08′ NOTAM FILE FRM. OMAHA
NDB (LOM) 420 FQ 311° 6.0 NM to Fairmont Muni.

MOORHEAD MUNI (JKJ) 4 SE UTC−6(−5DT) N46°50.36′ W96°39.84′ TWIN CITIES
918 B S4 **FUEL** 100LL, JET A TPA—1718 (800) NOTAM FILE JKJ L–14G
RWY 12–30: H4300X75 (ASPH) MIRL IAP
RWY 12: REIL. PAPI(P4L). **RWY 30:** REIL. PAPI(P4L).
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 218–287–1400. Self svc fuel avbl with credit card 24 hrs. Arpt underlies Fargo TRSA, Hector Intl Class D Airspace 3 miles NW of arpt. Noise abatement procedures in effect, ctc arpt manager 218–287–1400. ACTIVATE MIRL Rwy 12–30, REIL Rwy 12 and Rwy 30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (218) 287–5049.
COMMUNICATIONS: CTAF/UNICOM 123.0
FARGO APP/DEP CON 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 100 N46°45.20′ W96°51.08′ 047° 9.3 NM to fld. 910/9E. **HIWAS.**



RNAV (GPS) RWY 30

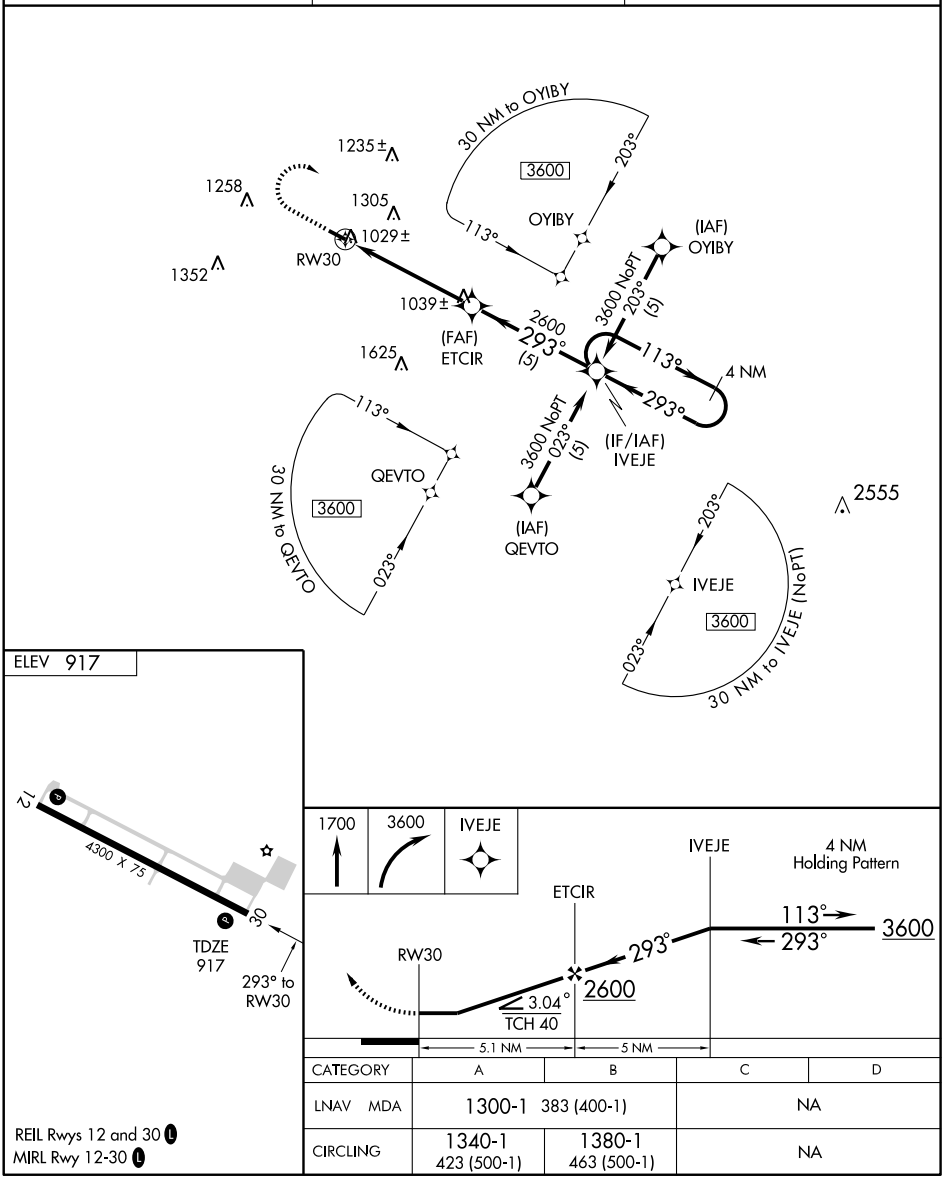
MOORHEAD MUNI (JKJ)

APP CRS	Rwy Idg	4300
293°	TDZE	917
	Apt Elev	917

NA — DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct IVEJE WP and hold.

AWOS-3	FARGO APP CON ★	UNICOM
120.0	120.4 377.15	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1300-1 383 (400-1)		NA	
CIRCLING	1340-1 423 (500-1)	1380-1 463 (500-1)	NA	

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

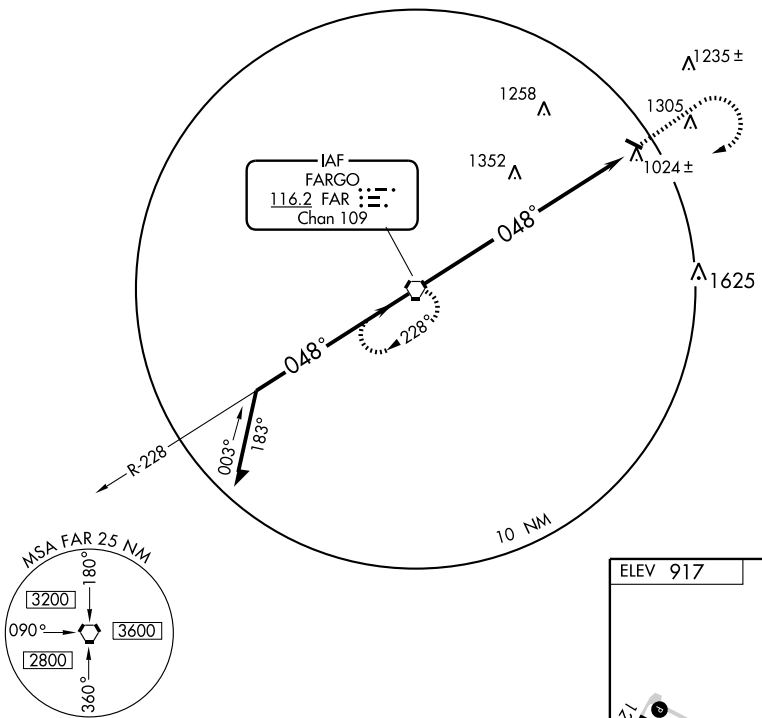
VORTAC FAR 116.2 Chan 109	APP CRS 048°	Rwy Idg N/A TDZE N/A Apt Elev 917

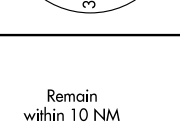
VOR-A

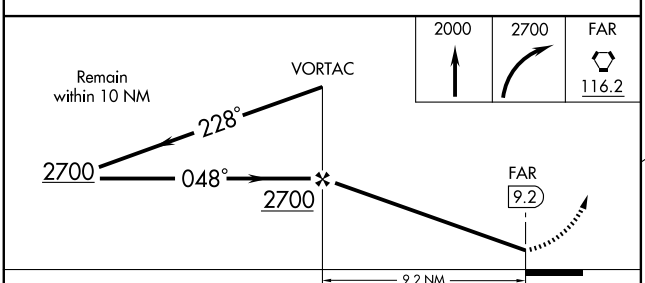
MOORHEAD MUNI (JKJ)

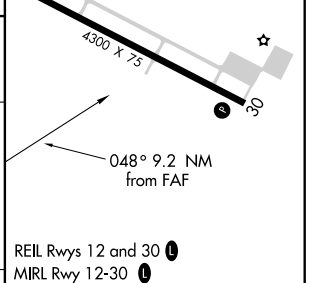
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct FAR VORTAC and hold.

AWOS-3	FARGO APP CON ★	UNICOM
120.0	120.4 377.15	123.0 (CTAF) L









REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

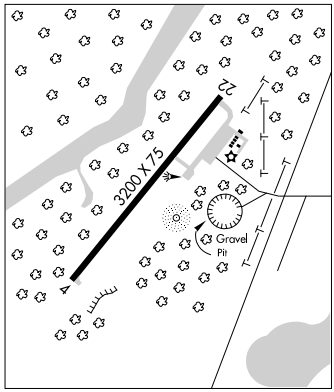
CATEGORY	A	B	C	D
CIRCLING	1580-1 663 (700-1)		NA	

FAF to MAP 9.2 NM					
Knots	60	90	120	150	180
Min:Sec	9:12	6:08	4:36	3:41	3:04

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

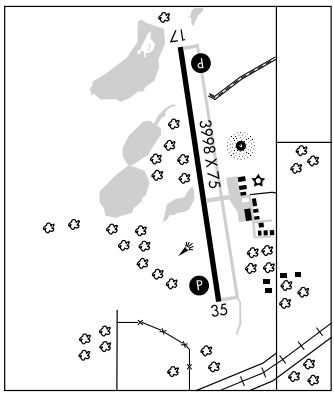
MOOSE LAKE CARLTON CO (MZH) 3 SW UTC−6(−5DT) N46°25.12′ W92°48.29′
1076 B **FUEL** 100LL NOTAM FILE MZH
RWY 04–22: H3200X75 (ASPH) MIRL
RWY 04: REIL. **RWY 22:** REIL.
AIRPORT REMARKS: Unattended. Self svc fuel available 24 hrs with credit card. Ultralights on and invof arpt. MIRL Rwy 04–22 preset to low ints, to increase ints and ACTIVATE REIL Rwy 04 and REIL Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 362 MZH (218) 485–5199.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 222° 33.9 NM to fld. 1428/5E.
NDB (MHW) 362 MZH N46°24.99′W92°48.29′ at fld.
AWOS–3. NOTAM FILE MZH.

GREEN BAY
L–14I
IAP



MORA MUNI (JMR) 1 NE UTC−6(−5DT) N45°53.16′ W93°16.31′
1012 B **FUEL** 100LL, JET A NOTAM FILE JMR
RWY 17–35: H3998X75 (ASPH) MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Waterfowl invof arpt. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 327 JMR (320) 679–1629.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 055° 38.9 NM to fld. 1023/3E. VOR unmonitored.
NDB (MHW) 327 JMR N45°53.42′ W93°16.15′ at fld.
AWOS–3. NOTAM FILE JMR.

TWIN CITIES
L–14I
IAP



MOREY'S (See MOTLEY)

GPS RWY 4

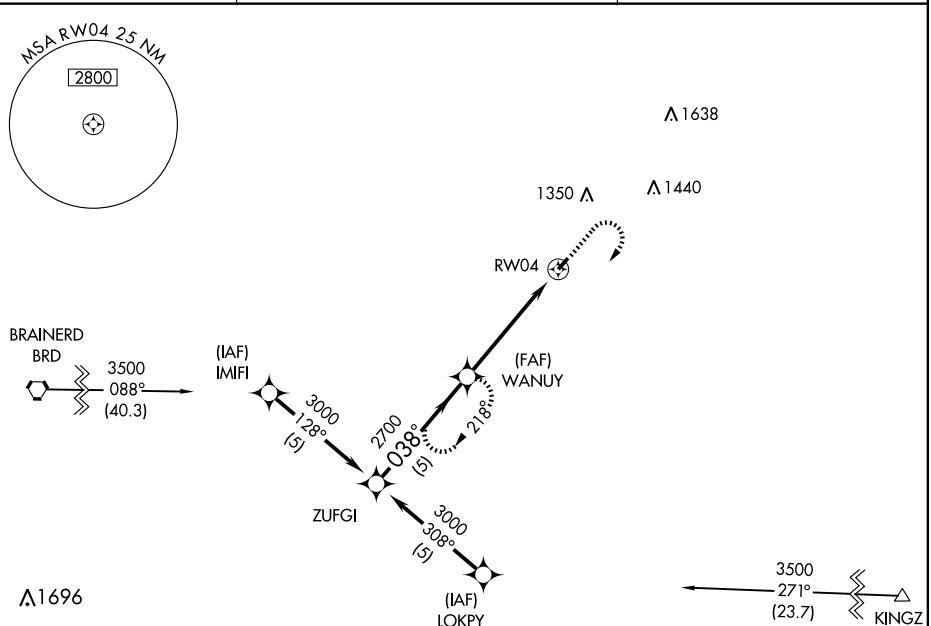
MOOSE LAKE CARLTON COUNTY (MZH)

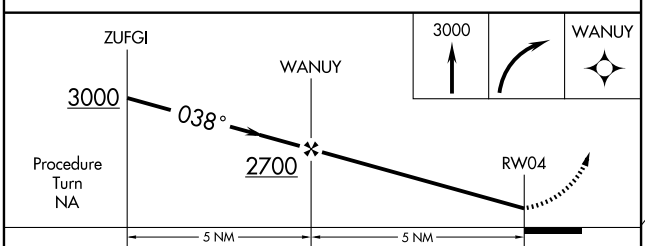
APP CRS	Rwy Idg	3200
038°	TDZE	1076
	Apt Elev	1076

NA

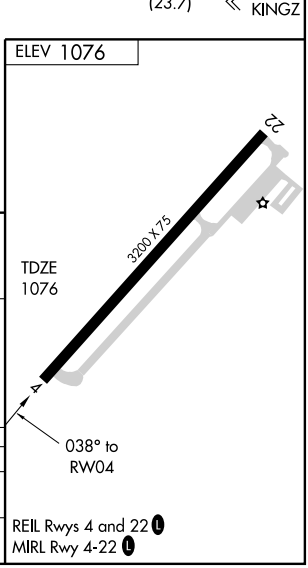
MISSED APPROACH: Climb to 3000 then right turn direct WANUY WP and hold.

AWOS-3	DULUTH APP CON ★	CTAF
362	125.45 255.9	122.9 L





CATEGORY	A	B	C	D
S-4	1540-1	464 (500-1)	NA	
CIRCLING	1660-1	584 (600-1)	NA	



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB MZH	APP CRS	Rwy Idg	3200
362	041°	TDZE	1076
		Apt Elev	1076

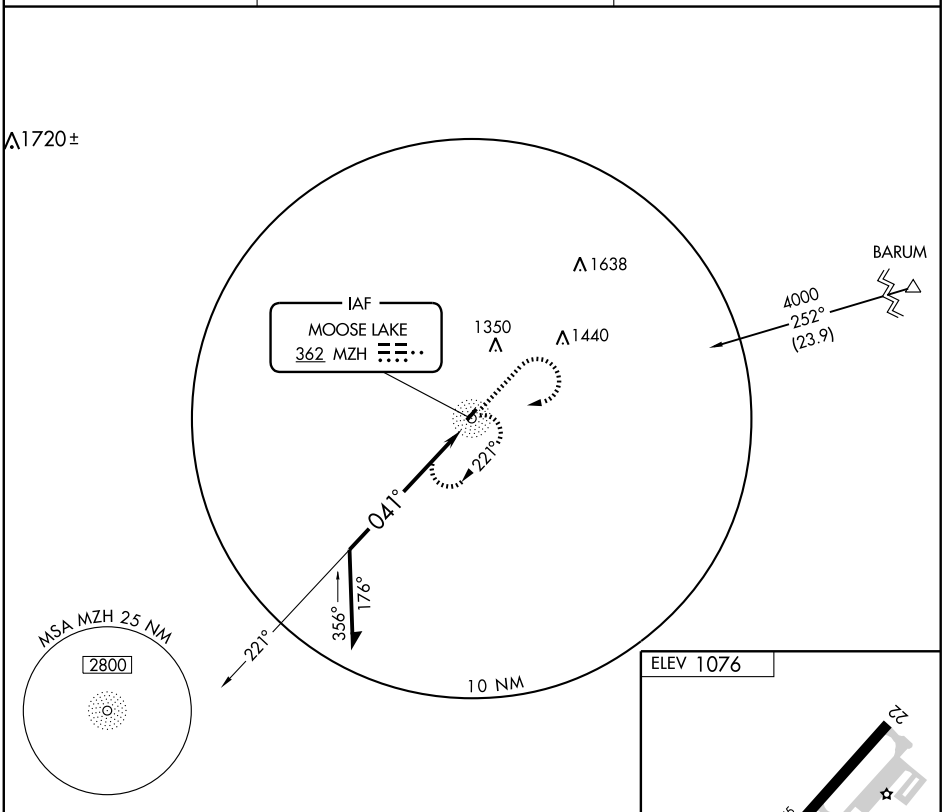
NDB RWY 4

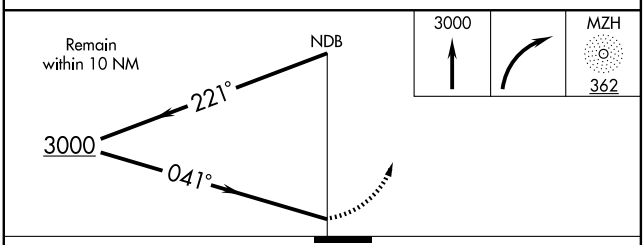
MOOSE LAKE CARLTON COUNTY (MZH)

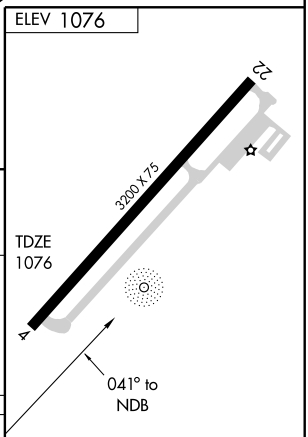
NA

MISSED APPROACH: Climb to 3000, then right turn direct MZH NDB and hold.

AWOS-3	DULUTH APP CON ★	CTAF
362	125.45 255.9	122.9 L







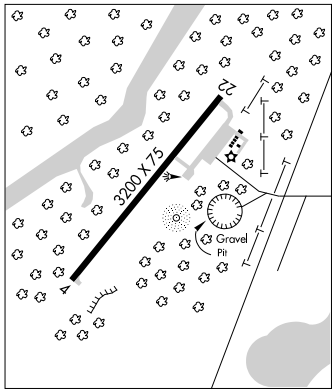
CATEGORY	A	B	C	D
S-4	1800-1	724 (800-1)	NA	
CIRCLING	1800-1	724 (800-1)	NA	

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

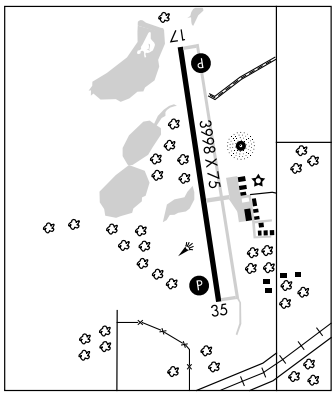
MOOSE LAKE CARLTON CO (MZH) 3 SW UTC−6(−5DT) N46°25.12′ W92°48.29′
1076 B **FUEL** 100LL NOTAM FILE MZH
RWY 04–22: H3200X75 (ASPH) MIRL
RWY 04: REIL. **RWY 22:** REIL.
AIRPORT REMARKS: Unattended. Self svc fuel available 24 hrs with credit card. Ultralights on and invof arpt. MIRL Rwy 04–22 preset to low ints, to increase ints and ACTIVATE REIL Rwy 04 and REIL Rwy 22—CTAF.
WEATHER DATA SOURCES: AWOS–3 362 MZH (218) 485–5199.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 222° 33.9 NM to fld. 1428/5E.
NDB (MHW) 362 MZH N46°24.99′W92°48.29′ at fld.
AWOS–3. NOTAM FILE MZH.

GREEN BAY
L–14I
IAP



MORA MUNI (JMR) 1 NE UTC−6(−5DT) N45°53.16′ W93°16.31′
1012 B **FUEL** 100LL, JET A NOTAM FILE JMR
RWY 17–35: H3998X75 (ASPH) MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Waterfowl invof arpt. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 327 JMR (320) 679–1629.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 055° 38.9 NM to fld. 1023/3E. VOR unmonitored.
NDB (MHW) 327 JMR N45°53.42′ W93°16.15′ at fld.
AWOS–3. NOTAM FILE JMR.

TWIN CITIES
L–14I
IAP



MOREY'S (See MOTLEY)

NDB JMR	APP CRS	Rwy Idg	3998
327	355°	TDZE	1008
		Apt Elev	1012

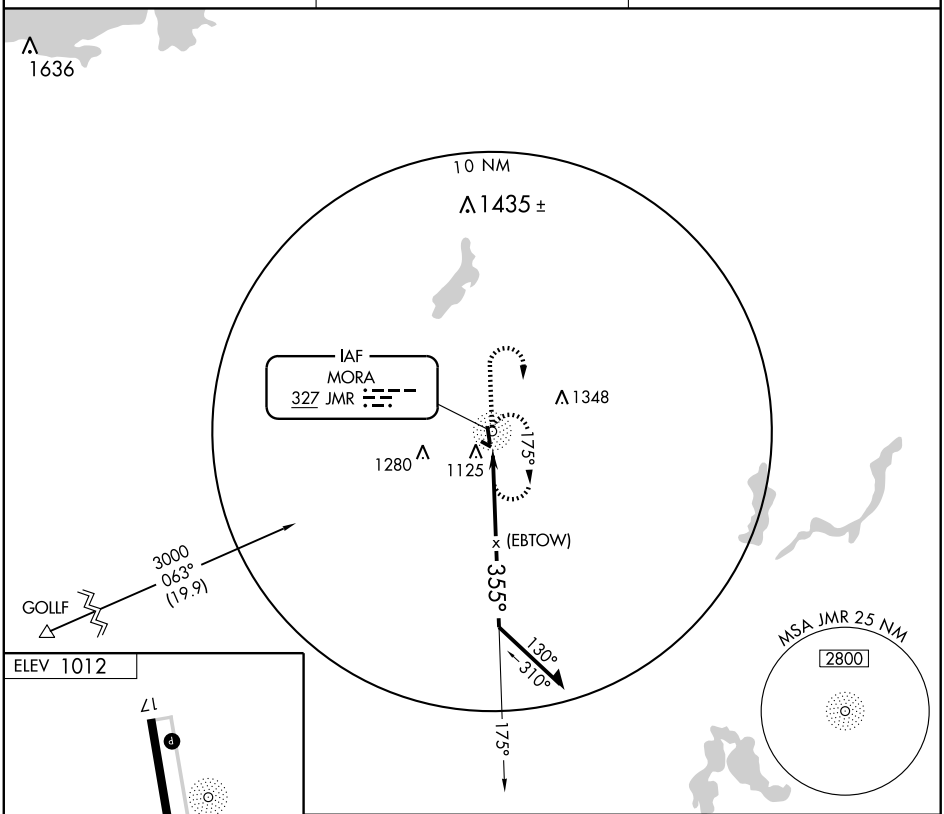
NDB or GPS RWY 35

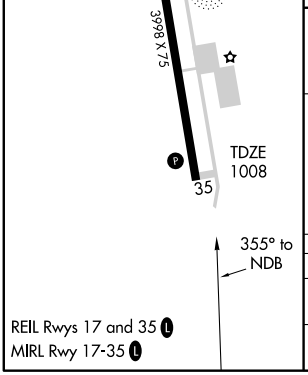
MORA MUNI (JMR)

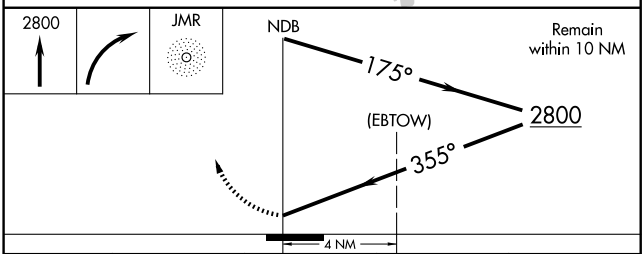
NA

MISSED APPROACH: Climb to 2800 then right turn direct JMR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
327	121.05 397.9	122.8 (L)







CATEGORY	A	B	C	D
S-35	1500-1	492 (500-1)	1500-1¼ 492 (500-1¼)	1500-1½ 492 (500-1½)
CIRCLING	1500-1	488 (500-1)	1500-1½ 488 (500-1½)	1640-2 628 (700-2)

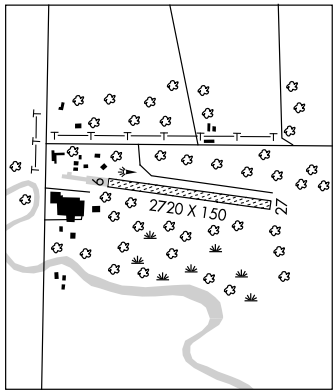
REIL Rwys 17 and 35 (L)
MIRL Rwy 17-35 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MORRIS MUNI–CHARLIE SCHMIDT FLD (MOX) 3 SW UTC−6(−5DT) N45°33.96′ W95°58.03′ **TWIN CITIES**
1138 B S4 **FUEL** 100LL, JET A NOTAM FILE MOX **L–14H**
RWY 14–32: H4000X75 (ASPH) S–14, D–19 MIRL **IAP**
RWY 14: REIL. PAPI(P2L). **RWY 32:** REIL. PAPI(P2L).
RWY 04–22: 2640X150 (TURF) 0.6% up NE
RWY 04: Road. **RWY 22:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. Fuel 24 hour credit card svc avbl. Rwy 04–22 CLOSED winter months. Ultralight tfc on and invof arpt. Rwy 04–22 not plowed winter months. Deer and waterfowl on and invof arpt. Fld conditions not updated ngts/weekends winter months. Rwy 04–22 marked with yellow cones. ACTIVATE MIRL Rwy 14–32 and REIL Rwy 14 and Rwy 32 and PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 109.6 MOX (320) 589–1303.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 126.1
RCO 122.25 (PRINCETON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.
(T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ at fld. 1132/5E. **AWOS–3**. VOR/DME unmonitored.

MOTLEY

MOREY'S (22Y) 1 S UTC−6(−5DT) N46°19.41′ W94°38.32′ **TWIN CITIES**
1225 NOTAM FILE PNM **L–14H**
RWY 09–27: 2720X150 (TURF) **IAP**
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡, Sat–Sun 1400–0100Z‡. Arpt CLOSED when snow covered, confirm conditions with arpt manager on 218–352–6600. Lgtd and marked 1533′ MSL tower 1.3 NM west of arpt. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 118.05



MURDOCK MUNI (23Y) 0 S UTC−6(−5DT) N45°13.33′ W95°24.07′ **TWIN CITIES**
1082 NOTAM FILE PNM
RWY 12–30: 3415X150 (TURF)
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Rwy 12–30 marked with cones.
COMMUNICATIONS: CTAF 122.9

MYERS FLD (See CANBY)

RNAV (GPS) RWY 14

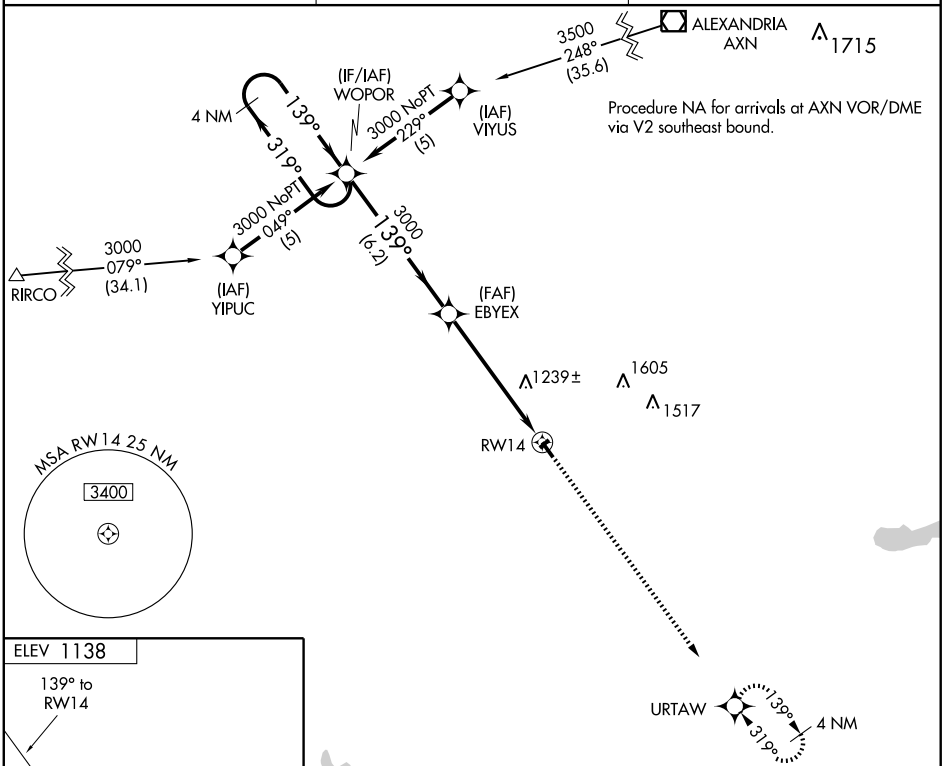
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

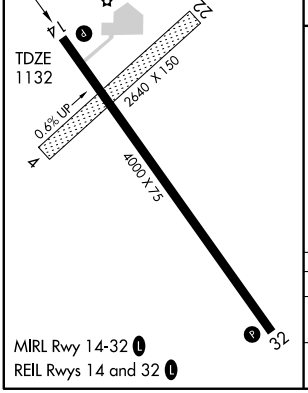
APP CRS	Rwy Idg	4000
139°	TDZE	1132
	Apt Elev	1138

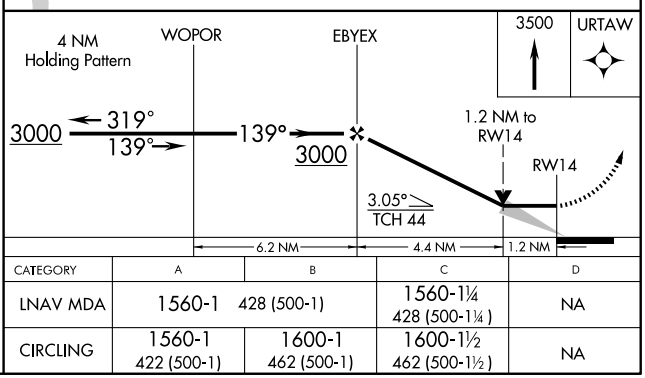
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Benson altimeter setting and increase all MDA 60 feet.
VDP NA when using Benson altimeter setting.

MISSED APPROACH: Climb to 3500 direct URTAW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1560-1 428 (500-1)		1560-1¼ 428 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

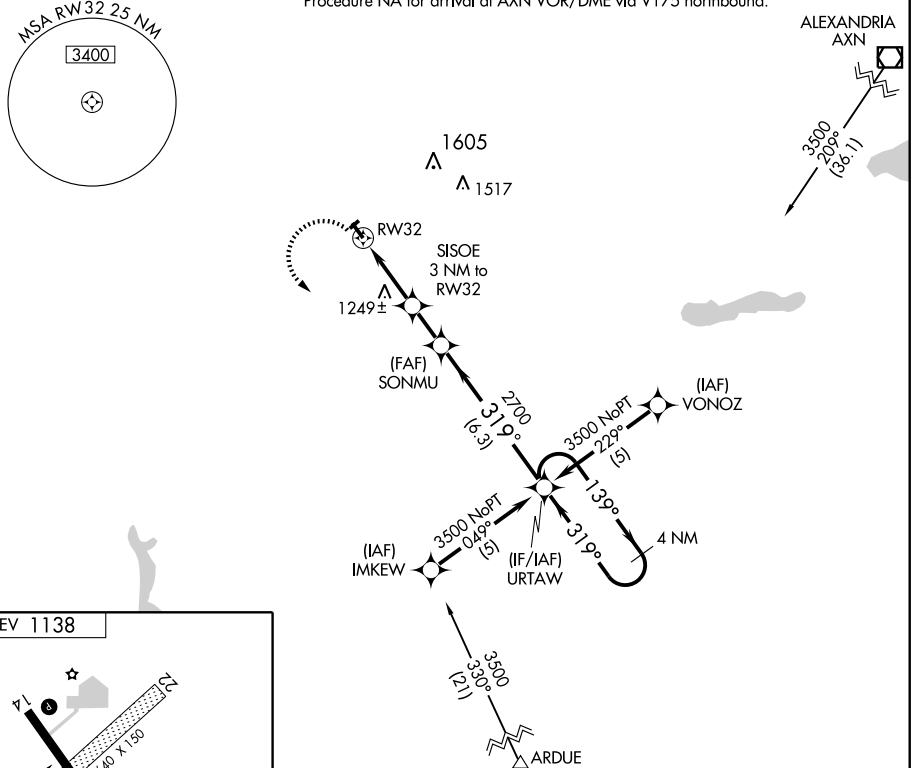
APP CRS	Rwy Idg	4000
319°	TDZE	1132
	Apt Elev	1138

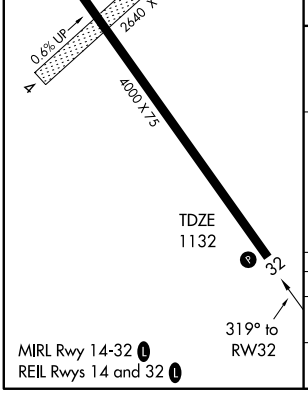
DME/DME RNP-0.3 NA.
VDP NA when using Benson altimeter setting.
When local altimeter setting not received, use Benson altimeter setting and increase all MDAs 60 feet.

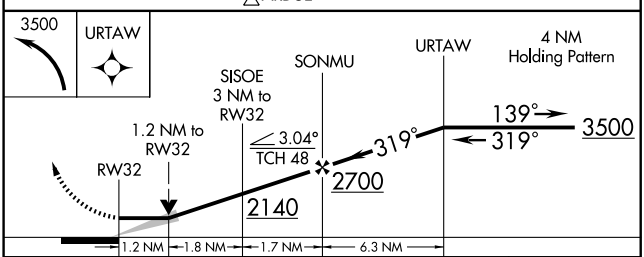
MISSED APPROACH: Climbing left turn to 3500 direct URTAW and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L

Procedure NA for arrival at AXN VOR/DME via V175 northbound.







CATEGORY	A	B	C	D
LNAV MDA	1540-1 408 (500-1)		1540-1¼ 408 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOX	APP CRS	Rwy Idg	4000
109.6	144°	TDZE	1132
Chan 33		Apt Elev	1138

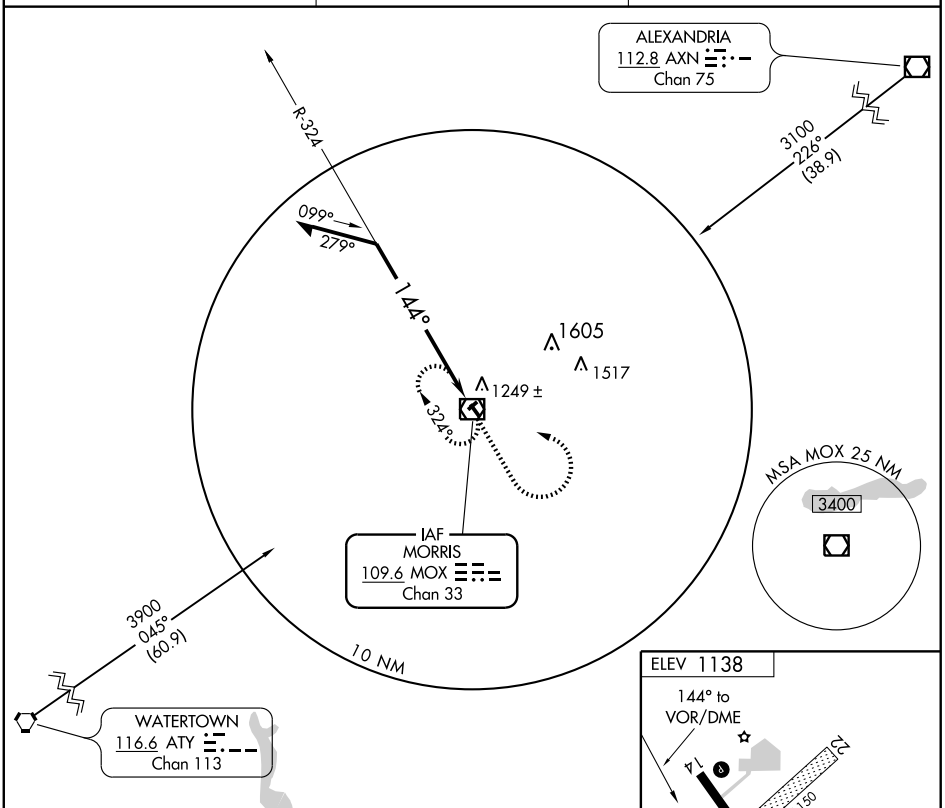
VOR RWY 14

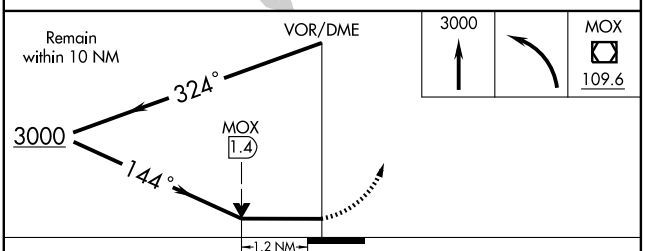
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

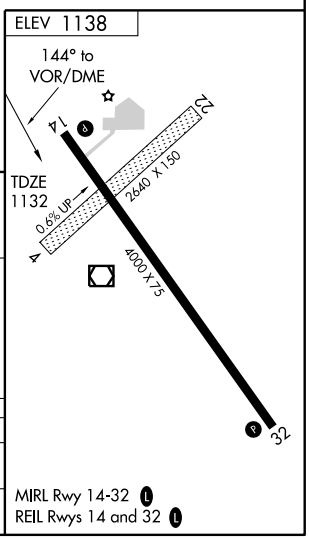
When local altimeter setting not received, use Benson altimeter setting and increase all MDA 60 feet.
VDP NA when using Benson altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1560-1	428 (500-1)	1560-1¼ 428 (500-1¼)	NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MOX 109.6 Chan 33	APP CRS 315°	Rwy Idg 4000 TDZE 1132 Apt Elev 1138

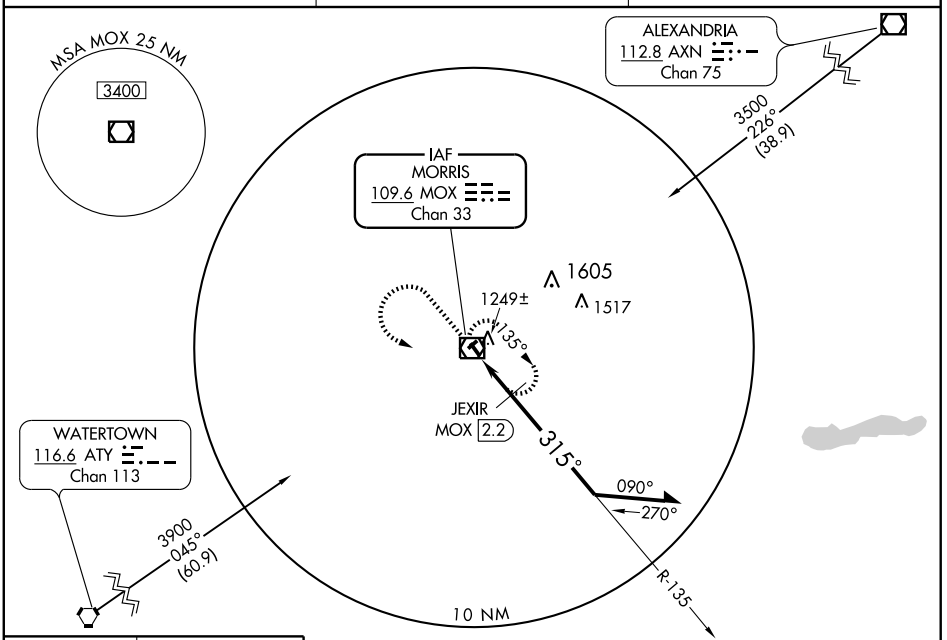
VOR RWY 32

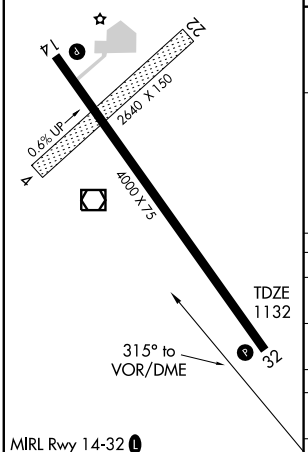
MORRIS MUNI-CHARLIE SCHMIDT FIELD (MOX)

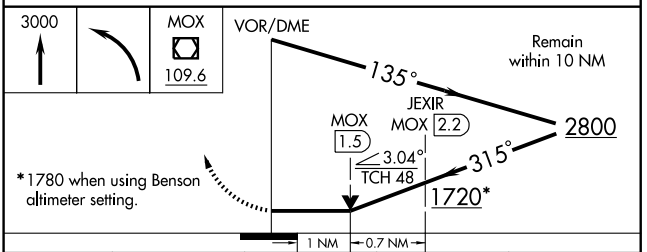
VDP NA when using Benson altimeter setting.
When local altimeter setting not received, use Benson altimeter setting and increase all MDAs 60 feet, and Cat. C visibility ¼ mile, JEXIR FIX MINIMUMS S-32 Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then left turn direct MOX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
109.6	126.1 269.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1720-1 588 (600-1)		1720-1½ 588 (600-1½)	NA
CIRCLING	1720-1 582 (600-1)		1720-1½ 582 (600-1½)	NA
JEXIR FIX MINIMUMS				
S-32	1500-1 368 (400-1)			NA
CIRCLING	1560-1 422 (500-1)	1600-1 462 (500-1)	1600-1½ 462 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NARY NATIONAL–SHEFLAND FLD (5C3) 3 NE UTC–6(–5DT) N47°22.52′ W94°47.93′ TWIN CITIES L–14H

1389 B **FUEL** 100LL, JET A NOTAM FILE PNM

RWY 17–35: H3850X60 (ASPH) LIRL (NSTD)

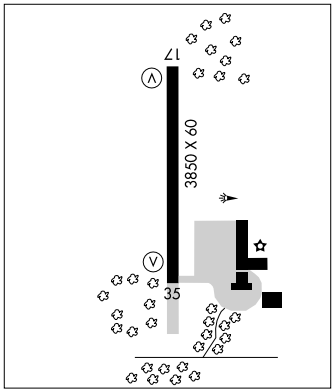
RWY 17: VASI(V2R). Trees. **RWY 35:** VASI(V2L). Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Deer on and invof arpt. Rwy 17–35 NSTD LIRL, lights 3′ above grade and 10′ from rwy edge. ACTIVATE NSTD LIRL Rwy 17–35—122.9.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE BJI.

BEMIDJI (L) VORTACW 108.6 BJI Chan 23 N47°34.55′ W95°01.49′ 138° 15.1 NM to fld. 1410/4E. **HIWAS.**



NEW ULM MUNI (ULM) 2 W UTC–6(–5DT) N44°19.19′ W94°30.14′ OMAHA L–12I IAP

1011 B S4 **FUEL** 100LL, JET A NOTAM FILE ULM

RWY 15–33: H4401X75 (ASPH) MIRL

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.

RWY 33: REIL. ODALS. PAPI(P4R)—GA 3.0° TCH 38′. Road.

RWY 04–22: 2480X160 (TURF)

RWY 22: Road.

AIRPORT REMARKS: Attended Mon–Sat dawn–dusk, Sun 1800–2300Z‡. For svc after hrs call 507–359–1966. Rwy 04–22 CLOSED winter months. Ultralight tfc on and invof arpt. Rwy 04–22 marked with yellow cones. ACTIVATE MIRL Rwy 15–33, REIL Rwy 15 and Rwy 33, ODALS Rwy 33 and PAPI Rwy 15 and Rwy 33—122.8.

WEATHER DATA SOURCES: AWOS–3 118.325 (507) 359–1656.

COMMUNICATIONS: CTAF/UNICOM 122.8

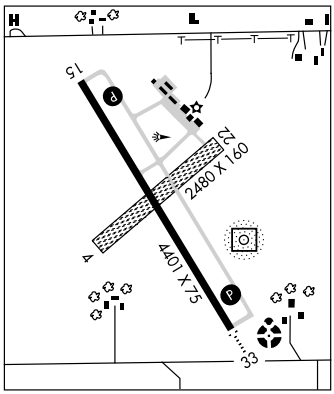
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE MKT.

MANKATO (L) VOR/DME 110.8 MKT Chan 45 N44°13.19′ W93°54.74′ 276° 26.1 NM to fld. 1026/7E.

NDB/DME (MHW) 272 ULM Chan 50 N44°19.08′ W94°29.88′ at fld. DME Chan 50 paired with VHF frequency 111.30. NOTAM FILE ULM.



NEW YORK MILLS MUNI (25Y) 2 SE UTC–6(–5DT) N46°30.13′ W95°20.25′ TWIN CITIES

1401 B NOTAM FILE PNM

RWY 12–30: 2500X196 (TURF) LIRL (NSTD)

RWY 12: Road. **RWY 30:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLOSED indef. Arpt CLOSED winter months. Rwy 12–30 marked with yellow cones. Rwy 12–30 NSTD LIRL, spacing irregular.

COMMUNICATIONS: CTAF 122.9

NODINE N43°54.74′ W91°28.05′ NOTAM FILE PNM. CHICAGO H–2I, L–28F

(H) VORTAC 117.9 ODI Chan 126 249° 16.8 NM to Rushford Muni. 1282/1E.

RCO 122.1R 117.9T (PRINCETON RADIO)

NORMAN CO ADA–TWIN VALLEY (See ADA–TWIN VALLEY)

NORTH COUNTRY SPB (See DULUTH)

NDB/DME ULM	APP CRS	Rwy Idg	4401
272	140°	TDZE	1005
Chan 50 (111.3)		Apt Elev	1011

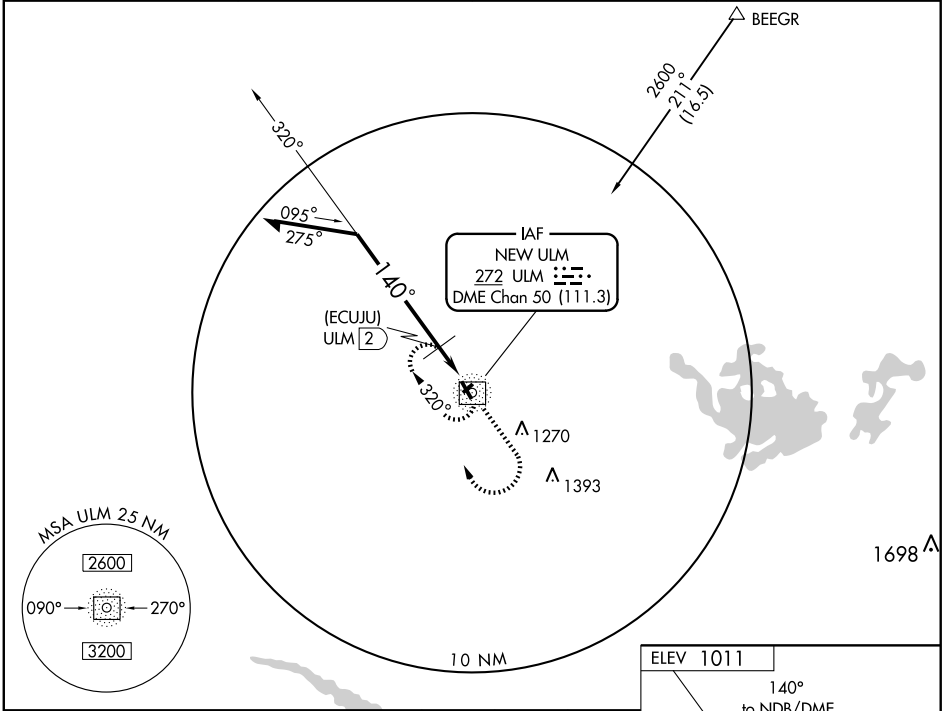
NDB or GPS RWY 15

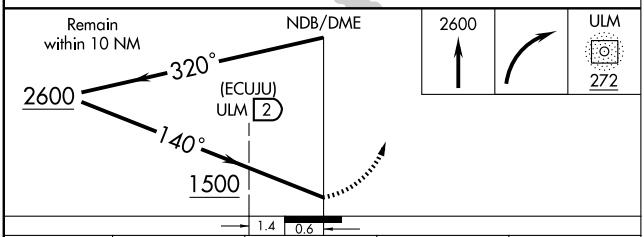
NEW ULM MUNI (ULM)

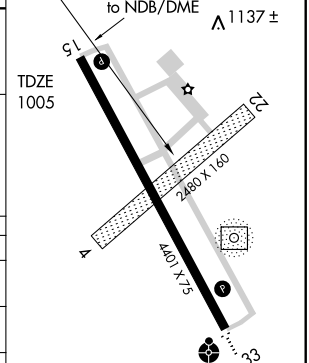
NA

MISSED APPROACH: Climb to 2600 then right turn direct ULM NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	1500-1	495 (500-1)	1500-1¼ 495 (500-1¼)	1500-1½ 495 (500-1½)
CIRCLING	1500-1	489 (500-1)	1500-1½ 489 (500-1½)	1740-2¼ 729 (800-2¼)
DME MINIMUMS				
S-15	1440-1	435 (500-1)	1440-1¼ 435 (500-1¼)	1440-1½ 435 (500-1½)
CIRCLING	1440-1 429 (500-1)	1480-1 469 (500-1)	1480-1½ 469 (500-1½)	1740-2¼ 729 (800-2¼)

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB/DME ULM 272 Chan 50 (111.3)	APP CRS 354°	Rwy Idg 4401 TDZE 1011 Apt Elev 1011

NDB or GPS RWY 33

NEW ULM MUNI (ULM)

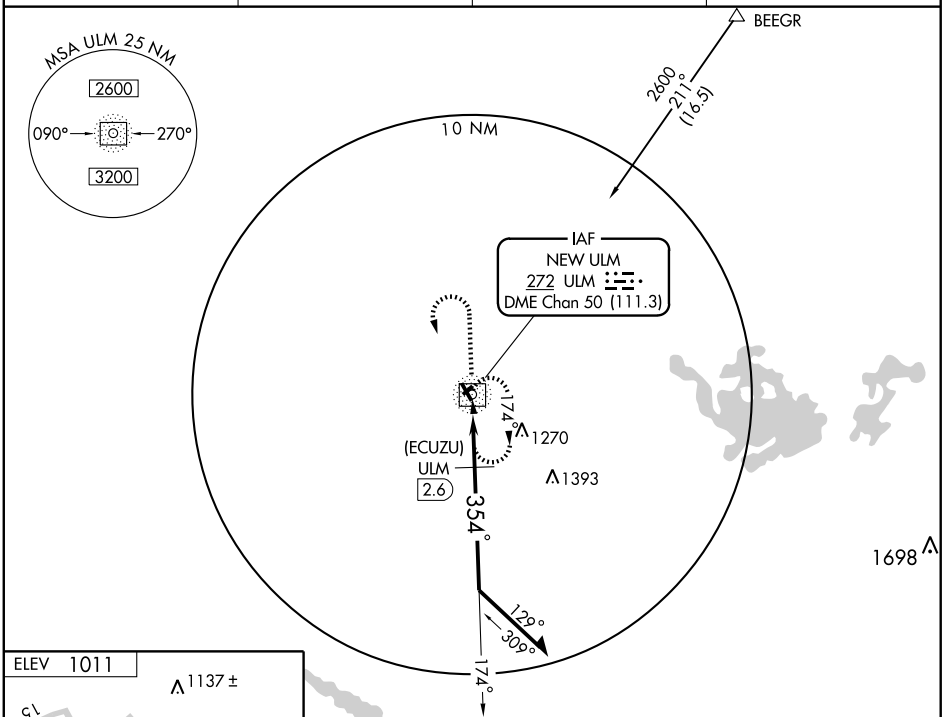
Inoperative table does not apply to S-33 Cats C and D.

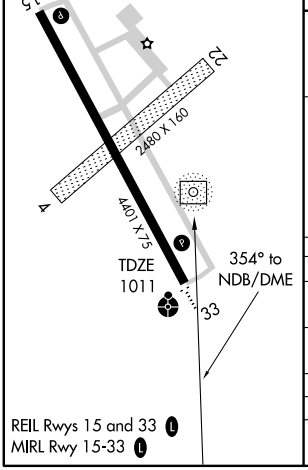
NA

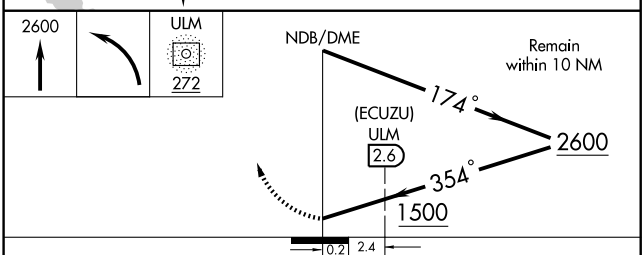
ODALS

MISSED APPROACH: Climb to 2600 then left turn direct ULM NDB/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	127.1 290.2	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	1500-¾ 489 (500-¾)		1500-1¼ 489 (500-1¼)	1500-1½ 489 (500-1½)
CIRCLING	1500-1 489 (500-1)		1500-1½ 489 (500-1½)	1740-2¼ 729 (800-2¼)
DME MINIMUMS				
S-33	1420-¾ 409 (500-¾)		1420-1¼ 409 (500-1¼)	
CIRCLING	1440-1 429 (500-1)	1480-1 469 (500-1)	1480-1½ 469 (500-1½)	1740-2¼ 729 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NORTHOME MUNI (43Y) 2 NE UTC−6(−5DT) N47°53.29′ W94°15.52′ **TWIN CITIES**

1427 B TPA—2427(1000) NOTAM FILE PNM

RWY 12–30: 3199X147 (TURF) LIRL (NSTD)

RWY 12: Trees. **RWY 30:** Trees.

RWY 02–20: 2201X148 (TURF)

RWY 02: Trees. **RWY 20:** Thld dsplcd 150′. Trees.

AIRPORT REMARKS: Unattended. Rwy 02–20 CLOSED winter months. Rwy 12–30 SE 800′ soft and uneven. Rwy 02–20 and dsplcd thld marked with yellow cones. Rwy 12–30 marked with yellow cones. Rwy 12–30 NSTD LIRL variable spacing.

COMMUNICATIONS: CTAF 122.9

OLIVIA RGNL (OVL) 2 W UTC−6(−5DT) N44°46.71′ W95°01.97′ **TWIN CITIES**

1076 B S3 **FUEL** 100LL NOTAM FILE OVL **L–12I, 14H**

RWY 11–29: H3498X75 (ASPH) LIRL **IAP**

RWY 11: Tree. **RWY 29:** Tree.

AIRPORT REMARKS: Attended Apr–Oct 1400–2300Z‡. Nov–Mar Mon–Fri 1400–2300Z‡, Nov–Mar Sat 1400–1800Z‡. For service after hrs call 320–523–5842 or 320–235–3397. Windsock unreliable. Trees obstruct SE.

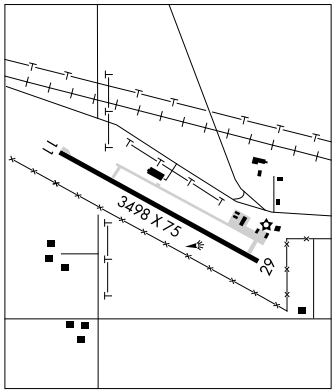
WEATHER DATA SOURCES: AWOS–3 119.275 (320) 523–5924.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.

REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80
N44°28.04′ W95°07.69′ 005° 19.1 NM to fld.
1061/7E. **HIWAS.**



ORR RGNL (ORB) 3 SW UTC−6(−5DT) N48°00.96′ W92°51.36′ **GREEN BAY**

1311 B **FUEL** 100LL, JET A NOTAM FILE ORB **L–14I**

RWY 13–31: H4001X75 (ASPH) MIRL **IAP**

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 20′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Attended 1500–2200Z‡. Fuel available 24 hrs with credit card. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Rwy 13–31 grass and ground were showing through previously sealed cracks on the runway, ramp and twys. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (218) 757–3169.

COMMUNICATIONS: CTAF/UNICOM 122.8

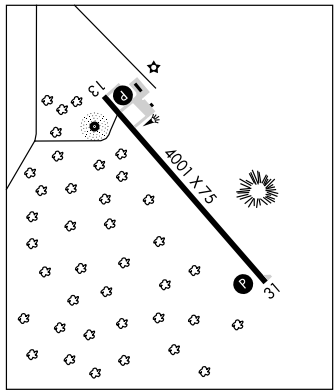
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 120.9

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE INL.

INTERNATIONAL FALLS (L) VORTACW 111.0 INL Chan 47
N48°33.95′ W93°24.34′ 140° 39.7 NM to fld.
1180/6E. **HIWAS.**

NDB (MHW) 341 ORB N48°01.11′ W92°51.69′ at fld.
NOTAM FILE ORB. Unmonitored.



AL-6301 (FAA)

RNAV (GPS) RWY 29

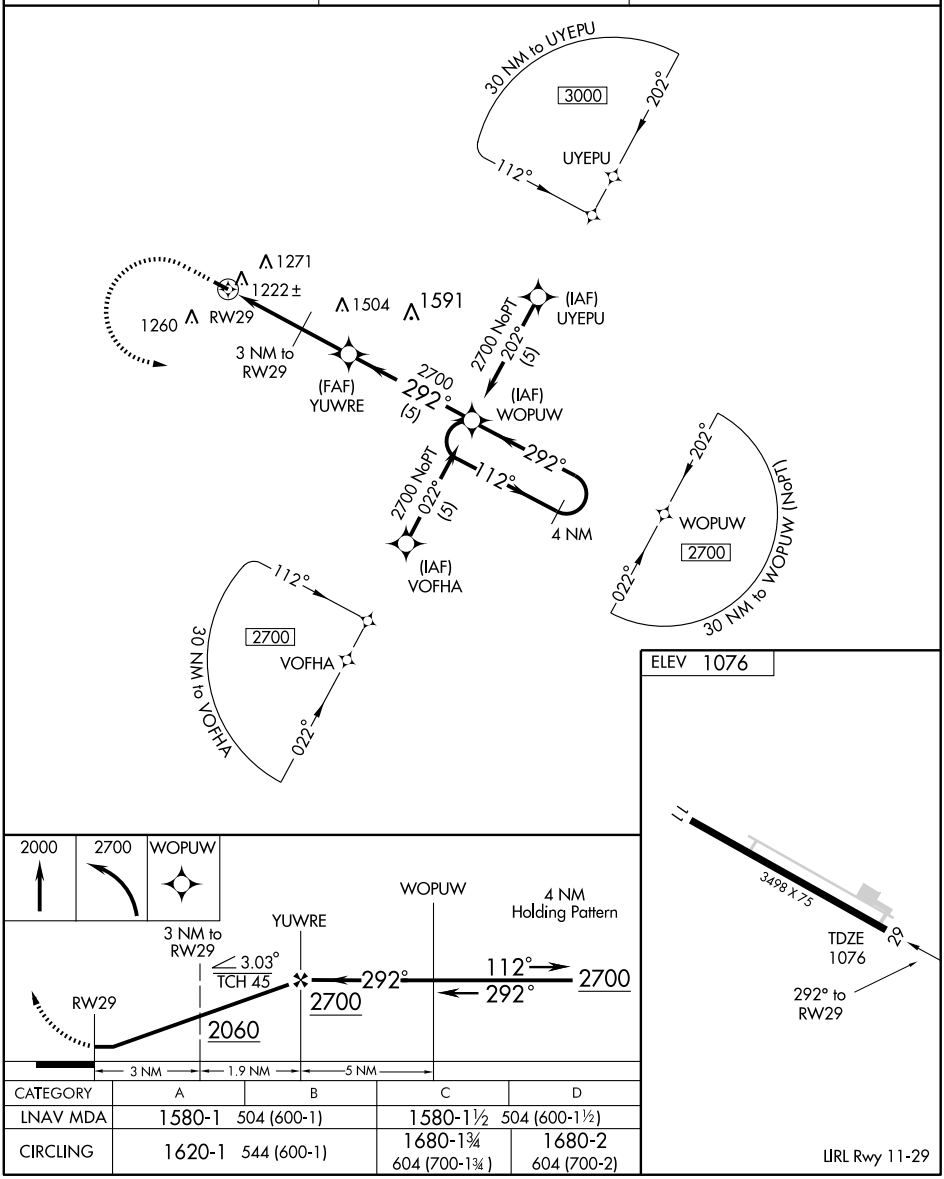
OLIVIA RGNL (OVL)

APP CRS	Rwy Idg	3498
292°	TDZE	1076
	Apt Elev	1076

Use Redwood Falls altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct WOPUW WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1580-1 504 (600-1)		1580-1½ 504 (600-1½)	
CIRCLING	1620-1 544 (600-1)		1680-1¾ 604 (700-1¾)	1680-2 604 (700-2)

LIRL Rwy 11-29

44° 47′ N-95° 02′ W

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWF	APP CRS	Rwy Idg	N/A
113.3	005°	TDZE	N/A
Chan 80		Apt Elev	1076

VOR/DME or GPS-A

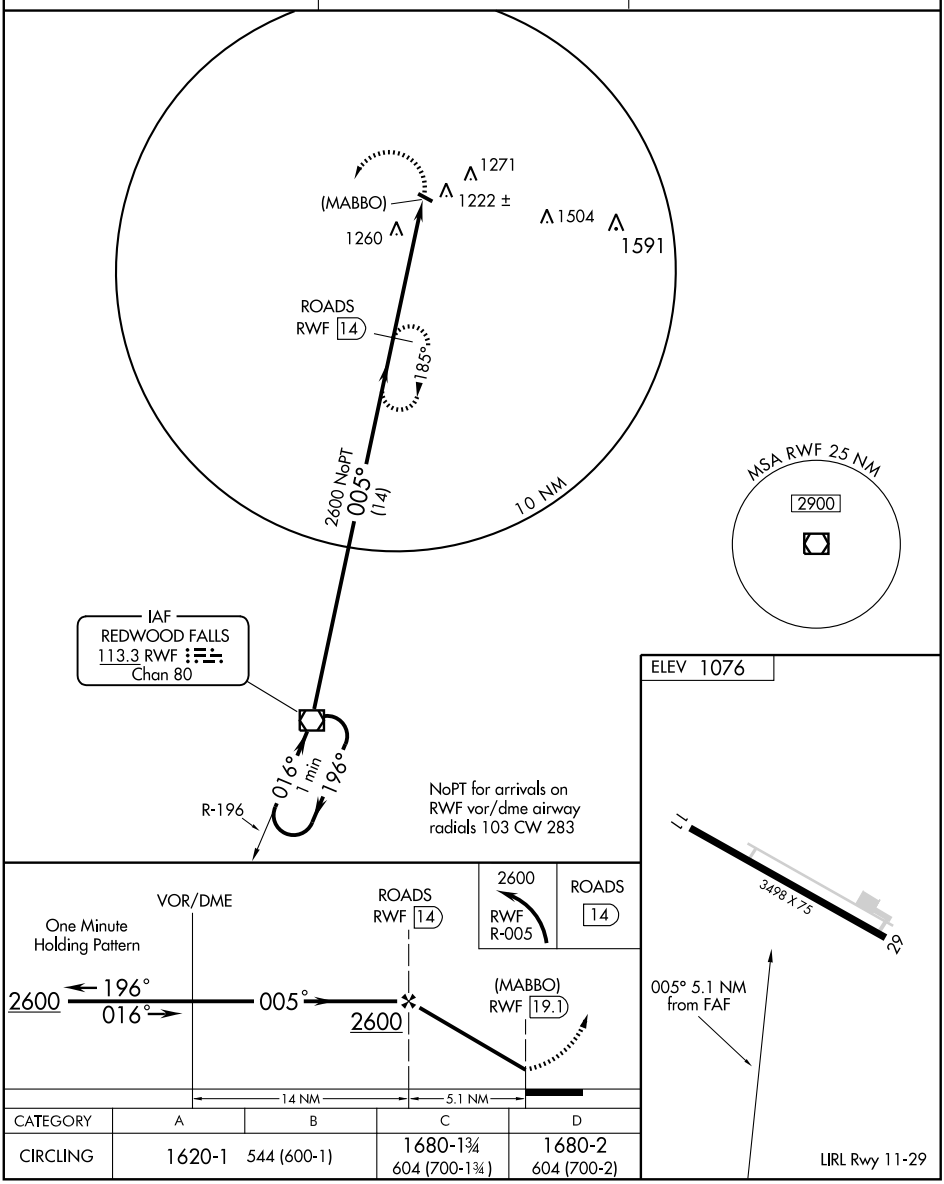
OLIVIA RGNL (OVL)

NA

Use Redwood Falls, MN altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via RWF R-005 to ROADS 14 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.275	127.1 290.2	122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1620-1	544 (600-1)	1680-1¾ 604 (700-1¾)	1680-2 604 (700-2)

44°47′N-95°02′W

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

NORTHOME MUNI (43Y) 2 NE UTC−6(−5DT) N47°53.29′ W94°15.52′ **TWIN CITIES**

1427 B TPA—2427(1000) NOTAM FILE PNM

RWY 12–30: 3199X147 (TURF) LIRL (NSTD)

RWY 12: Trees. **RWY 30:** Trees.

RWY 02–20: 2201X148 (TURF)

RWY 02: Trees. **RWY 20:** Thld dsplcd 150′. Trees.

AIRPORT REMARKS: Unattended. Rwy 02–20 CLOSED winter months. Rwy 12–30 SE 800′ soft and uneven. Rwy 02–20 and dsplcd thld marked with yellow cones. Rwy 12–30 marked with yellow cones. Rwy 12–30 NSTD LIRL variable spacing.

COMMUNICATIONS: CTAF 122.9

OLIVIA RGNL (OVL) 2 W UTC−6(−5DT) N44°46.71′ W95°01.97′ **TWIN CITIES**

1076 B S3 **FUEL** 100LL NOTAM FILE OVL **L–12I, 14H**

RWY 11–29: H3498X75 (ASPH) LIRL **IAP**

RWY 11: Tree. **RWY 29:** Tree.

AIRPORT REMARKS: Attended Apr–Oct 1400–2300Z‡. Nov–Mar Mon–Fri 1400–2300Z‡, Nov–Mar Sat 1400–1800Z‡. For service after hrs call 320–523–5842 or 320–235–3397. Windsock unreliable. Trees obstruct SE.

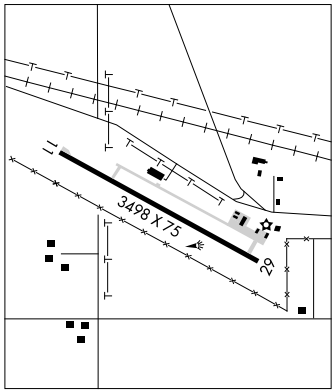
WEATHER DATA SOURCES: AWOS–3 119.275 (320) 523–5924.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.

REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80
N44°28.04′ W95°07.69′ 005° 19.1 NM to fld.
1061/7E. **HIWAS.**



ORR RGNL (ORB) 3 SW UTC−6(−5DT) N48°00.96′ W92°51.36′ **GREEN BAY**

1311 B **FUEL** 100LL, JET A NOTAM FILE ORB **L–14I**

RWY 13–31: H4001X75 (ASPH) MIRL **IAP**

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 20′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Trees.

AIRPORT REMARKS: Attended 1500–2200Z‡. Fuel available 24 hrs with credit card. Birds and wildlife on and invof arpt. Ultralight activity on and invof arpt. Rwy 13–31 grass and ground were showing through previously sealed cracks on the runway, ramp and twys. ACTIVATE MIRL Rwy 13–31, REIL Rwy 13 and Rwy 31 and PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (218) 757–3169.

COMMUNICATIONS: CTAF/UNICOM 122.8

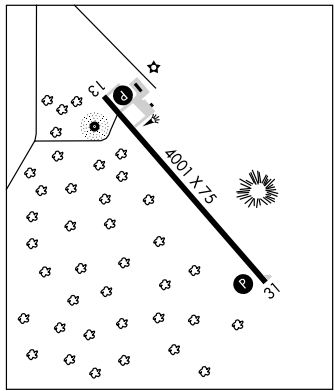
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 120.9

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE INL.

INTERNATIONAL FALLS (L) VORTACW 111.0 INL Chan 47
N48°33.95′ W93°24.34′ 140° 39.7 NM to fld.
1180/6E. **HIWAS.**

NDB (MHW) 341 ORB N48°01.11′ W92°51.69′ at fld.
NOTAM FILE ORB. Unmonitored.



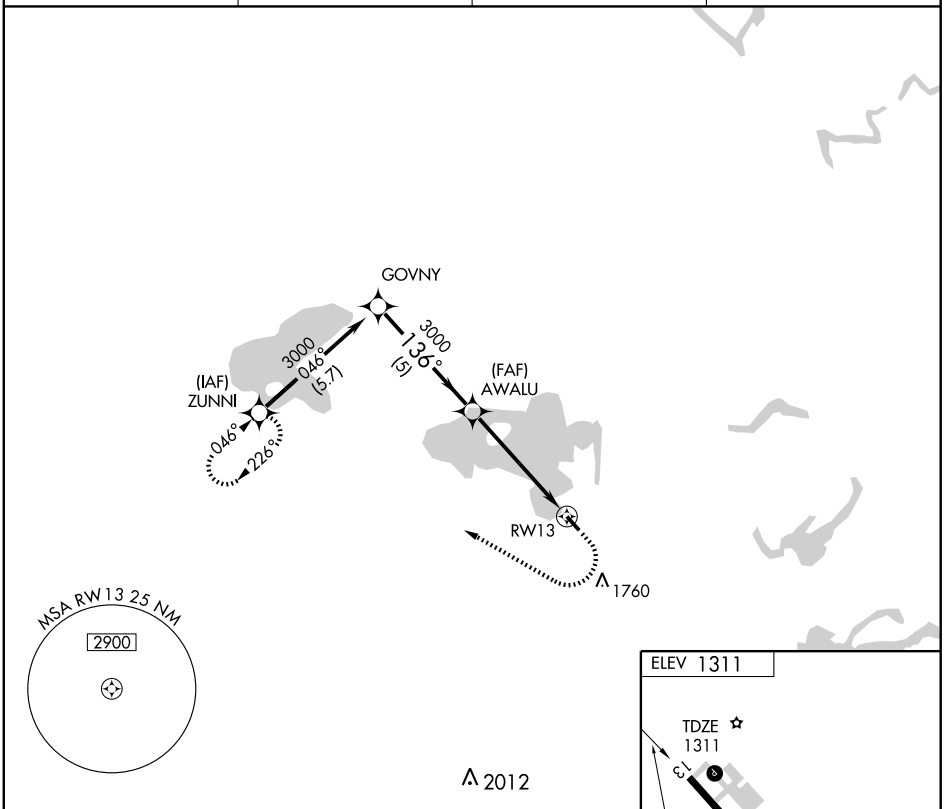
APP CRS	Rwy Idg	4001
136°	TDZE	1311
	Apt Elev	1311

GPS RWY 13
ORR RGNL(ORB)

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct ZUNNI WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	120.9 377.1	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	1760-1 449 (500-1)		1760-1¼ 449 (500-1¼)	1760-1½ 449 (500-1½)
CIRCLING	1880-1 569 (600-1)	1900-1 589 (600-1)	1900-1½ 589 (600-1½)	2120-2½ 809 (900-2½)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

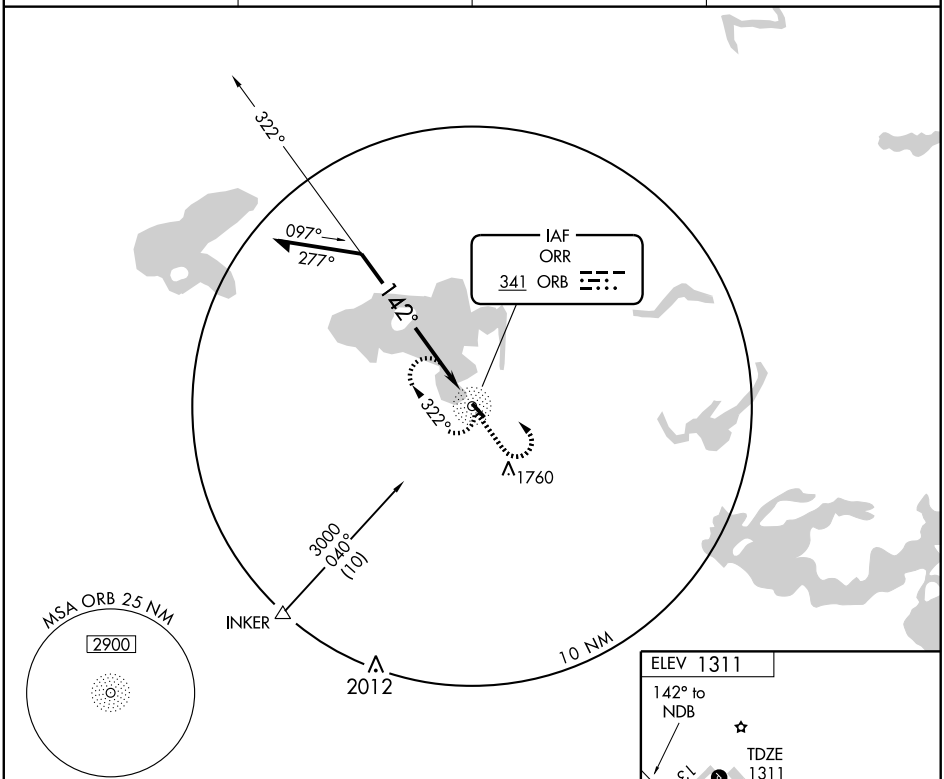
NDB ORB 341	APP CRS 142°	Rwy Idg 4001 TDZE 1311 Apt Elev 1311

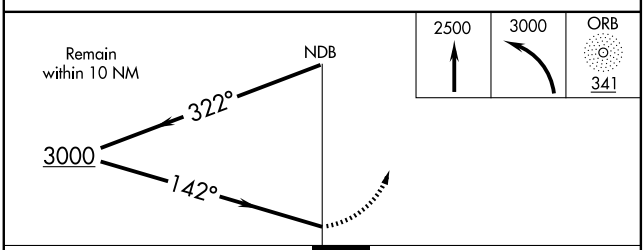
NDB RWY 13
ORR RGNL (ORB)

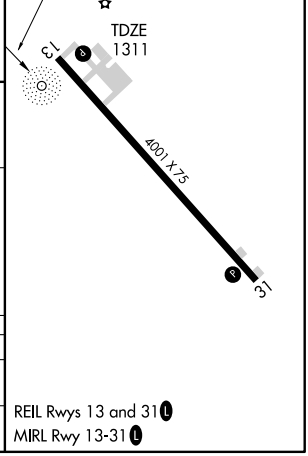
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct ORB NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.325	120.9 377.1	121.725	122.8 (CTAF) L







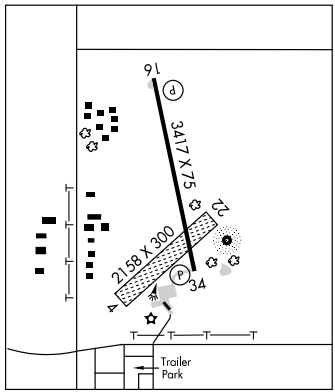
CATEGORY	A	B	C	D
S-13	2000-1	689 (700-1)	2000-2 689 (700-2)	2000-2¼ 689 (700-2¼)
CIRCLING	2000-1	689 (700-1)	2000-2 689 (700-2)	2120-2½ 809 (900-2½)

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

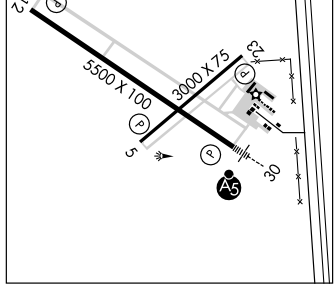
ORTONVILLE MUNI–MARTINSON FLD (VVV) 1 SE UTC−6(−5DT)
N45°18.34′ W96°25.47′
1101 B **FUEL** 100LL NOTAM FILE VVV
RWY 16–34: H3417X75 (ASPH) S–30 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 24′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 41′. Tree.
RWY 04–22: 2158X300 (TURF)
RWY 04: Pole. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self serve fuel avb 24 hrs with credit card. Rwy 04–22 not plowed winter months. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset low intensity, increase intensity—CTAF. PAPI Rwy 16 and Rwy 34 operates 24 hrs.
WEATHER DATA SOURCES: AWOS–3 332 VVV (320) 839–2363.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 128.5
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.
MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 226° 24.8 NM to fld. 1132/5E. VOR/DME unmonitored.
NDB (MHW) 332 VVV N45°18.10′ W96°25.25′ at fld.
AWOS–3. NOTAM FILE VVV. Unmonitored.

TWIN CITIES
L–12I, 14H
IAP



OWATONNA DEGNER RGNL (OWA) 3 NW UTC−6(−5DT) N44°07.38′ W93°15.53′
1145 B S4 **FUEL** 100LL, JET A TPA—1997(852) NOTAM FILE OWA
RWY 12–30: H5500X100 (CONC) S–30, D–60 HIRL 0.7% up SE
RWY 12: REIL. PAPI(P4L).
RWY 30: MALSR. REIL. PAPI(P4L). Sign.
RWY 05–23: H3000X75 (ASPH) MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 24′.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–0000Z‡. For svc after hrs call 507–444–2448. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 05–23, REIL Rwy 05, Rwy 12, Rwy 23 and MALSR Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (507) 455–0642.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.25 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HALFWAY (T) VORW/DME 111.2 FOW Chan 49 N44°12.27′ W93°22.23′ 133° 6.9 NM to fld. 1098/2E. VOR/DME unmonitored.
TONNA NDB (LOM) 379 OW N44°04.43′ W93°09.32′ 301° 5.4 NM to fld.
ILS 109.55 I–OWA Rwy 30. LOM TONNA NDB.

OMAHA
H–2J, L–12J
IAP



APP CRS	Rwy Idg	3417
344°	TDZE	1097
	Apt Elev	1100

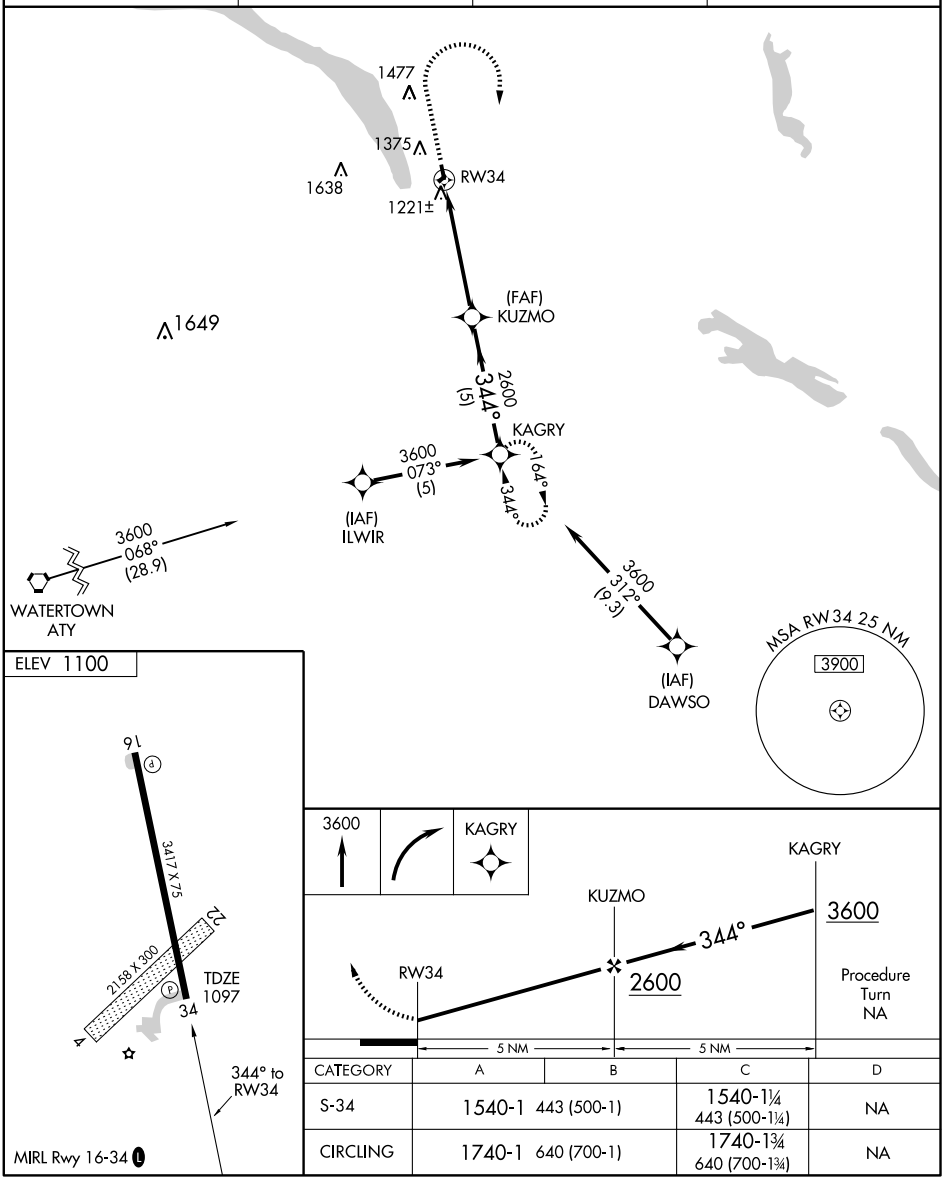
GPS RWY 34

ORTONVILLE MUNI-MARTINSON FIELD (VVV)

NA

MISSED APPROACH: Climb to 3600 then right turn direct KAGRY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
332.0	128.5 306.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	1540-1 443 (500-1)		1540-1¼ 443 (500-1¼)	NA
CIRCLING	1740-1 640 (700-1)		1740-1¾ 640 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010

NDB VVV 332	APP CRS 355°	Rwy Idg 3417 TDZE 1097 Apt Elev 1100

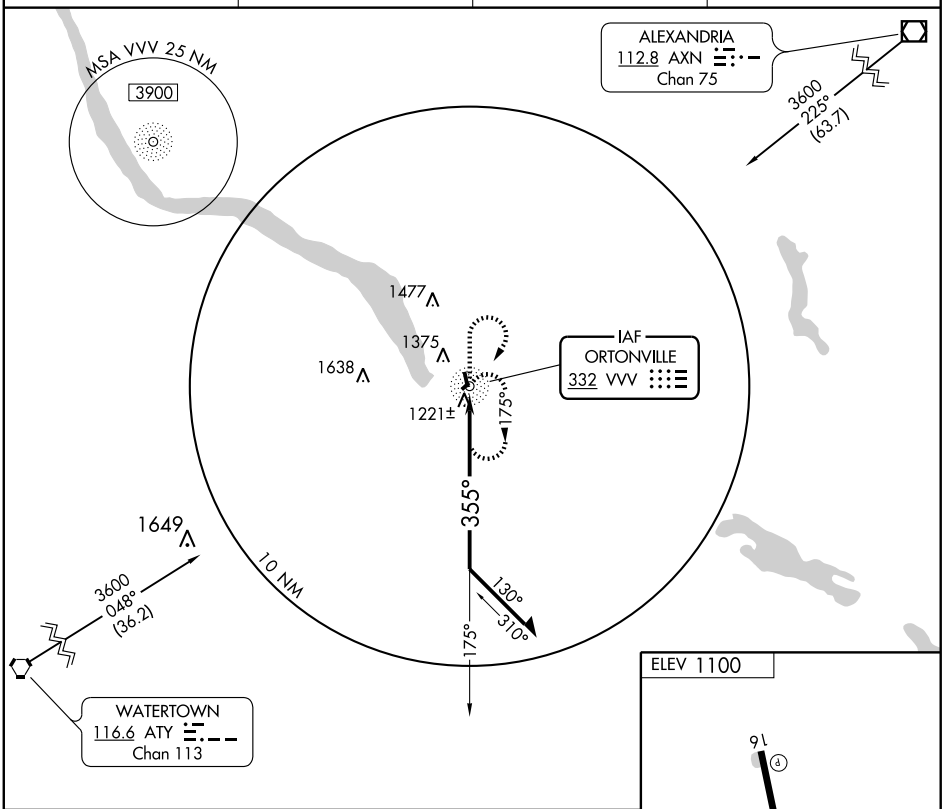
NDB RWY 34

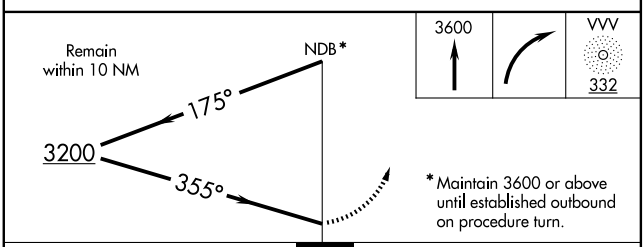
ORTONVILLE MUNI-MARTINSON FIELD (VVV)

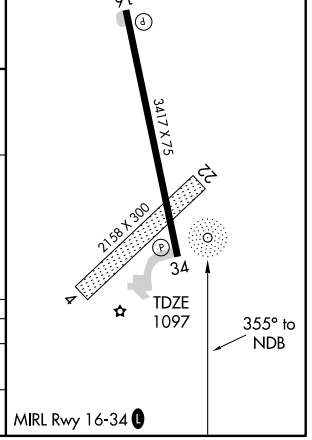
NA

MISSED APPROACH: Climb to 3600 then right turn direct VVV NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
332.0	128.5 306.2	121.725	122.8 (CTAF)





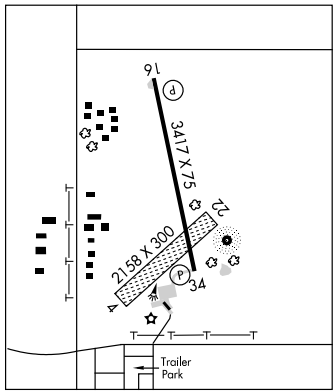


CATEGORY	A	B	C	D
S-34	1660-1	563 (600-1)	1660-1½ 563 (600-1½)	NA
CIRCLING	1740-1	640 (700-1)	1740-1¾ 640 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010

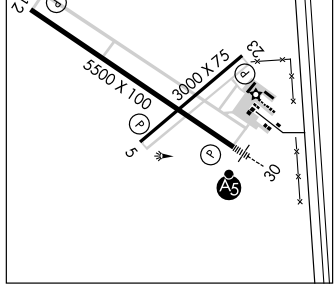
ORTONVILLE MUNI–MARTINSON FLD (VVV) 1 SE UTC−6(−5DT)
N45°18.34′ W96°25.47′
1101 B **FUEL** 100LL NOTAM FILE VVV
RWY 16–34: H3417X75 (ASPH) S–30 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 24′. Road.
RWY 34: PAPI(P4L)—GA 3.0° TCH 41′. Tree.
RWY 04–22: 2158X300 (TURF)
RWY 04: Pole. **RWY 22:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self serve fuel avb 24 hrs with credit card. Rwy 04–22 not plowed winter months. Rwy 04–22 marked with yellow cones. MIRL Rwy 16–34 preset low intensity, increase intensity—CTAF. PAPI Rwy 16 and Rwy 34 operates 24 hrs.
WEATHER DATA SOURCES: AWOS–3 332 VVV (320) 839–2363.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 128.5
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.
MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 226° 24.8 NM to fld. 1132/5E. VOR/DME unmonitored.
NDB (MHW) 332 VVV N45°18.10′ W96°25.25′ at fld.
AWOS–3. NOTAM FILE VVV. Unmonitored.

TWIN CITIES
L–12I, 14H
IAP



OWATONNA DEGNER RGNL (OWA) 3 NW UTC−6(−5DT) N44°07.38′ W93°15.53′
1145 B S4 **FUEL** 100LL, JET A TPA—1997(852) NOTAM FILE OWA
RWY 12–30: H5500X100 (CONC) S–30, D–60 HIRL 0.7% up SE
RWY 12: REIL. PAPI(P4L).
RWY 30: MALSR. REIL. PAPI(P4L). Sign.
RWY 05–23: H3000X75 (ASPH) MIRL
RWY 05: REIL. PAPI(P4L)—GA 3.0° TCH 24′.
RWY 23: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–0000Z‡. For svc after hrs call 507–444–2448. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 05–23, REIL Rwy 05, Rwy 12, Rwy 23 and MALSR Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (507) 455–0642.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.25 (PRINCETON RADIO)
Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HALFWAY (T) VORW/DME 111.2 FOW Chan 49 N44°12.27′ W93°22.23′ 133° 6.9 NM to fld. 1098/2E. VOR/DME unmonitored.
TONNA NDB (LOM) 379 OW N44°04.43′ W93°09.32′ 301° 5.4 NM to fld.
ILS 109.55 I–OWA Rwy 30. LOM TONNA NDB.

OMAHA
H–2J, L–12J
IAP



LOC I-OWA	APP CRS	Rwy Idg	5500
109.55	302°	TDZE	1145
		Apt Elev	1145

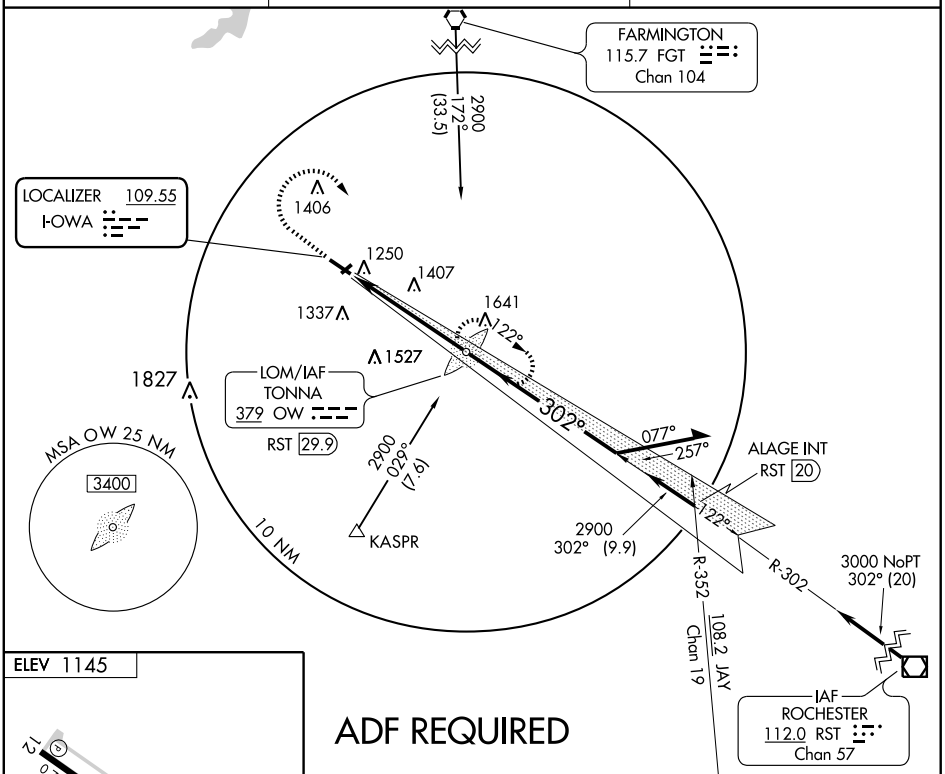
ILS RWY 30
OWATONNA DEGNER RGNL (OWA)

T
A NA

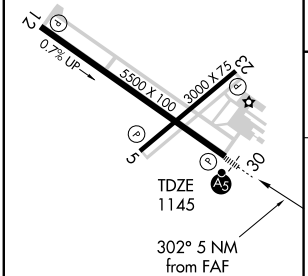
MALSR

MISSED APPROACH Climb to 2000 then climbing right turn to 2900 direct TONNA LOM and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L

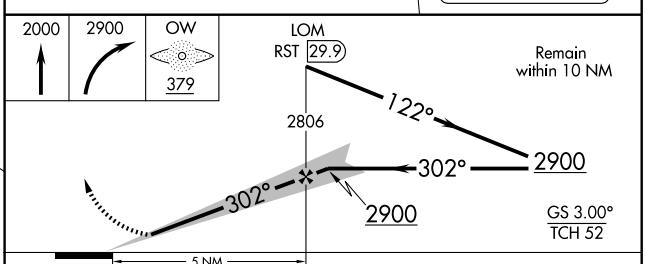


ADF REQUIRED



MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 30	1345-½ 200 (200-½)			
S-LOC 30	1680-½ 535 (600-½)		1680-1 535 (600-1)	1680-1¼ 535 (600-1¼)
CIRCLING	1680-1 535 (600-1)		1720-1½ 575 (600-1½)	1720-2 575 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

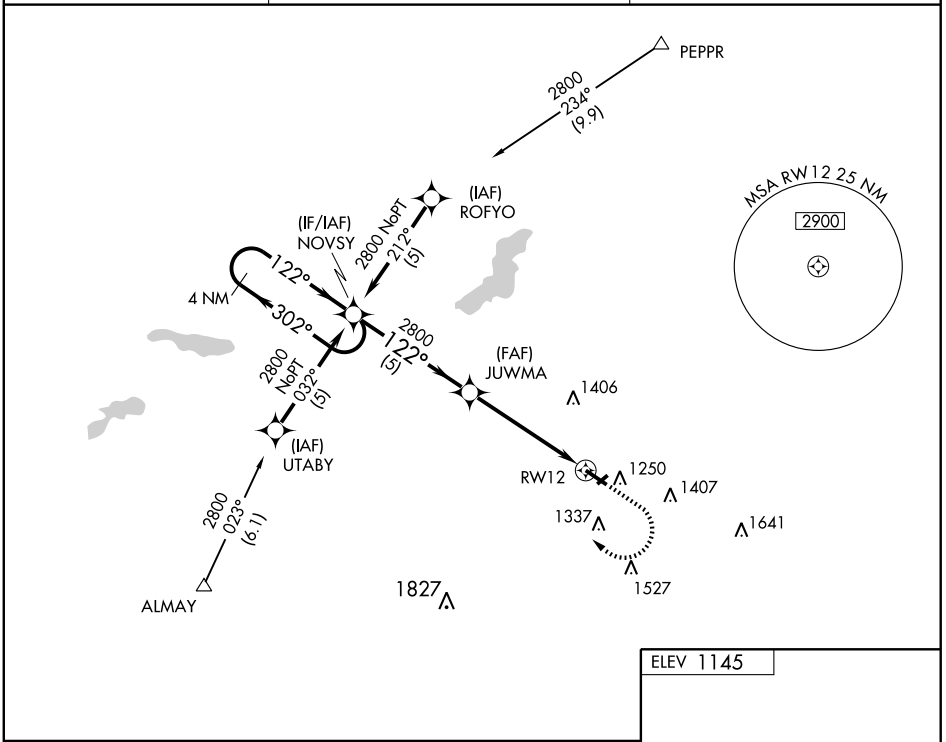
OWATONNA DEGNER RGNL (OWA)

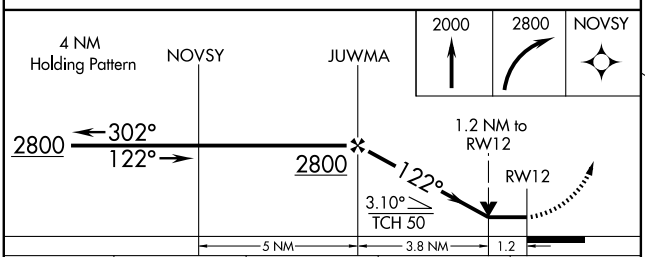
APP CRS	Rwy Idg	5500
122°	TDZE	1110
	Apt Elev	1145

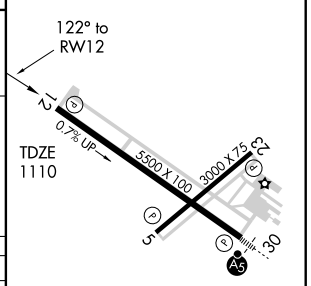
T NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct NOVSY WP and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1540-1 430 (400-1)		1540-1¼ 430 (400-1¼)	1540-1½ 430 (400-1½)
CIRCLING	1620-1 475 (500-1)	1700-1 555 (600-1)	1700-1½ 555 (600-1½)	1720-2 575 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FOW	APP CRS	Rwy Idg	5500
111.2	313°	TDZE	1145
Chan 49		Apt Elev	1145

VOR/DME RWY 30

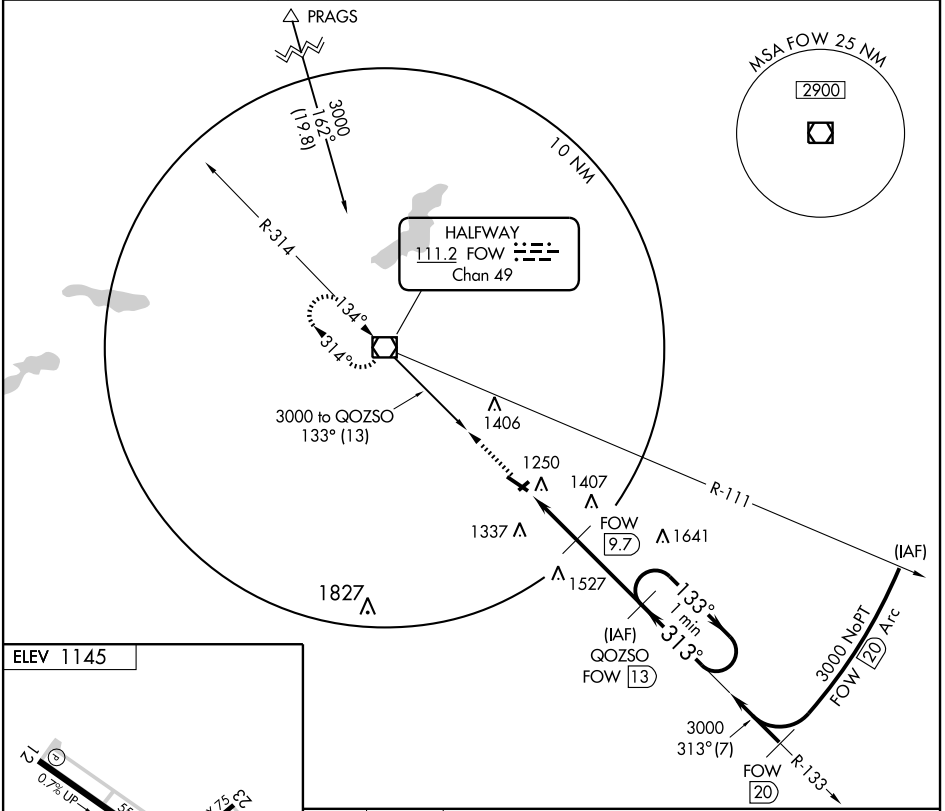
OWATONNA DEGNER RGNL (OWA)

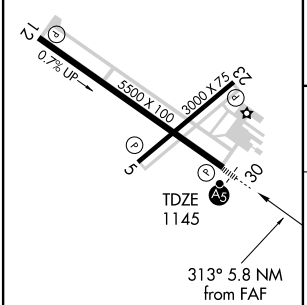
T
NA

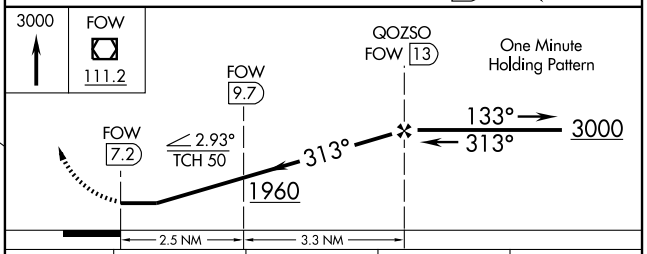
MALSR

MISSED APPROACH: Climb to 3000 direct FOW VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	1700-1 555 (600-1)		1700-1½ 555 (600-1½)	1700-1¾ 555 (600-1¾)
CIRCLING	1700-1 555 (600-1)		1700-1½ 555 (600-1½)	1720-2 575 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5, 12 and 23 L
REIL Rwy 30
HIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FOW	APP CRS	Rwy Idg	5500
111.2	134°	TDZE	1110
Chan 49		Apt Elev	1145

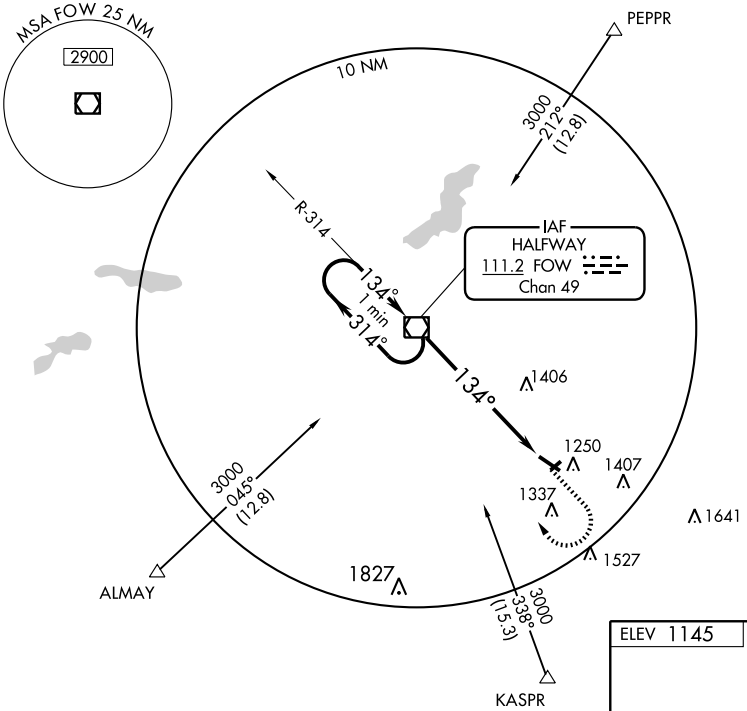
VOR RWY 12

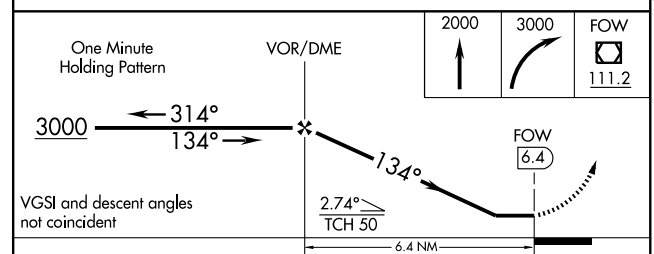
OWATONNA DEGNER RGNL (OWA)

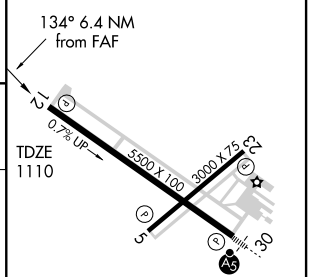
NA

MISSED APPROACH Climb to 2000 then climbing right turn to 3000 direct FOW VOR/DME and hold.

AWOS-3	ROCHESTER APP CON ★	UNICOM
128.325	119.8 251.125	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-12	1560-1	450 (500-1)	1560-1¼ 450 (500-1¼)	1560-1½ 450 (500-1½)
CIRCLING	1620-1 475 (500-1)	1700-1 555 (600-1)	1700-1½ 555 (600-1½)	1720-2 575 (600-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PARK RAPIDS MUNI–KONSHOK FLD (PKD) 2 S UTC–6(–5DT) N46°54.04′ W95°04.39′

TWIN CITIES
H–2J, L–14H
IAP

1445 B S4 **FUEL** 100LL, JET A TPA—2402(957) NOTAM FILE PKD

RWY 13–31: H5498X100 (ASPH) S–20, D–36 HIRL

RWY 13: REIL. PAPI(P4L)

RWY 31: MALSR. PAPI(P4L)

RWY 17–35: 3244X140 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. 100LL avbl 24 hrs with credit card. Call 218–237–8528 for svc after hrs. Rwy 17–35 CLOSED winter months. No hold/ILS hold markers on turf twy between Rwy 21 and Rwy 35. Rwy 17–35 marked by yellow cones. ACTIVATE HIRL Rwy 13–31, REIL Rwy 13, MALSR Rwy 31, PAPI Rwy 13 and Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 110.6 PKD (218) 732–0920

COMMUNICATIONS: CTAF/UNICOM 123.0

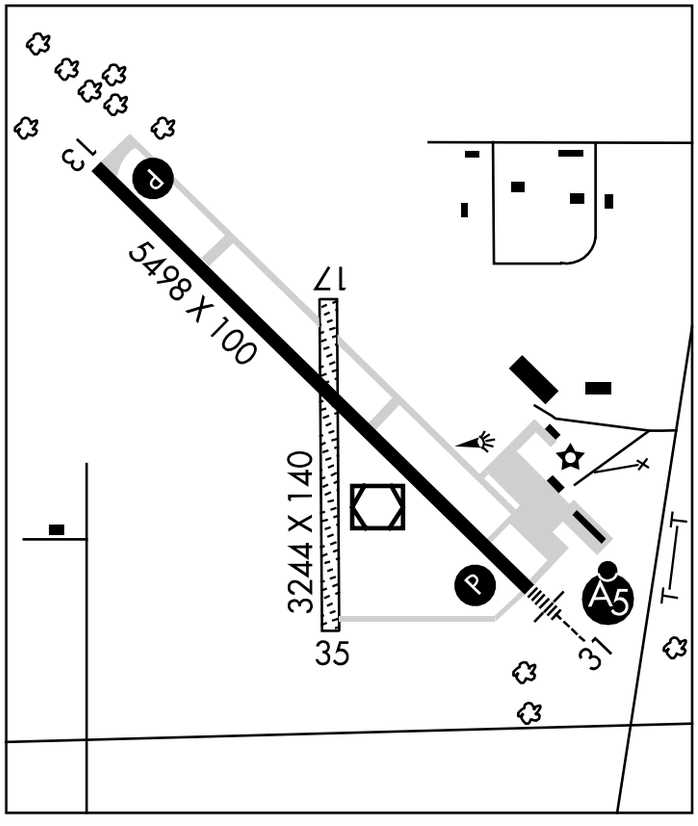
RCO 122.1R 110.6T (PRINCETON RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PKD.

(L) VOR/DME 110.6 PKD Chan 43 N46°53.89′ W95°04.25′ at fld. 1441/4E. **ASOS**

SPIDA NDB (LOM) 269 PK N46°50.04′ W94°58.53′ 311° 5.7 NM to fld.

ILS 110.9 I–PKD Rwy 31. Class IC LOM SPIDA NDB.



PAYNESVILLE MUNI (PEX) 1 SW UTC–6(–5DT) N45°22.32′ W94°44.69′

TWIN CITIES
L–14H

1180 **FUEL** 100LL NOTAM FILE PEX

RWY 11–29: H3300X75 (ASPH) MIRL

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. MIRL Rwy 11–29 preset on low ints, to increase intensity and ACTIVATE dalgt hrs—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.35 (320) 243–4538.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

DARWIN (L) VORTAC 109.0 DWN Chan 27 N45°05.25′ W94°27.23′ 317° 21 NM to fld. 1130/7E.

PELICAN RAPIDS MUNI–LYON'S FLD (47Y) 4 N UTC–6(–5DT) N46°38.50′ W96°06.27′

TWIN CITIES

1389 B **FUEL** 100LL, MOGAS NOTAM FILE PNM

RWY 15–33: 3260X150 (TURF) LIRL

RWY 15: Hill **RWY 33:** Hill.

AIRPORT REMARKS: Unattended. For fuel call 218–731–4050. Deer on and invof arpt. Rwy 15–33 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

LOC I-PKD	APP CRS	Rwy Idg	5498
110.9	311°	TDZE	1443
		Apt Elev	1443

ILS or LOC RWY 31

PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

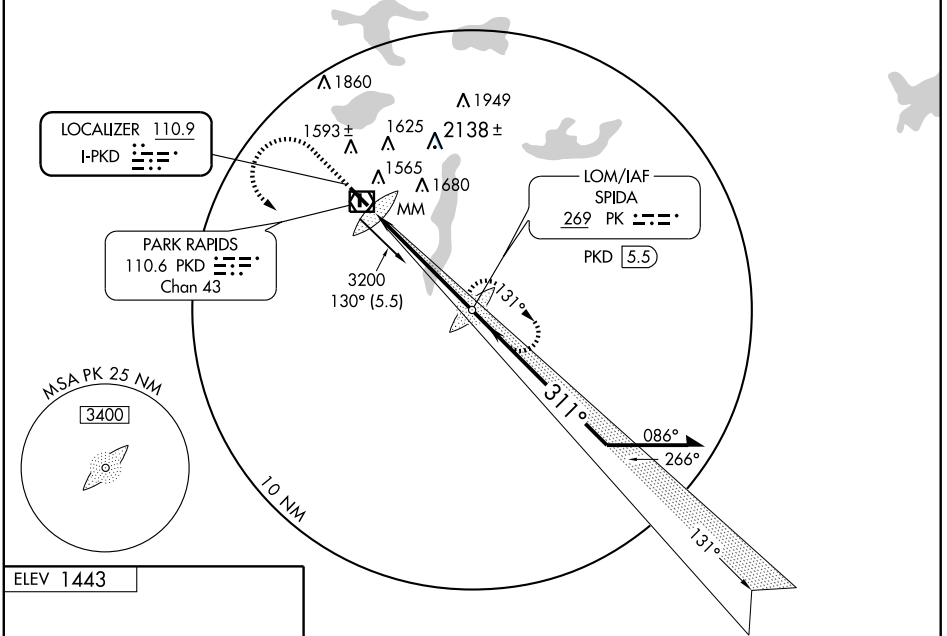
NA ADF required.

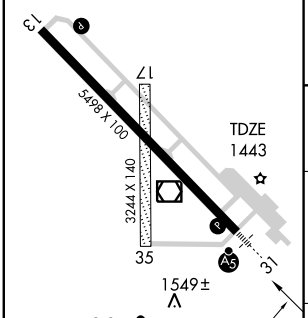
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct Spida LOM and hold.

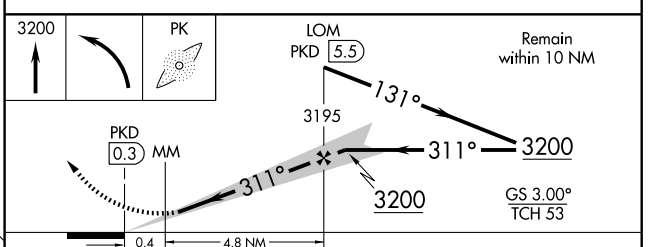
ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L

ADF or DME REQUIRED





FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 31	1643-½ 200 (200-½)			
S-LOC 31	1800-½ 357 (400-½)			1800-¾ 357 (400-¾)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM PK	APP CRS	Rwy Idg	5498
269	311°	TDZE	1443
		Apt Elev	1443

NDB or GPS RWY 31

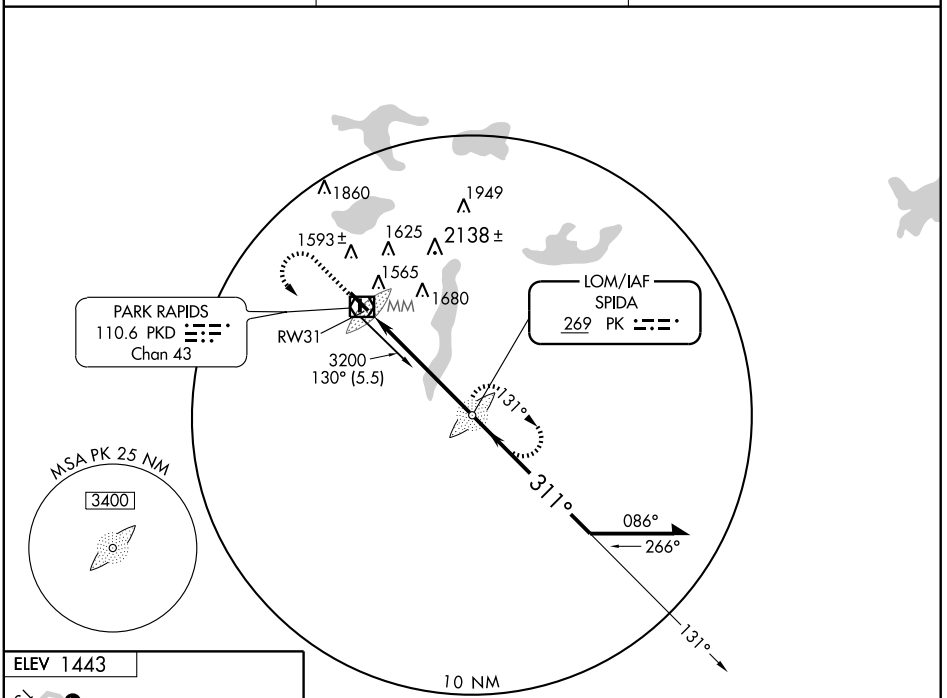
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

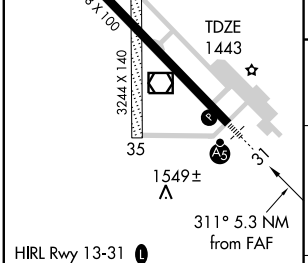
NA

MALSR

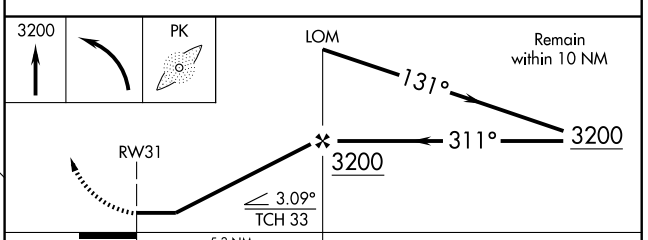
MISSED APPROACH: Climb to 3200, then left turn direct PK LOM and hold.

ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L





HIRL Rwy 13-31 L
MIRL Rwy 13-31 L
REIL Rwy 13 L



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-31	1860-¾ 417 (500-¾)			1860-1 417 (500-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

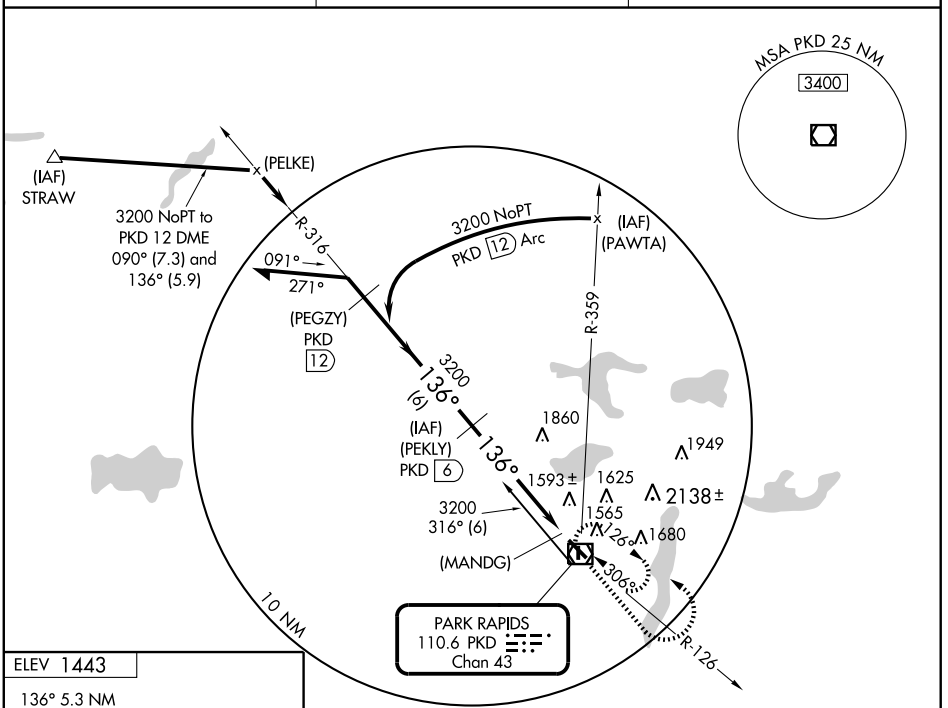
VOR/DME PKD	APP CRS	Rwy Idg	5498
110.6	136°	TDZE	1443
Chan 43		Apt Elev	1443

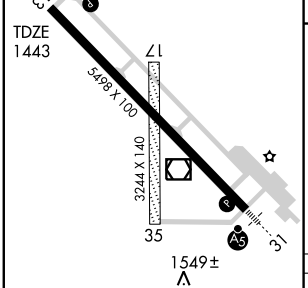
VOR/DME or GPS RWY 13

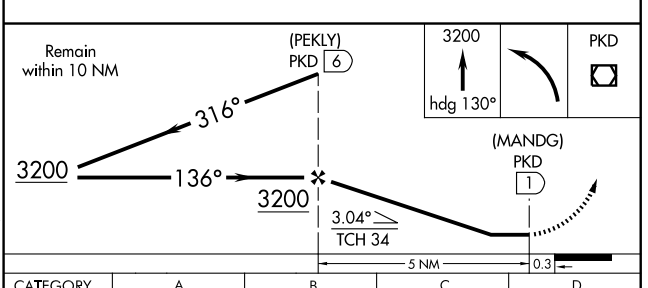
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

MISSED APPROACH: Climb to 3200 via heading 130° then left turn direct PKD VOR/DME and hold.

ASOS	PRINCETON RADIO	UNICOM
110.6	122.1R	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-13	1860-1 417 (500-1)		1860-1¼ 417 (500-1¼)	
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME PKD 110.6 Chan 43	APP CRS 306°	Rwy Idg 5498 TDZE 1443 Apt Elev 1443

VOR RWY 31

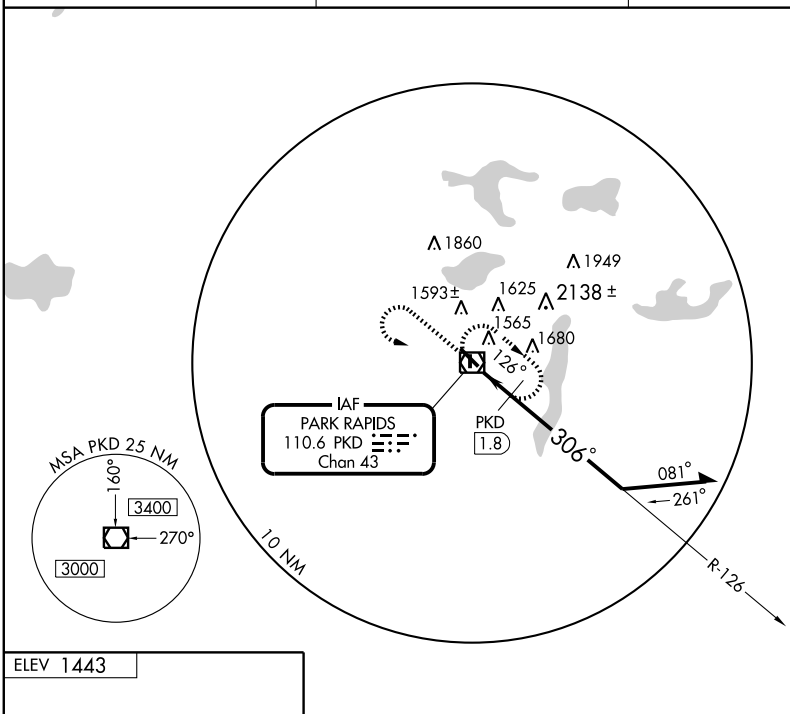
PARK RAPIDS MUNI-KONSHOK FIELD (PKD)

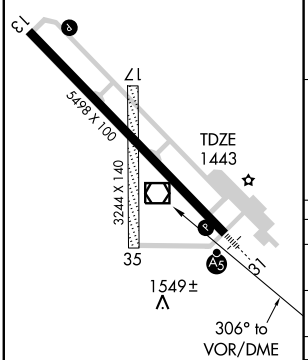
For inoperative MALSR, increase Cat. D S-31. DME minimums visibility ¼ mile.

MALSR

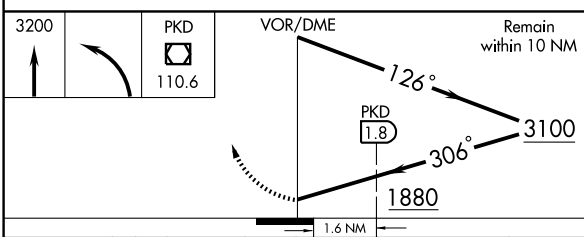
MISSED APPROACH: Climb to 3200, then left turn direct PKD VOR/DME and hold.

ASOS 110.6	PRINCETON RADIO 122.1R	UNICOM 123.0 (CTAF) L





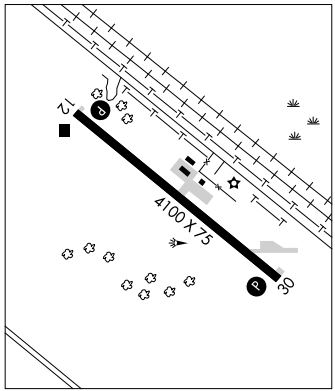
HIRL Rwy 13-31 L
MIRL Rwy 13-31 L
REIL Rwy 13 L



CATEGORY	A	B	C	D
S-31	1880-½ 437 (500-½)		1880-¾ 437 (500-¾)	1800-1 437 (500-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)
DME MINIMUMS				
S-31	1820-½ 377 (400-½)			1820-1 377 (400-1)
CIRCLING	1920-1 477 (500-1)		1920-1½ 477 (500-1½)	2000-2 557 (600-2)

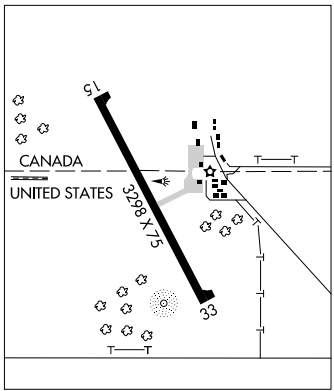
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PERHAM MUNI (16D) 2 NW UTC−6(−5DT) N46°36.25′ W95°36.27′ **TWIN CITIES**
1371 B **FUEL** 100LL NOTAM FILE PNM **L–14H**
RWY 12–30: H4100X75 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). **RWY 30:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Helicopter ops, NW corner of arpt. Rwy 12–30 rough ride, grass growing through cracks in rwy. ACTIVATE MIRL Rwy 12–30, PAPI and REIL Rwy 12 and Rwy 30—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DTL.
DETROIT LAKES (T) VORW/DME 111.2 DTL Chan 49 N46°49.54′ W95°53.23′ 134° 17.7 NM to fld. 1387/5E. Unmonitored.



PINECREEK

PINEY PINECREEK BORDER (48Y) 2 NW UTC−6(−5DT) N48°59.84′ W95°58.84′ **TWIN CITIES**
1078 B **FUEL** 100LL OX 1,2 LRA NOTAM FILE PNM **L–14H**
RWY 15–33: H3298X75 (ASPH) MIRL 0.4% up NW **IAP**
AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs. North parking ramp is in Canada, South parking ramp is in U.S. Customs office adjacent to arpt; customs phone is 218–463–1952. US customs hrs 1500–2300Z‡, 365 days a year. No svcs avbl after 2300Z‡. Canadian customs avbl 1500–0400Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
ROSEAU (L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ 302° 14.2 NM to fld. 1059/5E.
NDB (MHW) 342 PFT N48°59.54′ W95°58.75′ at fld. NOTAM FILE PNM.



RNAV (GPS) RWY 30

PERHAM MUNI (16D)

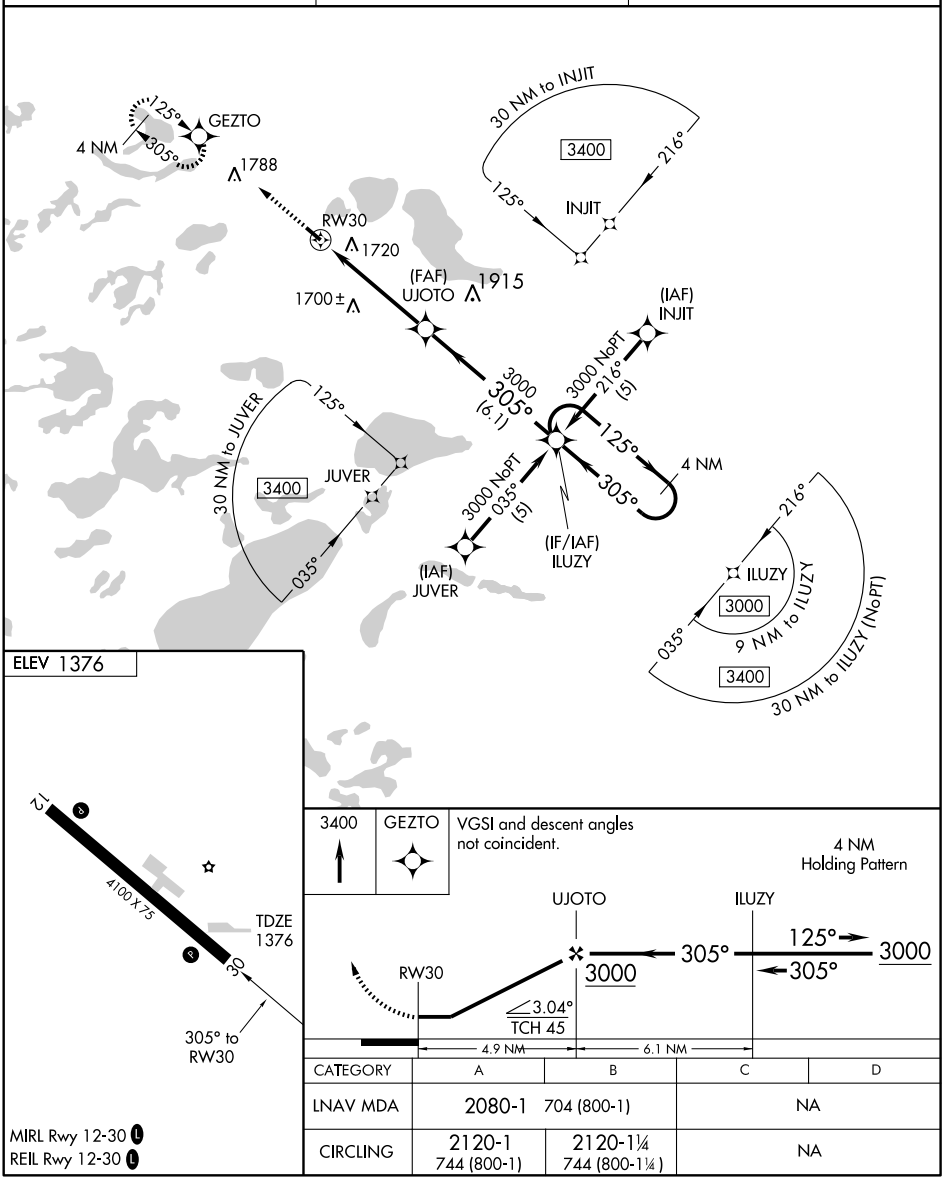
APP CRS	Rwy Idg	4100
305°	TDZE	1376
	Apt Elev	1376

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Detroit Lakes altimeter setting; when not received, use Wadena altimeter setting.

NA

MISSED APPROACH: Climb to 3400 direct GEZTO and hold.

MINNEAPOLIS CENTER	GCO	CTAF
126.1 269.2	121.725	122.9 L

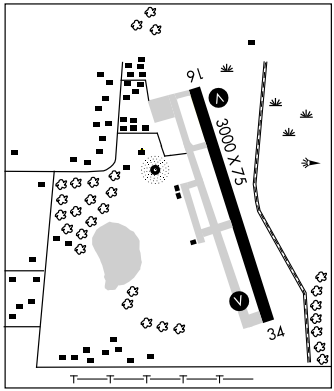


MIRL Rwy 12-30 L
REIL Rwy 12-30 L

CATEGORY	A	B	C	D
LNAV MDA	2080-1	704 (800-1)	NA	
CIRCLING	2120-1 744 (800-1)	2120-1¼ 744 (800-1¼)	NA	

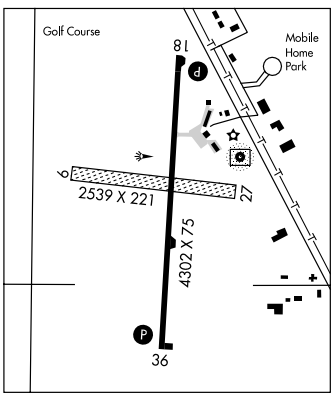
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PINE RIVER RGNL (PWC) 1 E UTC−6(−5DT) N46°43.49′ W94°22.90′ **TWIN CITIES**
1295 S4 **FUEL** 100LL NOTAM FILE PWC **L–14H**
RWY 16–34: H3000X75 (ASPH) MIRL **IAP**
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 23′. Trees.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 23′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Deer and waterfowl on and invof arpt. Confirm snow removal and winter conditions with arpt manager call 218–587–2440. Rwy 34 calm wind rwy. MIRL preset on medium ints, increase ints and ACTIVATE VASI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (218) 587–3420.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 324° 27.0 NM to fld. 1260/3E.
NDB (MHW) 330 PWC N46°43.62′ W94°23.07′23.07′ at fld. NOTAM FILE PWC.



PINEY PINECREEK BORDER (See PINECREEK)

PIPESTONE MUNI (PQN) 1 SE UTC−6(−5DT) N43°59.00′ W96°18.02′ **OMAHA**
1736 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE PQN **L–12I**
RWY 18–36: H4302X75 (ASPH) S–16, D–22 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 28′.
RWY 09–27: 2539X221 (TURF) 0.5% up E
RWY 09: Trees. **RWY 27:** P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 09–27 not plowed winter months. Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36; REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (507) 825–6895.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 037° 28.9 NM to fld. 1570/9E. **HIWAS.**
NDB/DME (MHW) 284 PQN Chan 28 N43°59.17′ W96°17.79′ at fld. DME Chan 28 paired with VHF frequency 109.10. NOTAM FILE PQN.



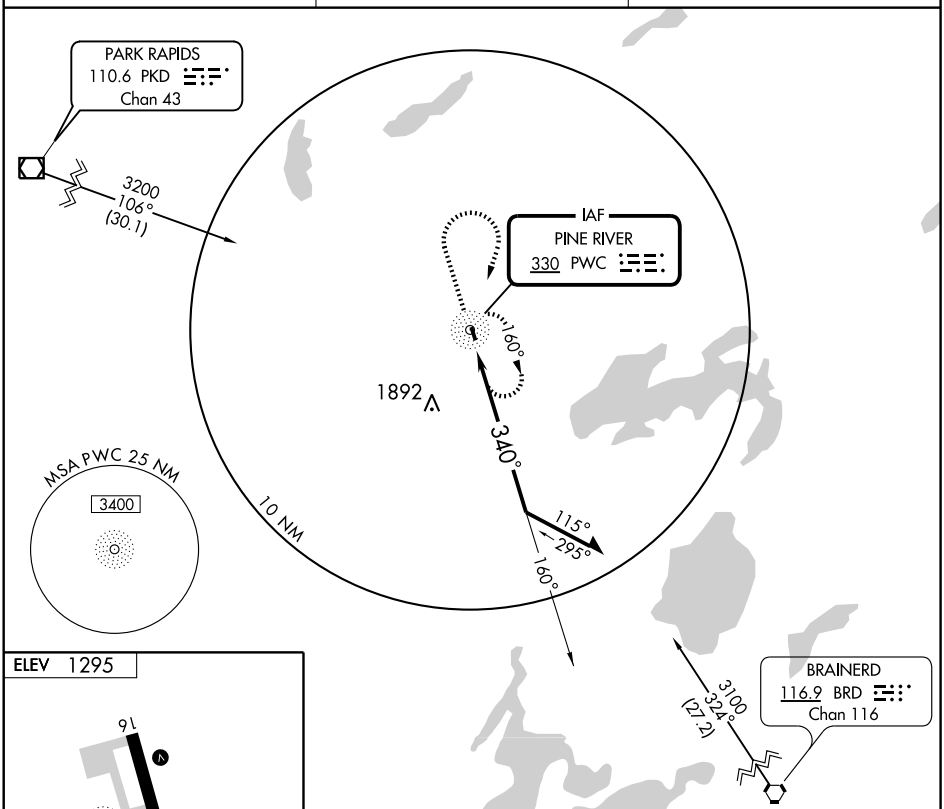
NDB PWC	APP CRS	Rwy Idg	3000
330	340°	TDZE	1295
		Apt Elev	1295

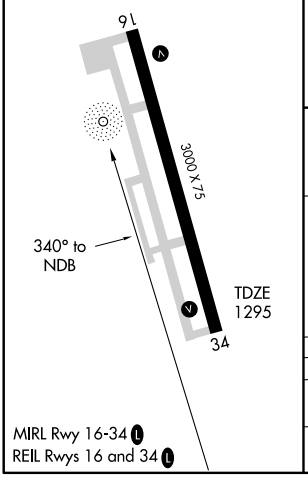
NDB RWY 34
PINE RIVER RGNL (PWC)

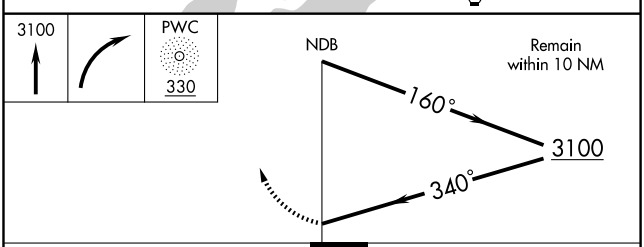
NA

MISSED APPROACH: Climb to 3100 then right turn direct PWC NDB and hold.

ASOS-3	MINNEAPOLIS CENTER	CTAF
118.525	118.05 239.0	122.9 L







CATEGORY	A	B	C	D
S-34	2060-1 765 (800-1)	2060-1¼ 765 (800-1¼)	2060-2¼ 765 (800-2¼)	NA
CIRCLING	2060-1 765 (800-1)	2060-1¼ 765 (800-1¼)	2060-2¼ 765 (800-2¼)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

PINE RIVER RGNL (PWC)

APP CRS		
340°	Rwy Idg	3000
	TDZE	1295
	Apt Elev	1295

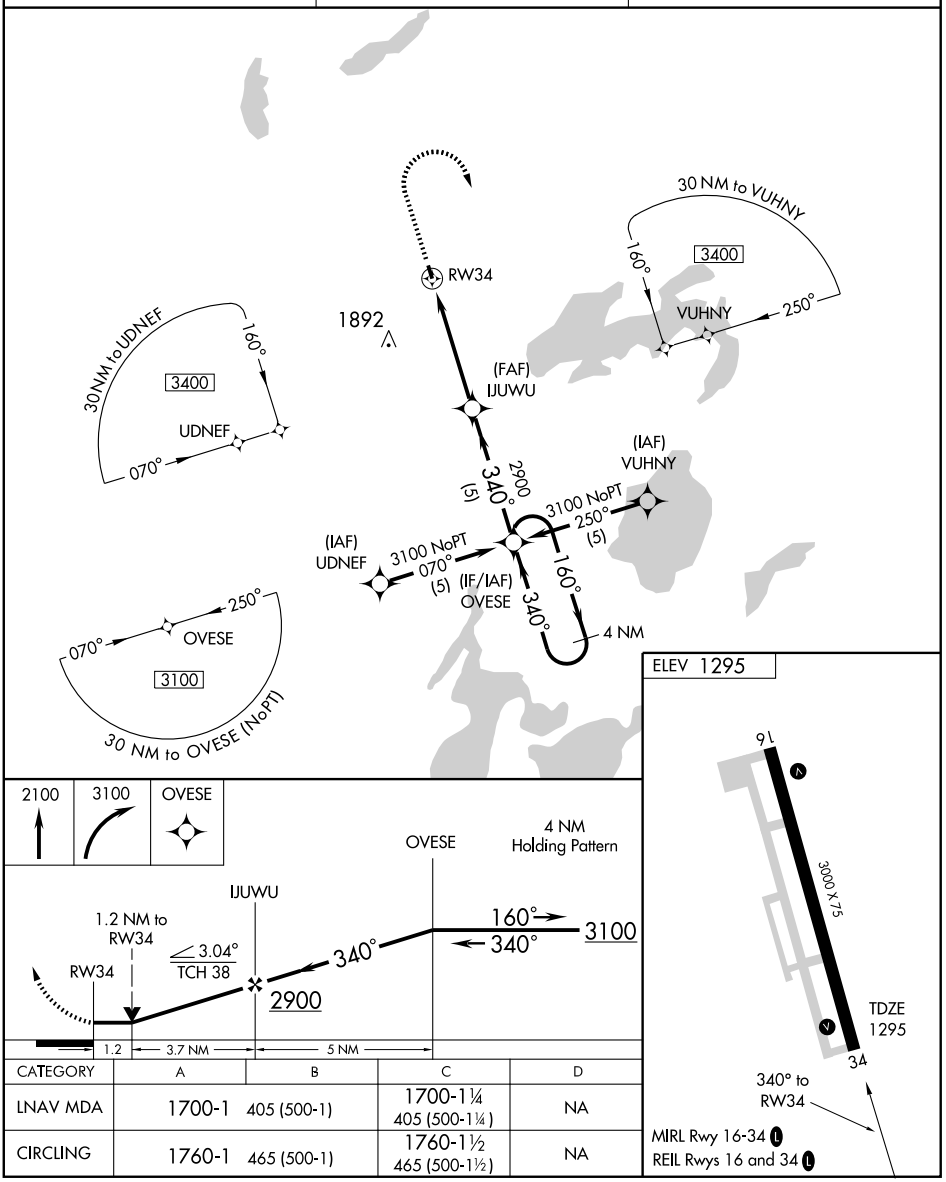
NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3100 direct OVESE WP and hold.

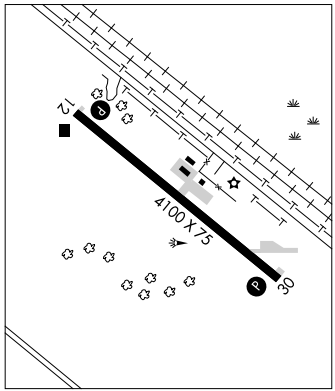
ASOS-3	MINNEAPOLIS CENTER	CTAF
118.525	118.05 239.0	122.9 L

NC-1, 21 OCT 2010 to 18 NOV 2010



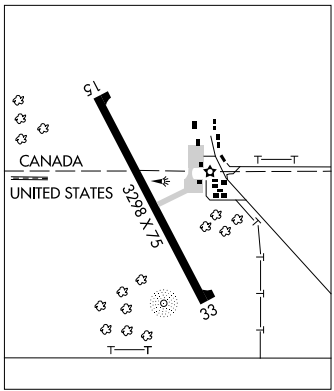
CATEGORY	A	B	C	D
LNAV MDA	1700-1	405 (500-1)	1700-1¼ 405 (500-1¼)	NA
CIRCLING	1760-1	465 (500-1)	1760-1½ 465 (500-1½)	NA

PERHAM MUNI (16D) 2 NW UTC−6(−5DT) N46°36.25′ W95°36.27′ **TWIN CITIES**
1371 B **FUEL** 100LL NOTAM FILE PNM **L–14H**
RWY 12–30: H4100X75 (ASPH) MIRL **IAP**
RWY 12: REIL. PAPI(P4L). **RWY 30:** REIL. PAPI(P4L). Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Helicopter ops, NW corner of arpt. Rwy 12–30 rough ride, grass growing through cracks in rwy. ACTIVATE MIRL Rwy 12–30, PAPI and REIL Rwy 12 and Rwy 30—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DTL.
DETROIT LAKES (T) VORW/DME 111.2 DTL Chan 49 N46°49.54′ W95°53.23′ 134° 17.7 NM to fld. 1387/5E. Unmonitored.



PINECREEK

PINEY PINECREEK BORDER (48Y) 2 NW UTC−6(−5DT) N48°59.84′ W95°58.84′ **TWIN CITIES**
1078 B **FUEL** 100LL OX 1,2 LRA NOTAM FILE PNM **L–14H**
RWY 15–33: H3298X75 (ASPH) MIRL 0.4% up NW **IAP**
AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs. North parking ramp is in Canada, South parking ramp is in U.S. Customs office adjacent to arpt; customs phone is 218–463–1952. US customs hrs 1500–2300Z‡, 365 days a year. No svcs avbl after 2300Z‡. Canadian customs avbl 1500–0400Z‡. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
ROSEAU (L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ 302° 14.2 NM to fld. 1059/5E.
NDB (MHW) 342 PFT N48°59.54′ W95°58.75′ at fld. NOTAM FILE PNM.



NDB PFT	APP CRS		
342	315°	Rwy Idg	3298
		TDZE	1078
		Apt Elev	1078

NDB or GPS RWY 33

PINECREEK/ PINEY PINECREEK BORDER (48Y)

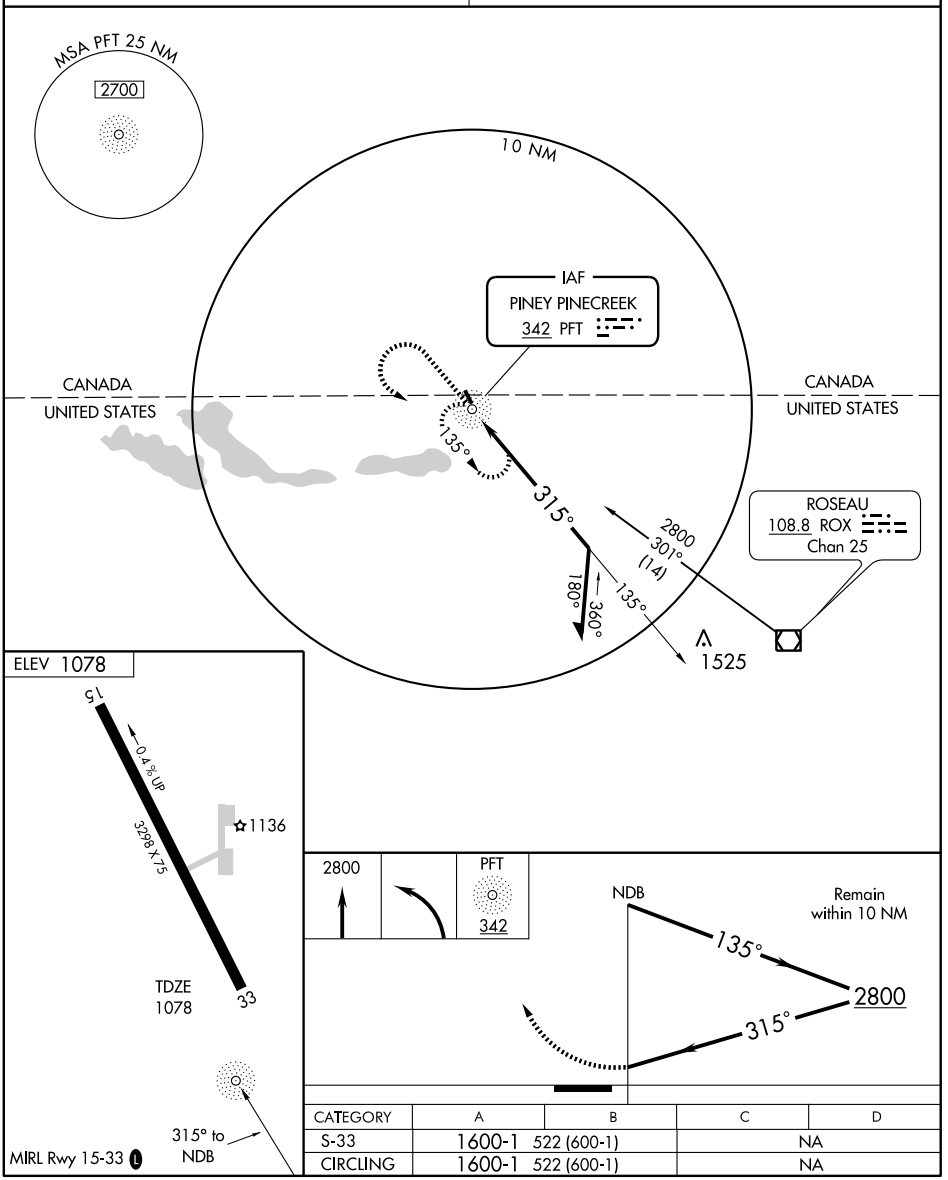
NA

Use Roseau, MN altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct PFT NDB and hold.

MINNEAPOLIS CENTER
134.75 251.1

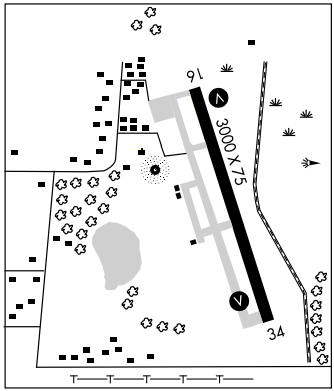
UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
S-33	1600-1	522 (600-1)	NA	
CIRCLING	1600-1	522 (600-1)	NA	

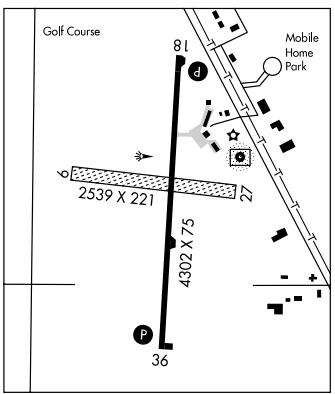
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PINE RIVER RGNL (PWC) 1 E UTC−6(−5DT) N46°43.49′ W94°22.90′ **TWIN CITIES**
1295 S4 **FUEL** 100LL NOTAM FILE PWC **L–14H**
RWY 16–34: H3000X75 (ASPH) MIRL **IAP**
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 23′. Trees.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 23′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Deer and waterfowl on and invof arpt. Confirm snow removal and winter conditions with arpt manager call 218–587–2440. Rwy 34 calm wind rwy. MIRL preset on medium ints, increase ints and ACTIVATE VASI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (218) 587–3420.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 118.05
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 324° 27.0 NM to fld. 1260/3E.
NDB (MHW) 330 PWC N46°43.62′ W94°23.07′23.07′ at fld. NOTAM FILE PWC.



PINEY PINECREEK BORDER (See PINECREEK)

PIPESTONE MUNI (PQN) 1 SE UTC−6(−5DT) N43°59.00′ W96°18.02′ **OMAHA**
1736 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE PQN **L–12I**
RWY 18–36: H4302X75 (ASPH) S–16, D–22 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 23′.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 28′.
RWY 09–27: 2539X221 (TURF) 0.5% up E
RWY 09: Trees. **RWY 27:** P-line.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 09–27 not plowed winter months. Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36; REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (507) 825–6895.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 037° 28.9 NM to fld. 1570/9E. **HIWAS.**
NDB/DME (MHW) 284 PQN Chan 28 N43°59.17′ W96°17.79′ at fld. DME Chan 28 paired with VHF frequency 109.10. NOTAM FILE PQN.



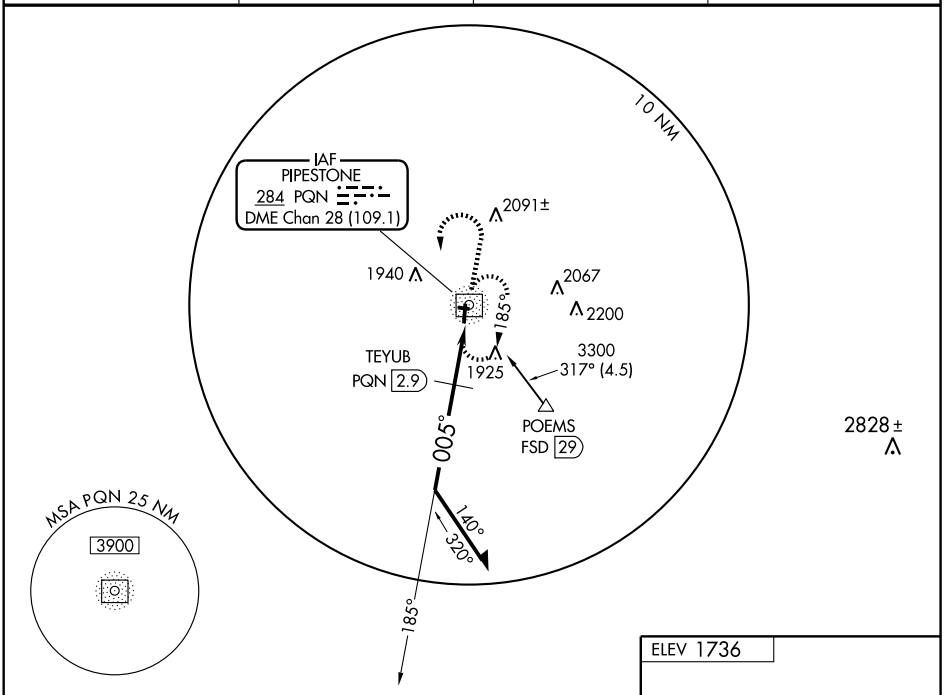
NDB/DME PQN 284 DME Chan 28 (109.1)	APP CRS 005°	Rwy Idg 4302 TDZE 1734 Apt Elev 1736

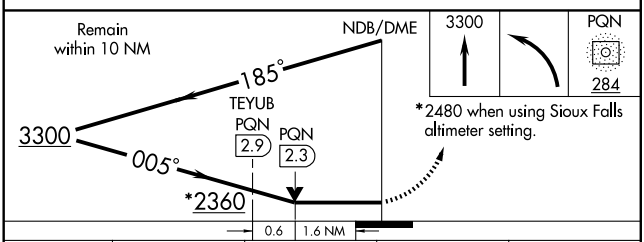
NDB RWY 36
PIPESTONE MUNI (PQN)

When local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 120 feet, S-36 Cat. B visibility ¼ mile, Cat. C visibility ½ mile and TEYUB FIX MINIMUMS Cat. C visibility ¼ mile.
VDP NA with Sioux Falls altimeter setting.

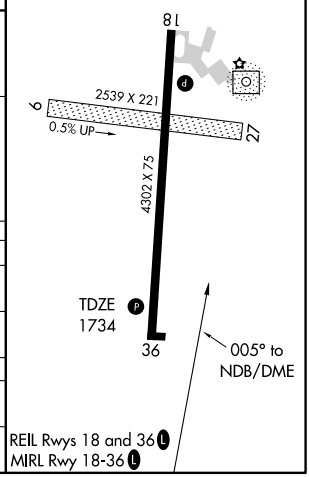
MISSED APPROACH: Climb to 3300 then left turn direct PQN NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	2360-1	626 (700-1)	2360-1¾ 626 (700-1¾)	NA
CIRCLING	2360-1	624 (700-1)	2360-1¾ 624 (700-1¾)	NA
TEYUB FIX MINIMUMS				
S-36	2280-1	546 (600-1)	2280-1½ 546 (600-1½)	NA
CIRCLING	2280-1	544 (600-1)	2280-1½ 544 (600-1½)	NA



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

PIPESTONE MUNI (PQN)

APP CRS	Rwy Idg	4302
163°	TDZE	1736
	Apt Elev	1736

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 120 feet and Cat C visibility ¼ mile.
VDP NA with Sioux Falls altimeter setting.

MISSED APPROACH: Climb to 3300 direct OKOCI and via 181° track to HEVBA and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L

Procedure NA for arrivals on FSD VORTAC airway radials 319 CW 046.

(IAF) ASTOE
3800 NoPT 138° (20.9)
2772
GHENT
3800 221° (23.9)
MSA RW18 25 NM
3900
4 NM
163° 343°
(IF/IAF) SAKNE
3800 NoPT 253° (5)
(IAF) UCAVE
(IAF) TIBUC
3800 NoPT 073° (5)
3700 (6) 163°
(FAF) RAYOV
2043
2091±
1940
RW18
2067
2200
OKOCI
1925
181°
3800 018° (33.9)
SIOUX FALLS FSD

MISSED APCH FIX
HEVBA
358° 178°
4 NM

ELEV 1736
163° to RW18
TDZE 1736
18
2539 X 221
0.5% UP
6
27
4302 X 75
36

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

4 NM Holding Pattern
SAKNE
3800
343°
163°
163°
3700
RAYOV
1.3 NM to RW18
RW18
3.02°
TCH 40
VGSI and descent angles not coincident
6 NM
4.7 NM
1.3

3300	OKOCI	181° track	HEVBA

CATEGORY	A	B	C	D
LNAV MDA	2180-1 444 (500-1)		2180-1¼ 444 (500-1¼)	NA
CIRCLING	2180-1 444 (500-1)	2200-1 464 (500-1)	2280-1½ 544 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

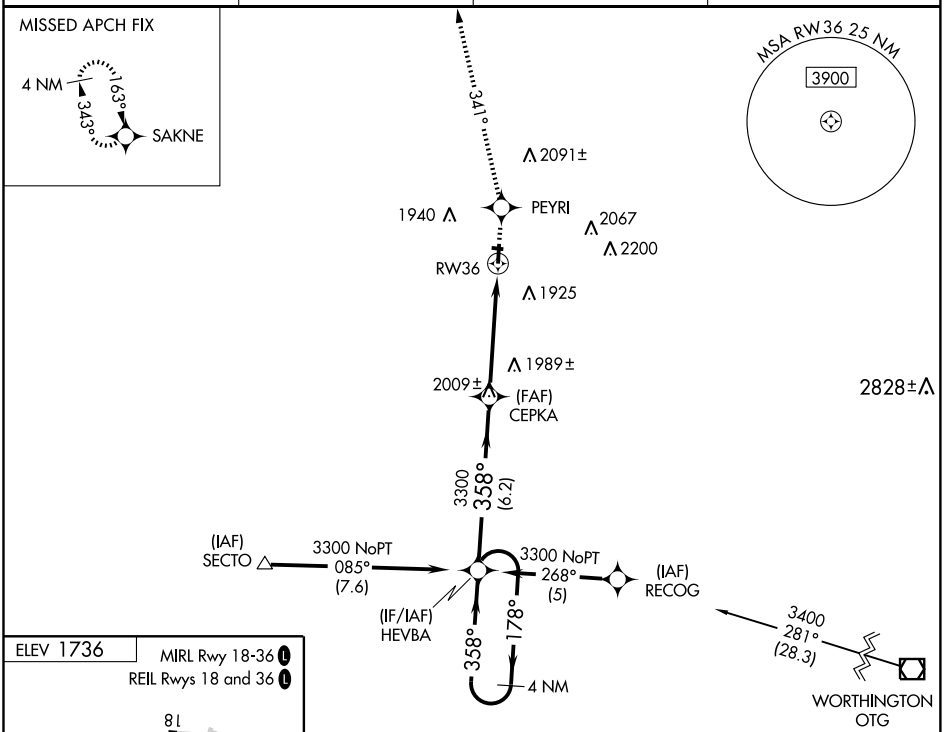
PIPESTONE MUNI (PQN)

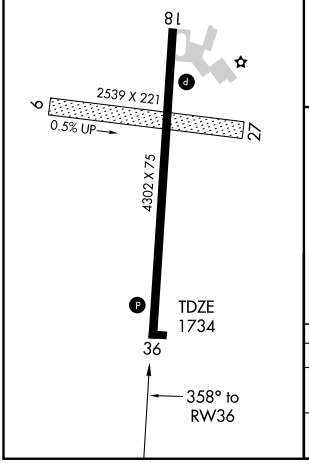
APP CRS	Rwy Idg	4302
358°	TDZE	1734
	Apt Elev	1736

DME/DME RNP -0.3 NA.
When local altimeter setting not received, use Sioux Falls altimeter setting and increase alll MDAs 120 feet and Cat. C visibilities ¼ mile. VDP NA with Sioux Falls altimeter setting.

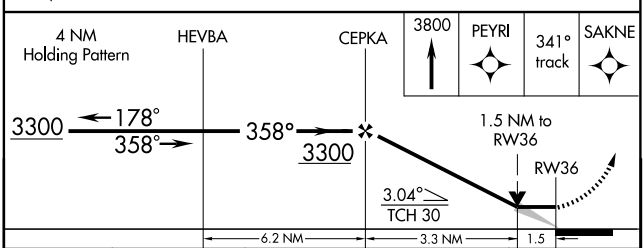
MISSED APPROACH: Climb to 3800 direct PEYRI and via 341° track to SAKNE and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
118.375	132.05 317.4	121.725	122.8 (CTAF) L





Procedure NA for arrivals at SECTO via V148 southwest bound and arrivals at OTG VOR/DME via V250 northeast bound.

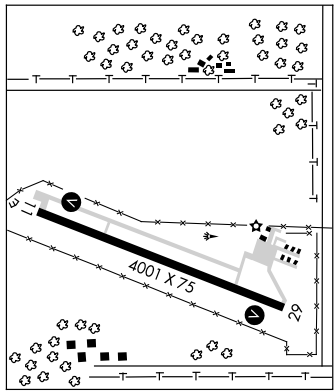


CATEGORY	A	B	C	D
LNAV MDA	2240-1	506 (600-1)	2240-1½ 506 (600-1½)	NA
CIRCLING	2240-1	504 (600-1)	2280-1½ 544 (600-1½)	NA

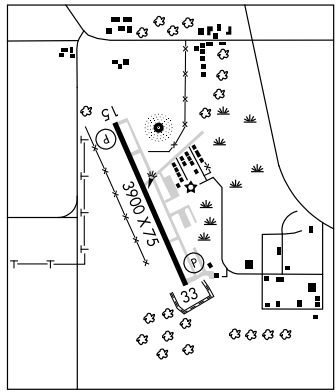
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PRESTON

FILLMORE CO (FKA) 4 W UTC−6(−5DT) N43°40.61′ W92°10.79′ — CHICAGO
1277 B NOTAM FILE FKA — L–28F
RWY 11–29: H4001X75 (ASPH) MIRL — IAP
RWY 11: VASI(V2L)—GA 3.0° TCH 25′. Trees.
RWY 29: VASI(V2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 11–29, VASI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.550 (507) 765–2182.
COMMUNICATIONS: CTAF 122.9
ROCHESTER APP/DEP CON 119.8 (1100–0500Z‡)
MINNEAPOLIS CENTER APP/DEP CON 132.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 104° 19.2 NM to fld. 1389/5E. **HIWAS.**



PRINCETON MUNI (PNM) 1 SW UTC−6(−5DT) N45°33.59′ W93°36.49′ — TWIN CITIES
980 B S2 **FUEL** 100LL NOTAM FILE PNM — L–14H
RWY 15–33: H3900X75 (ASPH) MIRL — IAP
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Occasional helicopter ops lgtd hospital helipad 1 NM ESE Rwy 15–33. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (763) 389–0615. 368 PNM.
COMMUNICATIONS: CTAF/UNICOM 123.0
PRINCETON FSS (PNM) on arpt.
RCO 122.2 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 085° 19.0 NM to fld. 1023/3E. VOR unmonitored.
NDB (MHW) 368 PNM N45°33.88′ W93°36.46′ at fld. NOTAM FILE PNM.



PYKLA N46°50.77′ W92°21.30′ NOTAM FILE DLH. — GREEN BAY
NDB (MHW/LOM) 379 DL 089° 6.7 NM to Duluth Intl. Unmonitored. — L–14I

QUENTIN AANENSON FLD (See LUVERNE)

RAIZE N48°28.88′ W93°16.68′ NOTAM FILE INL. — TWIN CITIES
NDB (H/LOM) 353 IN 310° 7.1 NM to Falls Intl. — L–14H

APP CRS	Rwy Idg	4001
286°	TDZE	1276
	Apt Elev	1276

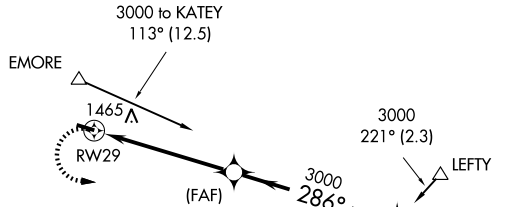
RNAV (GPS) RWY 29

PRESTON/ FILLMORE COUNTY (FKA)

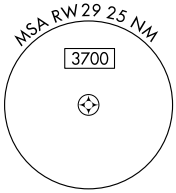
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Rochester Intl altimeter setting and increase all MDAs 60 feet and LNAV and Circling Cat. C visibilities ¼ mile.

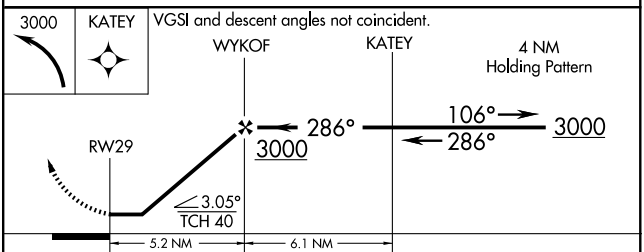
MISSED APPROACH: Climbing left turn to 3000 direct KATEY and hold

AWOS-3	ROCHESTER APP CON★	CTAF
118.550	119.8 251.125	122.9 (L)

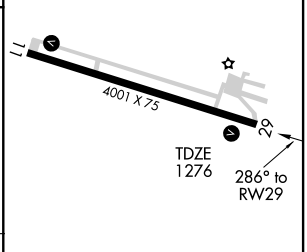


2642





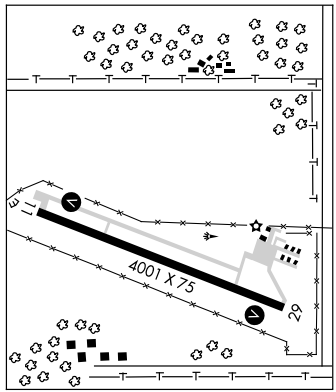
CATEGORY	A	B	C	D
LNAV MDA	1760-1 484 (500-1)		1760-1¼ 484 (500-1¼)	NA
CIRCLING	1760-1 484 (500-1)	1820-1 544 (600-1)	1820-1½ 544 (600-1½)	NA



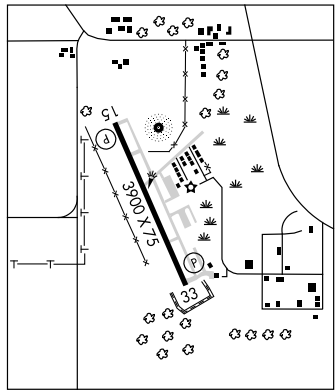
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PRESTON

FILLMORE CO (FKA) 4 W UTC−6(−5DT) N43°40.61′ W92°10.79′ — CHICAGO
1277 B NOTAM FILE FKA — L–28F
RWY 11–29: H4001X75 (ASPH) MIRL — IAP
RWY 11: VASI(V2L)—GA 3.0° TCH 25′. Trees.
RWY 29: VASI(V2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 11–29, VASI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.550 (507) 765–2182.
COMMUNICATIONS: CTAF 122.9
ROCHESTER APP/DEP CON 119.8 (1100–0500Z‡)
MINNEAPOLIS CENTER APP/DEP CON 132.35 (0500–1100Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
ROCHESTER (L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 104° 19.2 NM to fld. 1389/5E. **HIWAS.**



PRINCETON MUNI (PNM) 1 SW UTC−6(−5DT) N45°33.59′ W93°36.49′ — TWIN CITIES
980 B S2 **FUEL** 100LL NOTAM FILE PNM — L–14H
RWY 15–33: H3900X75 (ASPH) MIRL — IAP
RWY 15: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Occasional helicopter ops lgtd hospital helipad 1 NM ESE Rwy 15–33. ACTIVATE MIRL Rwy 15–33—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.025 (763) 389–0615. 368 PNM.
COMMUNICATIONS: CTAF/UNICOM 123.0
PRINCETON FSS (PNM) on arpt.
RCO 122.2 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
ST CLOUD (T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ 085° 19.0 NM to fld. 1023/3E. VOR unmonitored.
NDB (MHW) 368 PNM N45°33.88′ W93°36.46′ at fld. NOTAM FILE PNM.



PYKLA N46°50.77′ W92°21.30′ NOTAM FILE DLH. — GREEN BAY
NDB (MHW/LOM) 379 DL 089° 6.7 NM to Duluth Intl. Unmonitored. — L–14I

QUENTIN AANENSON FLD (See LUVERNE)

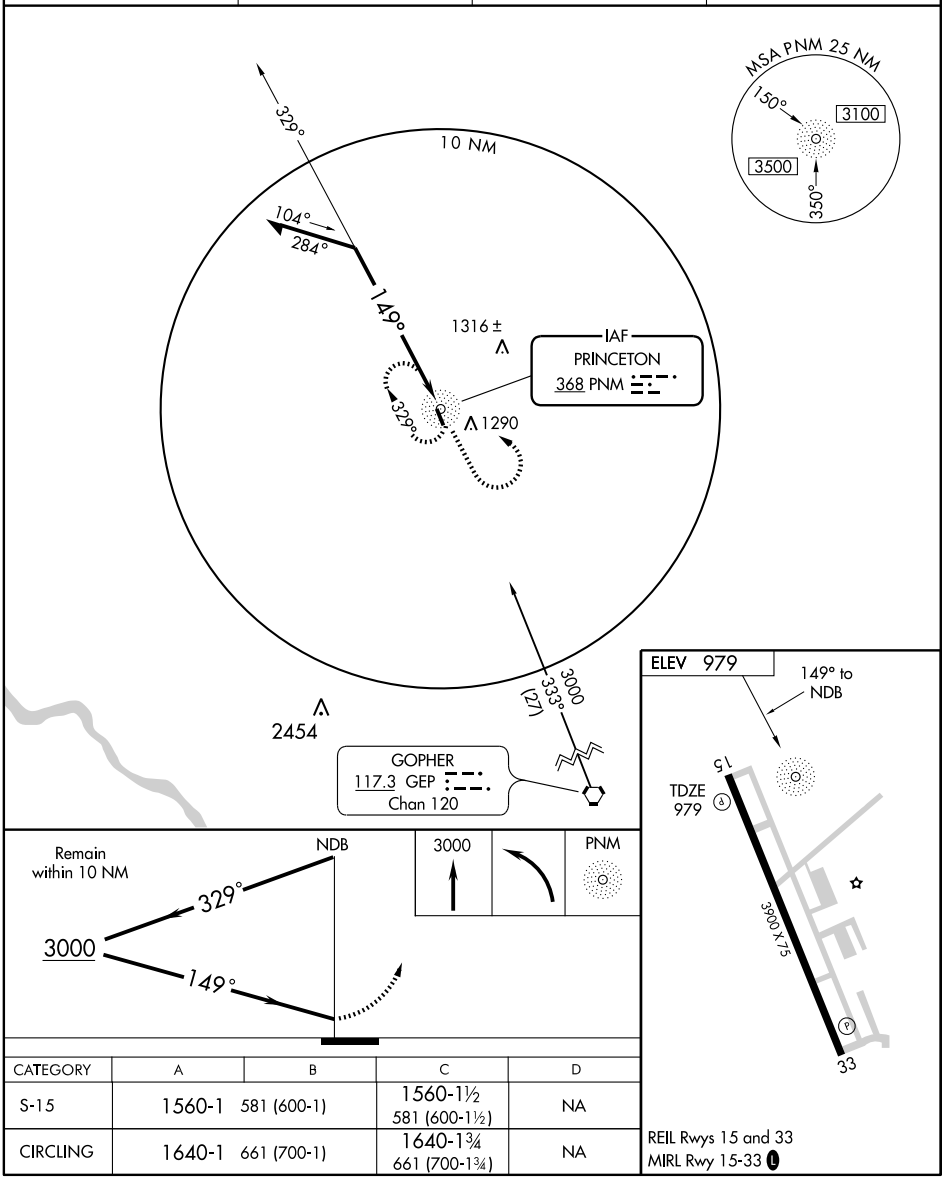
RAIZE N48°28.88′ W93°16.68′ NOTAM FILE INL. — TWIN CITIES
NDB (H/LOM) 353 IN 310° 7.1 NM to Falls Intl. — L–14H

NDB PNM 368	APP CRS 149°	Rwy Idg 3900 TDZE 979 Apt Elev 979

NDB RWY 15
PRINCETON MUNI (PNM)

MISSED APPROACH: Climb to 3000 then left turn direct PNM NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-15	1560-1	581 (600-1)	1560-1½ 581 (600-1½)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA

REIL Rwys 15 and 33
MIRL Rwy 15-33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3900
159°	TDZE	979
	Apt Elev	979

RNAV (GPS) RWY 15

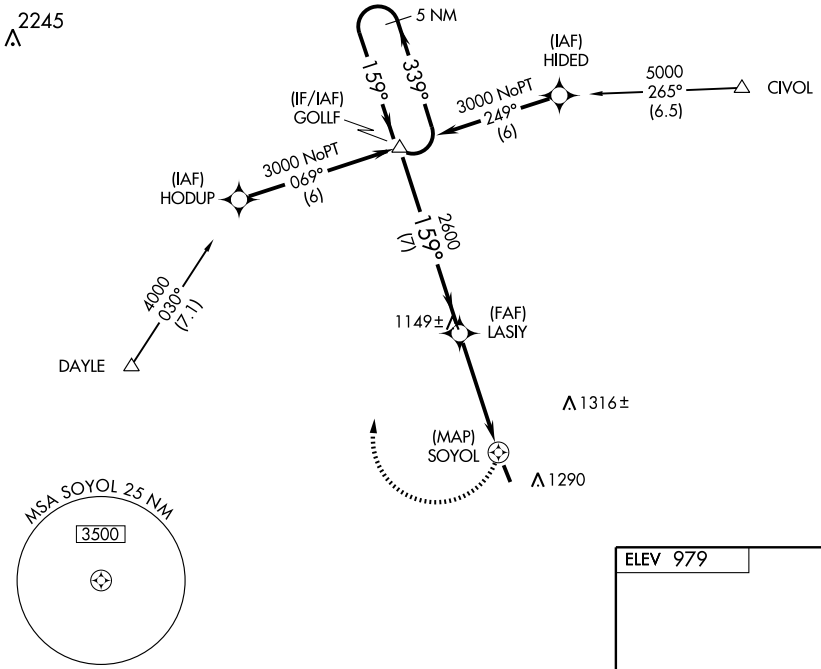
PRINCETON MUNI (PNM)

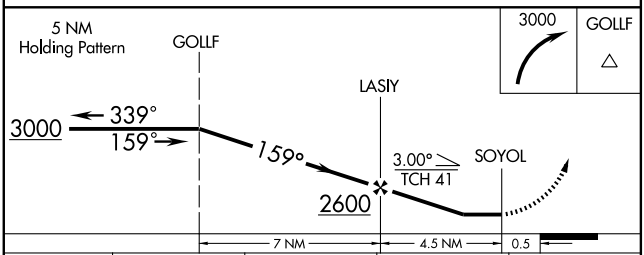
When VGSI inoperative, procedure NA at night.
DME/DME RNP-0.3 NA.
Circling Rwy 33 NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct GOLLF and hold.

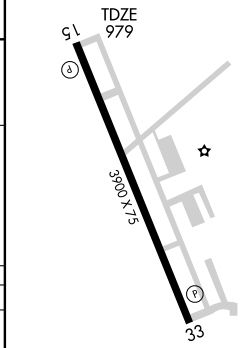
AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L

Procedure NA for arrivals on V413 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1380-1	401 (500-1)	1380-1¼ 401 (500-1¼)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA



REIL Rwys 15 and 33
MIRL Rwy 15-33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

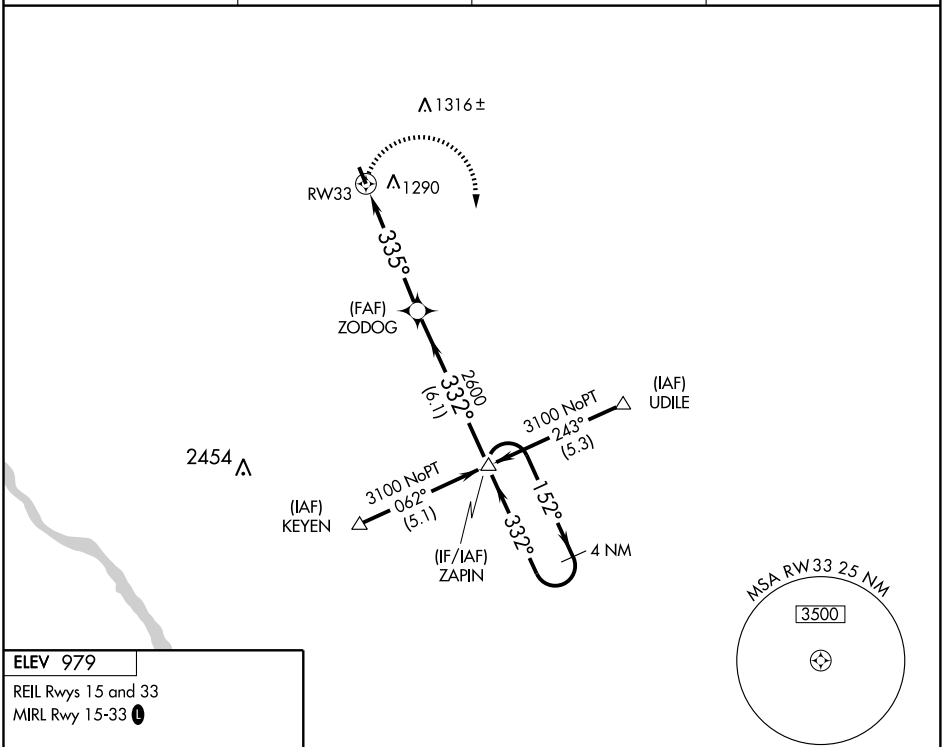
PRINCETON MUNI (PNM)

APP CRS	Rwy Idg	3900
335°	TDZE	979
	Apt Elev	979

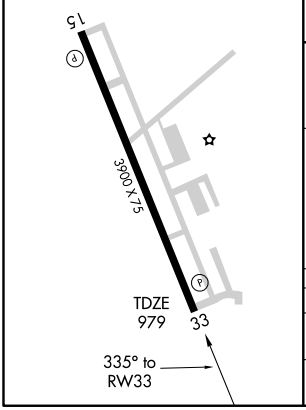
Procedure NA at night.
DME/DME RNP- 0.3 NA.

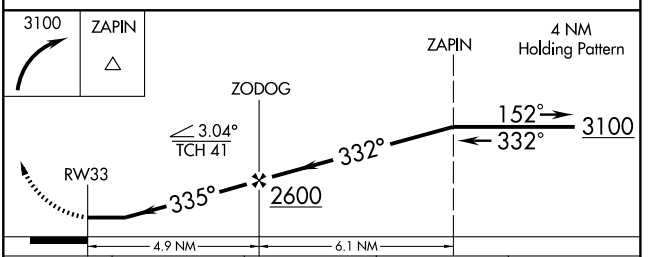
MISSED APPROACH: Climbing right turn to 3100 direct ZAPIN and hold.

AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
119.025	121.05 397.9	122.2	123.0 (CTAF) L



ELEV 979
REIL Rwys 15 and 33
MIRL Rwy 15-33 L





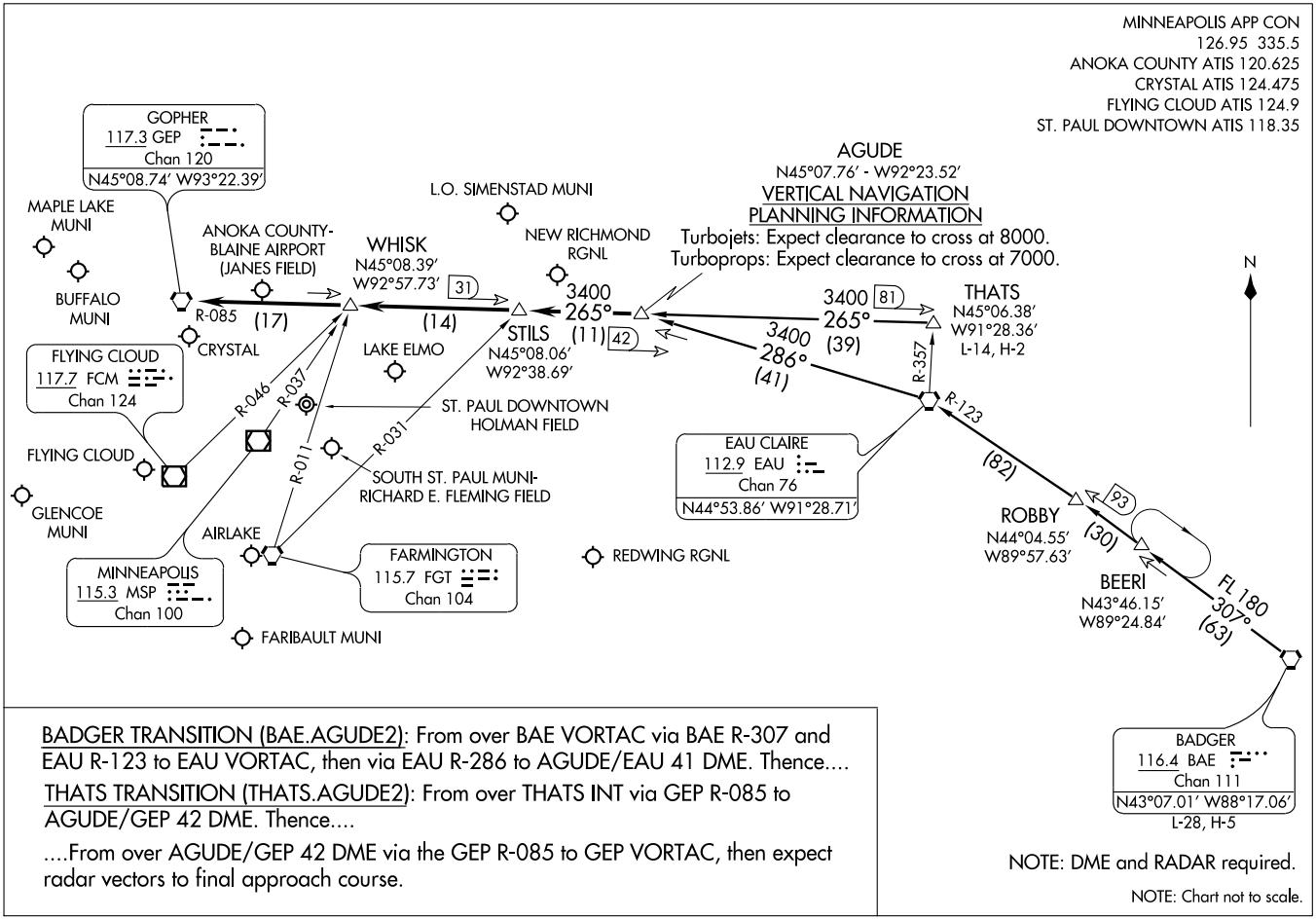
CATEGORY	A	B	C	D
LNAV MDA	1500-1	521 (600-1)	1500-1½ 521 (600-1½)	NA
CIRCLING	1640-1	661 (700-1)	1640-1¾ 661 (700-1¾)	NA

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AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

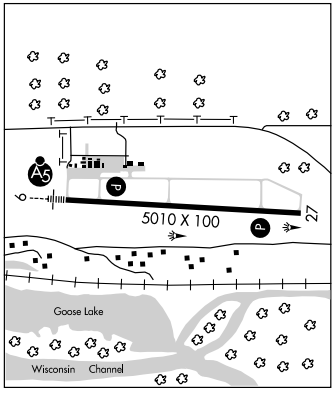
ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

RAY S MILLER AAF (CAMP RIPLEY) (RYM) ARNG 1 NW UTC−6(−5DT) **TWIN CITIES**
N46°05.48′ W94°21.63′ **H–2J, L–14H**
1150 NOTAM FILE RYM Not insp. **DIAP**
RWY 13–31: H6100X100 (ASPH) PCN 27 F/A/W/T HIRL
RWY 31: MALSF.
RWY 132–312: 3500X80 (GRVL)
MILITARY SERVICE: LGT HIRL Rwy 13–31 opr low ints, to increase ints ACTIVATE—126.2 MALSF Rwy 31 opr when HIRL reach step 3. **FUEL** J8
MILITARY REMARKS: Opr 1400–2130Z‡, other times 48 hr prior notice rqr. **RSTD** PPR. Base OPS DSN 871–2781/2779/2780, C320–616–2781/2779/2780. **CAUTION** Rwy edge lgts positioned 25′ from usable rwy sfc. **NS ABTMT** Procedure in effect. **MISC** Winds are estimated due to FMQ–13 wind sensors being accurate to within only +/−4 Kts. ATC/Wx will not include/relay wind correction into forecast phraseology. Therefore, aircrews will incorporate a +/−4 Kts accuracy into their decision making process for flying opr. Parking area capacity designated for 3 C130 acft simultaneously. Assault Strip marking center 3500′ of rwy, 750′ ovrn both ends. Ctc Base OPS for Assault Strip lgt.
WEATHER DATA SOURCES: AWOS–3 148.35 360.25 (C320) 632–7500.
COMMUNICATIONS:
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05 239.0
MILLER TOWER 126.2 254.4 49.20 Mon–Fri 1400Z‡–2200Z‡, for NSTD hrs check NOTAMS. **CLNC DEL** 126.2
MILLER OPS 49.65 **RANGE CONTROL** 304.3 36.1
AIRSPACE: CLASS D Mon–Fri 1400Z‡–2200Z‡, for NSTD hrs check NOTAMS, other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BRD.
BRAINERD (H) VORTACW 116.9 BRD Chan 116 N46°20.89′ W94°01.55′ 219° 20.8 NM to fld. 1260/3E.
CAMP RIPLEY (T) TACAN Chan 48 RYM (111.1) N46°05.46′ W94°21.28′ at fld. 1149/3E. NOTAM FILE PNM. Unmonitored when Miller OPS clsd. Other times 48 hr prior notice rqr.
RIPLEY NDB (MHW) 404 XCR N46°04.75′ W94°20.61′ at fld. NOTAM FILE PNM.
ILS/DME 111.1 I–RYM Chan 48 Rwy 31. Class IE. GS unusable for coupled approaches blo 1660′ MSL. Unmonitored when Miller OPS clsd.

RED LAKE FALLS MUNI (D81) 3 S UTC−6(−5DT) N47°49.50′ W96°15.47′ **TWIN CITIES**
1061 B NOTAM FILE PNM
RWY 15–33: H2500X60 (ASPH) LIRL (NSTD)
RWY 15: Sign.
AIRPORT REMARKS: Unattended. Ultralights on and invof arpt. Rwy 15–33 NSTD LIRL; lgts 40 feet off sides of rwy.
COMMUNICATIONS: CTAF 122.9

RED WING RGNL (RGK) 3 NE UTC−6(−5DT) N44°35.36′ W92°29.10′ **GREEN BAY**
778 B S4 **FUEL** 100LL, JET A NOTAM FILE RGK **H–2J, L–12J, 14I, A**
RWY 09–27: H5010X100 (ASPH) S–30, D–75 HIRL **IAP**
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 27: REIL. PAPI(P4L)—GA 3.16° TCH 30′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1600–2200Z‡. 24hr credit card fuel avbl. Deer on and invof arpt. For NS ABTMT procedure ctc aprt manager 651–385–3623. Red Wing Rgnl is physically located in Wisconsin. ACTIVATE HIRL Rwy 09–27, MALSR Rwy 09, REIL Rwy 27, PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.25 (715) 594–3763.
COMMUNICATIONS: CTAF/UNICOM 123.05
RED WING RCO 122.6 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 089° 30.0 NM to fld. 972/6E.
REGUE NDB (LOM) 274 RG N44°35.87′ W92°38.85′ 092° 7 NM to fld.
ILS 110.1 I–RGK Rwy 09 LOM REGUE NDB.



REDWOOD FALLS N44°28.04′ W95°07.69′ NOTAM FILE RWF. **TWIN CITIES**
(H) VORW/DME 113.3 RWF Chan 80 016° 5.2 NM to Redwood Falls Muni. 1061/7E. **HIWAS.** **H–2H, L–12I**
RCO 122.4 (PRINCETON RADIO)

AL-6662 (FAA)

ILS RWY 9

RED WING RGNL (RGK)

LOC I-RGK	APP CRS	Rwy Idg	5010
110.1	091°	TDZE	778
		Apt Elev	780

T
NA

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct REGUE LOM and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L

ADF REQUIRED

3400
130°
(45.2)

GOPHER
117.3 GEP
Chan 120

1555

10 NM

1352

1288

LOCALIZER 110.1
I-RGK

1415

1470

3000
089°
(23)

271°

091°
1 min
271°

091°

949

1177±

FARMINGTON
115.7 FGT
Chan 104

LOM/IAF
REGUE
274 RG

1397

1490

1460

1455

1328±

MSA RG 25 NM
2800

NC-1, 21 OCT 2010 to 18 NOV 2010

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One Minute
Holding Pattern

LOM

2964

3000

271°

091°

3000

GS 3.00°
TCH 50

6.6 NM

3000

RG

274

ELEV 780

TDZE
778

5010 X 100

27

091° 6.6 NM
from FAF

CATEGORY	A	B	C	D
S-ILS 9	978-½ 200 (200-½)			
S-LOC 9	1380-½ 602 (600-½)		1380-1¼ 602 (600-1¼)	1380-1½ 602 (600-1½)
CIRCLING	1480-1 700 (700-1)	1520-1 740 (800-1)	1540-2¼ 760 (800-2¼)	1540-2½ 760 (800-2½)

REIL Rwy 27 L
HIRL Rwy 9-27 L

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

AL-6662 (FAA)

RNAV (GPS) RWY 9

RED WING RGNL (RGK)

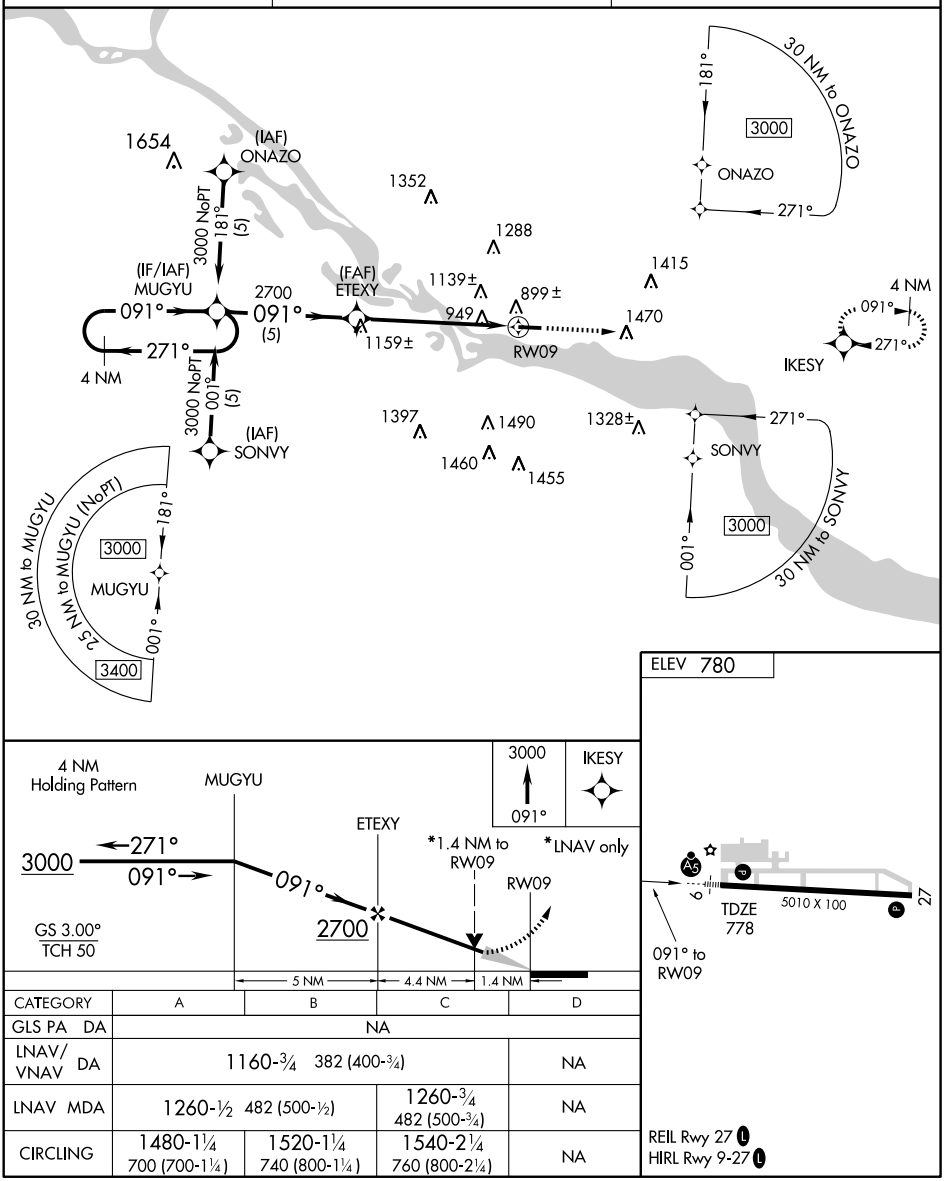
APP CRS	Rwy Idg	5010
091°	TDZE	778
	Apt Elev	780

Baro VNAV NA below -16°C (4°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via course 091° to IKESY WP and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1160-¾ 382 (400-¾)			NA
LNAV MDA	1260-½ 482 (500-½)		1260-¾ 482 (500-¾)	NA
CIRCLING	1480-1¼ 700 (700-1¼)	1520-1¼ 740 (800-1¼)	1540-2¼ 760 (800-2¼)	NA

44°35'N-92°29'W

NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5010
CH 42618	271°	TDZE	777
W27A		Apt Elev	778

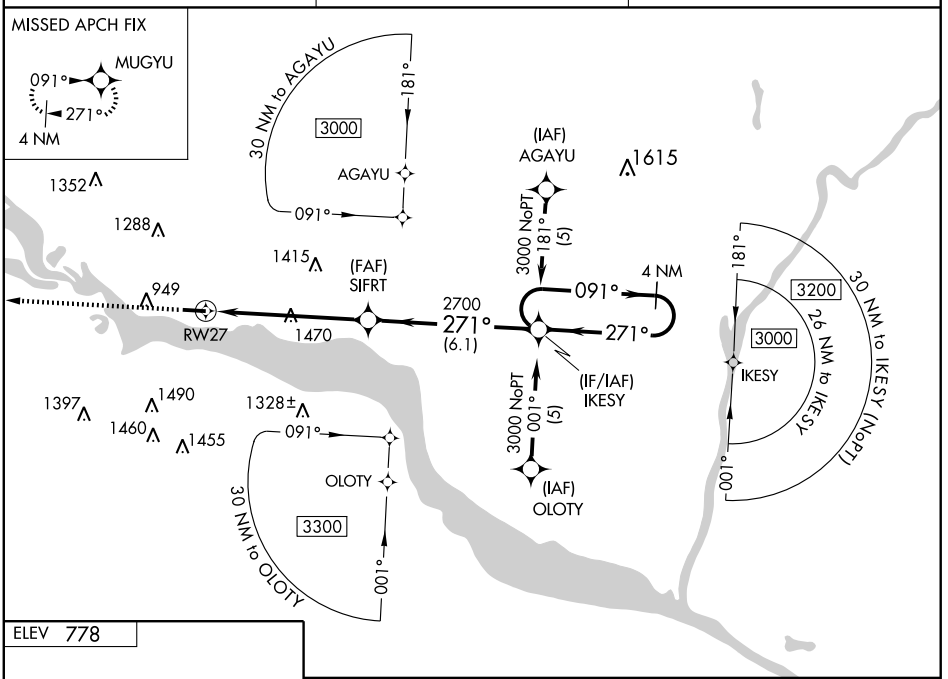
RNAV (GPS) RWY 27

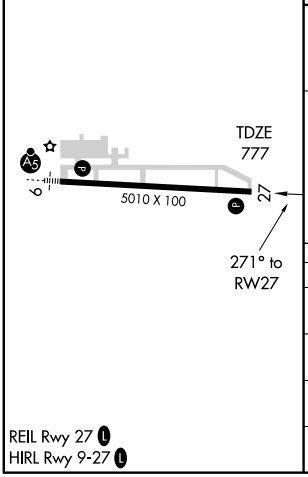
RED WING RGNL (RGK)

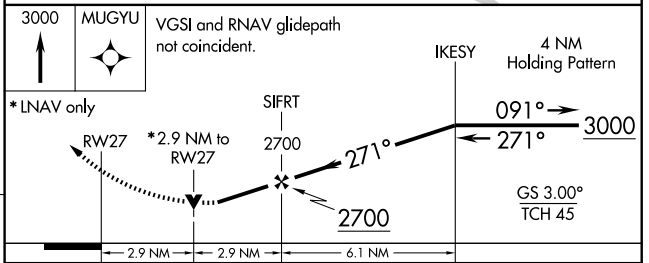
Baro-VNAV NA when using South St. Paul altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South St. Paul altimeter setting and increase all DA 72 feet and all MDA 80 feet, and increase LNAV/VNAV Cats A, B, C visibility 1 mile. VDP NA when using South St. Paul altimeter setting.

MISSED APPROACH: Climb to 3000 direct MUGYU and hold.

AWOS-3	MINNEAPOLIS APP CON	UNICOM
119.25	121.2 357.4	123.05 (CTAF) L



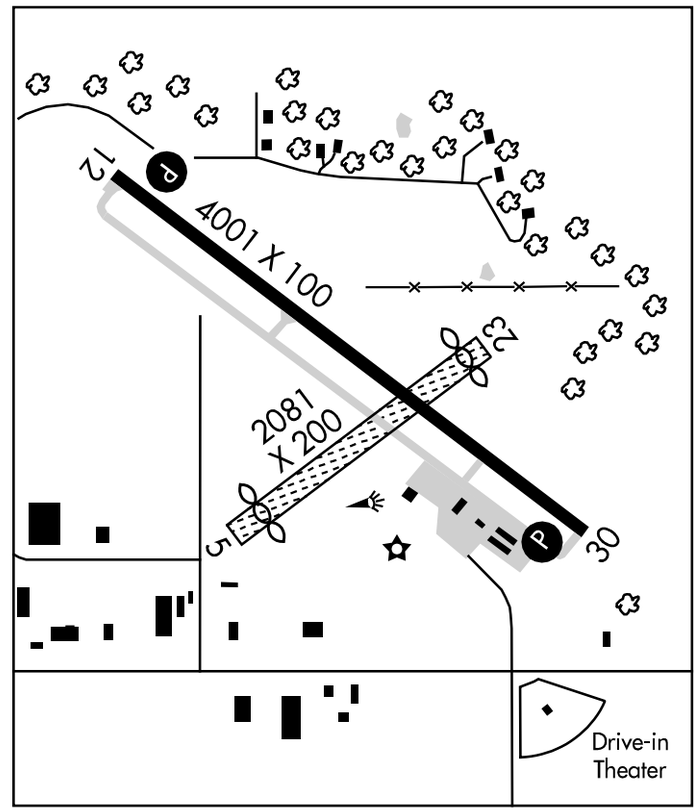




CATEGORY	A	B	C	D
LPV DA	2039-5 1262 (1300-5)			NA
LNAV/VNAV DA	2157-5 1380 (1400-5)			NA
LNAV MDA	1780-1¼ 1003 (1100-1¼)	1780-1½ 1003 (1100-1½)	1780-3 1003 (1100-3)	NA
CIRCLING	1780-1¼ 1002 (1100-1¼)	1780-1½ 1002 (1100-1½)	1780-3 1002 (1100-3)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

REDWOOD FALLS MUNI (RWF) 2 NE UTC−6(−5DT) N44°32.81′ W95°04.92′ **TWIN CITIES**
1024 B S2 **FUEL** 100LL, JET A NOTAM FILE RWF **L–12I**
RWY 12–30: H4001X100 (ASPH) S–23, D–42 MIRL **IAP**
RWY 12: REIL. PAPI(P2L). Trees.
RWY 30: REIL. PAPI(P2L). Hill.
RWY 05–23: 2081X200 (TURF)
RWY 05: Thld dsplcd 330′. Pole.
RWY 23: Thld dsplcd 176′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self serve fuel avb 24 hrs with credit card. Ultralights on and invof arpt. Rwy 05–23 CLOSED winter months. Rwy 05–23 dsplcd thld marked with yellow cones. ACTIVATE MIRL Rwy 12–30 and REIL and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 126.575 (507) 644–3564. **HIWAS** 113.3 RWF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.4 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
(H) VORW/DME 113.3 RWF Chan 80 N44°28.04′ W95°07.69′ 016° 5.2 NM to fld. 1061/7E. **HIWAS.**



REGUE N44°35.87′ W92°38.85′ NOTAM FILE RGK. **GREEN BAY**
NDB (LOM) 274 RG 092° 7 NM to Red Wing Rgnl.

REMER MUNI (52Y) 1 N UTC−6(−5DT) N47°04.08′ W93°54.85′ **TWIN CITIES**
1350 NOTAM FILE PNM
RWY 13–31: 2765X154 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Ultralight tfc on and invof arpt. Rwy 13–31 marked with orange/white A-frames.
COMMUNICATIONS: CTAF 122.9

RICHARD B. HELGESON (See TWO HARBORS)

RIPLEY N46°04.75′ W94°20.61′ NOTAM FILE PNM. **TWIN CITIES**
NDB (MHW) 404 XCR at Ray S Miller AAF. **L–14H**

ROADD N48°51.77′ W95°14.51′ NOTAM FILE RAD. **TWIN CITIES**
NDB (LOM) 360 SW 315° 6.3 NM to Warroad Intl Mem.

WAAS	APP CRS	Rwy Idg	4001
CH 86610	304°	TDZE	1024
W30A		Apt Elev	1024

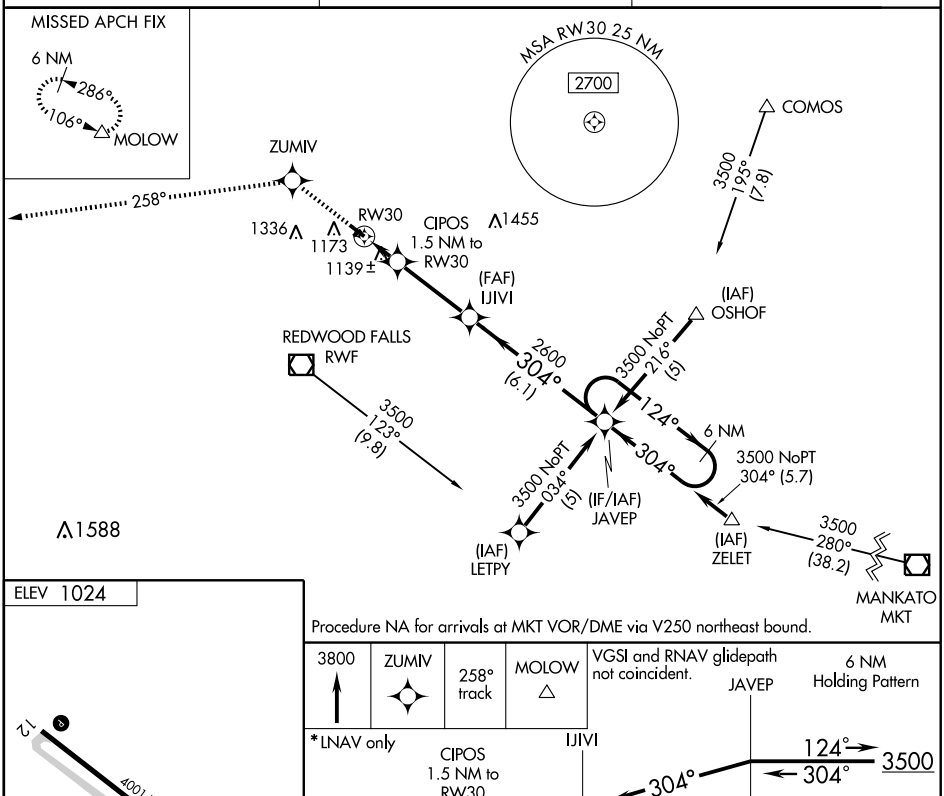
RNAV (GPS) RWY 30

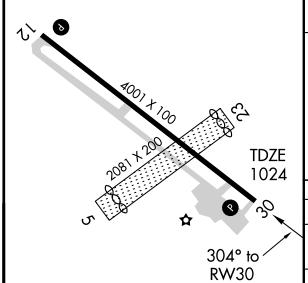
REDWOOD FALLS MUNI (RWF)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV NA when using Olivia Rgnl altimeter setting.
When local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DA/MDA 40 feet and LNAV Cat C visibility ¼ mile.

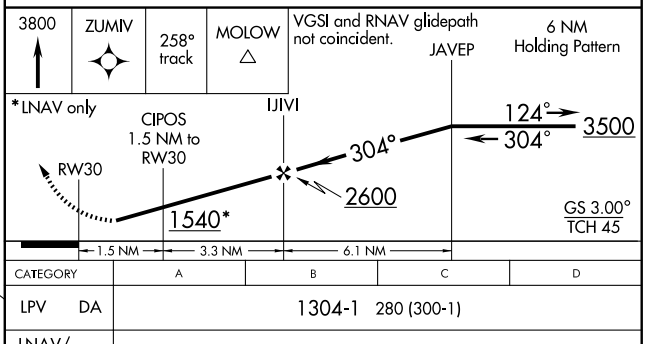
MISSED APPROACH: Climb to 3800 direct ZUMIV and via 258° track to MOLOW and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L





Procedure NA for arrivals at MKT VOR/DME via V250 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1304-1 280 (300-1)			
LNAV/VNAV DA	1440-1½ 416 (500-1½)			
LNAV MDA	1400-1 376 (400-1)			1400-1¼ 376 (400-1¼)
CIRCLING	1480-1 456 (500-1)	1580-1 556 (600-1)	1580-1½ 556 (600-1½)	1700-2¼ 676 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWF	APP CRS	Rwy Idg	N/A
113.3	016°	TDZE	N/A
Chan 80		Apt Elev	1024

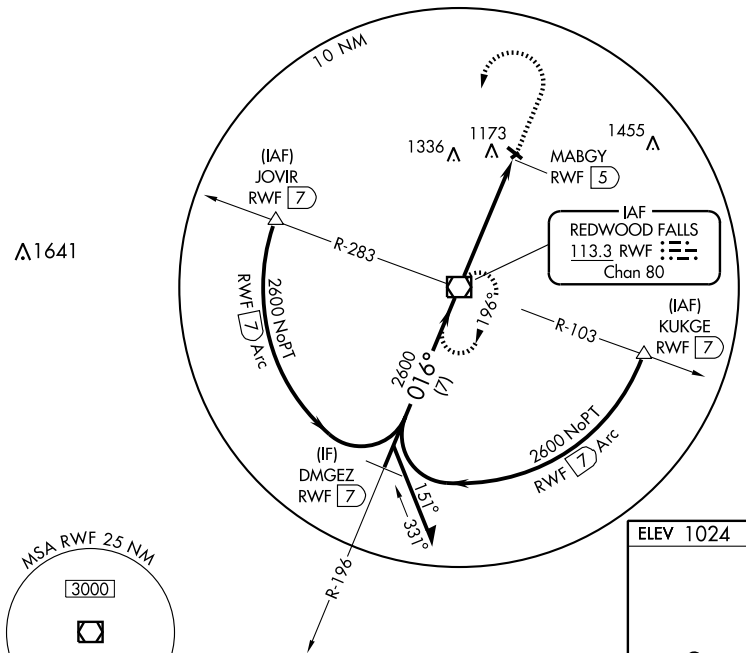
VOR-A

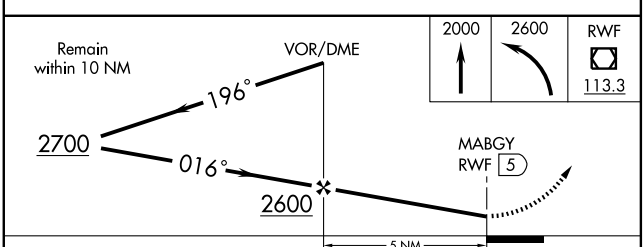
REDWOOD FALLS MUNI (RWF)

When local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct RWF VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.575	127.1 290.2	123.0 (CTAF) L

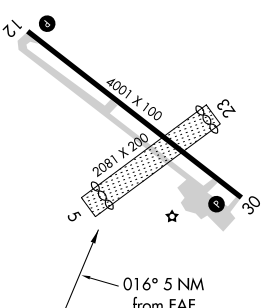




ELEV 1024

MIRL Rwy 12-30 L

REIL Rwys 12 and 30 L



CATEGORY	A	B	C	D
CIRCLING	1540-1 516 (600-1)	1580-1 556 (600-1)	1580-1½ 556 (600-1½)	1700-2¼ 676 (700-2¼)

FAF to MAP 5 NM

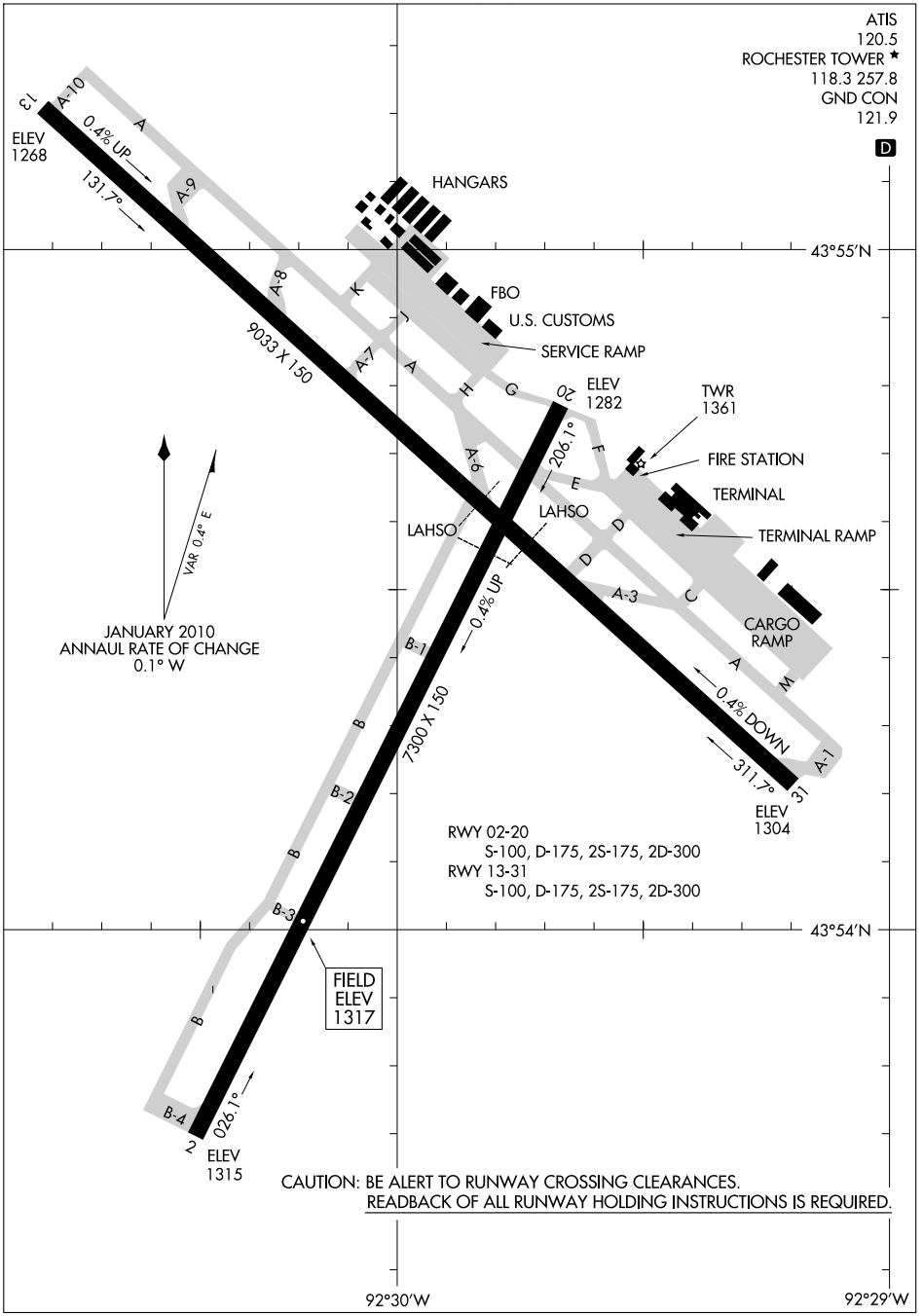
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5041 (FAA)

ROCHESTER INTL (RST)
ROCHESTER, MINNESOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

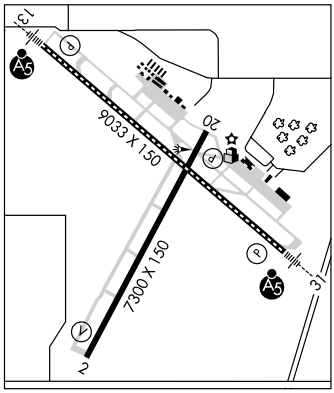
AIRPORT DIAGRAM

ROCHESTER, MINNESOTA
ROCHESTER INTL (RST)

10210

ROCHESTER INTL (RST) 7 SW UTC−6(−5DT) N43°54.50′ W92°30.00′ **CHICAGO**
1317 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index B **H–2J, L–12J, 28F**
NOTAM FILE RST **IAP, AD**

RWY 13–31: H9033X150 (CONC) S–100, D–175, 2S–175, 2D–300 HIRL CL
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.
RWY 31: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 51′. 0.4% down.
RWY 02–20: H7300X150 (CONC–WC) S–100, D–175, 2S–175, 2D–300 MIRL 0.4% up SW
RWY 02: REIL. VASI(V4L)—GA 3.0° TCH 47′.
RWY 20: REIL. PAPI(P4L)—GA 3.05° TCH 50′.



LAND AND HOLD SHORT OPERATIONS

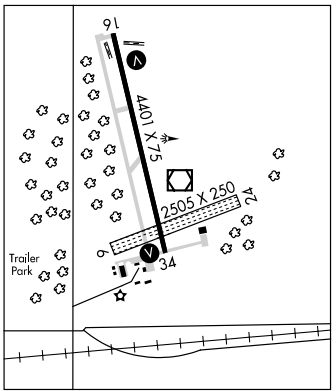
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	5850
RWY 13	02–20	5270
RWY 31	02–20	3200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–7300	TODA–7300	ASDA–7300	LDA–7300
RWY 13:	TORA–9033	TODA–9033	ASDA–9033	LDA–9033
RWY 20:	TORA–7300	TODA–7300	ASDA–7300	LDA–7300
RWY 31:	TORA–9033	TODA–9033	ASDA–9033	LDA–9033

AIRPORT REMARKS: Attended continuously. Waterfowl on and invof arpt. When twr clsd snow removal equipment operators monitor CTAF. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats between 0500–1100Z‡, call 507–254–1161. VASI and PAPIs on continuously. When twr clsd HIRL Rwy 13–31 preset, to increase ints and ACTIVATE MIRL Rwy 02–20 and MALSR Rwy 13 and Rwy 31—CTAF. Rwy 13–31 RVR avbl during twr hrs of ops only. US Customs avbl Mon–Fri 1430–2300Z‡, after hrs and weekends require prior notification, call 507–285–5278.
WEATHER DATA SOURCES: ASOS (507) 285–0298. **HIWAS** 112.0 RST. LLWAS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 120.5 **UNICOM** 122.95
RCO 122.45 (PRINCETON RADIO)
Ⓡ **APP/DEP CON** 119.2 (310°–129°) 119.8 (130°–309°) (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500–1100Z‡)
TOWER 118.3 (1100–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
(L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 024° 8.6 NM to fld. 1389/5E. **HIWAS.**
ILS 108.5 I–RST Rwy 31
COPTER ILS 108.5 I–RST Rwy 31. Class IT.
ILS 109.1 I–MNK Rwy 13. Class IC. LOC unusable byd 25° left and right of centerline.
ASR (1100–0500Z‡)

ROSEAU MUNI/RUDY BILLBERG FLD (ROX) 3 E UTC−6(−5DT) N48°51.36′ W95°41.83′ **TWIN CITIES**
1060 B S4 **FUEL** 100LL, JET A NOTAM FILE ROX **L–14H**
RWY 16–34: H4401X75 (ASPH) S–30, D–40 MIRL 0.3% up S **IAP**
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26′.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 25′. Trees.
RWY 06–24: 2505X250 (TURF)
RWY 06: Trees.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 06–24 CLOSED winter months. Rwy 06–24 marked with yellow cones. Rwy 16 VASI OTS indef. ACTIVATE REIL Rwy 16, Rwy 34, VASI Rwy 16, Rwy 34, MIRL Rwy 16–34 preset low ints, to increase ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 108.8 ROX (218) 463–1803.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
(L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ at fld. 1055/5E. AWOS–3

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	311°	TDZE	1304
		Apt Elev	1317

COPTER ILS or LOC RWY 31

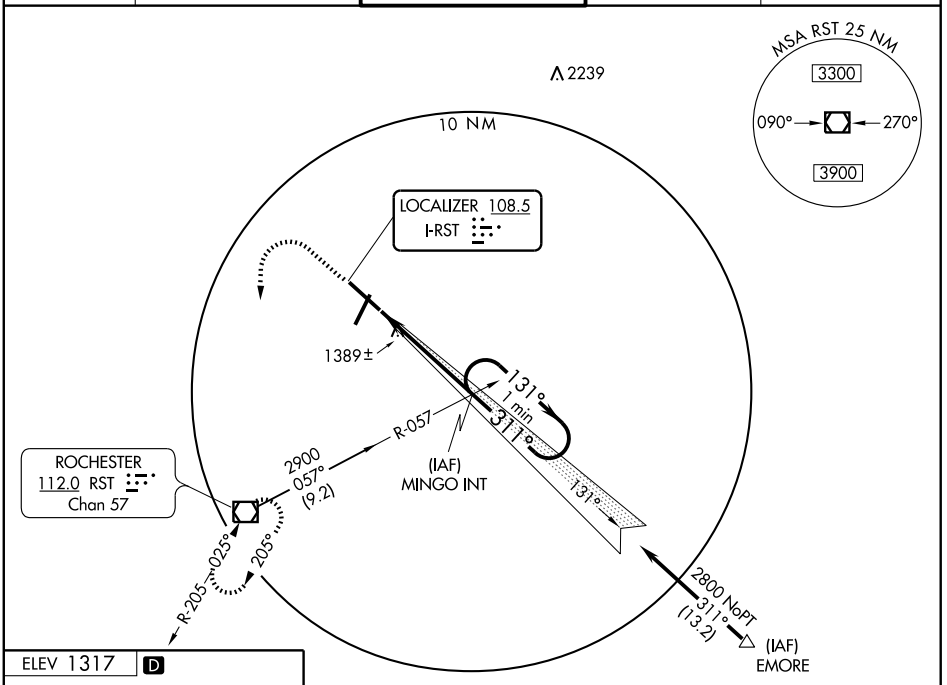
ROCHESTER INTL (RST)

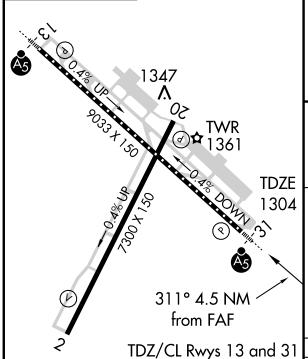
T A ASR — For inoperative MALSR, increase visibility to RVR 2400.

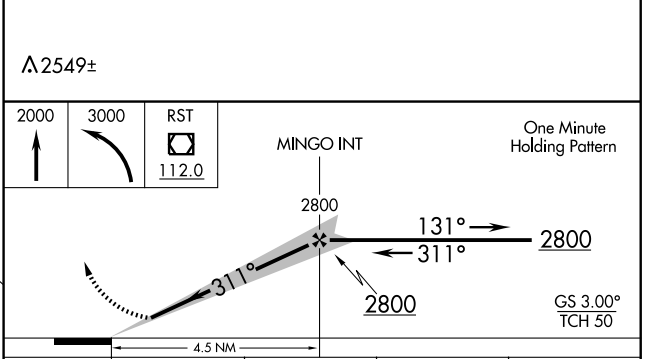
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







FAF to MAP 4.5 NM					
Knots	45	60	75	90	105
Min:Sec	6:00	4:30	3:36	3:00	2:34

CATEGORY	COPTER	B	C	D
S-ILS 31	1504/16 200 (200-¼)	NA		
S-LOC 31	1660/16 356 (400-¼)	NA		
CIRCLING	NA			

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-MNK	APP CRS	Rwy Idg	9033
109.1	131°	TDZE	1280
		Apt Elev	1317

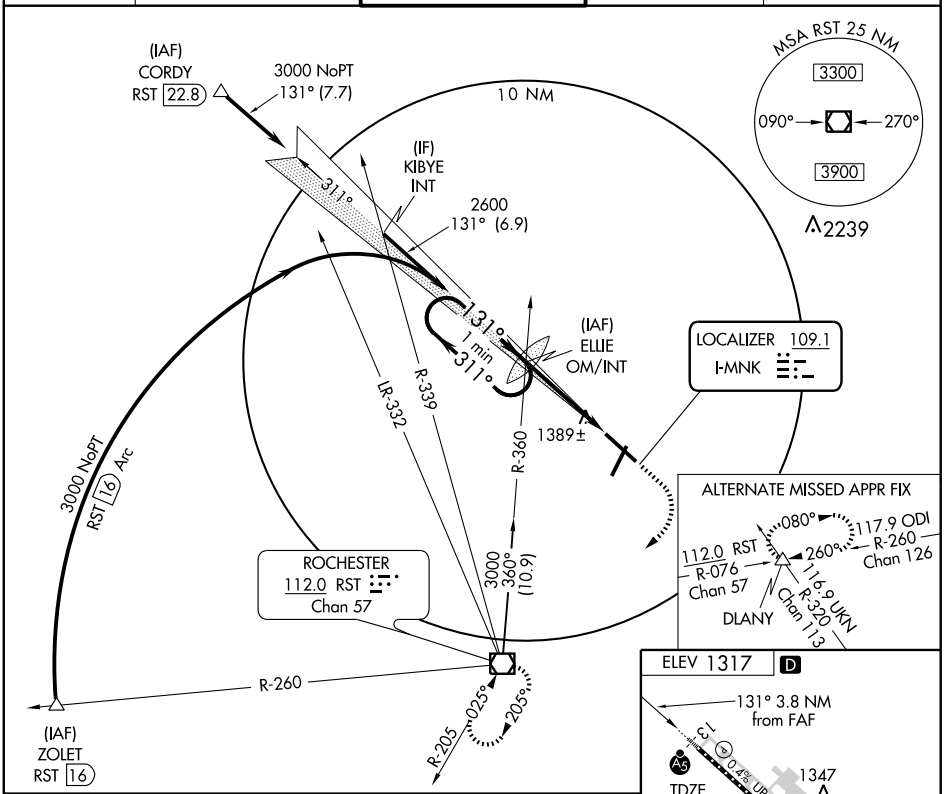
ILS or LOC RWY 13
ROCHESTER INTL (RST)

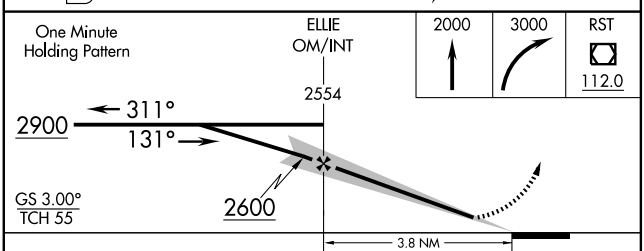
T A ASR

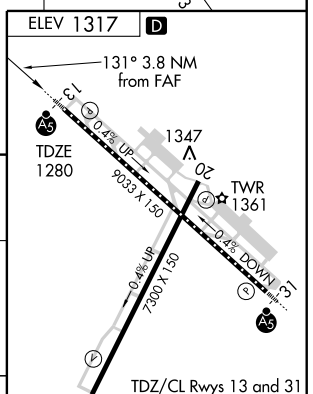
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 13	1480/18 200 (200-½)			
S-LOC 13	1640/24 360 (400-½)			1640/40 360 (400-¾)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-RST	APP CRS	Rwy Idg	9033
108.5	311°	TDZE	1304
		Apt Elev	1317

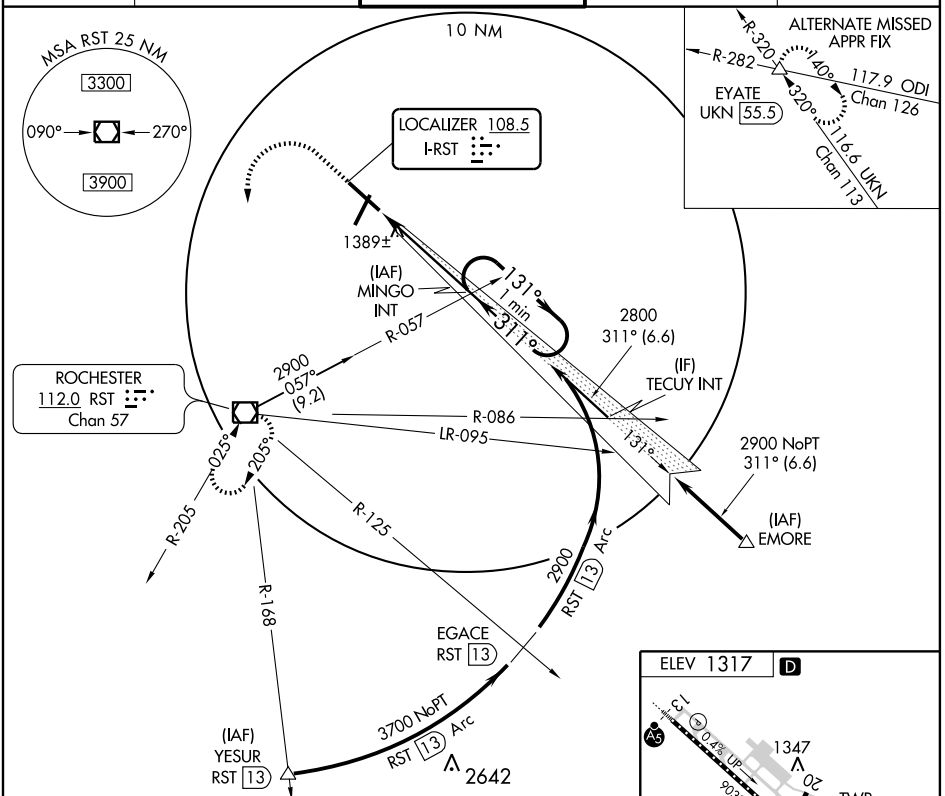
ILS or LOC RWY 31
ROCHESTER INTL (RST)

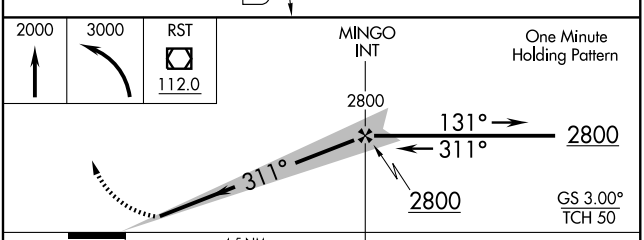
T A ASR Autopilot coupled approach not authorized below 1542 MSL.

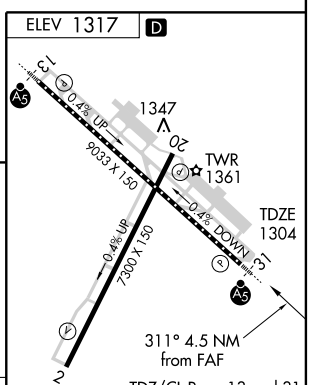
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 31	1504/18 200 (200-½)			
S-LOC 31	1660/24 356 (400-½)			1660/40 356 (400-¾)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DULUTH, MN			
DULUTH INTL (DLH)	09	03-21	8,950 feet
GRAND FORKS, ND			
GRAND FORKS INTL (GFK)	27R	17R-35L	3,000 feet
	35L	09L-27R	4,600 feet
MINNEAPOLIS, MN			
MINNEAPOLIS-ST PAUL INTL/			
WOLD-CHAMBERLAIN (MSP)	22	TWY K	8,550 feet
	30L	TWY A9 TWY W9	8,150 feet
ROCHESTER, MN			
ROCHESTER INTL (RST)	02	13-31	5,850 feet
	13	02-20	5,270 feet
	31	02-20	3,200 feet

21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 2

ROCHESTER INTL (RST)

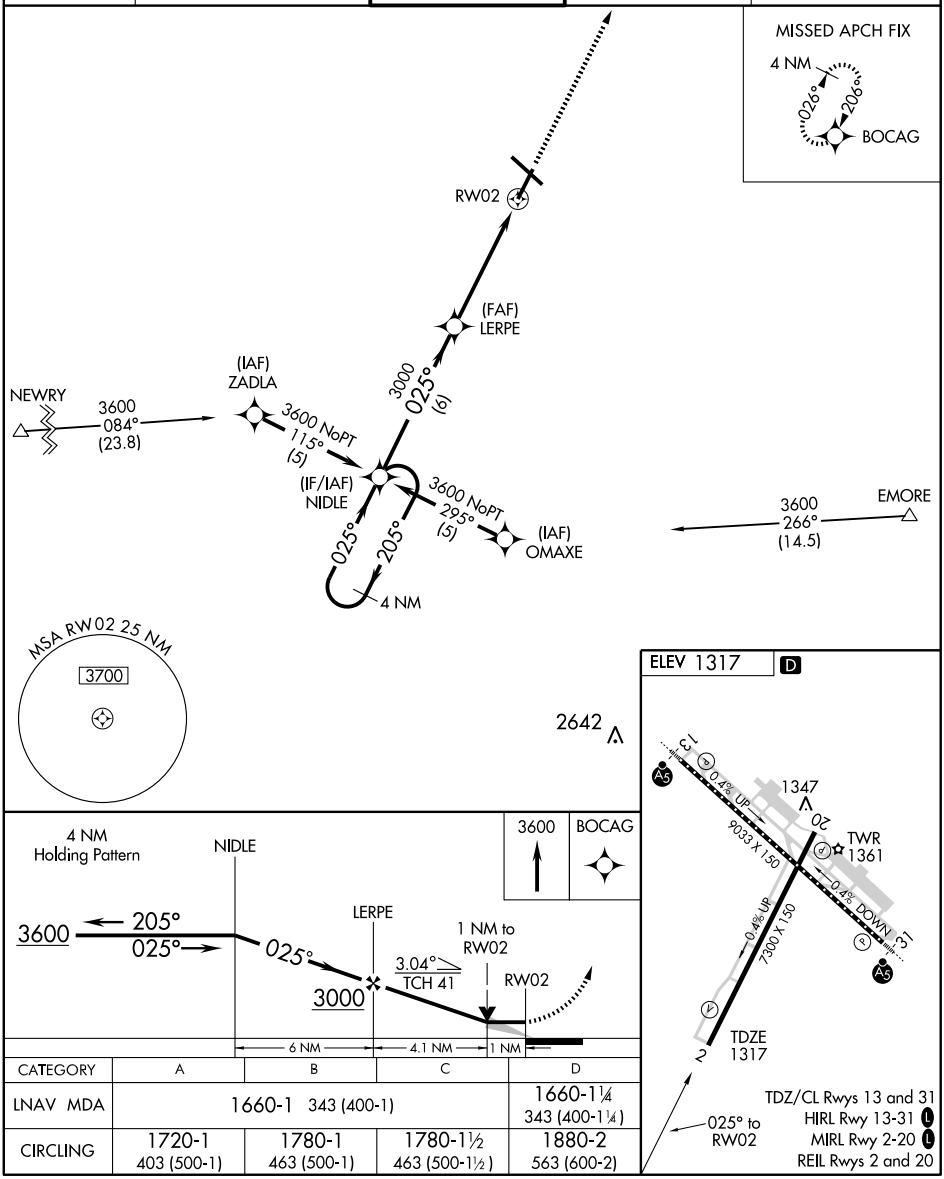
APP CRS	Rwy Idg	7300
025°	TDZE	1317
	Apt Elev	1317

T
NA
ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct BOCAG WP and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1660-1 343 (400-1)			1660-1¼ 343 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

ROCHESTER INTL (RST)

WAAS	APP CRS	Rwy Idg	9033
CH 90202	131°	TDZE	1280
W13A		Apt Elev	1317

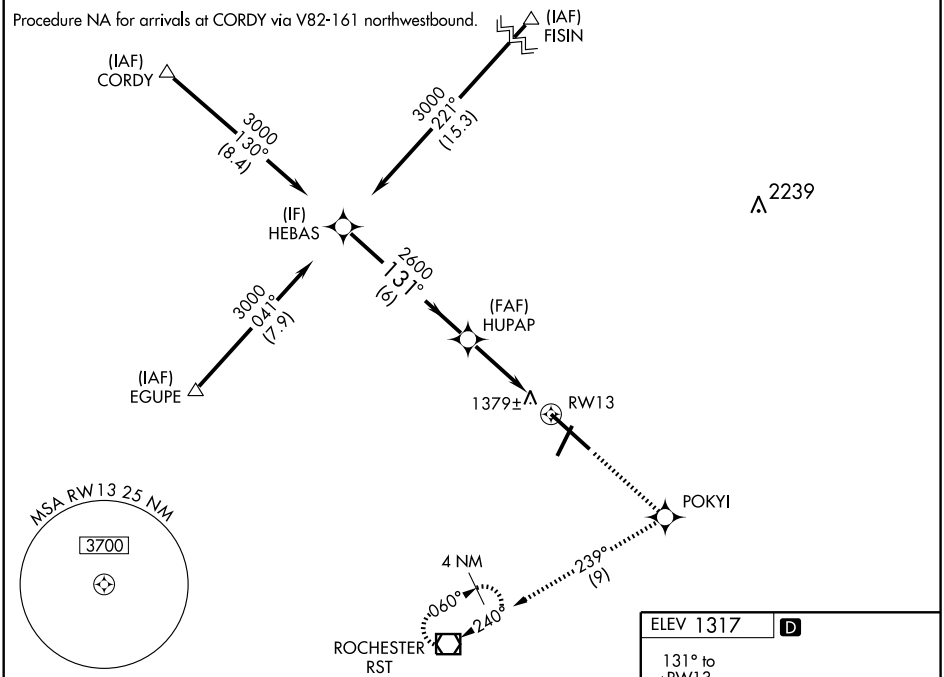
ASR

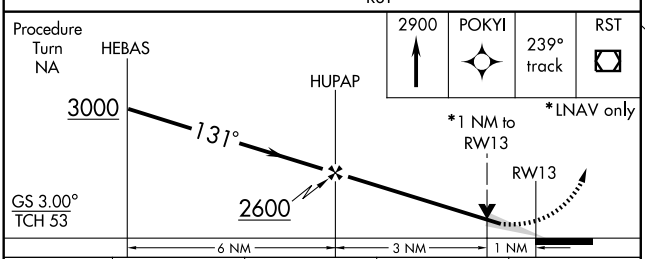
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV system, LNAV/VNAV NA below -17°C (2°F) or above 45°C (114°F).
For inoperative MALSR increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000.

MALSR

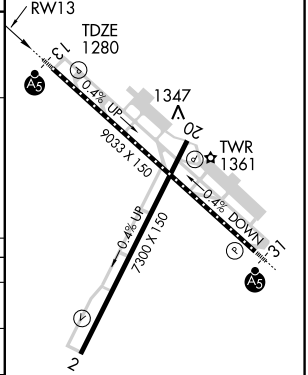
MISSED APPROACH: Climb to 2900 direct POKYI and via 239° track to RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1530/24 250 (300-½)			
LNAV/VNAV DA	1679/50 399 (400-1)			
LNAV MDA	1640/24 360 (400-½)			1640/50 360 (400-1)
CIRCLING	1720-1½ 403 (500-1½)	1780-1½ 463 (500-1½)		1880-2 563 (600-2)



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

ROCHESTER INTL (RST)

APP CRS	Rwy Idg	7300
206°	TDZE	1304
	Apt Elev	1317

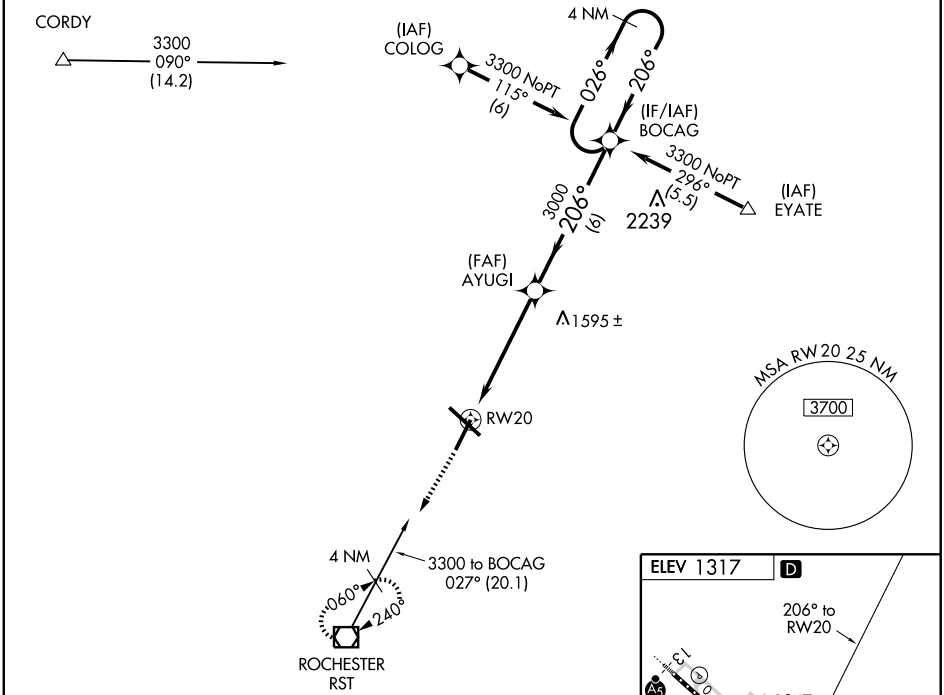
T
NA
ASR

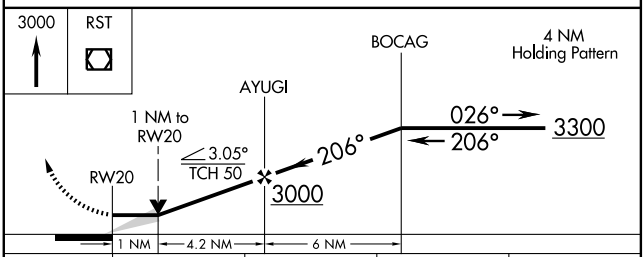
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RST VOR/DME and hold.

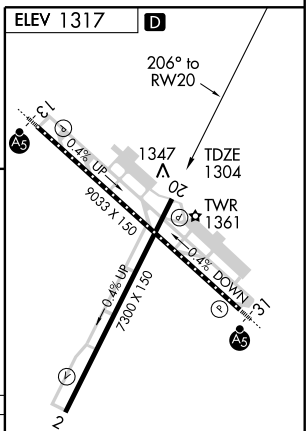
ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at EYATE via V218 southeastbound.





CATEGORY	A	B	C	D
LNAV MDA	1660-1 356 (400-1)			1660-1¼ 356 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)



TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

ROCHESTER INTL (RST)

APP CRS	Rwy Idg	9033
311°	TDZE	1304
	Apt Elev	1317

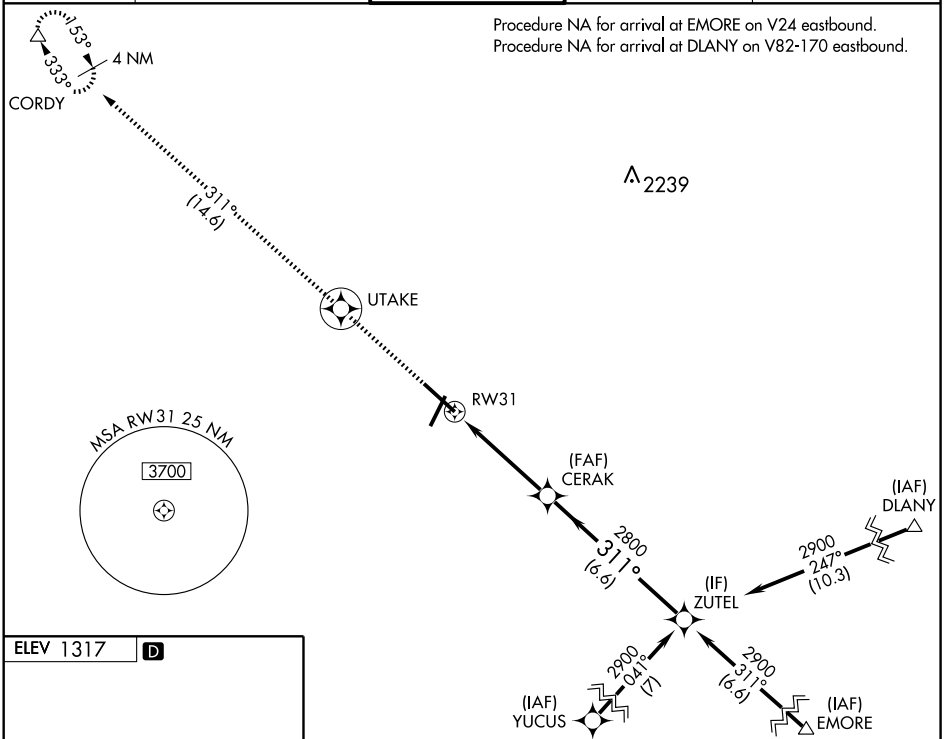
T NA ASR — Baro-VNAV NA below -17°C (2°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and increase LNAV Cat. D visibility to RVR 6000.

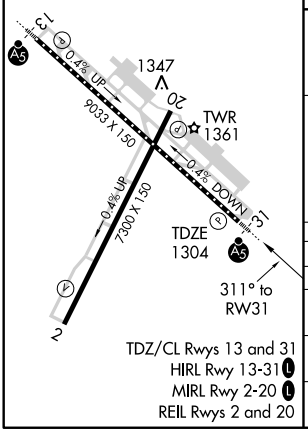
MALSR (A5)

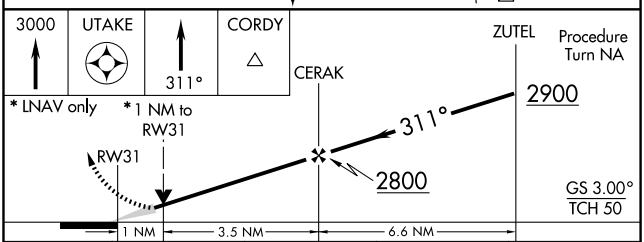
MISSED APPROACH: Climb to 3000 direct UTAKE WP and via 311° track to CORDY WP and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrival at EMORE on V24 eastbound.
Procedure NA for arrival at DLANY on V82-170 eastbound.







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV MDA	1620/24 316 (400-½)			1620/40 316 (400-¾)
LNAV MDA	1680/24 376 (400-½)			1680/50 376 (400-1)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME RST	APP CRS	Rwy Idg	7300
112.0	204°	TDZE	1304
Chan 57		Apt Elev	1317

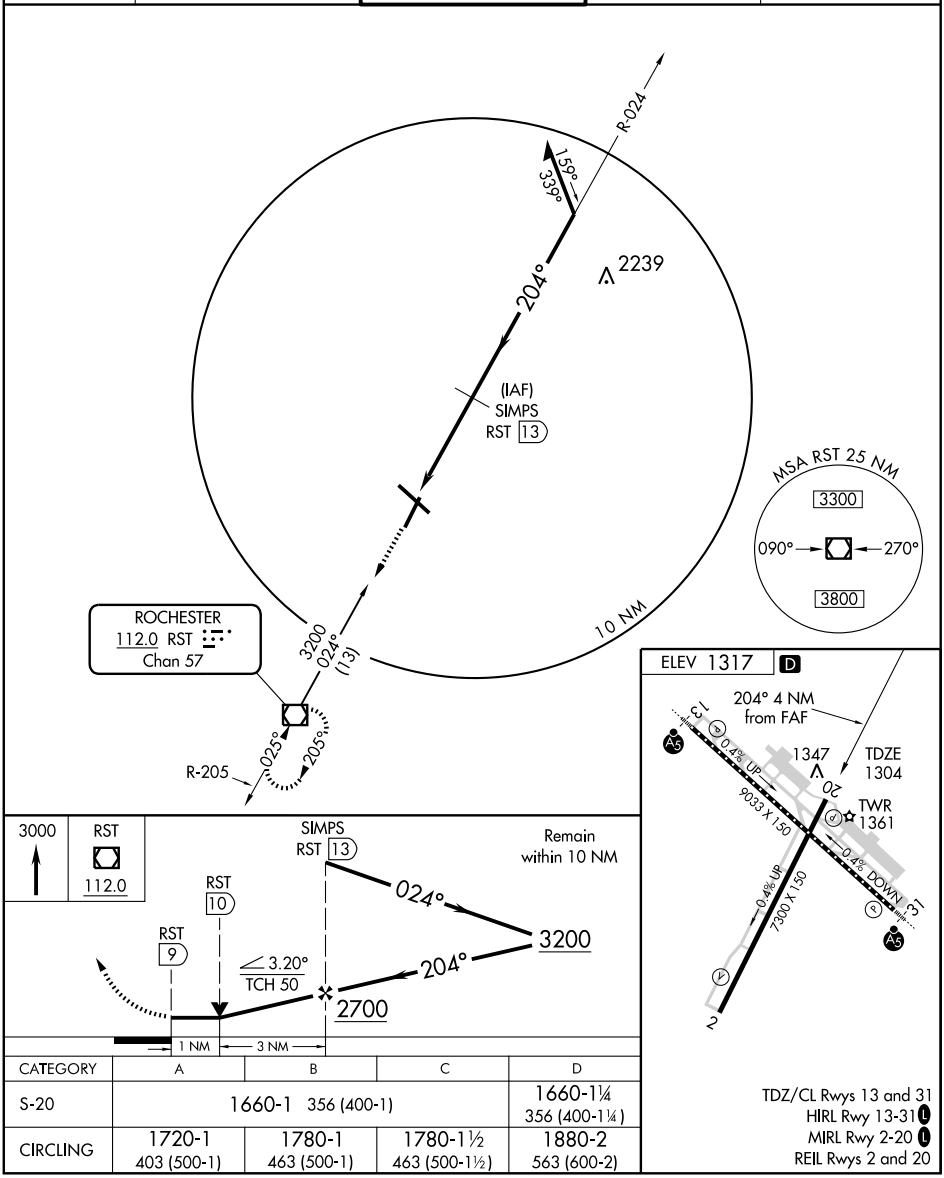
VOR/DME RWY 20

ROCHESTER INTL (RST)

T ASR

MISSED APPROACH: Climb to 3000 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON★	ROCHESTER TOWER★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95



CATEGORY	A	B	C	D
S-20	1660-1 356 (400-1)			1660-1¼ 356 (400-1¼)
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

TDZ/CL Rwys 13 and 31
HIRL Rwy 13-31 L
MIRL Rwy 2-20 L
REIL Rwys 2 and 20

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

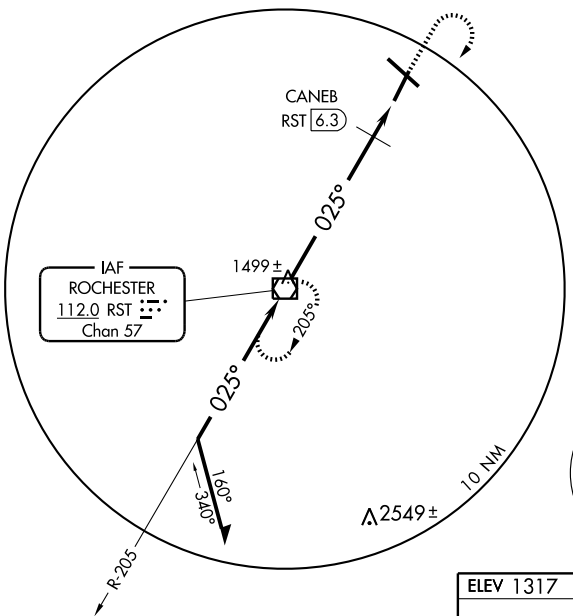
VOR/DME RST	APP CRS	Rwy Idg	7300
112.0	025°	TDZE	1317
Chan 57		Apt Elev	1317

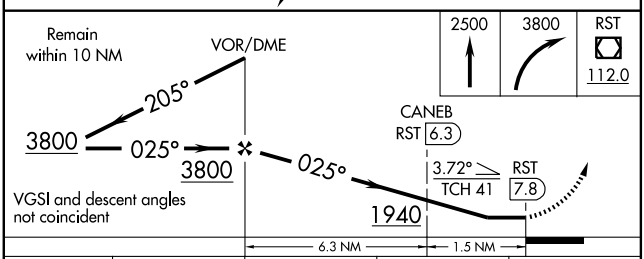
VOR RWY 2
ROCHESTER INTL (RST)

T
ASR

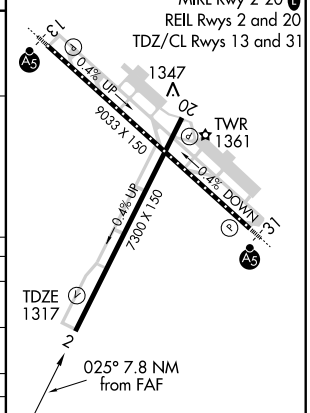
MISSED APPROACH: Climb to 2500 then climbing right turn to 3800 direct RST VOR/DME and hold.

ATIS	ROCHESTER APP CON ★	ROCHESTER TOWER ★	GND CON	UNICOM
120.5	119.8 251.125	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-2	1940-1 623 (700-1)		1940-1¾ 623 (700-1¾)	1940-2 623 (700-2)
CIRCLING	1940-1 623 (700-1)		1940-1¾ 623 (700-1¾)	1940-2 623 (700-2)
DME MINIMUMS				
S-2	1680-1 363 (400-1)			NA
CIRCLING	1720-1 403 (500-1)	1780-1 463 (500-1)	1780-1½ 463 (500-1½)	1880-2 563 (600-2)

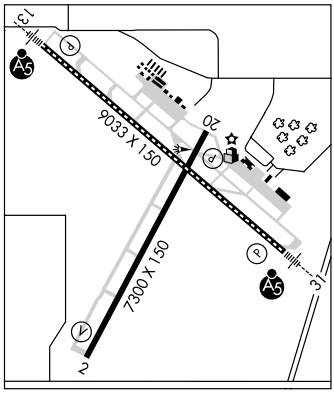


FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ROCHESTER INTL (RST) 7 SW UTC−6(−5DT) N43°54.50′ W92°30.00′ **CHICAGO**
1317 B S4 **FUEL** 100LL, JET A OX 3, 4 LRA Class I, ARFF Index B **H–2J, L–12J, 28F**
NOTAM FILE RST **IAP, AD**

RWY 13–31: H9033X150 (CONC) S–100, D–175, 2S–175, 2D–300 HIRL CL
RWY 13: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 53′. 0.4% up.
RWY 31: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 51′. 0.4% down.
RWY 02–20: H7300X150 (CONC–WC) S–100, D–175, 2S–175, 2D–300 MIRL 0.4% up SW
RWY 02: REIL. VASI(V4L)—GA 3.0° TCH 47′.
RWY 20: REIL. PAPI(P4L)—GA 3.05° TCH 50′.



LAND AND HOLD SHORT OPERATIONS

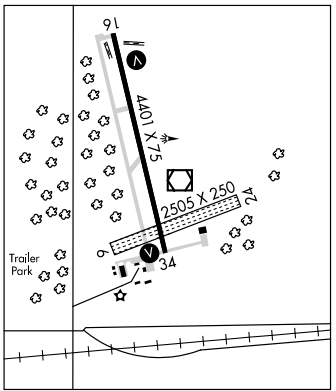
LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	5850
RWY 13	02–20	5270
RWY 31	02–20	3200

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–7300	TODA–7300	ASDA–7300	LDA–7300
RWY 13:	TORA–9033	TODA–9033	ASDA–9033	LDA–9033
RWY 20:	TORA–7300	TODA–7300	ASDA–7300	LDA–7300
RWY 31:	TORA–9033	TODA–9033	ASDA–9033	LDA–9033

AIRPORT REMARKS: Attended continuously. Waterfowl on and invof arpt. When twr clsd snow removal equipment operators monitor CTAF. 24 hr PPR for unscheduled air carrier ops with more than 9 passenger seats between 0500–1100Z‡, call 507–254–1161. VASI and PAPIs on continuously. When twr clsd HIRL Rwy 13–31 preset, to increase ints and ACTIVATE MIRL Rwy 02–20 and MALSR Rwy 13 and Rwy 31—CTAF. Rwy 13–31 RVR avbl during twr hrs of ops only. US Customs avbl Mon–Fri 1430–2300Z‡, after hrs and weekends require prior notification, call 507–285–5278.
WEATHER DATA SOURCES: ASOS (507) 285–0298. **HIWAS** 112.0 RST. LLWAS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 120.5 **UNICOM** 122.95
RCO 122.45 (PRINCETON RADIO)
Ⓡ **APP/DEP CON** 119.2 (310°–129°) 119.8 (130°–309°) (1100–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500–1100Z‡)
TOWER 118.3 (1100–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RST.
(L) VORW/DME 112.0 RST Chan 57 N43°46.97′ W92°35.82′ 024° 8.6 NM to fld. 1389/5E. **HIWAS.**
ILS 108.5 I–RST Rwy 31
COPTER ILS 108.5 I–RST Rwy 31. Class IT.
ILS 109.1 I–MNK Rwy 13. Class IC. LOC unusable byd 25° left and right of centerline.
ASR (1100–0500Z‡)

ROSEAU MUNI/RUDY BILLBERG FLD (ROX) 3 E UTC−6(−5DT) N48°51.36′ W95°41.83′ **TWIN CITIES**
1060 B S4 **FUEL** 100LL, JET A NOTAM FILE ROX **L–14H**
RWY 16–34: H4401X75 (ASPH) S–30, D–40 MIRL 0.3% up S **IAP**
RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 26′.
RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 25′. Trees.
RWY 06–24: 2505X250 (TURF)
RWY 06: Trees.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 06–24 CLOSED winter months. Rwy 06–24 marked with yellow cones. Rwy 16 VASI OTS indef. ACTIVATE REIL Rwy 16, Rwy 34, VASI Rwy 16, Rwy 34, MIRL Rwy 16–34 preset low ints, to increase ints—CTAF.
WEATHER DATA SOURCES: AWOS–3 108.8 ROX (218) 463–1803.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
(L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ at fld. 1055/5E. AWOS–3

WAAS	APP CRS	Rwy Idg	4401
CH 56304	162°	TDZE	1055
W16A		Apt Elev	1060

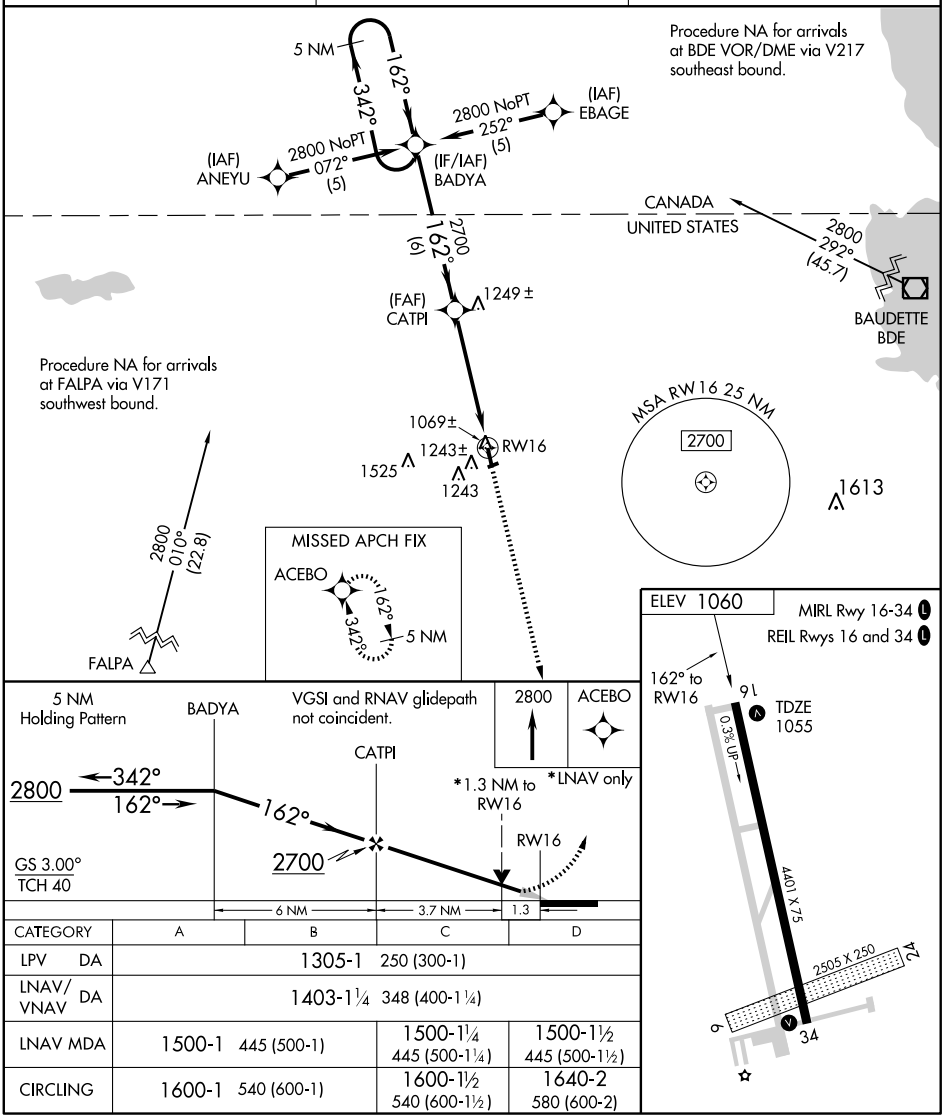
RNAV (GPS) RWY 16

ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

If local altimeter setting not received, use Warroad altimeter setting and increase all DAs 36 feet/MDAs 40 feet.
VDP NA when using Warroad altimeter setting.
Baro-VNAV NA when using Warroad altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2800 direct ACEBO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1305-1 250 (300-1)			
LNAV/VNAV DA	1403-1¼ 348 (400-1¼)			
LNAV MDA	1500-1 445 (500-1)		1500-1¼ 445 (500-1¼)	1500-1½ 445 (500-1½)
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4401
CH 99404	342°	TDZE	1060
W34A		Apt Elev	1060

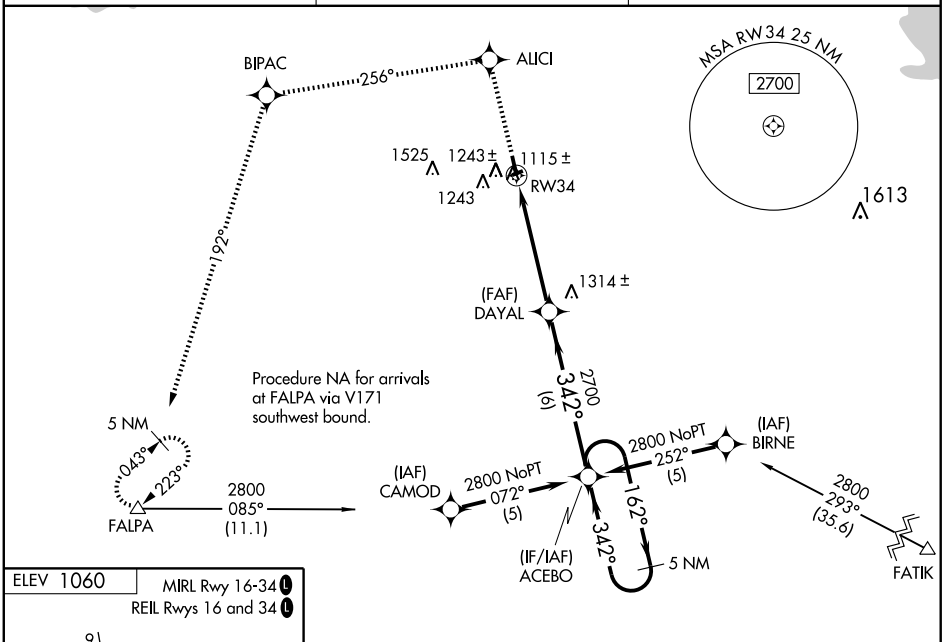
RNAV (GPS) RWY 34

ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

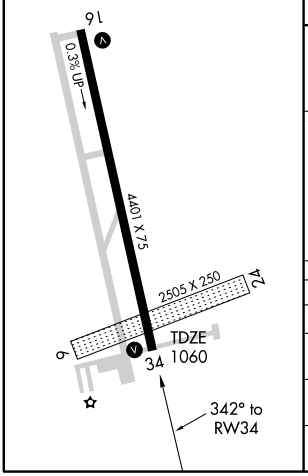
If local altimeter setting not received, use Warroad altimeter setting and increase all DAs 36 feet/MDAs 40 feet.
V VDP NA when using Warroad altimeter setting.
A Baro-VNAV NA when using Warroad altimeter setting.
W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Visibility reduction by helicopters NA. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2900 direct ALICI and via 256° track to BIPAC and 192° track to FALPA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L



ELEV 1060
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L



2900	ALICI	256° track	BIPAC	192° track	FALPA

5 NM Holding Pattern
ACEBO
*LNAV only
DAYAL
*1.5 NM to RW34
RW34
162°
342°
2800
342°
2700
GS 3.00°
TCH 40
VGSI and RNAV glidepath not coincident.
1.5 3.5 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1310-1 250 (300-1)			
LNAV/VNAV DA	1485-1½ 425 (500-1½)			
LNAV MDA	1560-1 500 (500-1)		1560-1¼ 500 (500-1¼)	1560-1½ 500 (500-1½)
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ROX	APP CRS	Rwy Idg	4401
108.8	156°	TDZE	1055
Chan 25		Apt Elev	1060

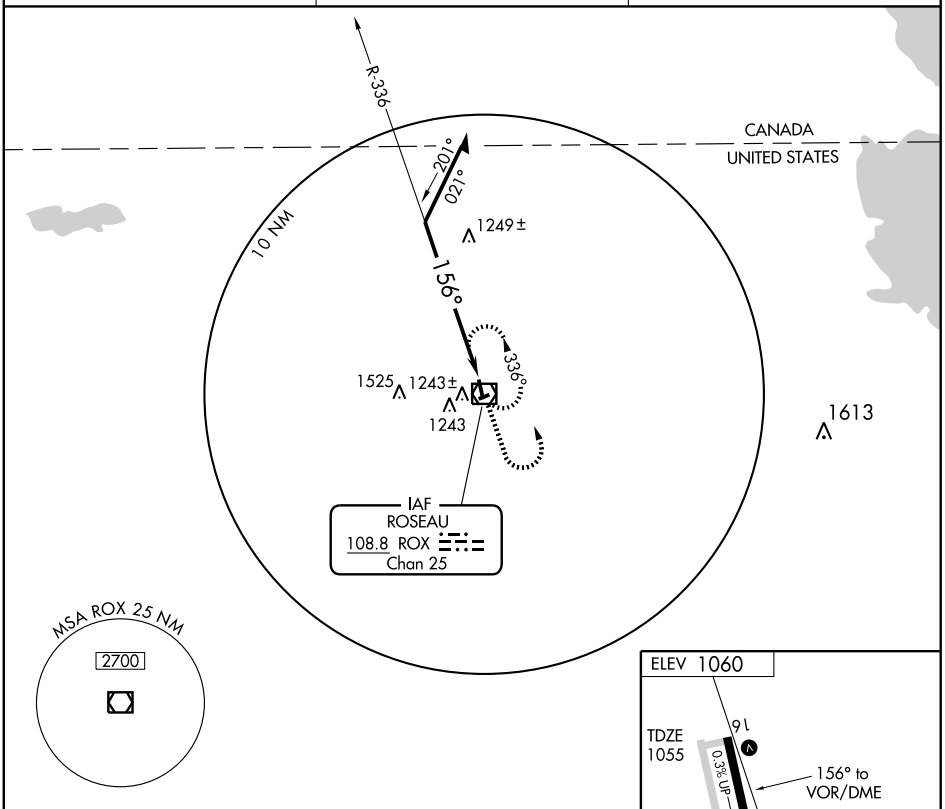
VOR RWY 16

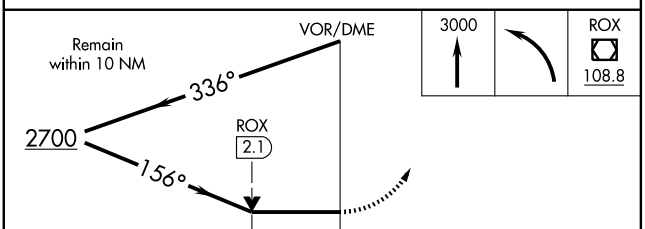
ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

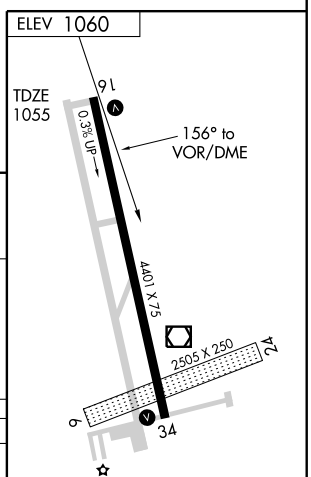
If local altimeter setting not received, use Warroad altimeter setting and increase all MDAs 40 feet.
VDP NA when using Warroad altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct ROX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L







MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

CATEGORY	A	B	C	D
S-16	1560-1 505 (500-1)		1560-1½ 505 (500-1½)	
CIRCLING	1600-1 540 (600-1)		1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ROX	APP CRS	Rwy Idg	4401
108.8	349°	TDZE	1060
Chan 25		Apt Elev	1060

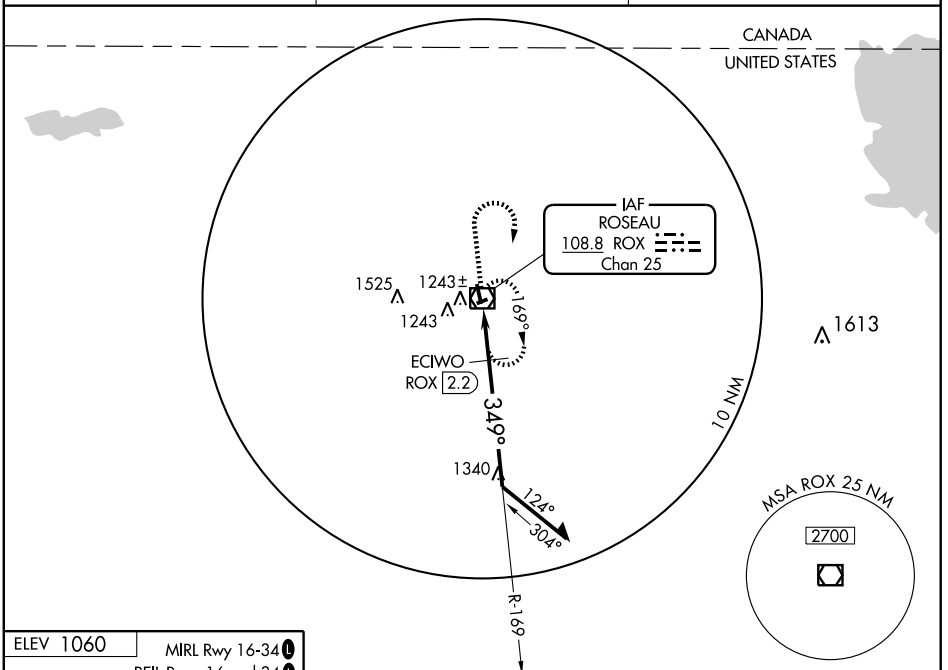
VOR RWY 34

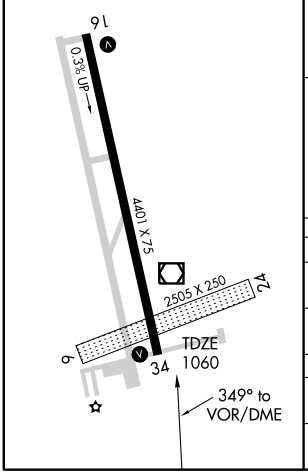
ROSEAU MUNI/RUDY BILLBERG FIELD (ROX)

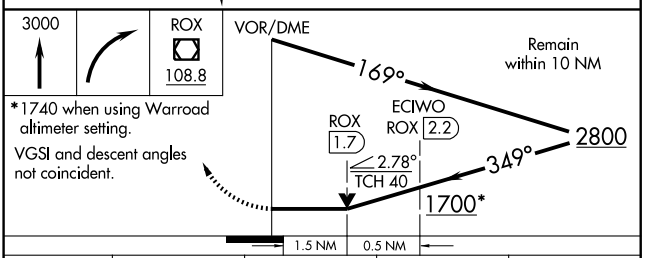
If local altimeter setting not received, use Warroad altimeter setting and increase all MDAs 40 feet.
NA VDP NA when using Warroad altimeter setting.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then right turn direct ROX VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.8	134.75 251.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-34	1700-1	640 (700-1)	1700-1¾ 640 (700-1¾)	1700-2 640 (700-2)
CIRCLING	1700-1	640 (700-1)	1700-1¾ 640 (700-1¾)	1700-2 640 (700-2)
ECIWO FIX MINIMUMS				
S-34	1560-1	500 (500-1)	1560-1¼ 500 (500-1¼)	1560-1½ 500 (500-1½)
CIRCLING	1600-1	540 (600-1)	1600-1½ 540 (600-1½)	1640-2 580 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RUSH CITY RGNL (ROS) 1 NE UTC−6(−5DT) N45°41.83′ W92°57.13′

GREEN BAY
L–14I
IAP

926 B S2 **FUEL** 100LL, JET A NOTAM FILE ROS

RWY 16–34: H4400X75 (ASPH) MIRL

RWY 16: REIL. PAPI(P4L). Tree.

RWY 34: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat 1500–2130Z‡. Self service fuel avbl with credit card. Trees +20′ within 100′ of centerline on E side of Rwy 16–34. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 282 ROS (320)358–3339.

COMMUNICATIONS: CTAF 122.9

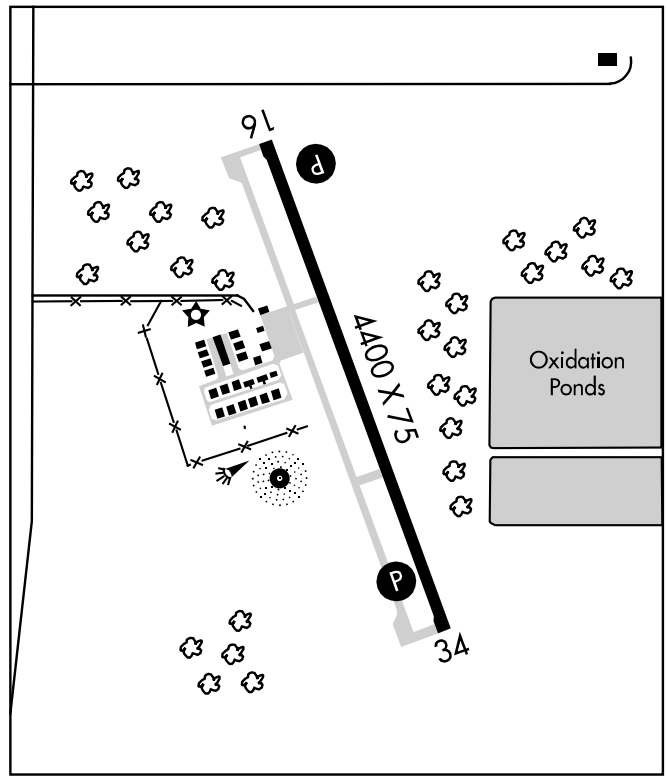
MINNEAPOLIS CENTER APP/DEP CON 121.05

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 022° 37.6 NM to fld. 877/6E. **HIWAS.**

NDB (MHW) 282 ROS N45°41.81′ W 92°57.35′ at fld. **AWOS–3.** NOTAM FILE ROS.



RUSHFORD MUNI (55Y) 3 W UTC−6(−5DT) N43°48.95′ W91°49.81′

CHICAGO
L–28F
IAP

1211 B **FUEL** 100LL TPA—2211(1000) NOTAM FILE PNM

RWY 16–34: H3200X60 (ASPH) MIRL 0.9% up NW

RWY 16: VASI(V2L). Trees. **RWY 34:** VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. For attendant call 507–454–2705. Self service fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 16 and Rwy 34—CTAF.

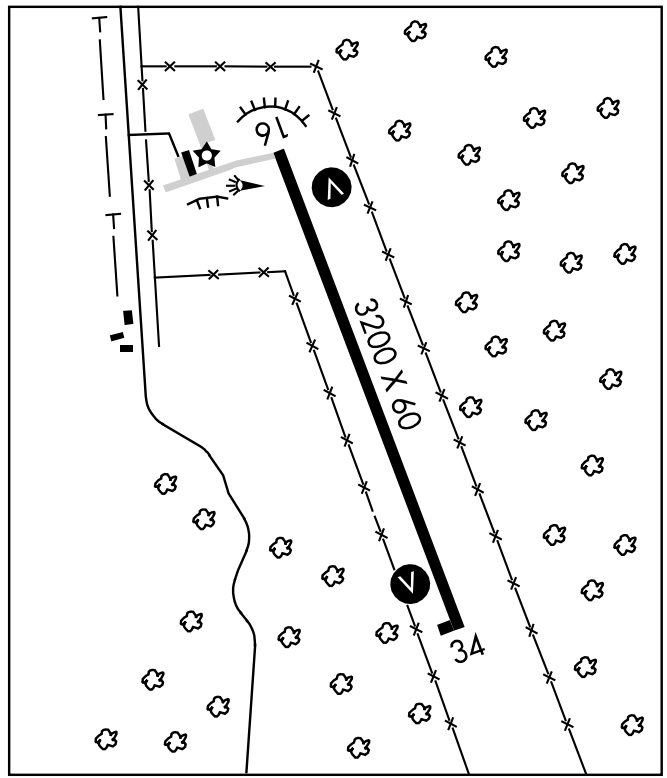
COMMUNICATIONS: CTAF 122.9

Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500Z‡–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 249° 16.8 NM to fld. 1282/1E.



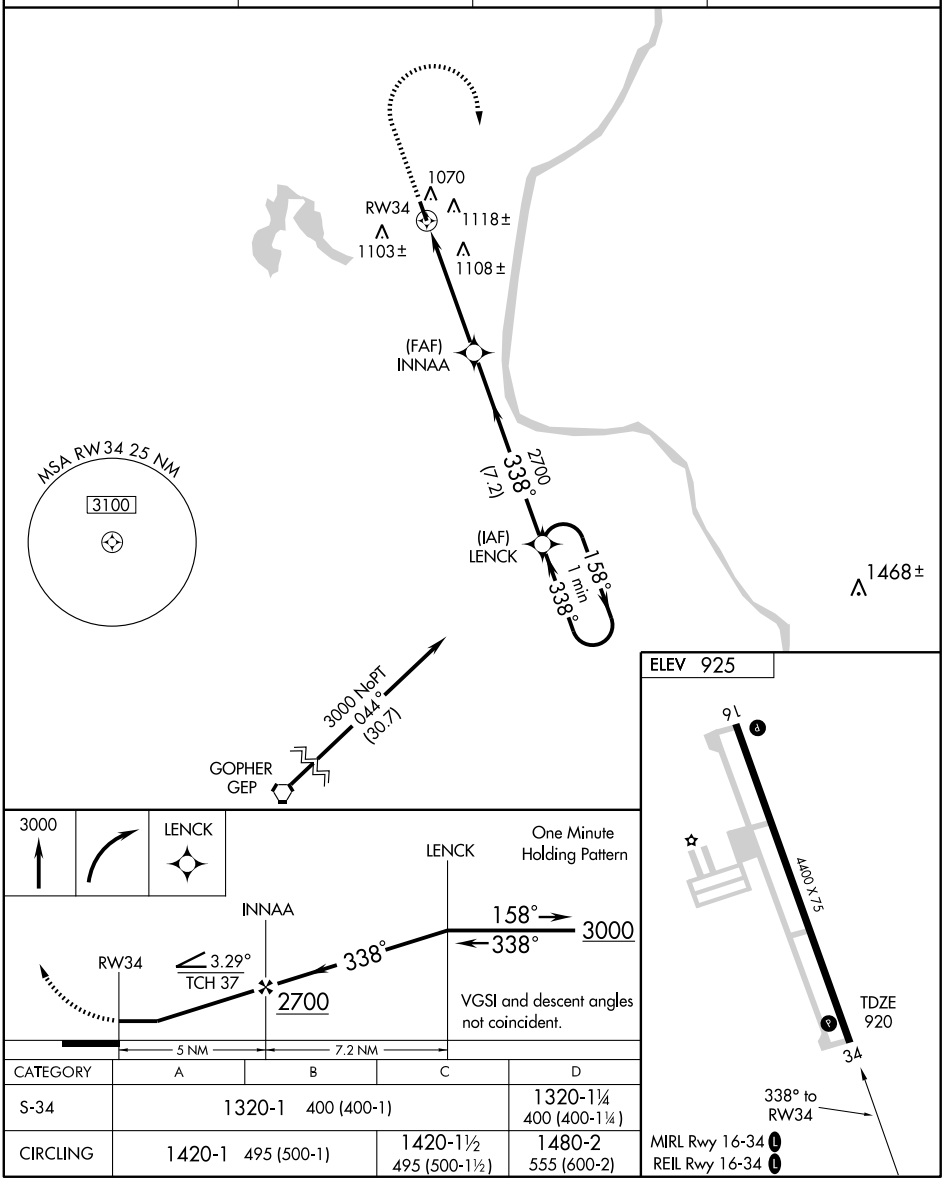
APP CRS	Rwy Idg	4400
338°	TDZE	920
	Apt Elev	925

GPS RWY 34
RUSH CITY RGNL (ROS)

NA

MISSED APPROACH: Climb to 3000, then right turn direct LENCK WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
282	121.05 397.9	121.725	122.9 L



CATEGORY	A	B	C	D
S-34	1320-1 400 (400-1)			1320-1¼ 400 (400-1¼)
CIRCLING	1420-1 495 (500-1)		1420-1½ 495 (500-1½)	1480-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

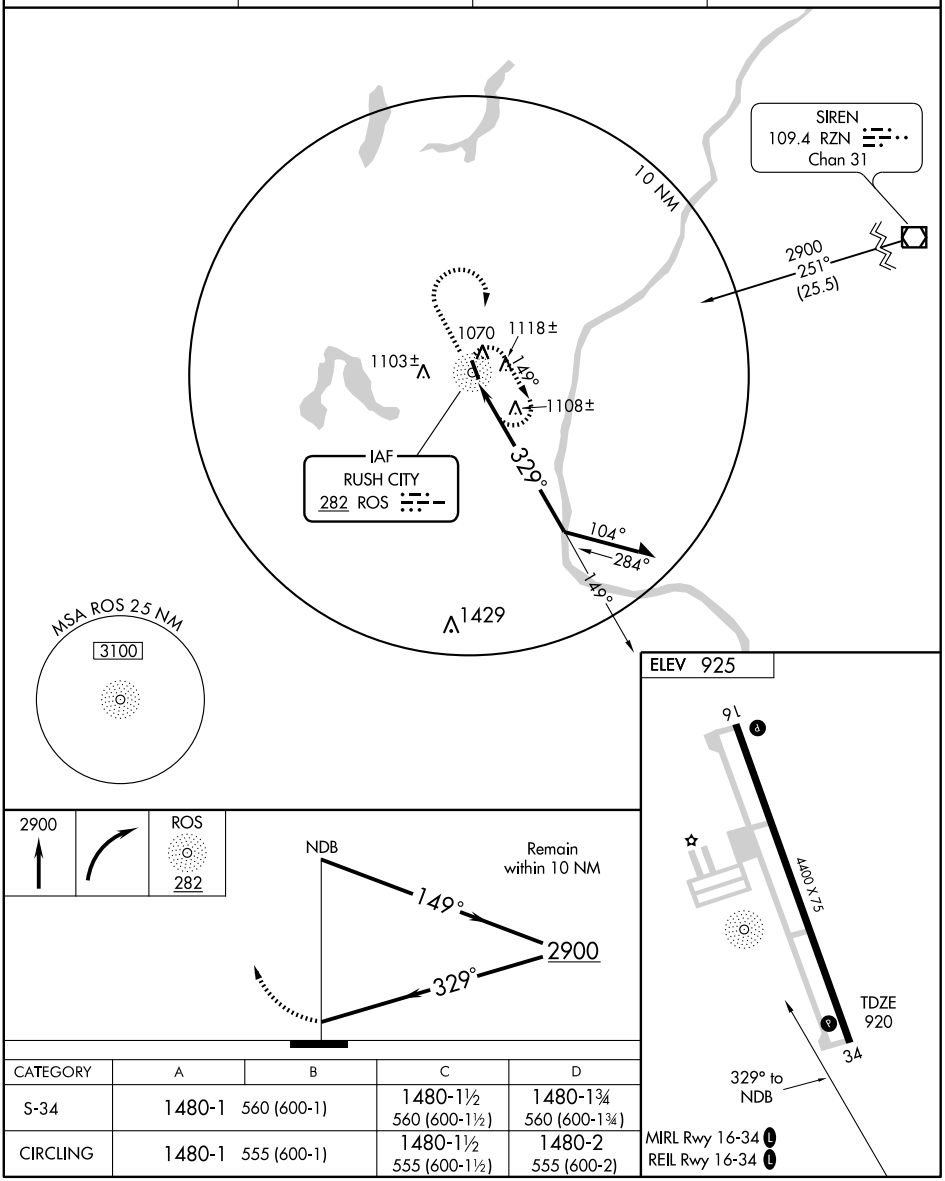
NDB ROS	APP CRS	Rwy Idg	4400
282	329°	TDZE	920
		Apt Elev	925

NDB RWY 34
RUSH CITY RGNL (ROS)

NA

MISSED APPROACH: Climb to 2900, then right turn direct ROS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
282	121.05 397.9	121.725	122.9 L



CATEGORY	A	B	C	D
S-34	1480-1	560 (600-1)	1480-1½ 560 (600-1½)	1480-1¾ 560 (600-1¾)
CIRCLING	1480-1	555 (600-1)	1480-1½ 555 (600-1½)	1480-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RUSH CITY RGNL (ROS) 1 NE UTC−6(−5DT) N45°41.83′ W92°57.13′

GREEN BAY
L–14I
IAP

926 B S2 **FUEL** 100LL, JET A NOTAM FILE ROS

RWY 16–34: H4400X75 (ASPH) MIRL

RWY 16: REIL. PAPI(P4L). Tree.

RWY 34: REIL. PAPI(P4L). Tree.

AIRPORT REMARKS: Attended Mon–Fri 1300–2130Z‡, Sat 1500–2130Z‡. Self service fuel avbl with credit card. Trees +20′ within 100′ of centerline on E side of Rwy 16–34. ACTIVATE MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 and REIL Rwy 16 and Rwy 34—CTAF.

WEATHER DATA SOURCES: AWOS–3 282 ROS (320)358–3339.

COMMUNICATIONS: CTAF 122.9

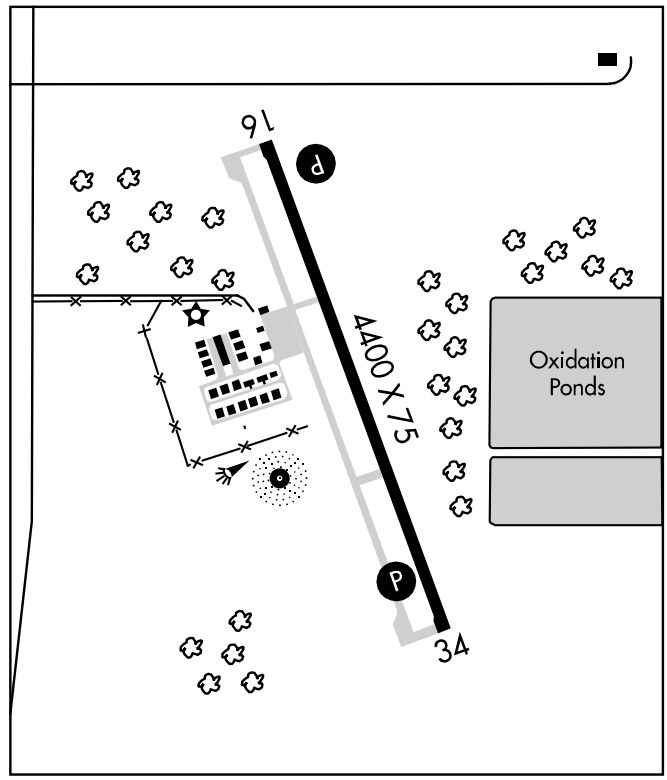
MINNEAPOLIS CENTER APP/DEP CON 121.05

GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 022° 37.6 NM to fld. 877/6E. **HIWAS.**

NDB (MHW) 282 ROS N45°41.81′ W 92°57.35′ at fld. **AWOS–3.** NOTAM FILE ROS.



RUSHFORD MUNI (55Y) 3 W UTC−6(−5DT) N43°48.95′ W91°49.81′

CHICAGO
L–28F
IAP

1211 B **FUEL** 100LL TPA—2211(1000) NOTAM FILE PNM

RWY 16–34: H3200X60 (ASPH) MIRL 0.9% up NW

RWY 16: VASI(V2L). Trees. **RWY 34:** VASI(V2L). Trees.

AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. For attendant call 507–454–2705. Self service fuel avbl with credit card. Deer on and invof arpt. ACTIVATE MIRL Rwy 16–34 and VASI Rwy 16 and Rwy 34—CTAF.

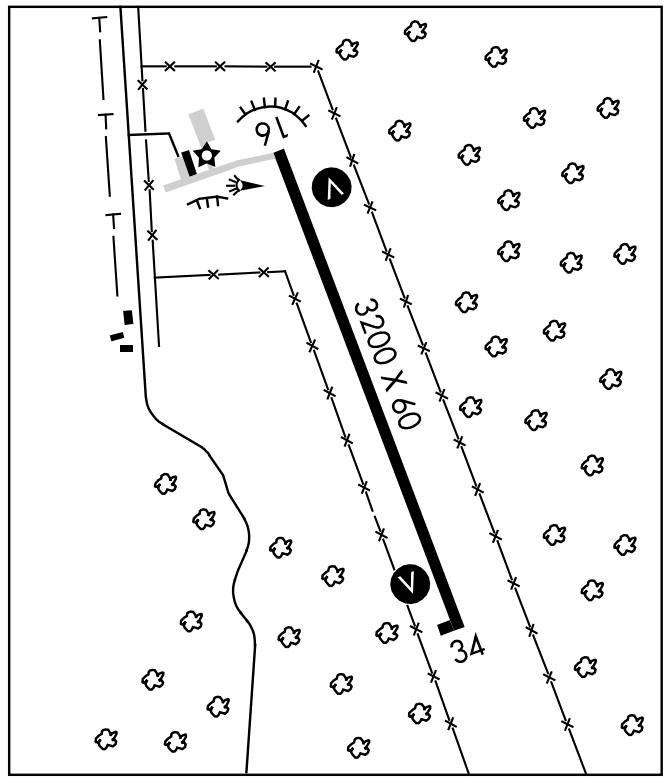
COMMUNICATIONS: CTAF 122.9

Ⓡ **ROCHESTER APP/DEP CON** 119.8 (1100–0500Z‡)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35 (0500Z‡–1100Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 249° 16.8 NM to fld. 1282/1E.



RNAV (GPS) RWY 34

RUSHFORD MUNI (55Y)

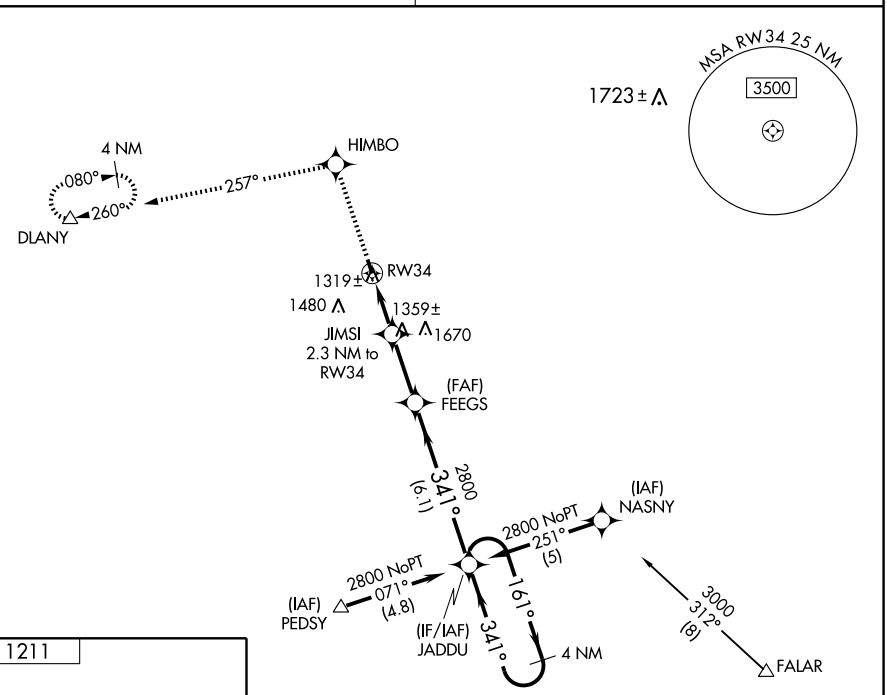
APP CRS	Rwy Idg	3200
341°	TDZE	1209
	Apt Elev	1211

DME/DME RNP-0.3 NA
NA Visibility reduction by helicopters NA.
Use Preston altimeter setting, when not received use Winona altimeter setting and increase all MDA 80 feet.

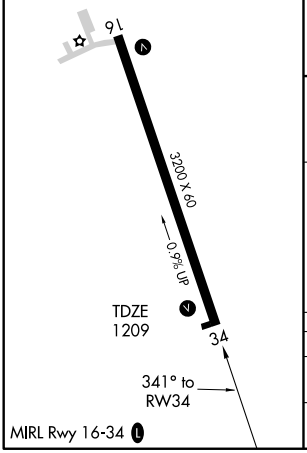
MISSED APPROACH: Climb to 3000 direct HIMBO and via 257° track to DLANY and hold.

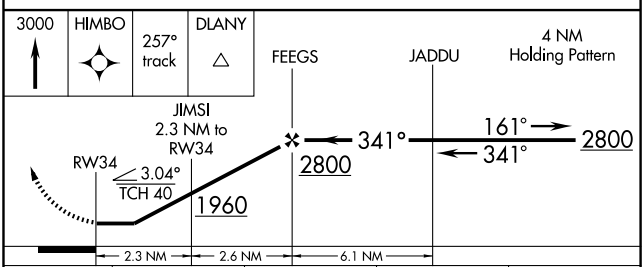
ROCHESTER APP CON * 119.8 251.125

CTAF 122.9 L



Procedure NA for arrivals at FALAR via V24 eastbound and V246 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1620-1	411 (500-1)	1620-1¼ 411 (500-1¼)	NA
CIRCLING	1720-1	509 (600-1)	1720-1½ 509 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ODI 117.9 Chan 126	APP CRS 249°	Rwy Idg N/A TDZE N/A Apt Elev 1211

VOR/DME-A

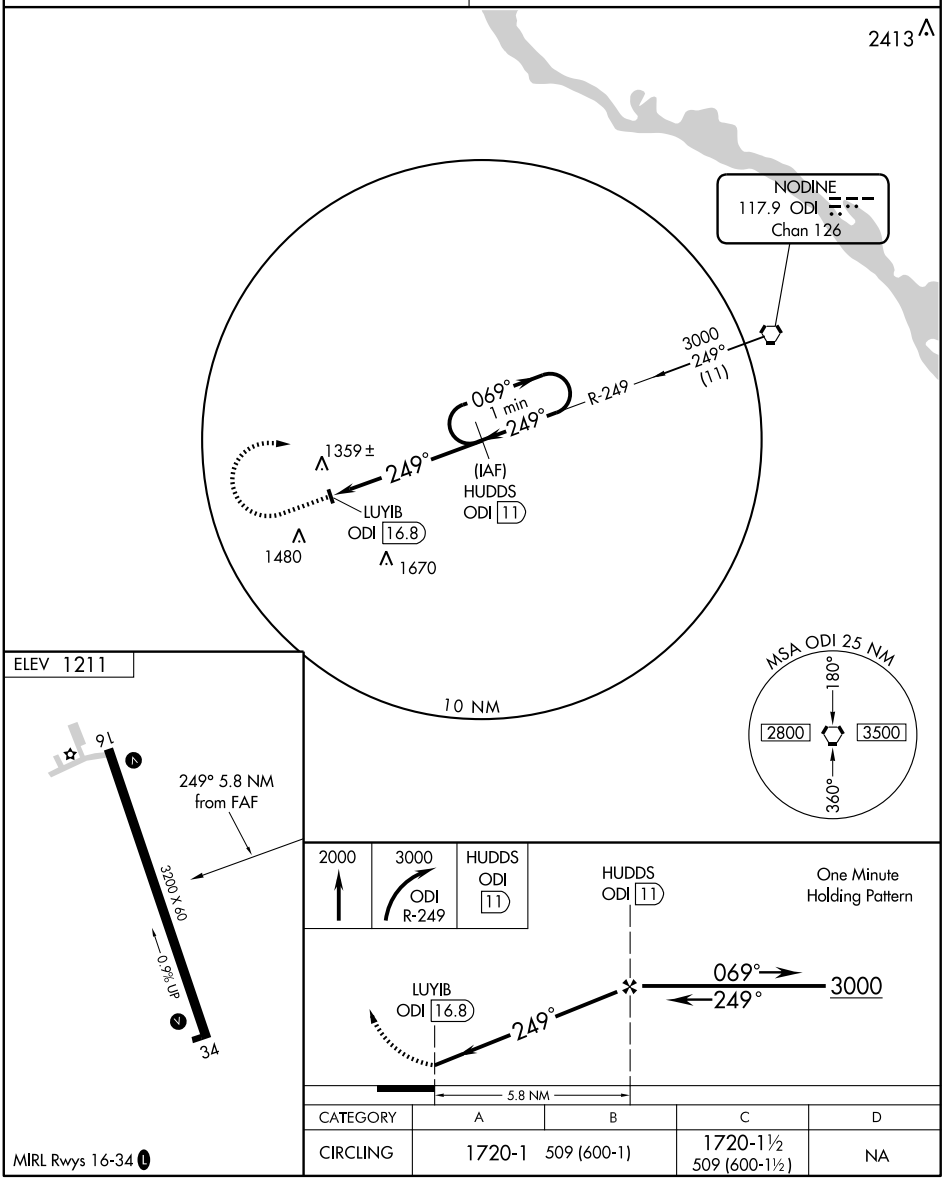
RUSHFORD MUNI (55Y)

Use Preston altimeter setting, when not received use Winona altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 via ODI VORTAC R-249 to HUDDS/ODI 11 DME and hold.

ROCHESTER APP CON ★	CTAF
119.8 251.125	122.9 L

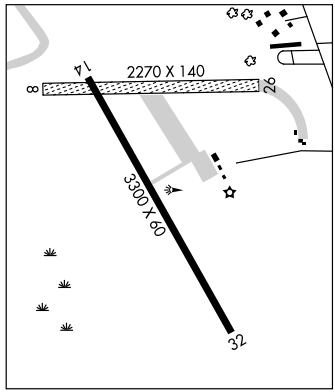
NC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
CIRCLING	1720-1	509 (600-1)	1720-1½ 509 (600-1½)	NA

MIRL Rwys 16-34 L

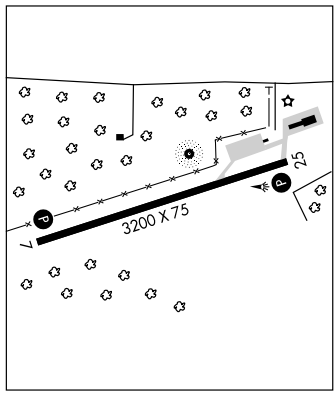
SAUK CENTRE MUNI (D39) 2 SE UTC−6(−5DT) N45°42.39′ W94°56.00′ — TWIN CITIES
1244 B S3 **FUEL** 100LL TPA—2044(800) NOTAM FILE PNM — L–14H
RWY 14–32: H3300X60 (ASPH) LIRL — IAP
RWY 08–26: 2270X140 (TURF)
RWY 26: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 08–26 CLOSED winter months. Rwy 08–26 rough ride. Based acft not using rwy. Ultralight tfc on and invof arpt. Rwy 08–26 marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 (320) 352–0136.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 133° 19.7 NM to fld. 1367/7E. **HIWAS.**



SCOTT N48°15.60′ W92°28.48′ NOTAM FILE CDD. — GREEN BAY
NDB (MHW) 385 SCG at Scotts SPB. **AWOS–3.** VFR only.

SCOTTS SPB (See CRANE LAKE)

SILVER BAY MUNI (BFW) 7 SW UTC−6(−5DT) N47°14.94′ W91°24.94′ — GREEN BAY
1089 B **FUEL** 100LL NOTAM FILE BFW — L–14I
RWY 07–25: H3200X75 (ASPH) S–26 MIRL — IAP
RWY 07: REIL. PAPI(P4L).
RWY 25: REIL. PAPI(P4L)—GA 3.0°.
AIRPORT REMARKS: Unattended. Self serve fuel avbl 24 hrs. Caution—deer and wildlife on and invof arpt. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 350 BFW (218) 226–3537.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.55
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 045° 42.0 NM to fld. 1428/5E.
NDB (MHW) 350 BFW N47°15.04′ W91°24.84′ at fld. **AWOS–3.** NOTAM FILE PNM.



SKY HARBOR (See DULUTH)

SKY HARBOR SPB (See EVELETH)

APP CRS	Rwy Idg	3300
327°	TDZE	1234
	Apt Elev	1244

GPS RWY 32

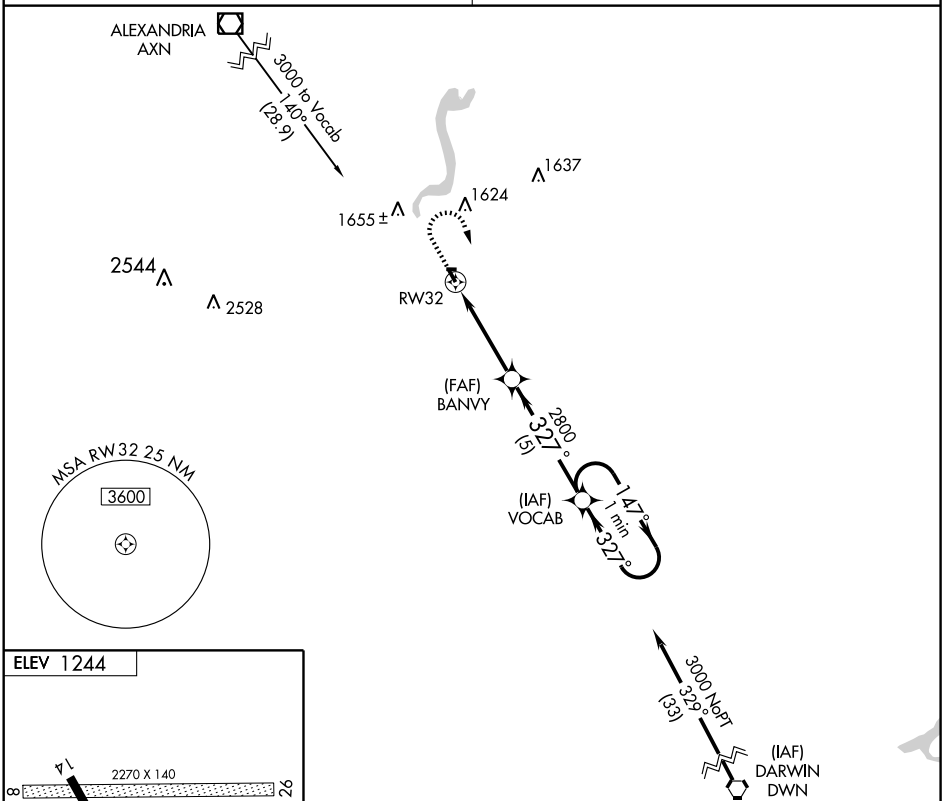
SAUK CENTRE MUNI (D39)

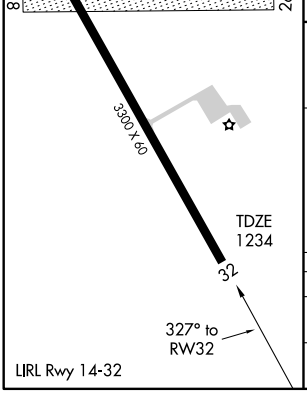
NA

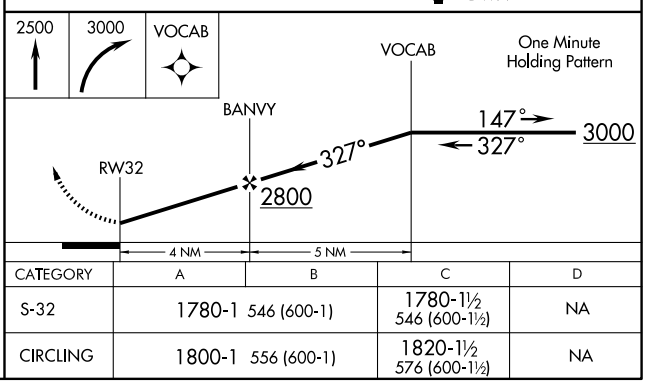
Use Alexandria Chandler Field altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct VOCAB WP and hold.

MINNEAPOLIS CENTER	CTAF
126.1 269.2	122.9



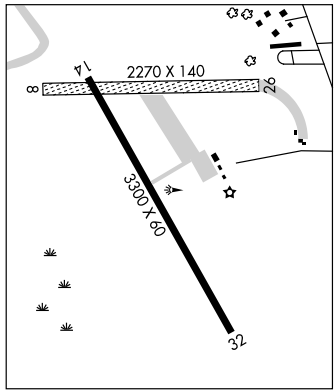




CATEGORY	A	B	C	D
S-32	1780-1 546 (600-1)		1780-1½ 546 (600-1½)	NA
CIRCLING	1800-1 556 (600-1)		1820-1½ 576 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

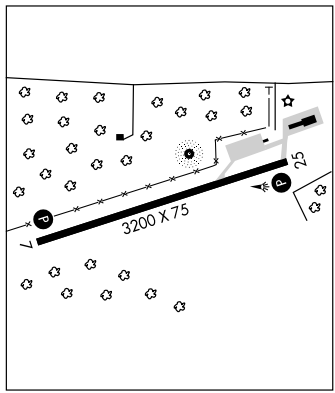
SAUK CENTRE MUNI (D39) 2 SE UTC−6(−5DT) N45°42.39′ W94°56.00′ — TWIN CITIES
1244 B S3 **FUEL** 100LL TPA—2044(800) NOTAM FILE PNM — L–14H
RWY 14–32: H3300X60 (ASPH) LIRL — IAP
RWY 08–26: 2270X140 (TURF)
RWY 26: Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card. Rwy 08–26 CLOSED winter months. Rwy 08–26 rough ride. Based acft not using rwy. Ultralight tfc on and invof arpt. Rwy 08–26 marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 (320) 352–0136.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 133° 19.7 NM to fld. 1367/7E. **HIWAS.**



SCOTT N48°15.60′ W92°28.48′ NOTAM FILE CDD. — GREEN BAY
NDB (MHW) 385 SCG at Scotts SPB. **AWOS–3.** VFR only.

SCOTTS SPB (See CRANE LAKE)

SILVER BAY MUNI (BFW) 7 SW UTC−6(−5DT) N47°14.94′ W91°24.94′ — GREEN BAY
1089 B **FUEL** 100LL NOTAM FILE BFW — L–14I
RWY 07–25: H3200X75 (ASPH) S–26 MIRL — IAP
RWY 07: REIL. PAPI(P4L).
RWY 25: REIL. PAPI(P4L)—GA 3.0°.
AIRPORT REMARKS: Unattended. Self serve fuel avbl 24 hrs. Caution—deer and wildlife on and invof arpt. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 07–25, REIL Rwy 07 and Rwy 25 and PAPI Rwy 07 and Rwy 25—CTAF.
WEATHER DATA SOURCES: AWOS–3 350 BFW (218) 226–3537.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 134.55
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 045° 42.0 NM to fld. 1428/5E.
NDB (MHW) 350 BFW N47°15.04′ W91°24.84′ at fld. **AWOS–3.** NOTAM FILE PNM.



SKY HARBOR (See DULUTH)

SKY HARBOR SPB (See EVELETH)

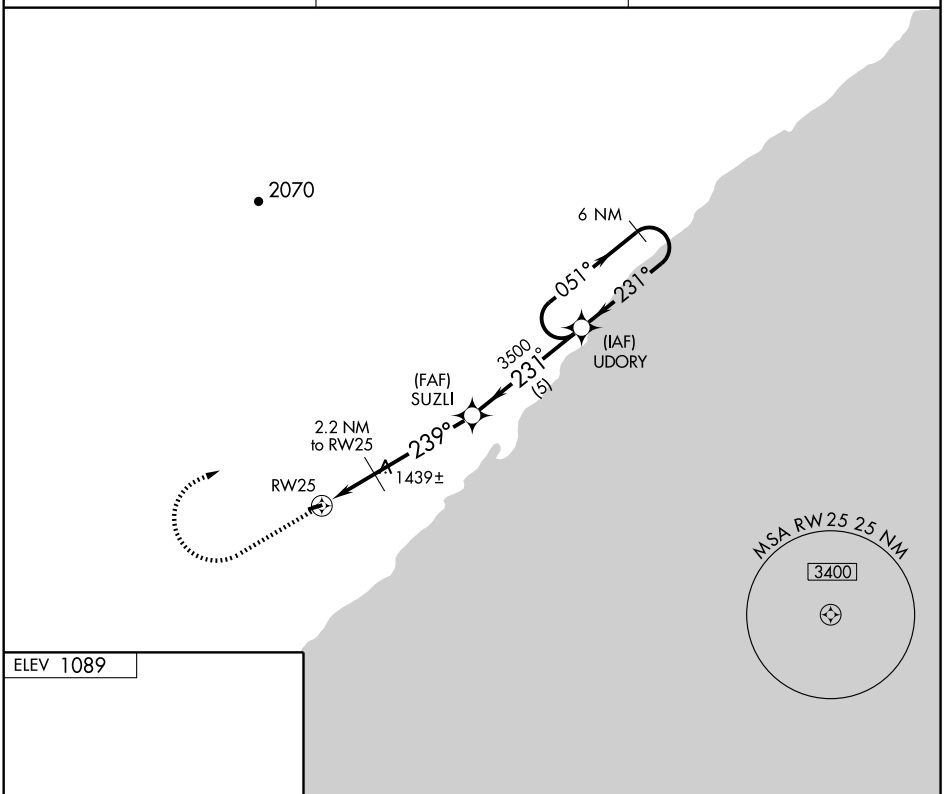
APP CRS	Rwy Idg	3200
239°	TDZE	1089
	Apt Elev	1089

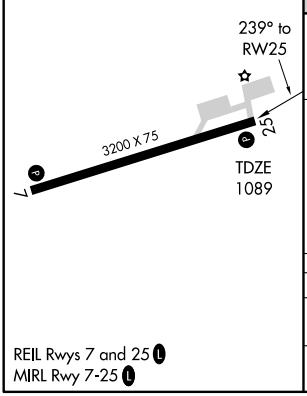
GPS RWY 25
SILVER BAY MUNI (BFW)

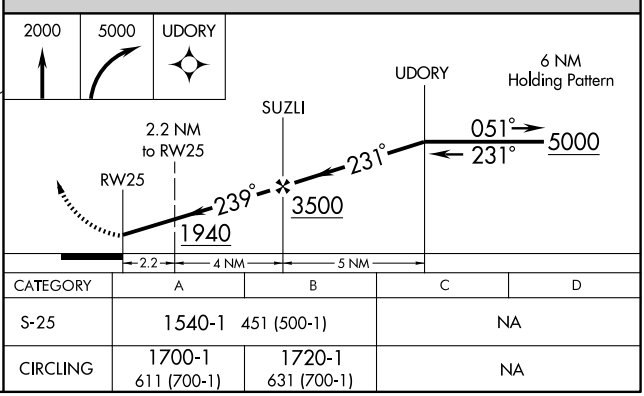
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct UDORY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
350	134.55 290.5	122.9 L







CATEGORY	A	B	C	D
S-25	1540-1 451 (500-1)		NA	
CIRCLING	1700-1 611 (700-1)	1720-1 631 (700-1)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB BFW 350	APP CRS 264°	Rwy Idg 3200 TDZE 1089 Apt Elev 1089

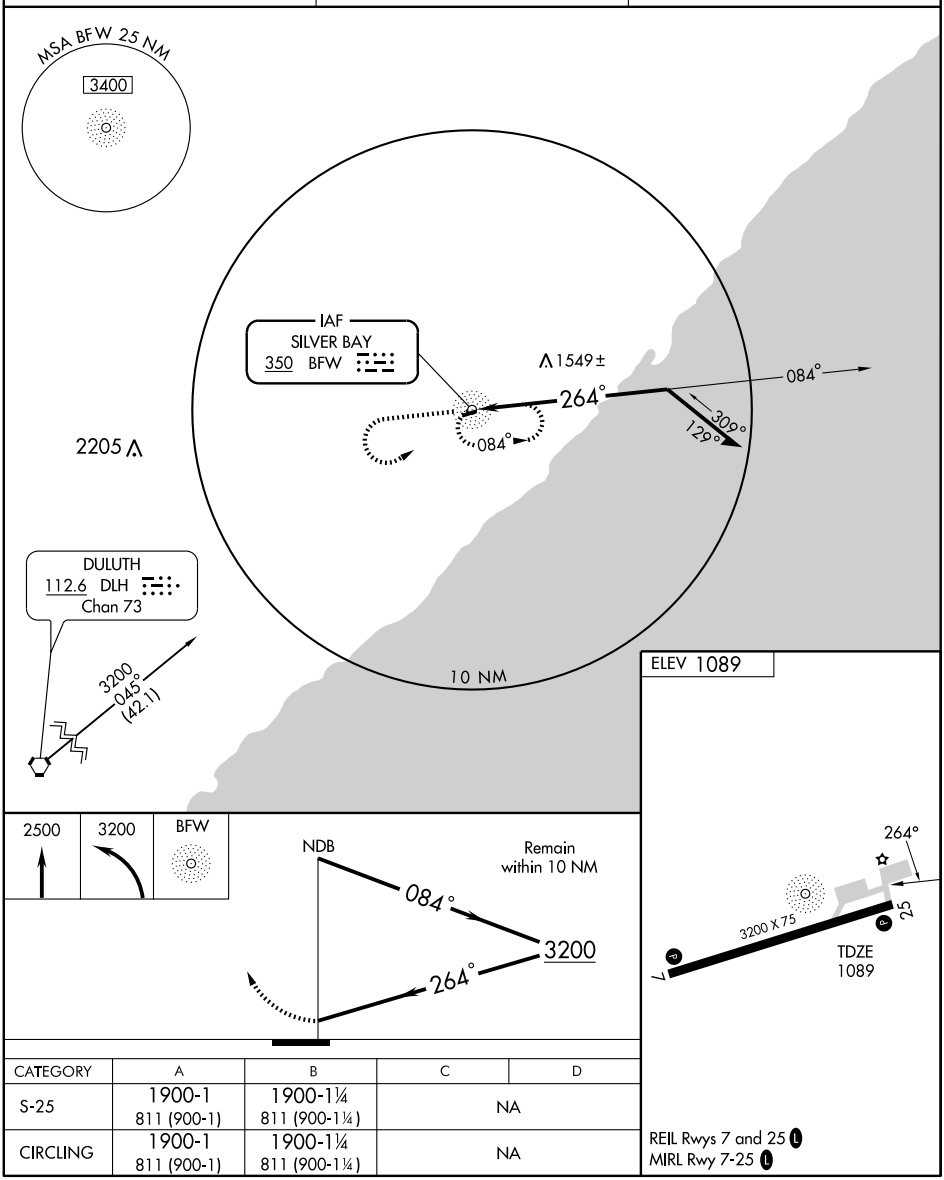
NDB RWY 25

SILVER BAY MUNI (BFW)

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct BFW NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
350	134.55 290.5	122.9 L

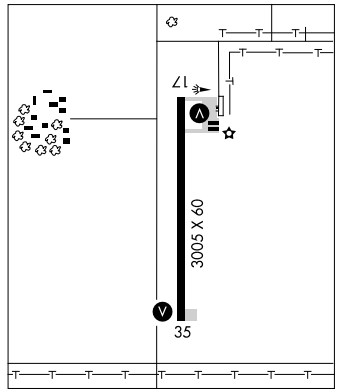


CATEGORY	A	B	C	D
S-25	1900-1 811 (900-1)	1900-1¼ 811 (900-1¼)	NA	
CIRCLING	1900-1 811 (900-1)	1900-1¼ 811 (900-1¼)	NA	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

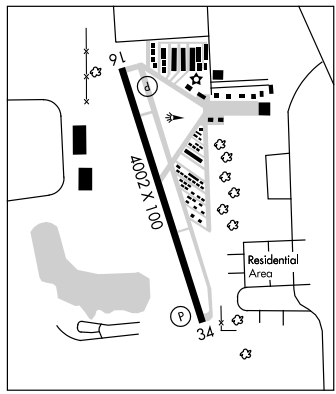
NC-1, 21 OCT 2010 to 18 NOV 2010

SLAYTON MUNI (DVP) 1 W UTC−6(−5DT) N43°59.21′ W95°46.96′ OMAHA
1623 B **FUEL** 100LL TPA—2423(800) NOTAM FILE DVP L–12I
RWY 17–35: H3005X60 (ASPH) LIRL (NSTD) 0.3% up S IAP
RWY 17: REIL. SAVASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 35: REIL. SAVASI(V2L)—GA 3.0° TCH 21′. Road.
AIRPORT REMARKS: Unattended. For svc call 507–836–6460. Rwy 17–35 LIRL NSTD due to spacing. ACTIVATE LIRL Rwy 17–35, SAVASI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.55 (507) 836–6128.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 132.05
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 329° 22.2 NM to fld. 1571/8E.



SLEEPY EYE MUNI (Y58) 3 SE UTC−6(−5DT) N44°15.00′ W94°43.02′ OMAHA
1004 NOTAM FILE PNM
RWY 14–32: 2570X300 (TURF) LIRL (NSTD)
RWY 32: Trees.
RWY 04–22: 2440X300 (TURF)
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED winter months. Rwy 14–32 marked with yellow cones. Rwy 04–22 marked with yellow cones. Rwy 14–32 end lgts not in the same location as end cones. Rwy 14–32 NSTD LIRL due to variable spacing.
COMMUNICATIONS: CTAF 122.9

SOUTH ST PAUL MUNI–RICHARD E FLEMING FLD (SGS) 2 S UTC−6(−5DT) TWIN CITIES
N44°51.43′ W93°01.97′ L–12J, 14I, A
821 B S3 **FUEL** 80, 100LL, JET A TPA—1721(900) NOTAM FILE SGS IAP
RWY 16–34: H4002X100 (ASPH) S–30, D–57 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 34: PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1600–2300Z‡. Self serve fuel avbl with credit card 24 hours. Waterfowl on and invof arpt. Extended tfc pattern ops N of arpt may conflict with St Paul downtown arpt controlled airspace. Ctc St Paul twr 119.1. Frequent helicopter ops over Mississippi River East of arpt blo 2200′ MSL. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (651) 457-8120.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2 **MINNEAPOLIS CLNC DEL** 118.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 019° 15.0 NM to fld. 972/6E.
HOPEY NDB (MHW) 400 PPI N44°52.40′ W92°56.53′ 253° 4.0 NM to fld. NOTAM FILE STP.
LOC/DME 108.35 I–SGS Chan 20Y LOC only.



SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (See MARSHALL)

SPIDA N46°50.04′ W94°58.53′ NOTAM FILE PKD. TWIN CITIES
NDB (LOM) 269 PK 311° 5.7 NM to Park Rapids Muni–Konshok Fld.

APP CRS	Rwy Idg	3005
356°	TDZE	1623
	Apt Elev	1623

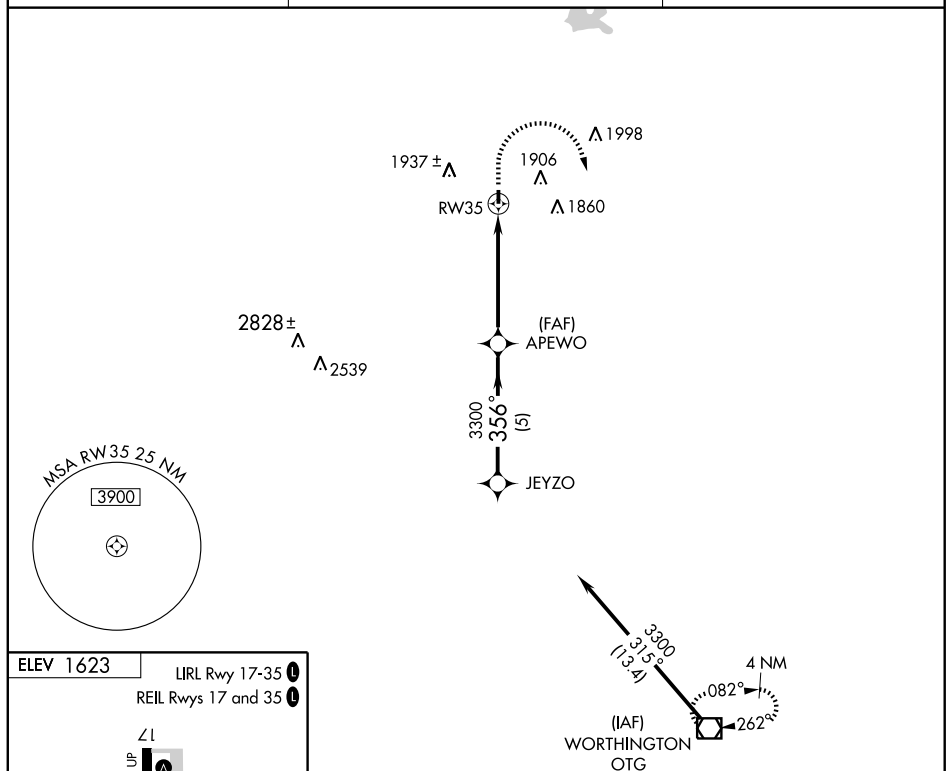
GPS RWY 35
SLAYTON MUNI (DVP)

NA

Use Worthington altimeter setting.

MISSED APPROACH: Climb to 3300, then right turn direct OTG VOR/DME and hold.

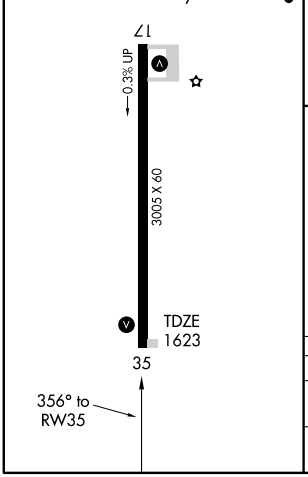
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.55	132.05 317.4	122.9 L

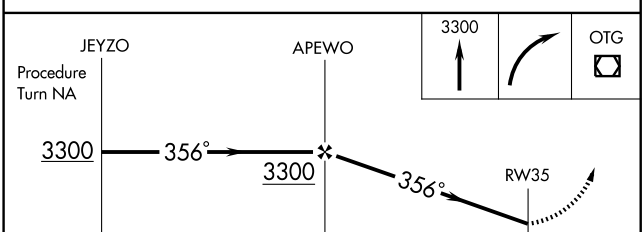


ELEV 1623

LIRL Rwy 17-35 L

REIL Rwys 17 and 35 L





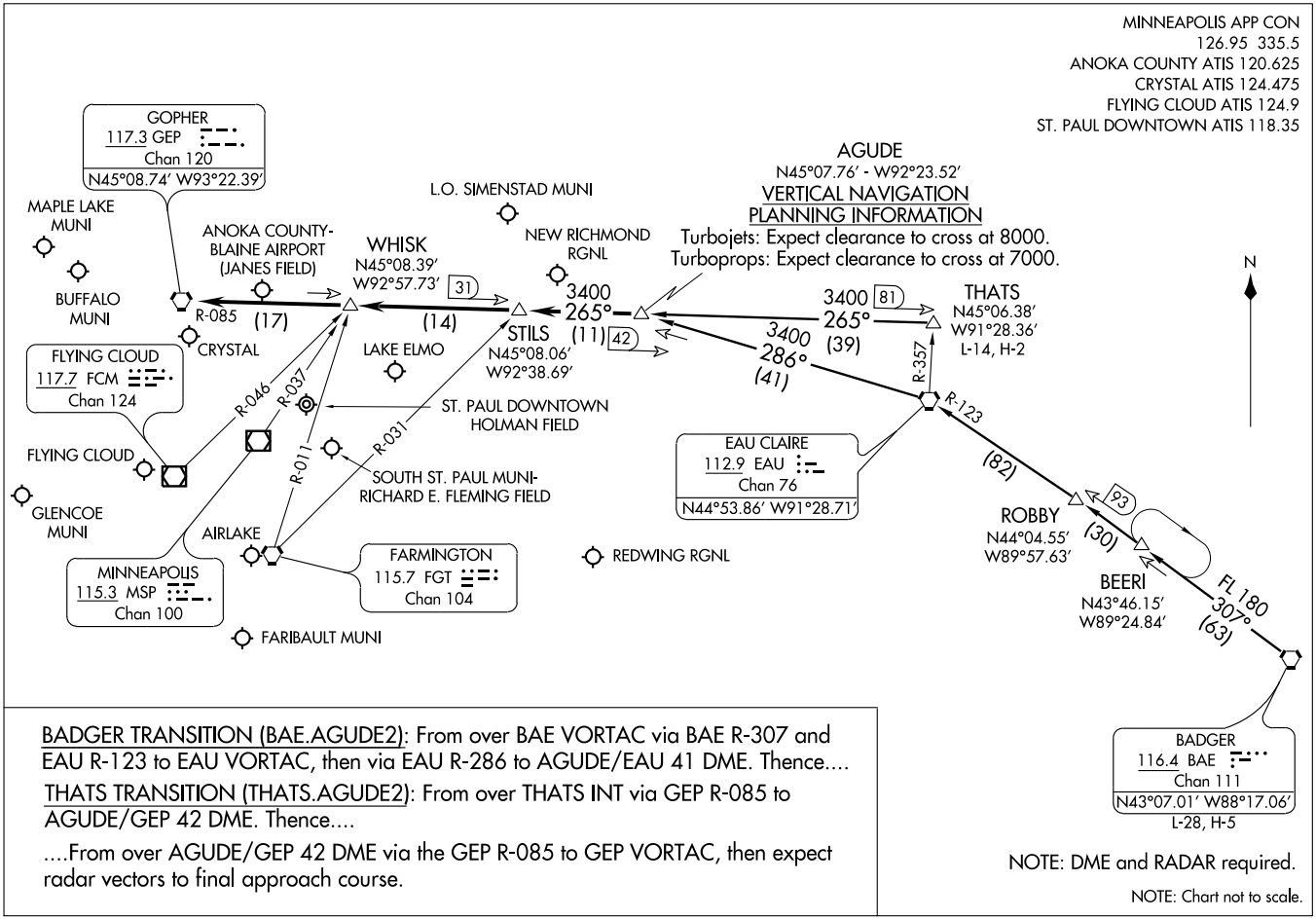
CATEGORY	A	B	C	D
S-35	2080-1 457 (500-1)		NA	
CIRCLING	2180-1 557 (600-1)	2220-1 597 (600-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

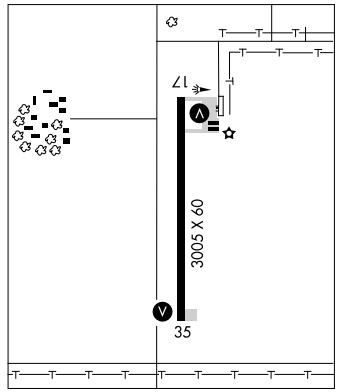
(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

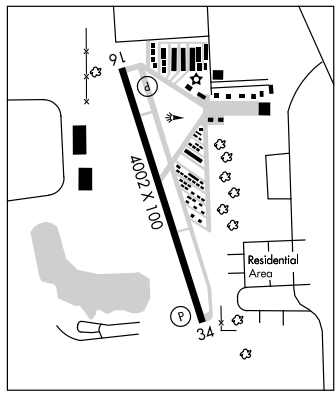
MINNEAPOLIS-ST. PAUL, MINNESOTA

SLAYTON MUNI (DVP) 1 W UTC−6(−5DT) N43°59.21′ W95°46.96′ OMAHA
1623 B **FUEL** 100LL TPA—2423(800) NOTAM FILE DVP L–12I
RWY 17–35: H3005X60 (ASPH) LIRL (NSTD) 0.3% up S IAP
RWY 17: REIL. SAVASI(V2L)—GA 3.0° TCH 21′. Road.
RWY 35: REIL. SAVASI(V2L)—GA 3.0° TCH 21′. Road.
AIRPORT REMARKS: Unattended. For svc call 507–836–6460. Rwy 17–35 LIRL NSTD due to spacing. ACTIVATE LIRL Rwy 17–35, SAVASI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.55 (507) 836–6128.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 132.05
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ 329° 22.2 NM to fld. 1571/8E.



SLEEPY EYE MUNI (Y58) 3 SE UTC−6(−5DT) N44°15.00′ W94°43.02′ OMAHA
1004 NOTAM FILE PNM
RWY 14–32: 2570X300 (TURF) LIRL (NSTD)
RWY 32: Trees.
RWY 04–22: 2440X300 (TURF)
AIRPORT REMARKS: Unattended. Rwy 04–22 CLOSED winter months. Rwy 14–32 marked with yellow cones. Rwy 04–22 marked with yellow cones. Rwy 14–32 end lgts not in the same location as end cones. Rwy 14–32 NSTD LIRL due to variable spacing.
COMMUNICATIONS: CTAF 122.9

SOUTH ST PAUL MUNI–RICHARD E FLEMING FLD (SGS) 2 S UTC−6(−5DT) TWIN CITIES
N44°51.43′ W93°01.97′ L–12J, 14I, A
821 B S3 **FUEL** 80, 100LL, JET A TPA—1721(900) NOTAM FILE SGS IAP
RWY 16–34: H4002X100 (ASPH) S–30, D–57 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 34: PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun 1600–2300Z‡. Self serve fuel avbl with credit card 24 hours. Waterfowl on and invof arpt. Extended tfc pattern ops N of arpt may conflict with St Paul downtown arpt controlled airspace. Ctc St Paul twr 119.1. Frequent helicopter ops over Mississippi River East of arpt blo 2200′ MSL. MIRL Rwy 16–34 preset low ints, to increase ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.425 (651) 457-8120.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2 **MINNEAPOLIS CLNC DEL** 118.2
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
FARMINGTON (H) VORTAC 115.7 FGT Chan 104 N44°37.86′ W93°10.92′ 019° 15.0 NM to fld. 972/6E.
HOPEY NDB (MHW) 400 PPI N44°52.40′ W92°56.53′ 253° 4.0 NM to fld. NOTAM FILE STP.
LOC/DME 108.35 I–SGS Chan 20Y LOC only.



SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD (See MARSHALL)

SPIDA N46°50.04′ W94°58.53′ NOTAM FILE PKD. TWIN CITIES
NDB (LOM) 269 PK 311° 5.7 NM to Park Rapids Muni–Konshok Fld.

LOC/DME I-SGS	APP CRS	Rwy Idg	4002
108.35	339°	TDZE	819
Chan 20 (Y)		Apt Elev	820

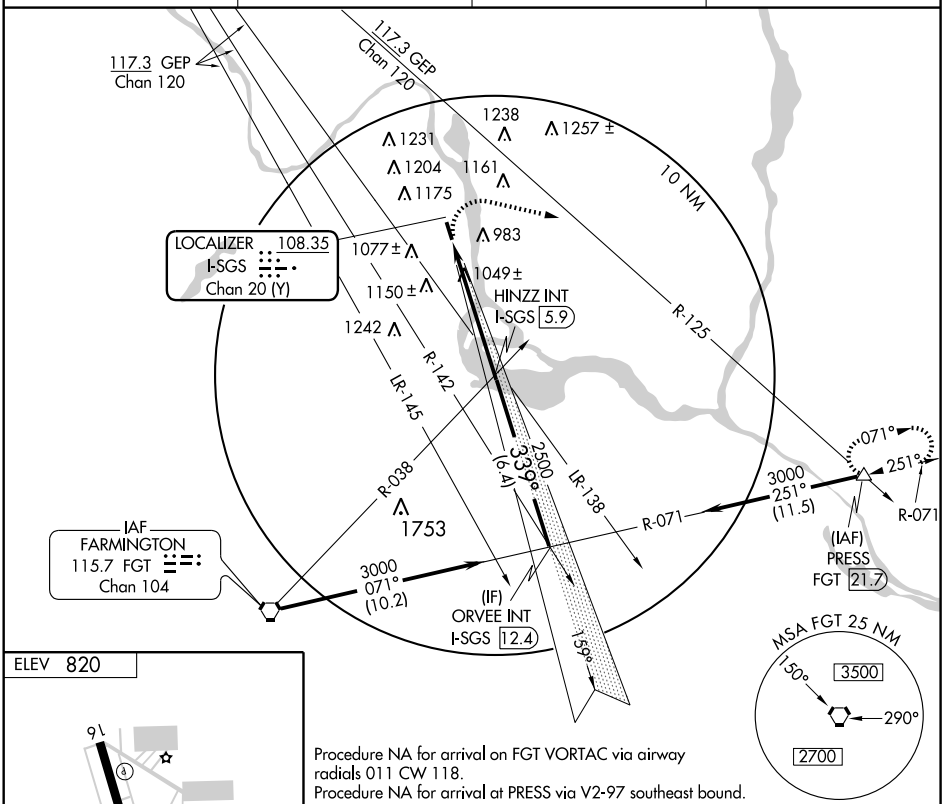
LOC RWY 34

SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

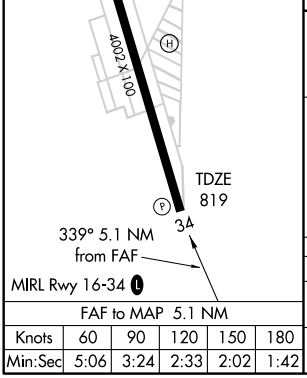
NA When local altimeter setting not received, use Minneapolis-St. Paul Intl/Wold-Chamberlain altimeter setting and increase all MDAs 40 feet; and all visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 via heading 100° and GEP VORTAC R-125 to PRESS Int/FGT 21.7 DME and hold.

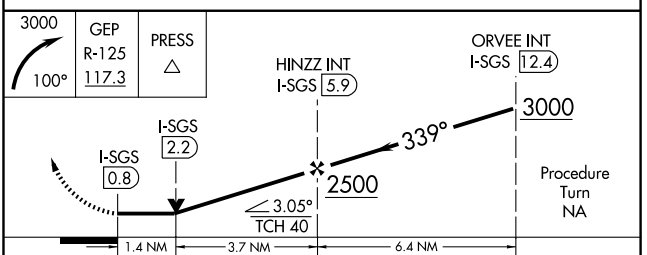
AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L



Procedure NA for arrival on FGT VORTAC via airway radials 011 CW 118.
Procedure NA for arrival at PRESS via V2-97 southeast bound.



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-34	1300-1 481 (500-1)		1300-1¼ 481 (500-1¼)	1300-1½ 481 (500-1½)
CIRCLING	1300-1 480 (500-1)	1420-1 600 (600-1)	1540-2 720 (800-2)	1540-2¼ 720 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
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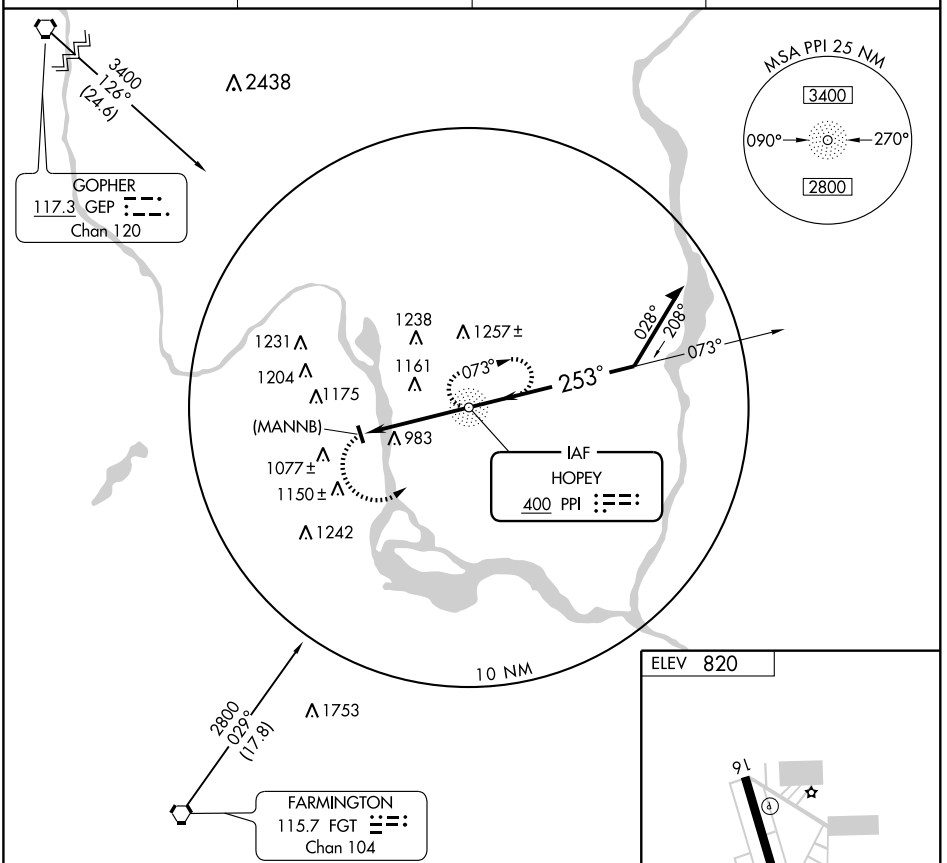
NDB PPI	APP CRS	Rwy Idg	N/A
400	253°	TDZE	N/A
		Apt Elev	820

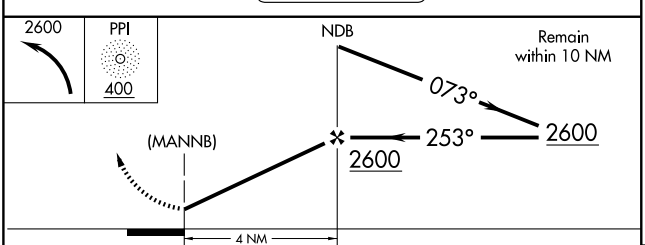
NDB or GPS-B

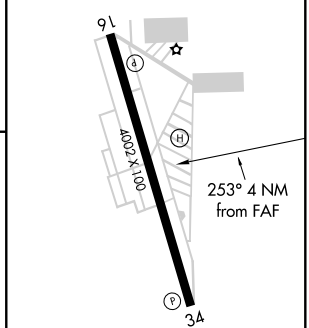
SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

MISSED APPROACH: Climbing left turn to 2600 direct PPI NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1480-1 660 (700-1)		1480-1¾ 660 (700-1¾)	1480-2 660 (700-2)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

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NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4002
339°	TDZE	819
	Apt Elev	820

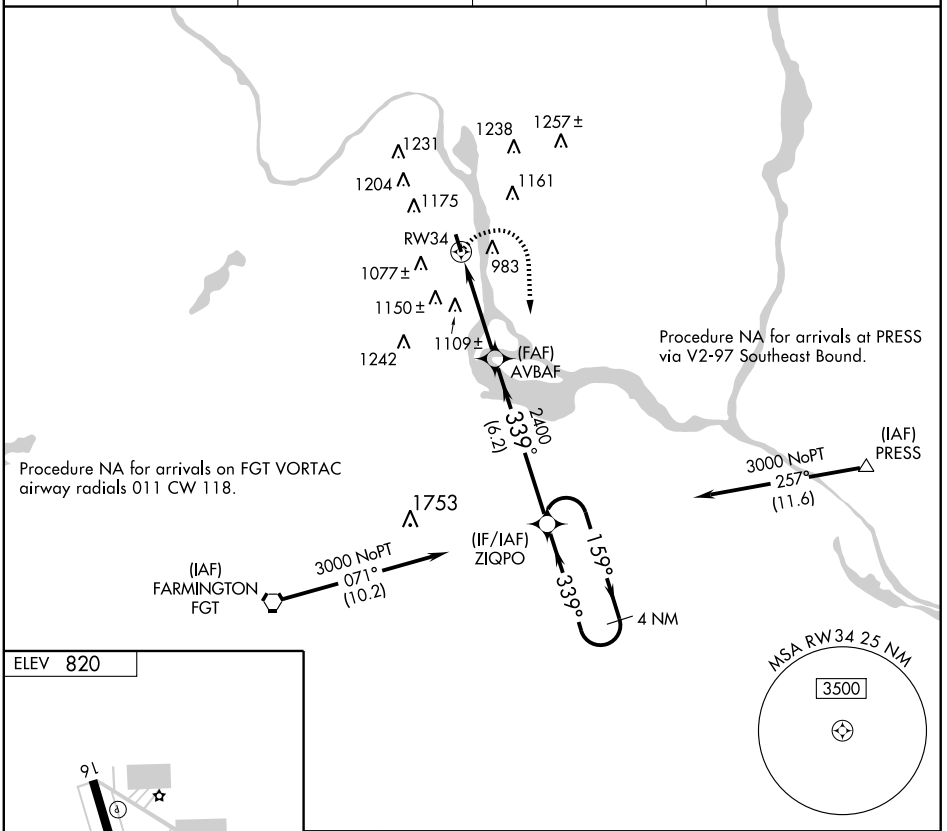
RNAV (GPS) RWY 34

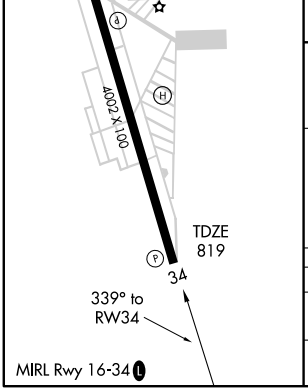
SOUTH ST. PAUL MUNI-RICHARD E. FLEMING FIELD (SGS)

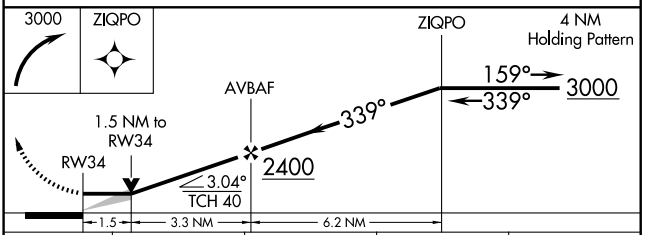
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Minneapolis-St Paul Intl altimeter setting and increase all MDA 40 feet and increase Circling Cats. C and D visibility ¼ mile. VDP NA with Minneapolis-St Paul Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct ZIQPO and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
119.425	121.2 335.5	118.2	122.7 (CTAF) L



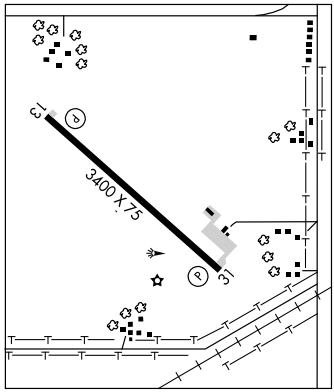




CATEGORY	A	B	C	D
LNAV MDA	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	1340-1¾ 521 (600-1¾)
CIRCLING	1400-1	580 (600-1)	1540-2 720 (800-2)	1540-2¼ 720 (800-2¼)

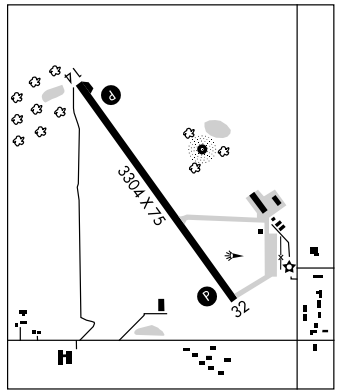
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD MUNI (D42) 1 SW UTC−6(−5DT) N44°13.86′ W94°59.94′ OMAHA
1072 B **FUEL** 100LL NOTAM FILE PNM L–12I
RWY 13–31: H3400X75 (ASPH) S–12 MIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Road. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 20′.
AIRPORT REMARKS: Attended Mon–Fri 1430–2200Z‡, Sat 1430–1800Z‡. For svc after hrs call 507–723–3514 or 8881. Ultralight tfc on and invof arpt. Rwy 13–31 2″ cracks at sawcuts with secondary cracking. MIRL Rwy 13–31 preset on low ints, to increase ints—CTAF. PAPI Rwy 13 and Rwy 31 on continuously. REIL Rwy 13 and Rwy 31 5 clicks med and 7 clicks high, 3 clicks off.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80
N44°28.04′ W95°07.69′
152° 15.2 NM to fld. 1061/7E. **HIWAS.**



STANTON AIRFIELD (SYN) 1 E UTC−6(−5DT) N44°28.53′ W93°00.98′ OMAHA
920 S4 **FUEL** 100LL, MOGAS TPA—1720(800) NOTAM FILE SYN
RWY 18–36: 2550X200 (TURF)
RWY 18: Hill. **RWY 36:** Thld dsplcd 300′. Road.
RWY 09–27: 1970X180 (TURF)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–SS. For svc 507–645–4030 or 612–652–2280. Arpt CLOSED ngts. Glider ops on and invof arpt, surface thru 8000′ MSL weekends during dalgt hrs, except winter months. Rwy 09–27 marked with yellow cones. Rwy 18–36 and dsplcd thld Rwy 36 marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 119.35 (507) 664–3806.
COMMUNICATIONS: CTAF/UNICOM 122.8

STAPLES MUNI (SAZ) 2 NW UTC−6(−5DT) N46°22.85′ W94°48.40′ TWIN CITIES
1287 B **FUEL** 100LL NOTAM FILE SAZ L–14H
RWY 14–32: H3304X75 (ASPH) MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Road.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Unattended. Self serve fuel available 24 hrs with credit card. Occasional helicopter ops hospital helipad .89 NM ESE Rwy 14–32. To increase intensity and ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (218) 894–3666.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 028° 31.0 NM to fld. 1367/7E. **HIWAS.**
NDB (MHW) 257 SAZ N46°22.94′ W94°48.30′ at fld. Unmonitored. NOTAM FILE SAZ.



VOR/DME RWF	APP CRS	Rwy Idg	3400
113.3	152°	TDZE	1072
Chan 80		Apt Elev	1072

VOR/DME or GPS RWY 13

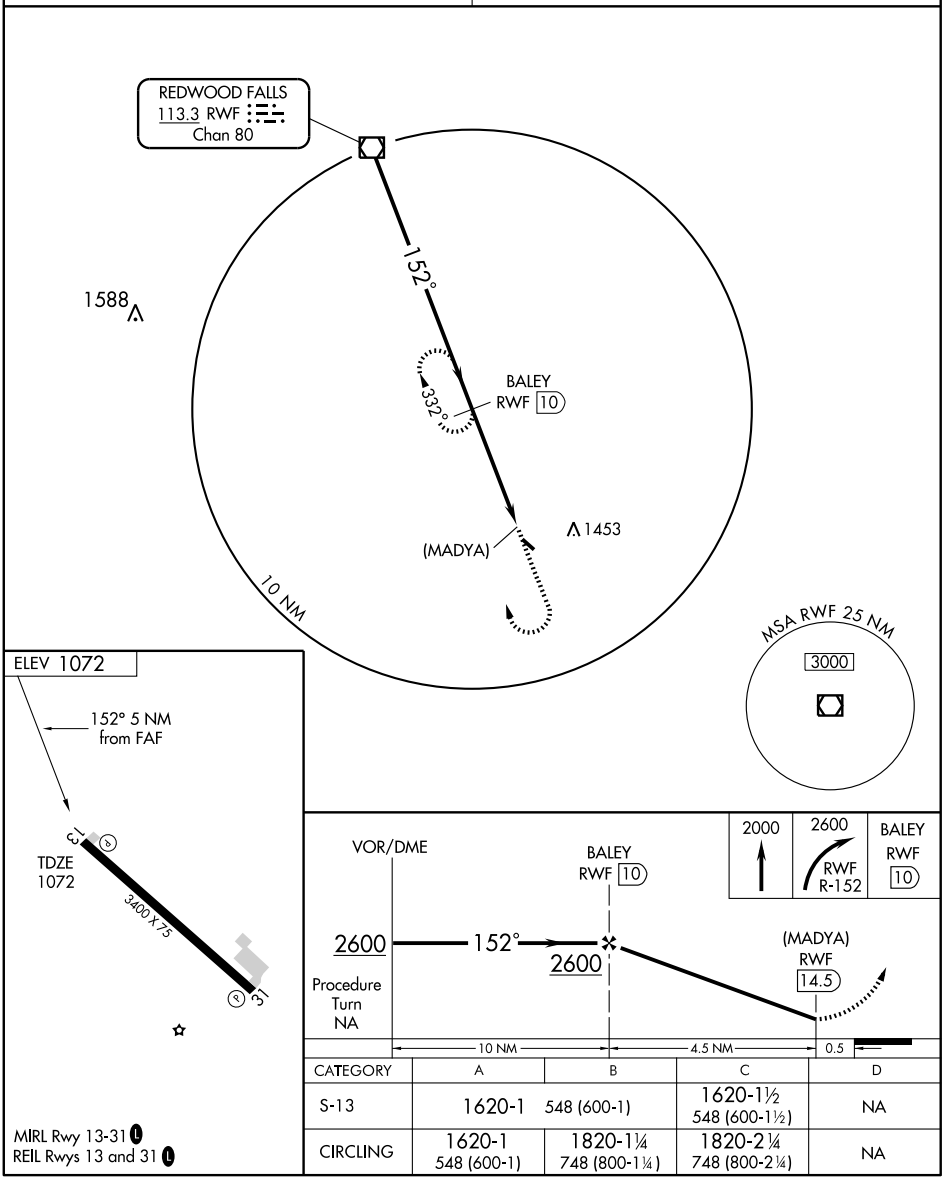
SPRINGFIELD MUNI (D42)

NA

Use Redwood Falls, MN altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via RWF R-152 to BALEY 10 DME and hold.

MINNEAPOLIS CENTER	UNICOM
127.1 290.2	122.8 (CTAF) L



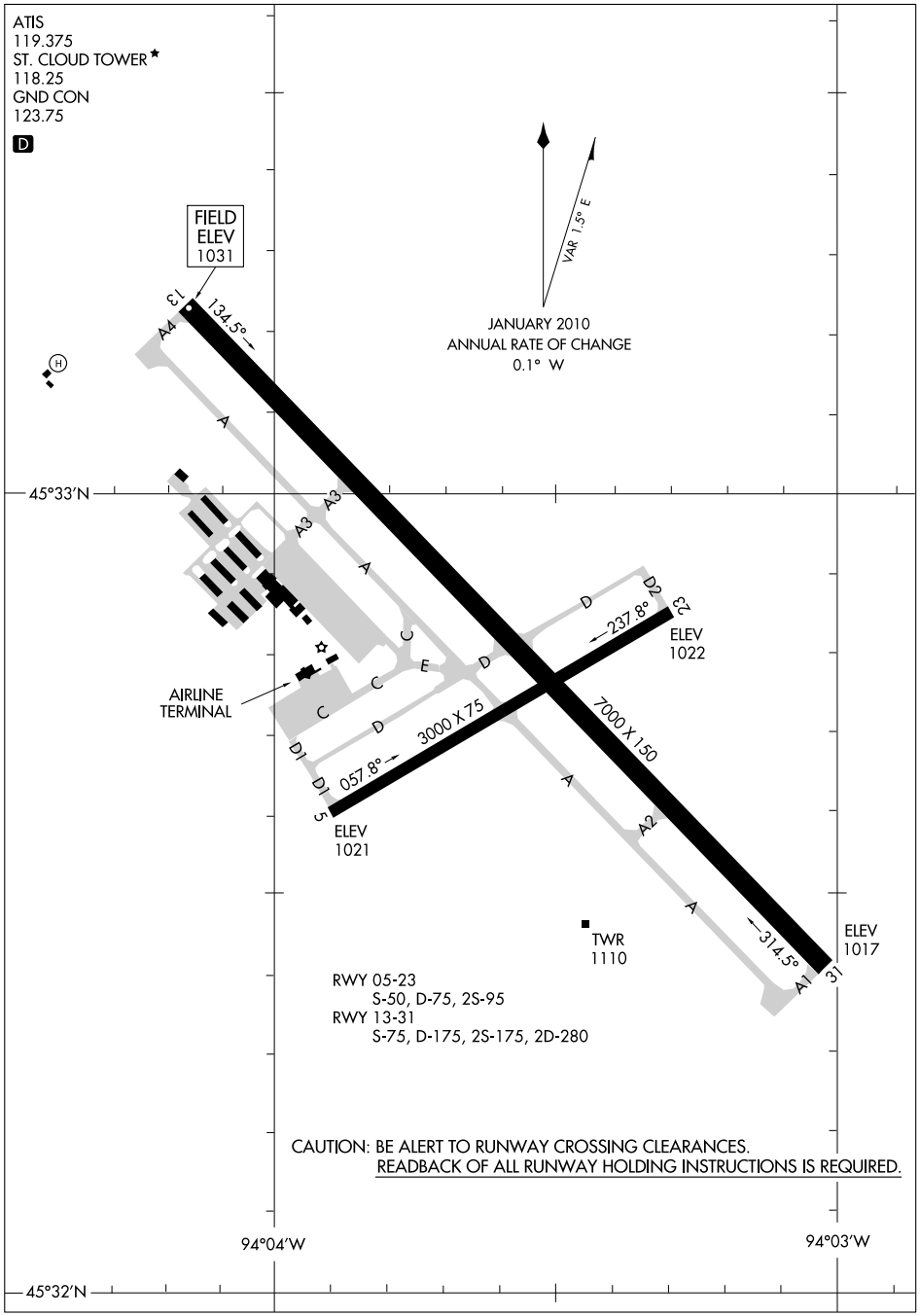
CATEGORY	A	B	C	D
S-13	1620-1	548 (600-1)	1620-1½ 548 (600-1½)	NA
CIRCLING	1620-1 548 (600-1)	1820-1¼ 748 (800-1¼)	1820-2¼ 748 (800-2¼)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
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AIRPORT DIAGRAM

AL-5799 (FAA)

ST. CLOUD RGNL (STC)
ST. CLOUD, MINNESOTA



RWY 05-23
S-50, D-75, 2S-95
RWY 13-31
S-75, D-175, 2S-175, 2D-280

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-1, 21 OCT 2010 to 18 NOV 2010

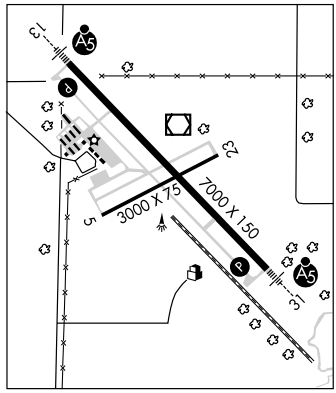
NC-1, 21 OCT 2010 to 18 NOV 2010

ST CLOUD RGNL (STC) 4 E UTC−6(−5DT) N45°32.79′ W94°03.59′ **TWIN CITIES**
1031 B S4 **FUEL** 100LL, JET A OX 1 TPA—1831(800) Class I, ARFF Index A **H–2J, L–14H**
NOTAM FILE STC **IAP, AD**

RWY 13–31: H7000X150 (CONC–GRVD) S–75, D–175, 2S–175, 2D–280 HIRL
RWY 13: MALSR. PAPI(P4R). TCH 50′.
RWY 31: MALSR. PAPI(P4L). TCH 50′.
RWY 05–23: H3000X75 (ASPH–PFC) S–50, D–75, 2S–95 MIRL
RWY 05: Tree. **RWY 23:** Trees.

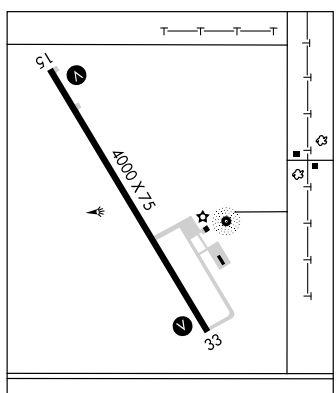
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 13:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 23:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 31:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000



AIRPORT REMARKS: Attended 1100–0530Z‡. Deer, migratory waterfowl and other wildlife on and invof arpt. Crop dusting operations on invof arpt during summer months. Line of sight visibility is restricted from the Rwy 13 and 23 approach and Rwy 13 and 05 approach. Helipad not visible from ATCT and approach surfaces. 24 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 320–255–3251. Flight training on and invof arpt. Rwy 05–23 not avbl for air carrier ops utilizing acft with more than 9 passenger seats. Rwy 31 calm wind rwy. Rwy 13–31 200′ blast pad each end. HIRL Rwy 13–31 and MIRL Rwy 05–23 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31, and MALSR Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 112.1 STC (320) 240–8781.
COMMUNICATIONS: CTAF 118.25 **ATIS** 119.375 **UNICOM** 123.75
RCO 122.5 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
ST CLOUD TOWER 118.25 (1300–0500Z‡) **GND CON** 123.75
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
(T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ at fld. 1023/3E. **ASOS.** VOR unmonitored.
HUSSK NDB (LOM) 342 ST N45°28.74′ W93°58.12′ 314° 5.6 NM to fld.
ILS 111.9 I–STC Rwy 31. Class IC. LOM HUSSK NDB.
ILS 111.9 I–BPM Rwy 13. Class IT.

ST JAMES MUNI (JYG) 3E UTC−6(−5DT) N43°59.18′ W94°33.48′ **OMAHA**
1067 B **FUEL** 100LL NOTAM FILE JYG **L–12I**
RWY 15–33: H4000X75 (ASPH) MIRL **IAP**
RWY 15: REIL. VASI(V2L)—GA 3.0° TCH 24′.
RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Unattended. For svc call 507–375–3627 or 507–375–3222. Fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 15–33, REIL Rwys 15 and 33, VASI Rwys 15 and 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 260 JYG (507) 375–7105.
COMMUNICATIONS: CTAF: 122.9.
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.75
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.
FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 337° 21.3 NM to fld. 1164/7E.
NDB(MHW) 260 JYG N43°59.13′ W94°33.13′ at fld.
AWOS–3. NOTAM FILE JYG.



LOC I-BPM	APP CRS		
111.9	133°	Rwy Idg	7000
		TDZE	1031
		Apt Elev	1031

ILS or LOC/DME RWY 13

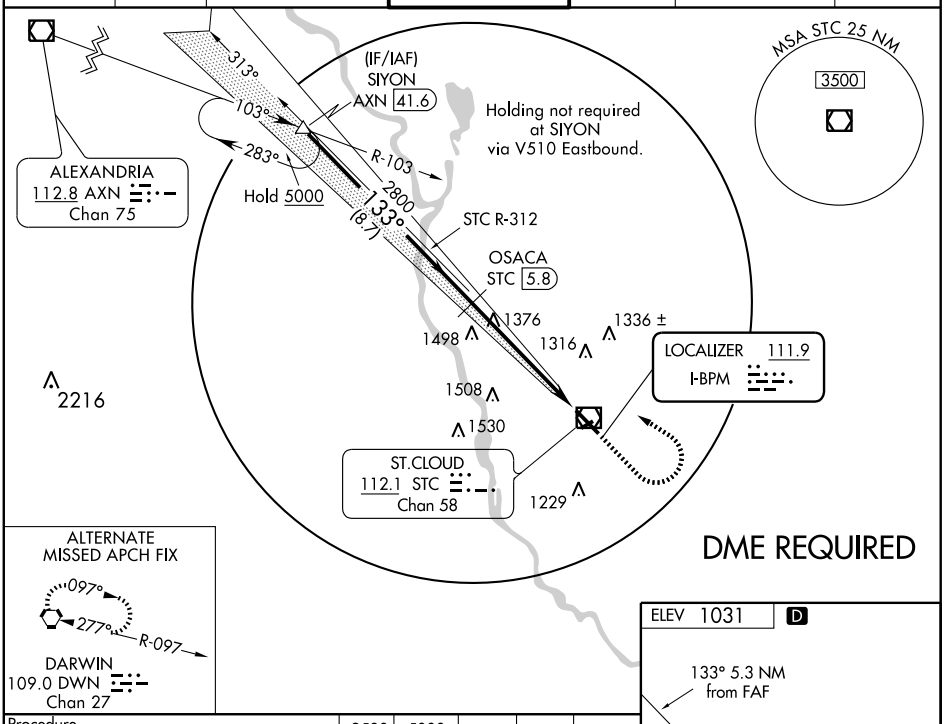
ST. CLOUD RGNL (STC)

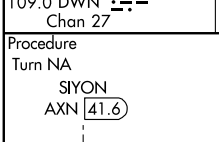
T A Circling to Rwy 5-23 NA at night. DME from STC VOR/DME. Simultaneous reception of I-BPM and STC DME required. DME required. When local altimeter setting not received, use Little Falls altimeter setting and increase DA to 1307 and all MDAs 80 feet. Increase S-LOC 13 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter setting, increase S-ILS 13 all Cats visibility ½ mile.

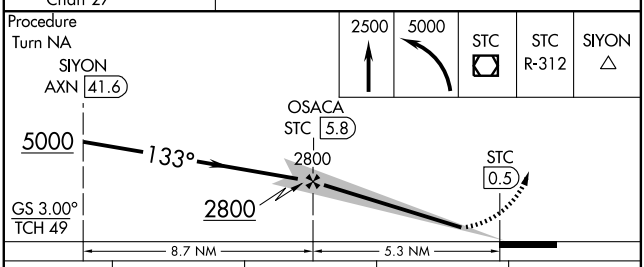
MALSR A5

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct STC VOR/DME and via STC VOR/DME R-312 to SIYON/AXN VOR/DME 41.6 DME and hold.

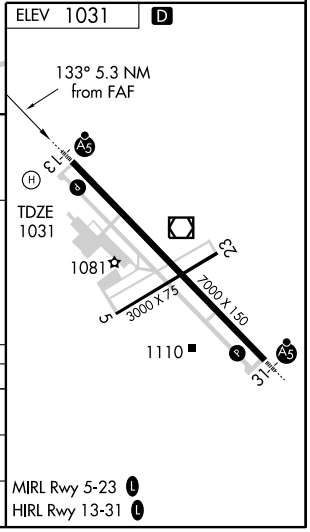
ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75







CATEGORY	A	B	C	D
S-ILS 13	1231-½ 200 (200-½)			
S-LOC 13	1680-½ 649 (700-½)		1680-1¼ 649 (700-1¼)	1680-1½ 649 (700-1½)
CIRCLING	1680-1 649 (700-1)		1680-1¾ 649 (700-1¾)	1680-2 649 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-STC	APP CRS	Rwy Idg	7000
111.9	313°	TDZE	1019
		Apt Elev	1031

ILS or LOC RWY 31
ST. CLOUD RGNL (STC)

When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet.

MALSR

MISSED APPROACH: Climb to 3000, then left turn direct HUSSK LOM and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75

ADF REQUIRED

LOCALIZER 111.9 I-STC

1498 1336± 1316 1508 1530 1129± MM 1229

3000 135° (5.7)

LOM/IAF HUSSK 342 ST STC 5.7

ST.CLOUD 112.1 STC Chan 58

133° 313° 178° 358° 133°

2800 NoPT 313° (8.5)

2454

SANLY INT STC 14.1

R-300

3500 NoPT 300° (23.8)

MSA ST 25 NM 3500

10 NM

R-049

109.0 DWN Chan 27

IAF GOPHER 117.3 GEP Chan 120

ELEV 1031 D

13 23 31 5 1081 3000 X 75 7000 X 150 1110 TDZE 1019

313° 5 NM from FAF

MIRL Rwy 5-23 L

HIRL Rwy 13-31 L

3000 ST LOM STC 5.7 Remain within 10 NM

133° 313° 3000 2705 2800 STC 0.7 MM

GS 3.00° TCH 60

0.5 4.5 NM

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 31	1219-½ 200 (200-½)			
S-LOC 31	1380-½ 361 (400-½)			1380-¾ 361 (400-¾)
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 590 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3000
056°	TDZE	1022
	Apt Elev	1031

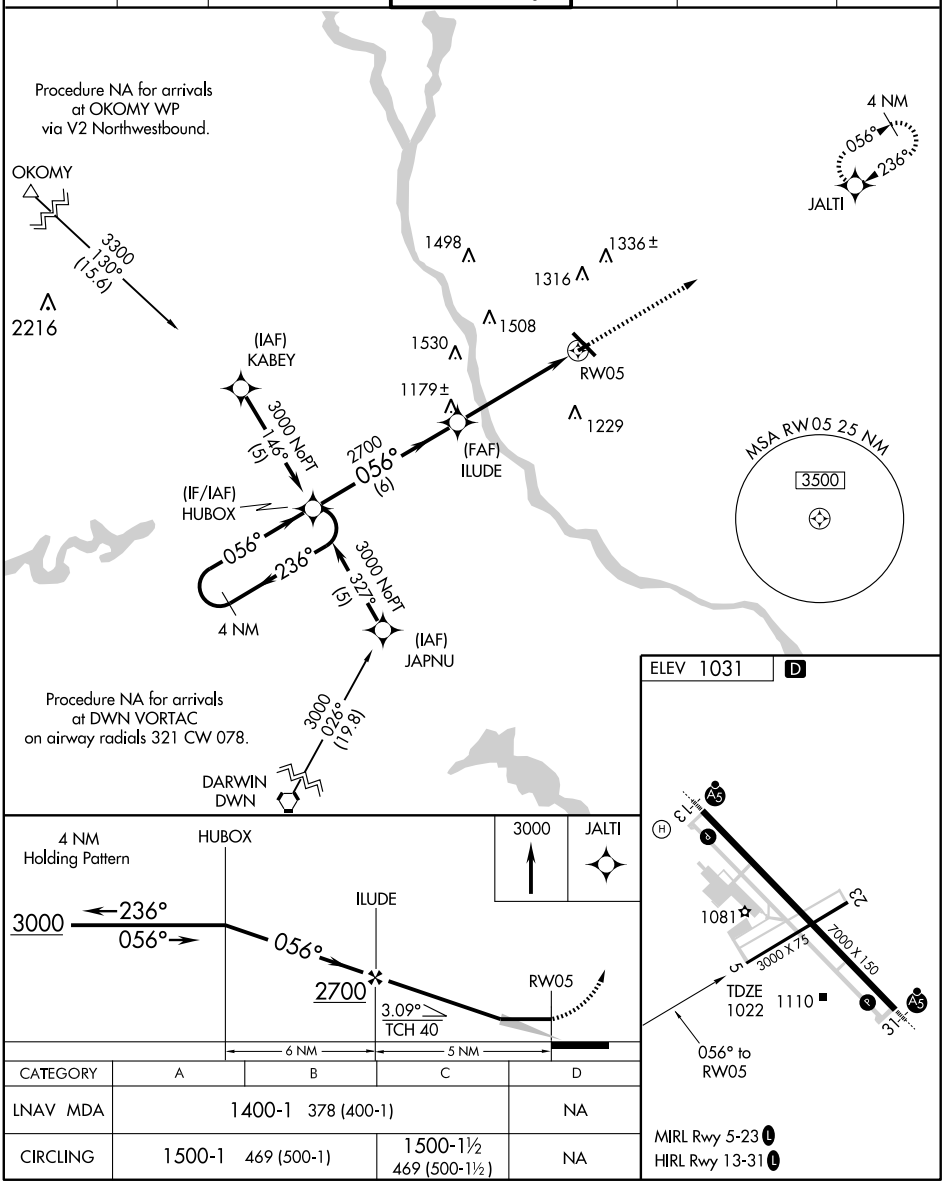
RNAV (GPS) RWY 5

ST. CLOUD RGNL (STC)

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopterrs NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JALTI WP and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75



CATEGORY	A	B	C	D
LNAV MDA	1400-1 378 (400-1)			NA
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

ST. CLOUD RGNL (STC)

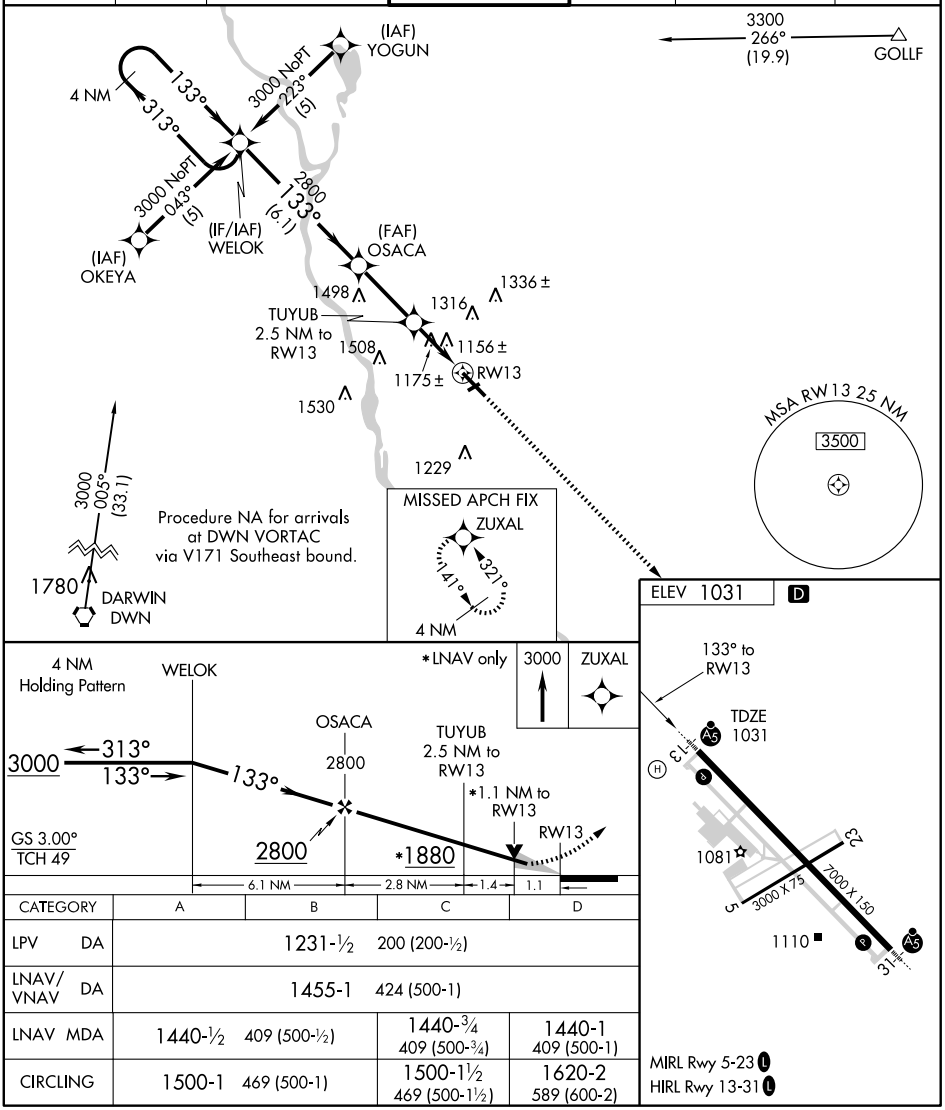
WAAS	APP CRS	Rwy Idg	7000
CH 82013	133°	TDZE	1031
W13A		Apt Elev	1031

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Little Falls altimeter setting. When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/ VNAV visibility ¼ mile all Cats. Circling to Rwy 5-23 NA at night. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter setting, increase LPV all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUXAL and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER *	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75



CATEGORY	A	B	C	D
LPV DA	1231-½ 200 (200-½)			
LNAV/ VNAV DA	1455-1 424 (500-1)			
LNAV MDA	1440-½ 409 (500-½)		1440-¾ 409 (500-¾)	1440-1 409 (500-1)
CIRCLING	1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 589 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 23

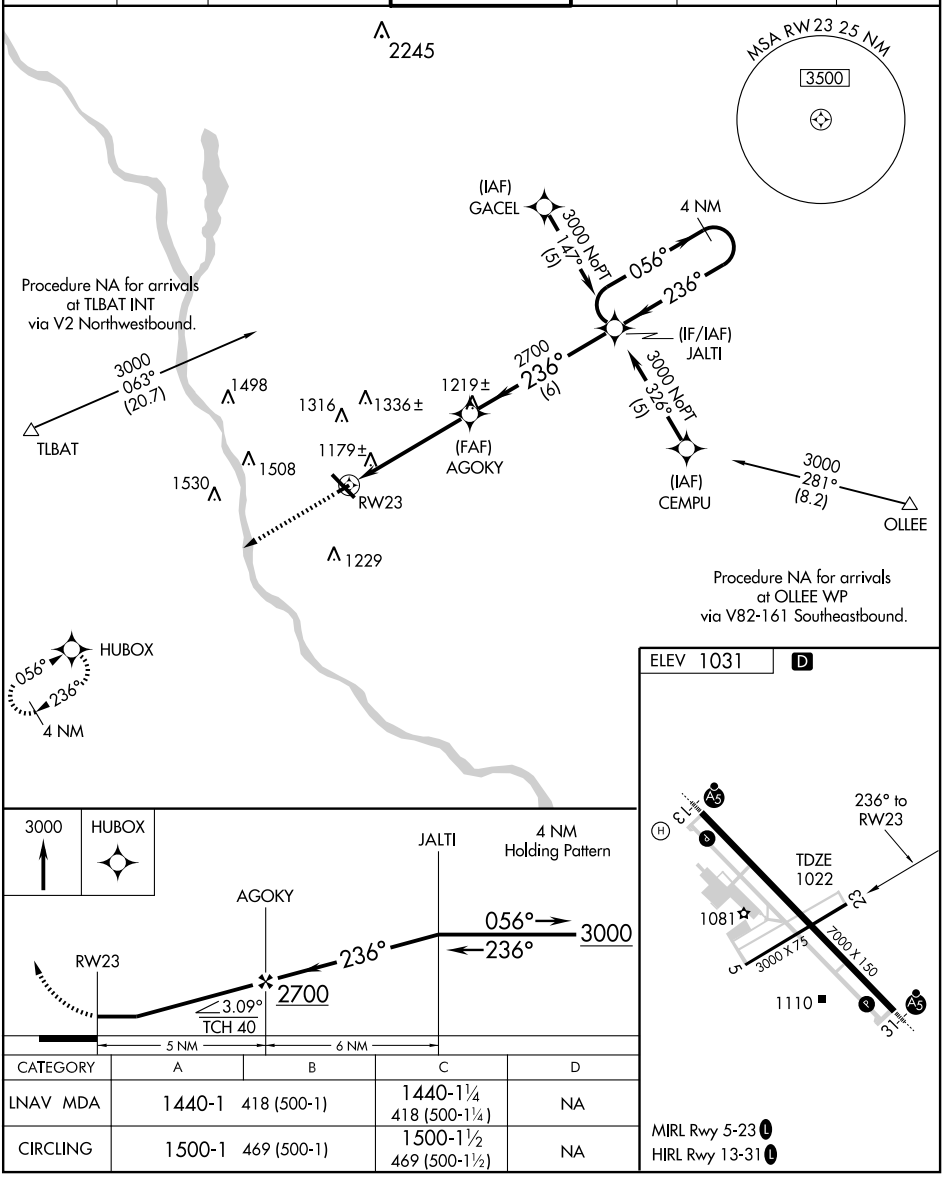
ST. CLOUD RGNL (STC)

APP CRS	Rwy Idg	3000
236°	TDZE	1022
	Apt Elev	1031

When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HUBOX WP and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75



CATEGORY	A	B	C	D
LNAV MDA	1440-1	418 (500-1)	1440-1¼ 418 (500-1¼)	NA
CIRCLING	1500-1	469 (500-1)	1500-1½ 469 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7000
CH 61213	313°	TDZE	1020
W31A		Apt Elev	1031

RNAV (GPS) RWY 31

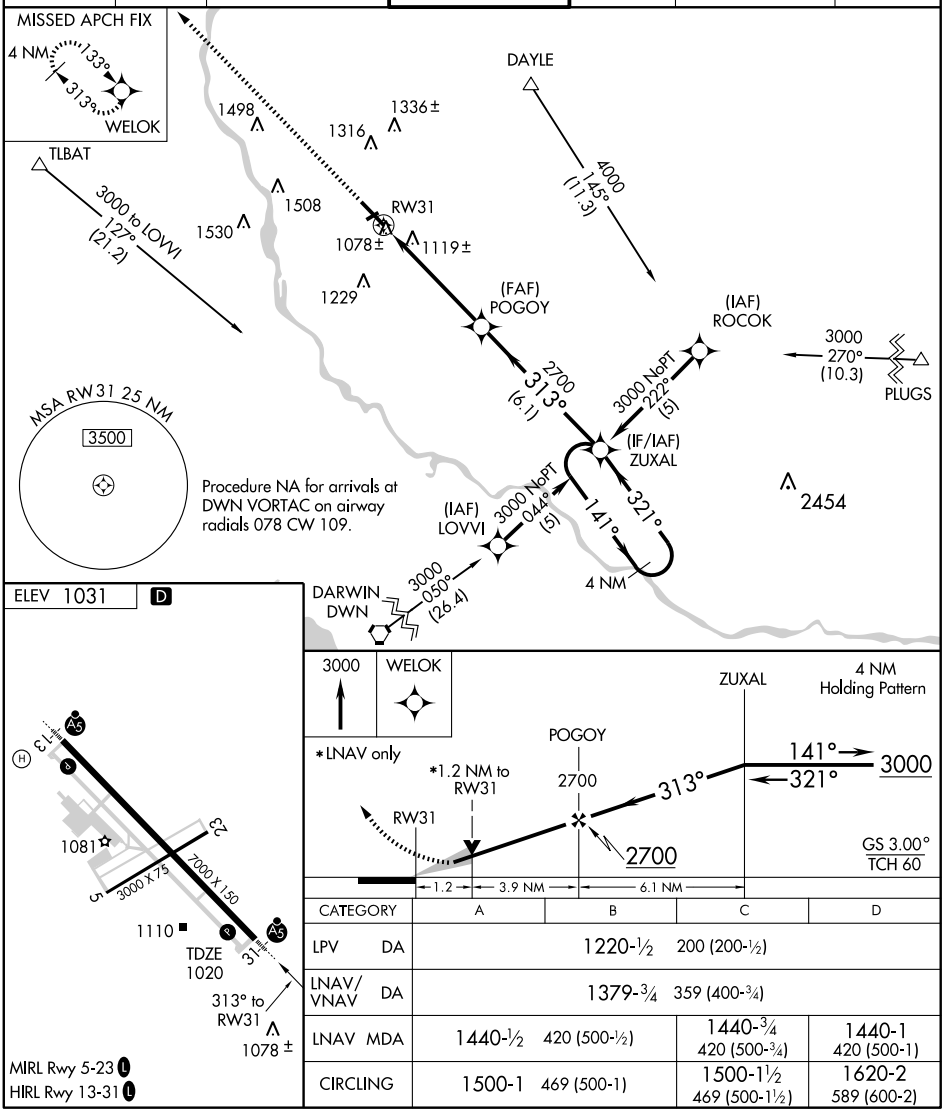
ST. CLOUD RGNL (STC)

T DME/DME RNP-0.3 NA. Circling to Rwy 5-23 NA at night. For uncompensated A Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Little Falls altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase LNAV/ VNAV visibility ¼ mile all Cats. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile. For inoperative MALSR when using Little Falls altimeter, increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Little Falls altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct WELOK and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75



CATEGORY		A	B	C	D
LPV	DA	1220-½ 200 (200-½)			
LNAV/ VNAV	DA	1379-¾ 359 (400-¾)			
LNAV	MDA	1440-½ 420 (500-½)		1440-¾ 420 (500-¾)	1440-1 420 (500-1)
CIRCLING		1500-1 469 (500-1)		1500-1½ 469 (500-1½)	1620-2 589 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME STC	APP CRS	Rwy Idg	7000
112.1	126°	TDZE	1031
Chan 58		Apt Elev	1031

VOR/DME RWY 13

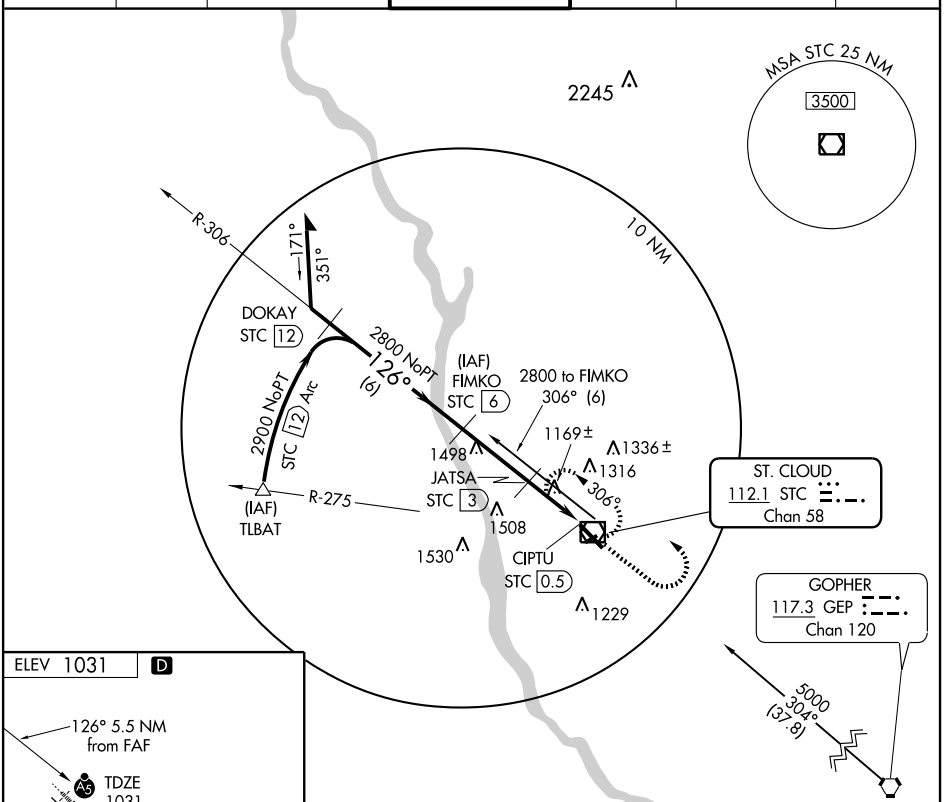
ST. CLOUD RGNL (STC)

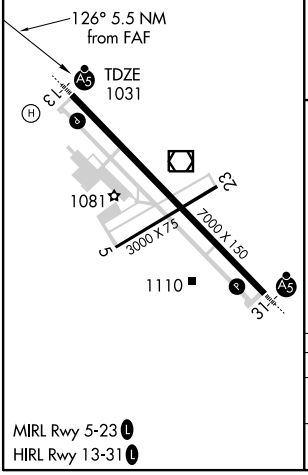
T For inoperative MALSR, increase Cat D visibility to 1¼. When A local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet.

MALSR

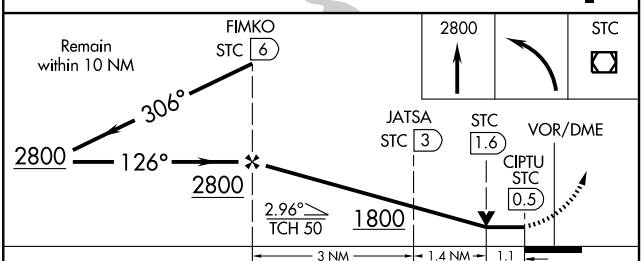
MISSED APPROACH: Climb to 2800, then left turn direct STC VOR/DME and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75





MIRL Rwy 5-23 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-13	1440-½	409 (500-½)	1440-¾ 409 (500-¾)	1440-1 409 (500-1)
CIRCLING	1500-1	469 (500-1)	1500-1½ 469 (500-1½)	1620-2 590 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME STC	APP CRS	Rwy Idg	7000
112.1	320°	TDZE	1019
Chan 58		Apt Elev	1031

VOR RWY 31

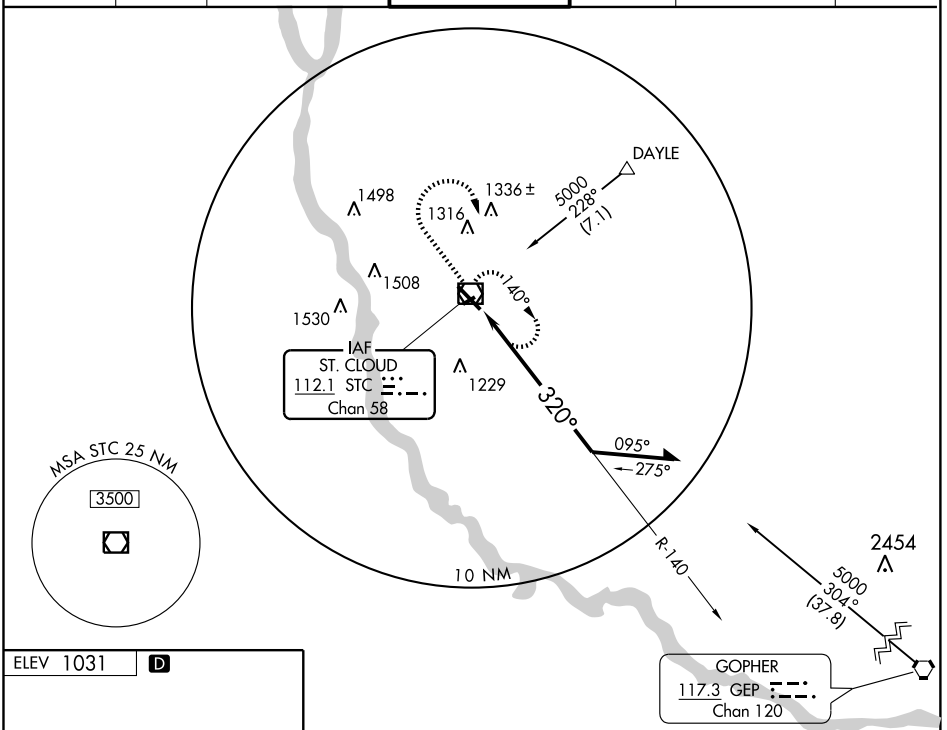
ST. CLOUD RGNL (STC)

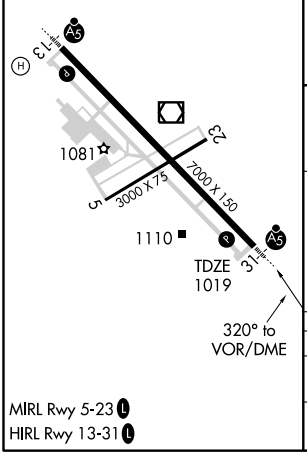
For inoperative MALSR, increase Cat D visibility to 1¼. When local altimeter setting not received, use Little Falls altimeter setting and increase all MDA 80 feet.

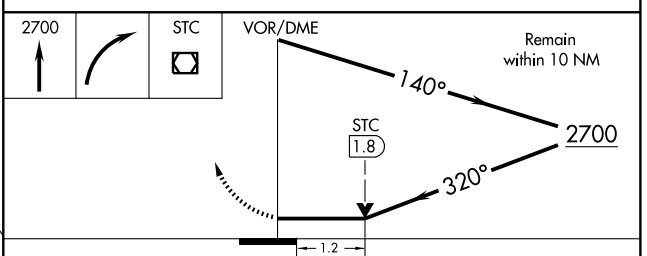
MALSR

MISSED APPROACH: Climb to 2700, then right turn direct STC VOR/DME and hold.

ATIS	ASOS	MINNEAPOLIS CENTER	ST. CLOUD TOWER ★	GND CON	PRINCETON RADIO	UNICOM
119.375	112.1	121.05 397.9	118.25 (CTAF) L	123.75	122.5	123.75







CATEGORY	A	B	C	D
S-31	1440-½	421 (500-½)	1440-¾ 421 (500-¾)	1440-1 421 (500-1)
CIRCLING	1500-1	469 (500-1)	1500-1½ 469 (500-1½)	1620-2 590 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 13-31 L

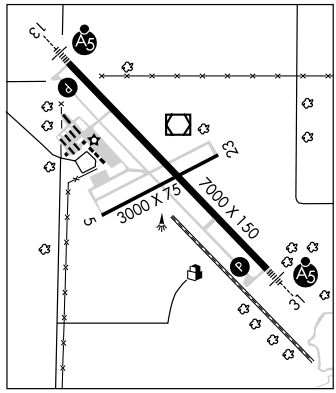
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ST CLOUD RGNL (STC) 4 E UTC−6(−5DT) N45°32.79′ W94°03.59′ **TWIN CITIES**
1031 B S4 **FUEL** 100LL, JET A OX 1 TPA—1831(800) Class I, ARFF Index A **H–2J, L–14H**
NOTAM FILE STC **IAP, AD**

RWY 13–31: H7000X150 (CONC–GRVD) S–75, D–175, 2S–175, 2D–280 HIRL
RWY 13: MALSR. PAPI(P4R). TCH 50′.
RWY 31: MALSR. PAPI(P4L). TCH 50′.
RWY 05–23: H3000X75 (ASPH–PFC) S–50, D–75, 2S–95 MIRL
RWY 05: Tree. **RWY 23:** Trees.

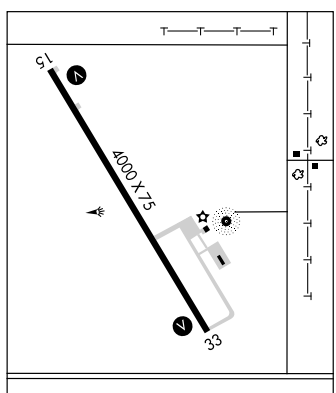
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 13:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000
RWY 23:	TORA–3000	TODA–3000	ASDA–3000	LDA–3000
RWY 31:	TORA–7000	TODA–7000	ASDA–7000	LDA–7000



AIRPORT REMARKS: Attended 1100–0530Z‡. Deer, migratory waterfowl and other wildlife on and invof arpt. Crop dusting operations on invof arpt during summer months. Line of sight visibility is restricted from the Rwy 13 and 23 approach and Rwy 13 and 05 approach. Helipad not visible from ATCT and approach surfaces. 24 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 320–255–3251. Flight training on and invof arpt. Rwy 05–23 not avbl for air carrier ops utilizing acft with more than 9 passenger seats. Rwy 31 calm wind rwy. Rwy 13–31 200′ blast pad each end. HIRL Rwy 13–31 and MIRL Rwy 05–23 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31, and MALSR Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 112.1 STC (320) 240–8781.
COMMUNICATIONS: CTAF 118.25 **ATIS** 119.375 **UNICOM** 123.75
RCO 122.5 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
ST CLOUD TOWER 118.25 (1300–0500Z‡) **GND CON** 123.75
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE STC.
(T) VORW/DME 112.1 STC Chan 58 N45°32.96′ W94°03.52′ at fld. 1023/3E. **ASOS.** VOR unmonitored.
HUSSK NDB (LOM) 342 ST N45°28.74′ W93°58.12′ 314° 5.6 NM to fld.
ILS 111.9 I–STC Rwy 31. Class IC. LOM HUSSK NDB.
ILS 111.9 I–BPM Rwy 13. Class IT.

ST JAMES MUNI (JYG) 3E UTC−6(−5DT) N43°59.18′ W94°33.48′ **OMAHA**
1067 B **FUEL** 100LL NOTAM FILE JYG **L–12I**
RWY 15–33: H4000X75 (ASPH) MIRL **IAP**
RWY 15: REIL. VASI(V2L)—GA 3.0° TCH 24′.
RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Unattended. For svc call 507–375–3627 or 507–375–3222. Fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. ACTIVATE MIRL Rwy 15–33, REIL Rwys 15 and 33, VASI Rwys 15 and 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 260 JYG (507) 375–7105.
COMMUNICATIONS: CTAF: 122.9.
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.75
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FRM.
FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76′ W94°25.35′ 337° 21.3 NM to fld. 1164/7E.
NDB(MHW) 260 JYG N43°59.13′ W94°33.13′ at fld.
AWOS–3. NOTAM FILE JYG.



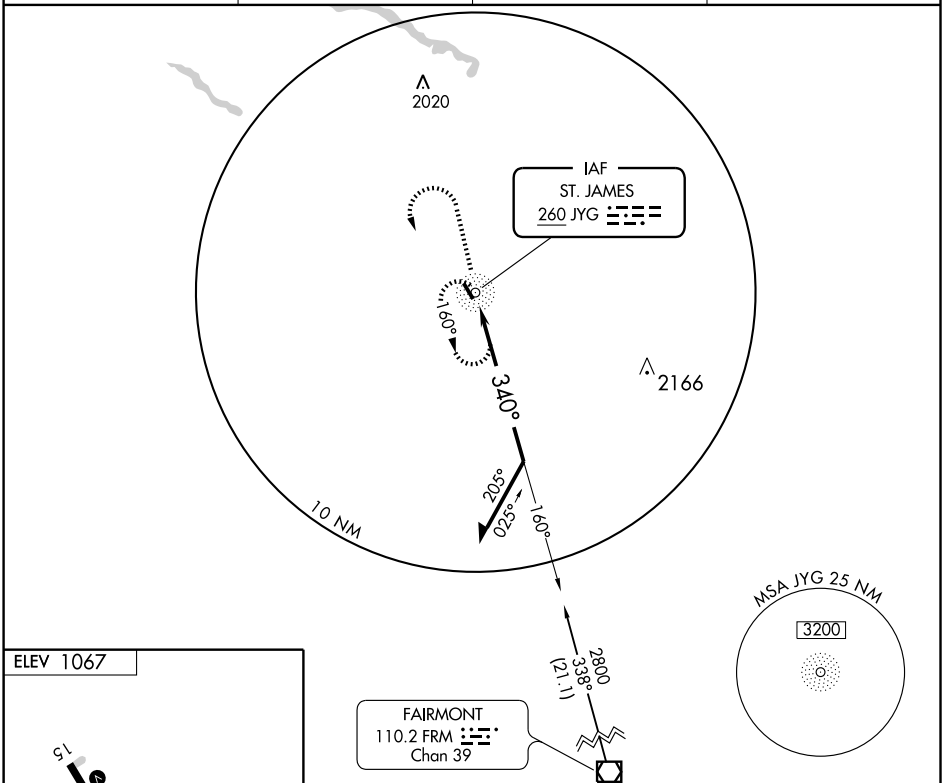
NDB JYG 260	APP CRS 340°	Rwy Idg 4000 TDZE 1067 Apt Elev 1067

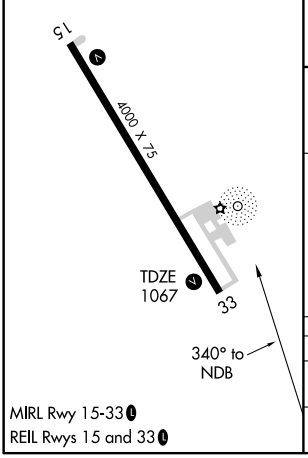
NDB RWY 33
ST. JAMES MUNI (JYG)

NA

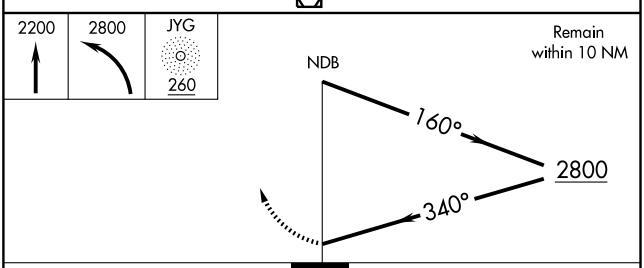
MISSED APPROACH: Climb to 2200 then climbing left turn to 2800 direct JYG NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
S-33	1620-1	553 (600-1)	NA	
CIRCLING	1620-1	553 (600-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AL-9192 (FAA)

RNAV (GPS) RWY 15

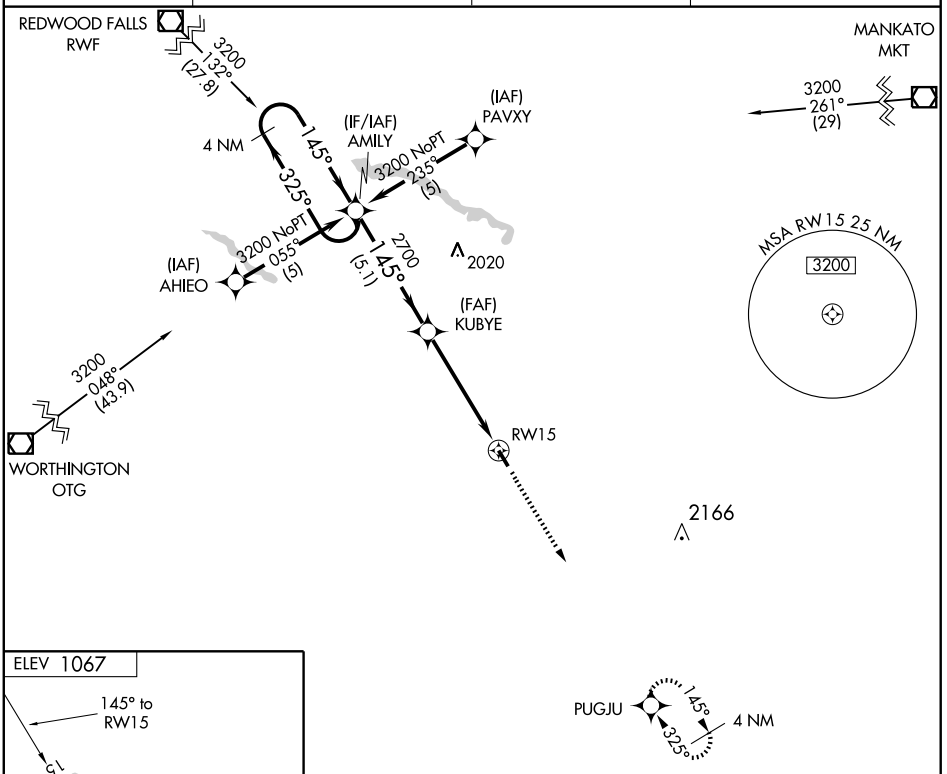
ST. JAMES MUNI (JYG)

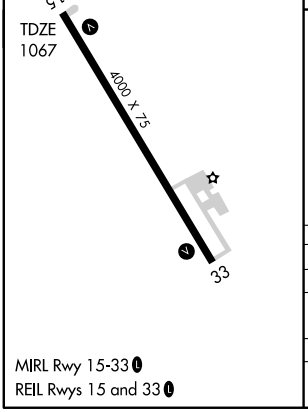
APP CRS	Rwy Idg	4000
145°	TDZE	1067
	Apt Elev	1067

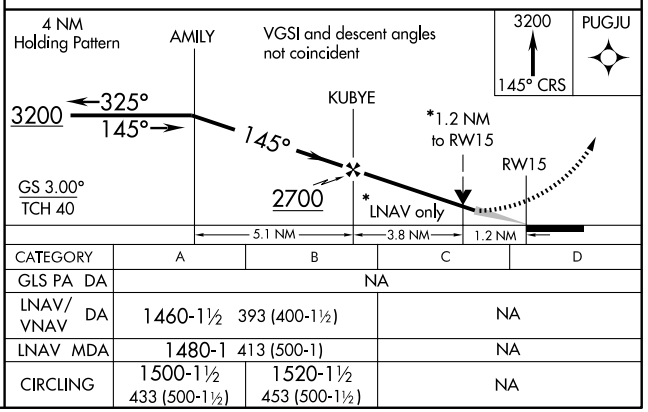
Baro-VNAV not authorized below -17°C (1°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3200 via 145° course to PUGJU WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1460-1½ 393 (400-1½)		NA	
LNAV MDA	1480-1 413 (500-1)		NA	
CIRCLING	1500-1½ 433 (500-1½)	1520-1½ 453 (500-1½)	NA	

43° 59′ N - 94° 33′ W

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	4000
325°	TDZE	1066
	Apt Elev	1067

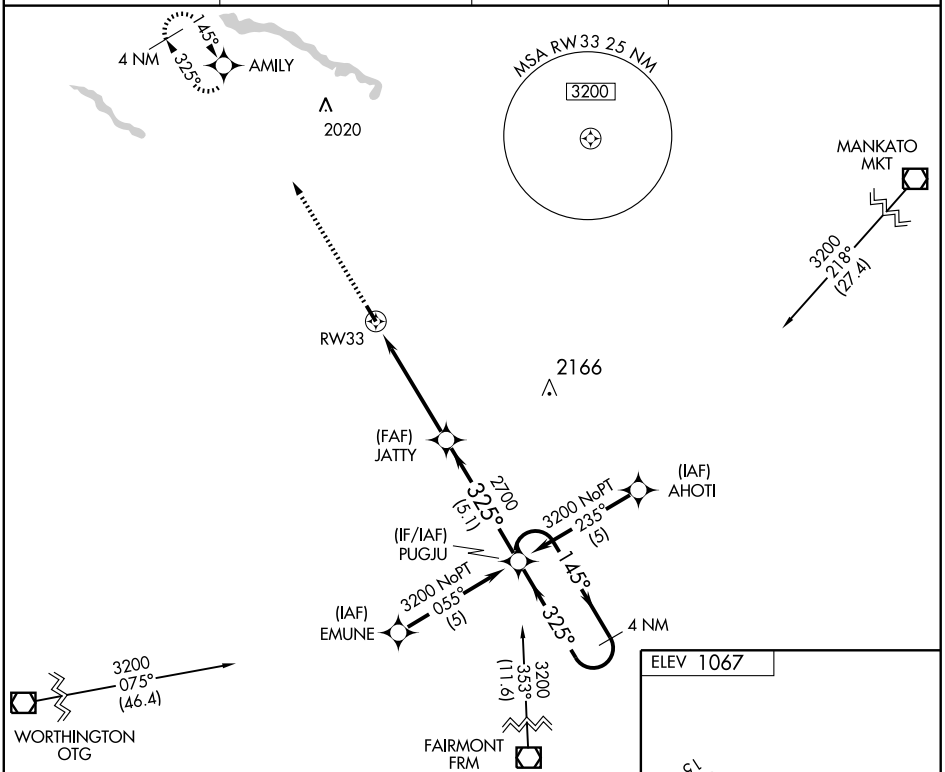
RNAV (GPS) RWY 33

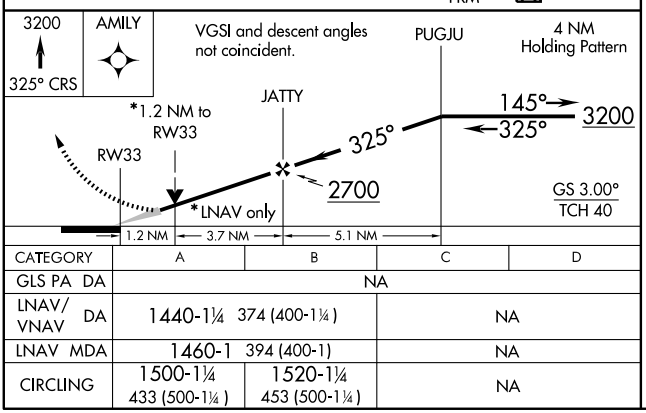
ST. JAMES MUNI (JYG)

Baro-VNAV not authorized below -17°C (1°F).
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

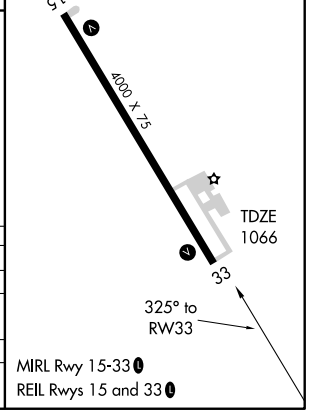
MISSED APPROACH: Climb to 3200 via 325° course to AMILY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
260	127.75 257.7	121.725	122.9 L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1440-1¼ 374 (400-1¼)		NA	
LNAV MDA	1460-1 394 (400-1)		NA	
CIRCLING	1500-1¼ 433 (500-1¼)	1520-1¼ 453 (500-1¼)	NA	

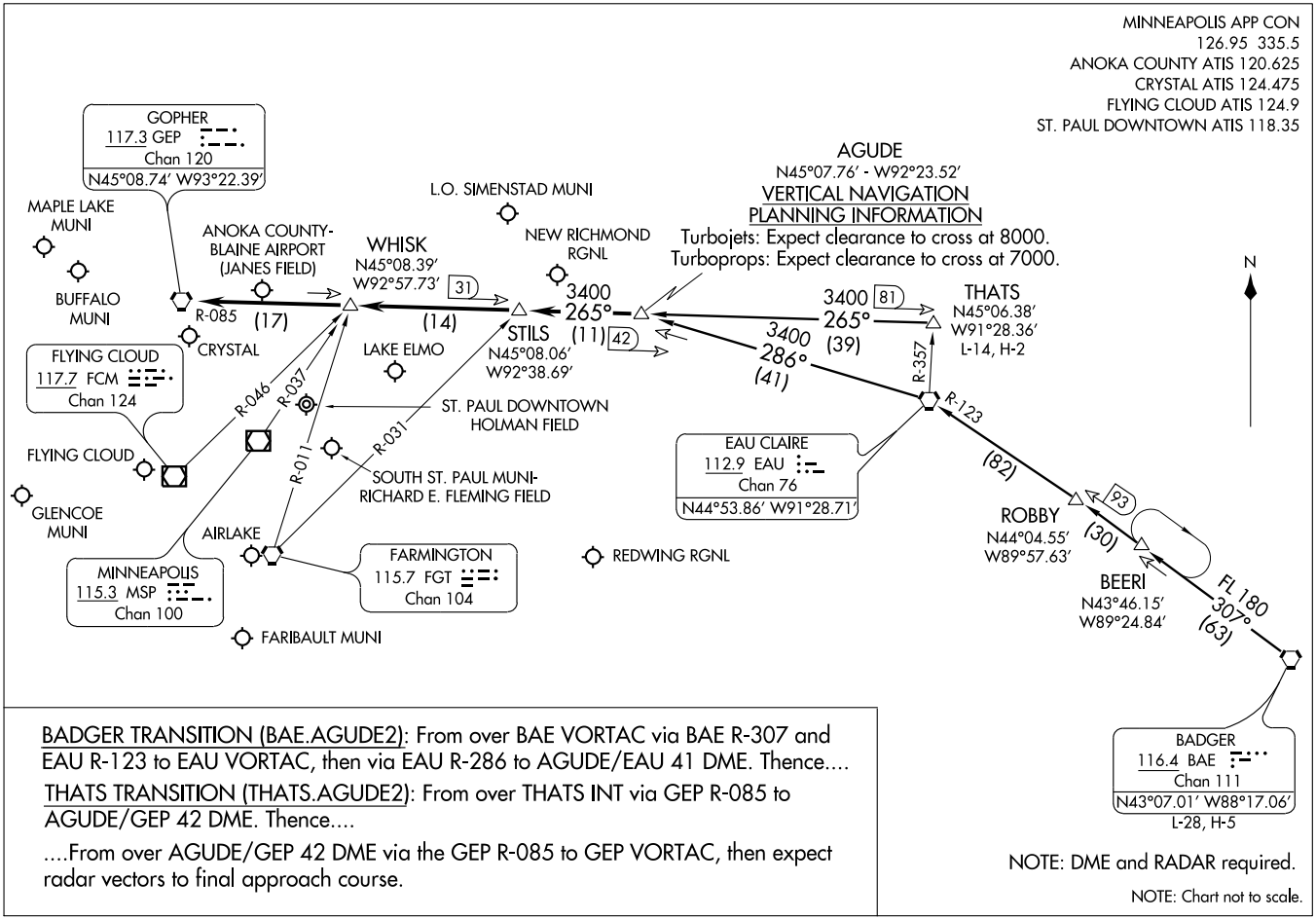


NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA

ST PAUL

LAKE ELMO (21D) 9 E UTC−6(−5DT) N44°59.85′ W92°51.34′

933 B S4 **FUEL** 100LL TPA—1933(1000) NOTAM FILE 21D

RWY 14–32: H2850X75 (ASPH) S–11 MIRL

RWY 14: REIL. P–line.

RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 26′. Road.

RWY 04–22: H2497X75 (ASPH) S–13 0.4% up NE

RWY 04: Tree. **RWY 22:** Trees.

AIRPORT REMARKS: Attended 1300–0000Z‡. Self svc fuel avbl 24 hr with credit card. Ultralight tfc prohibited. ACTIVATE REIL Rwy 14, Rwy 32 and PAPI Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 120.075 (651) 779–5949.

COMMUNICATIONS: CTAF/UNICOM 122.8

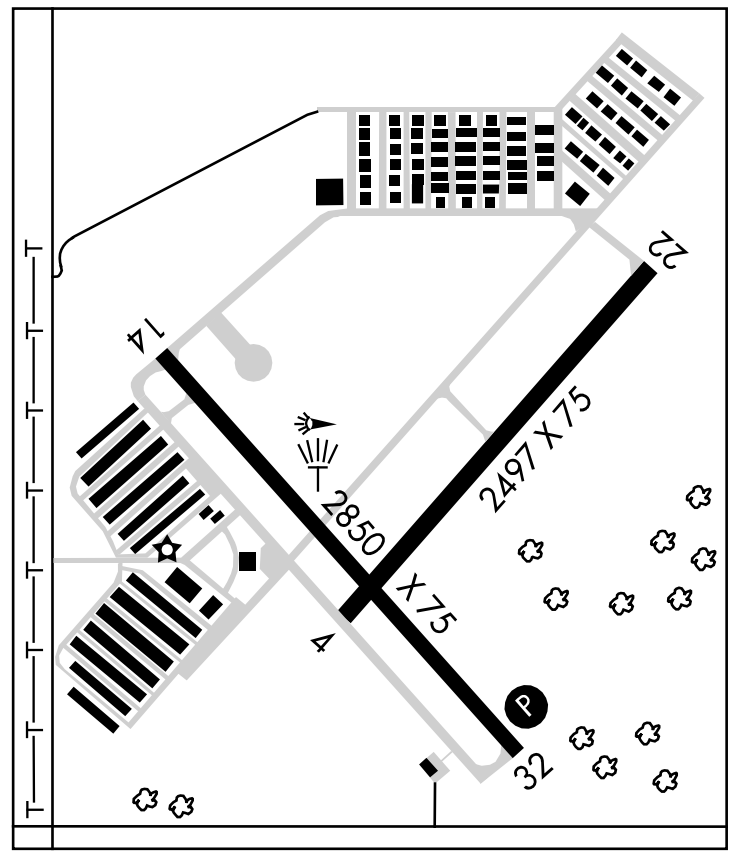
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2

MINNEAPOLIS CLNC DEL 118.625

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 106° 23.7 NM to fld. 877/6E. **HIWAS.**

HOPEY NDB (MHW) 400 PPI N44°52.40′ W92°56.53′ 023° 8.3 NM to fld. NOTAM FILE STP.



GREEN BAY
L–12J, 14I, A
IAP

NDB PPI	APP CRS	Rwy Idg	2497
400	023°	TDZE	932
		Apt Elev	932

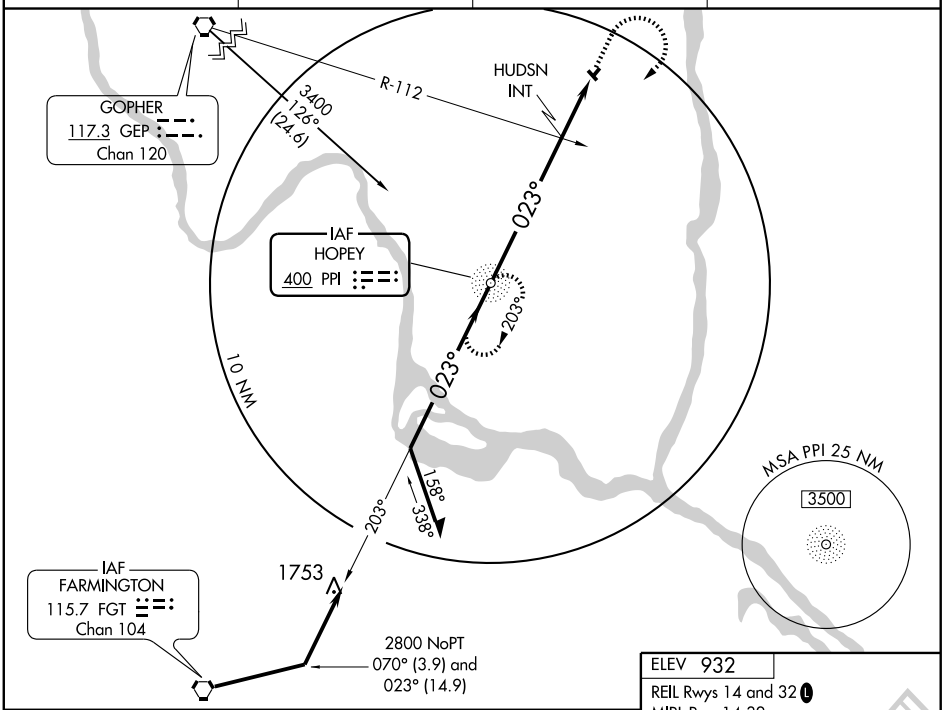
NDB RWY 4

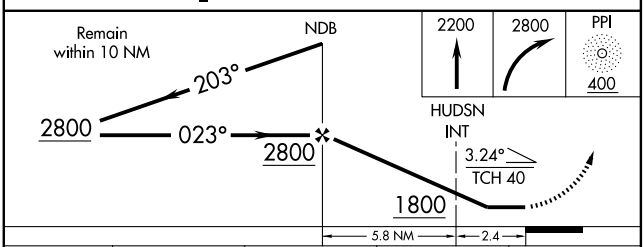
ST. PAUL/LAKE ELMO (21D)

When local altimeter setting not received, use St. Paul Downtown Holman Field altimeter setting. Straight-in minimums NA at night.

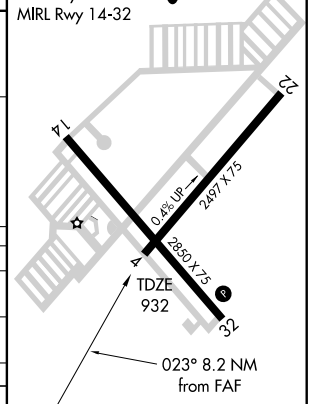
MISSED APPROACH: Climb to 2200 then climbing right turn to 2800 direct PPI NDB and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2	118.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1800-1 868 (900-1)	1800-1¼ 868 (900-1¼)	1800-2½ 868 (900-2½)	NA
CIRCLING	1800-1 868 (900-1)	1800-1¼ 868 (900-1¼)	1800-2½ 868 (900-2½)	NA
HUDSN FIX MINIMUMS				
S-4	1520-1 588 (600-1)		1520-1½ 588 (600-1½)	NA
CIRCLING	1520-1 588 (600-1)	1540-1 608 (700-1)	1540-1¾ 608 (700-1¾)	NA



FAF to MAP 8.2 NM					
Knots	60	90	120	150	180
Min:Sec	8:12	5:28	4:06	3:17	2:44

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

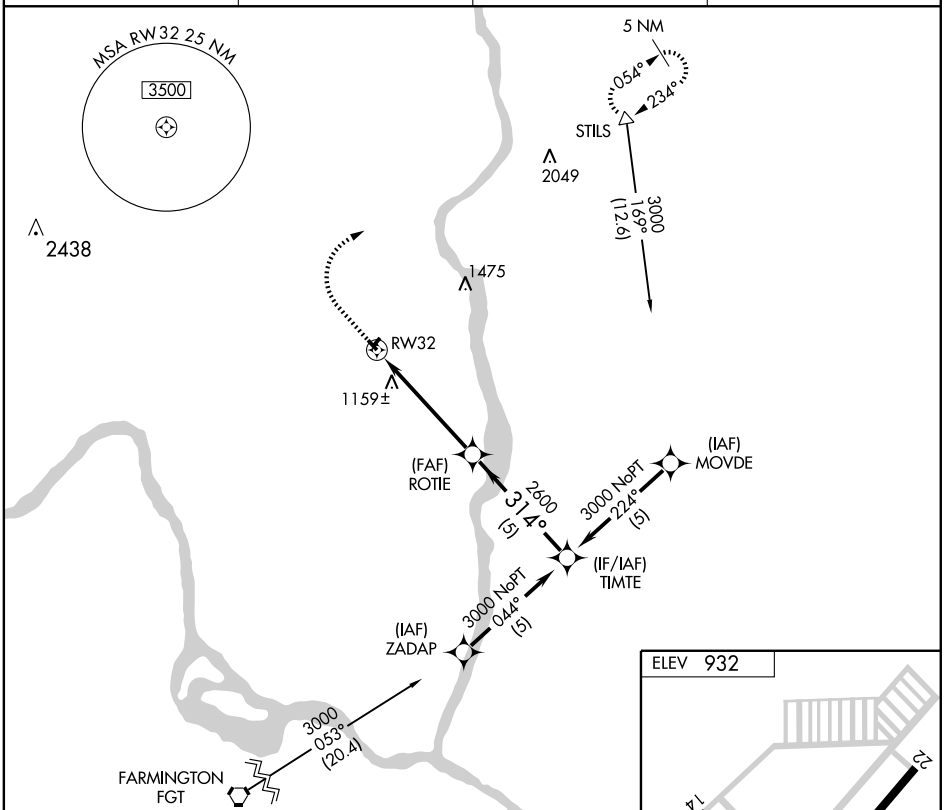
ST. PAUL/LAKE ELMO (21D)

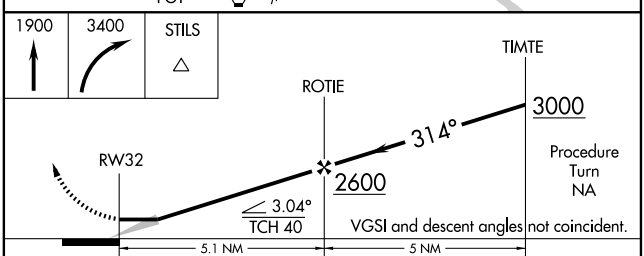
APP CRS	Rwy Idg	2850
314°	TDZE	926
	Apt Elev	932

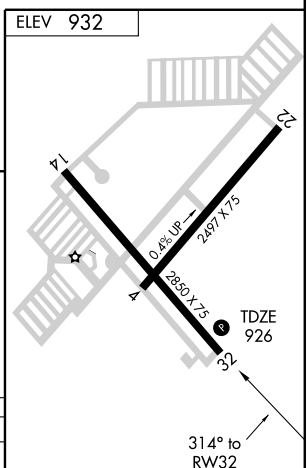
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use St. Paul Downtown Holman Field altimeter setting.

MISSED APPROACH: Climb to 1900 then climbing right turn to 3400 direct STILS WP and hold.

AWOS-3	MINNEAPOLIS APP CON	CLNC DEL	UNICOM
120.075	121.2	118.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1480-1 554 (600-1)		1480-1½ 554 (600-1½)	NA
CIRCLING	1500-1 568 (600-1)	1540-1 608 (700-1)	1540-1¾ 608 (700-1¾)	NA

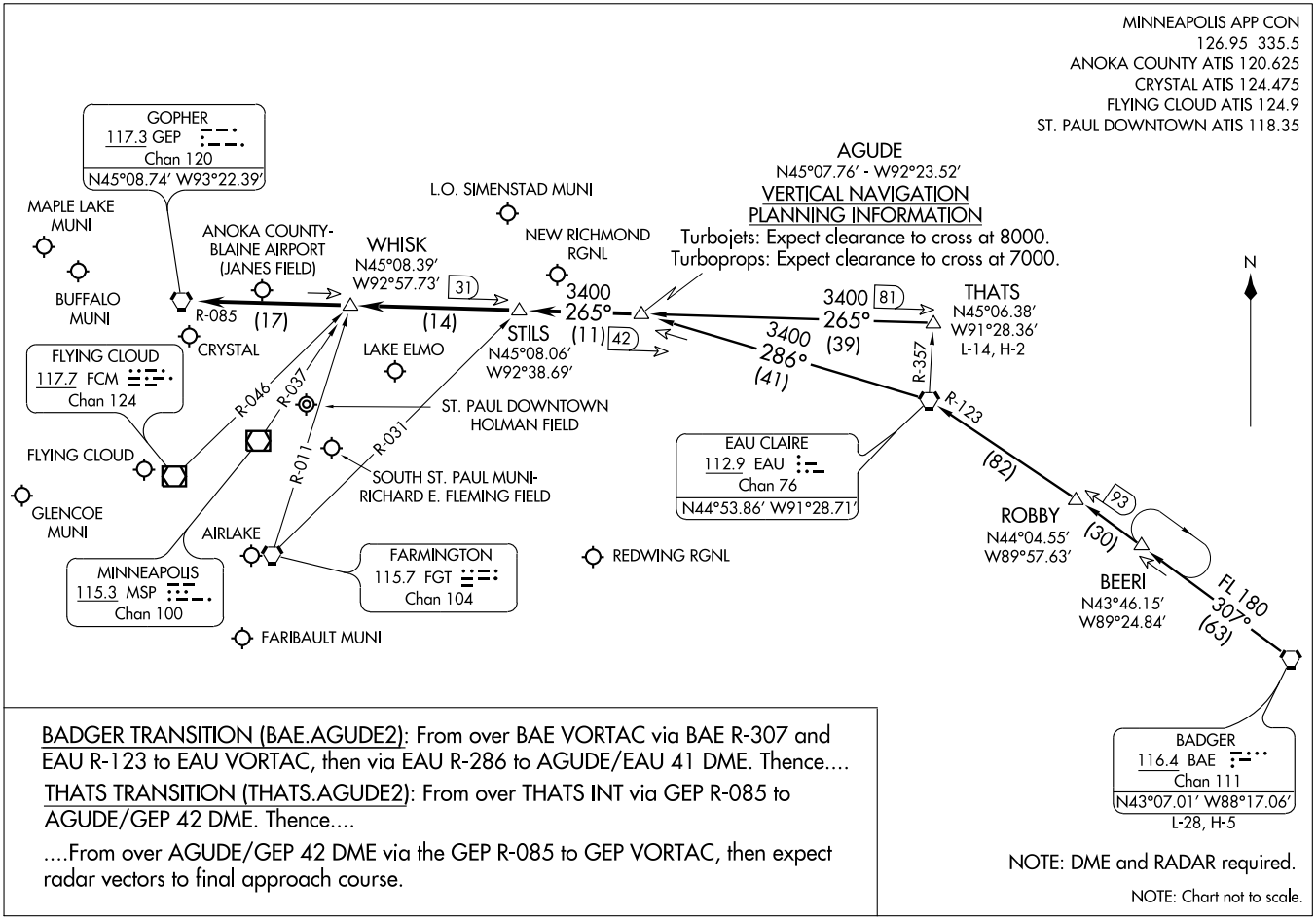
REIL Rwys 14 and 32 L
MIRL Rwy 14-32

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AGUDE TWO ARRIVAL

(AGUDE.AGUDE2) 10154

MINNEAPOLIS-ST. PAUL, MINNESOTA



BADGER TRANSITION (BAE.AGUDE2): From over BAE VORTAC via BAE R-307 and EAU R-123 to EAU VORTAC, then via EAU R-286 to AGUDE/EAU 41 DME. Thence....

THATS TRANSITION (THATS.AGUDE2): From over THATS INT via GEP R-085 to AGUDE/GEP 42 DME. Thence....

....From over AGUDE/GEP 42 DME via the GEP R-085 to GEP VORTAC, then expect radar vectors to final approach course.

NOTE: DME and RADAR required.

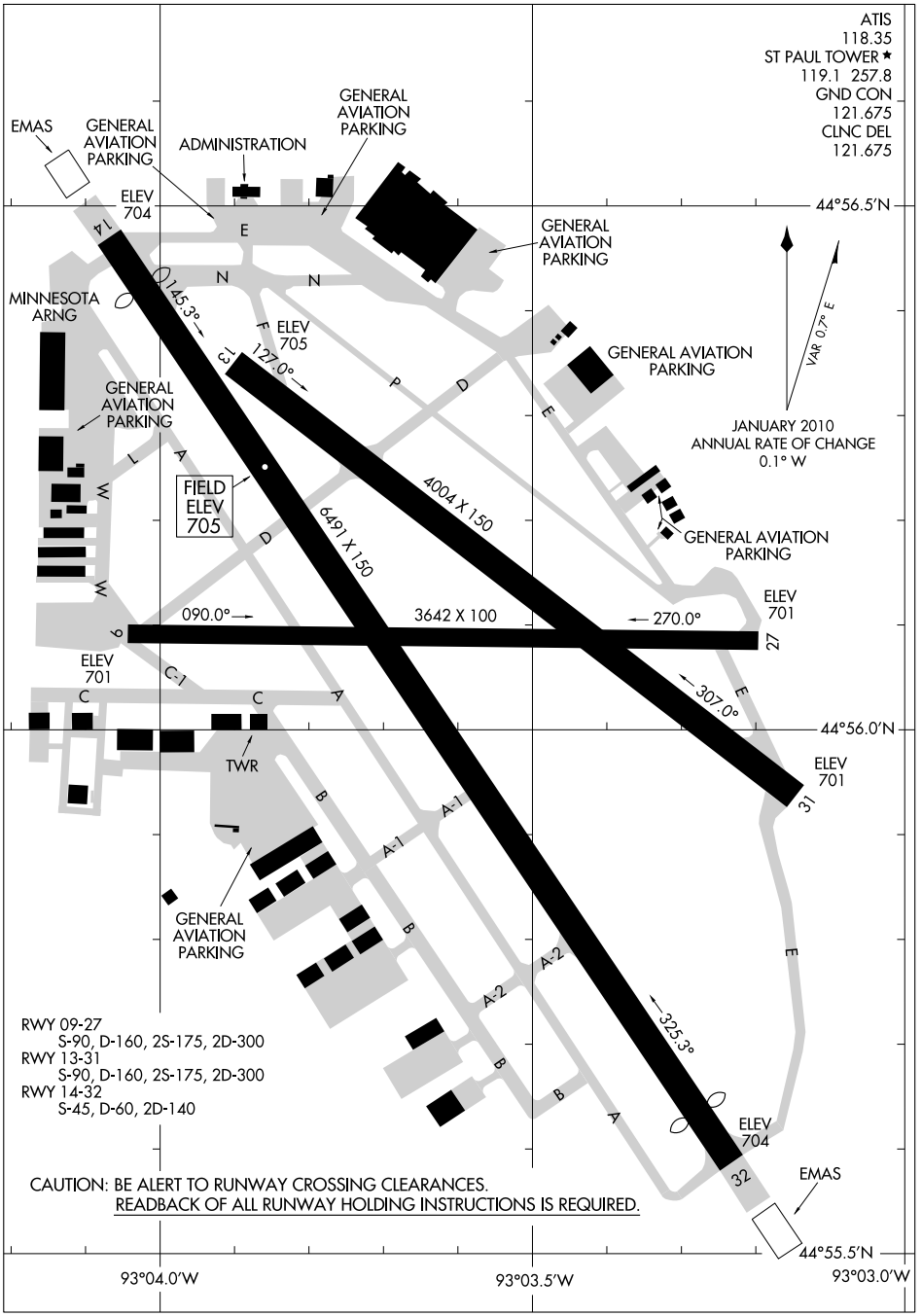
NOTE: Chart not to scale.

(AGUDE.AGUDE2) 10154

AGUDE TWO ARRIVAL

ST-263 (FAA)

MINNEAPOLIS-ST. PAUL, MINNESOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

ST PAUL DOWNTOWN HOLMAN FLD (STP) 1 S UTC−6(−5DT) N44°56.08′ W93°03.62′ **TWIN CITIES**
705 B S4 **FUEL** 100LL, JET A OX 1 TPA—1905(1200) LRA NOTAM FILE STP **H–2J, L–12J, 14I, A**
IAP, AD

RWY 14–32: H6491X150 (ASPH–GRVD) S–45, D–60, 2D–140 HIRL

RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 42′. Thld dsplcd 343′. Tree.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Thld dsplcd 382′. Trees.

RWY 13–31: H4004X150 (ASPH) S–90, D–160, 2S–175, 2D–300 HIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 40′. Tree.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Stack.

RWY 09–27: H3642X100 (ASPH) S–90, D–160, 2S–175, 2D–300 MIRL

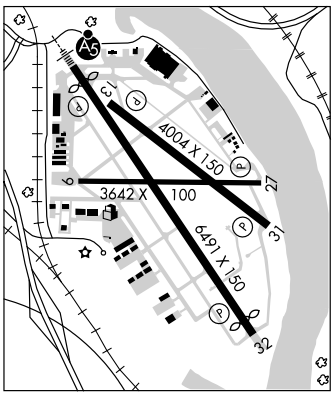
RWY 09: Trees.

RWY 27: PAPI(P4R)—GA 4.0° TCH 40′. Trees. Rgt tfc.

ARRESTING GEAR/SYSTEM

RWY 14: EMAS

RWY 32: EMAS



AIRPORT REMARKS: Attended continuously. Arpt CLOSED to acft over 100,000 lbs. Deer and birds on and invof arpt. Complex airport geometry. Verify correct compass heading prior to departure. For noise abatement procedures call 612–725–6327. Aircraft please follow voluntary noise abatement procedures as published. Rwy 14 runway visual range avbl touchdown, rollout. Rwy 32 runway visual range avbl touchdown, rollout. When using Rwy 27 or Rwy 31, hazardous river tfc may exist. SE arrivals and departures avoid tfc pattern ops at South St. Paul arpt 164° 5 NM at and blo 1720′MSL. Twy A clsd between A2 and approach end of Rwy 32 except for wingspan less than 101′. Twy B clsd between MN jet ramp and Twy A (southern corner) except for wingspan less than 72′ due to flood wall obstacle. Rwy 13 PAPI unusable byd 4° right of course and inside .5 NM. Rotating bcn OTS indef. Second rotating bcn located 2000′ SW of Rwy 14 110′AGL. When twr clsd to increase ints ACTIVATE HIRL Rwy 14–32 and MALSR Rwy 14—CTAF. PAPI Rwy 13, Rwy 31, Rwy 14, Rwy 32 and Rwy 27 operates 24 hrs. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (651) 298–1410. LAWRS.

COMMUNICATIONS: CTAF 119.1 **ATIS** 118.35 **UNICOM** 122.95

Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2

ST PAUL TOWER 119.1 Mon–Fri 1200–0400Z‡, Sat–Sun 1300–0400Z‡ **GND CON** 121.675 **CLNC DEL** 121.675

MINNEAPOLIS CLNC DEL 121.675 Mon–Fri 0400–1200Z‡, Sat–Sun 0400–1300Z‡

AIRSPACE: CLASS D svc Mon–Fri 1200–0400Z‡, Sat–Sun 1300–0400Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 127° 18.4 NM to fld. 877/6E. **HIWAS.**

BABCO NDB (LOM) 385 BA N44°51.40′ W92°59.07′ 322° 5.7 NM to fld.

HOPEY NDB (MHW) 400 PPI N44°52.40′ W92°56.53′ 303° 6.2 NM to fld. NOTAM FILE STP.

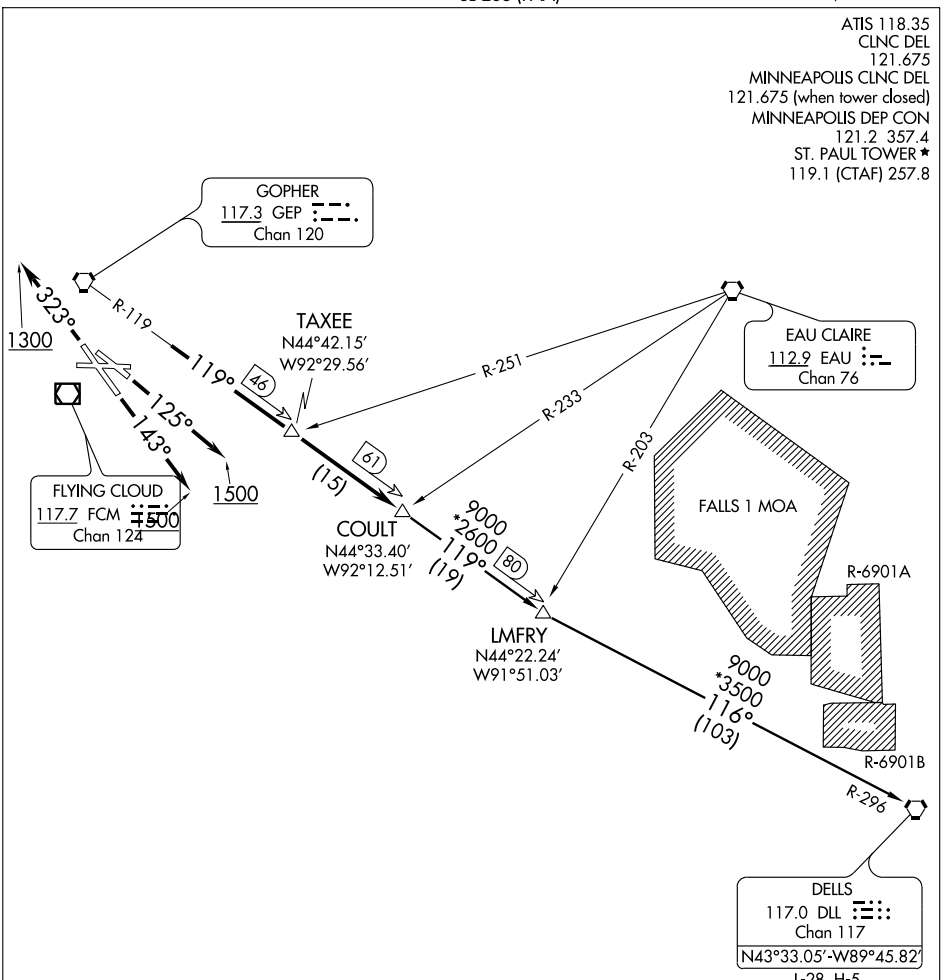
ILS/DME 111.5 I–BAO Chan 52 Rwy 32. Class IB. LOM BABCO NDB. DME unusable blo 3500′ and byd 25° left of course. ILS unmonitored when twr clsd.

ILS/DME 111.5 I–VKG Chan 52 Rwy 14. Class IB. LOC unusable byd 15° right and left of course. Glide slope unusable byd 4° left and 4° right of course. ILS unmonitored when twr clsd.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

COULT THREE DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA



TAKE-OFF MINIMUMS:

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.

COULT THREE DEPARTURE
(COULT3.COULT) 10098
ST. PAUL, MINNESOTA
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .
TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to intercept GEP R-119 to COULT INT/GEP 61 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DELLS TRANSITION (COULT3.DLL): From over COULT INT via GEP R-119 to LMFRY, then via DLL R-296 to DLL VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

DARWIN THREE DEPARTURE

TAKE-OFF MINIMUMS
Rwy 9: Standard with minimum climb of 346' per NM to 1500.
Rwy 13: Standard with minimum climb of 266' per NM to 1500.
Rwy 14: Standard with minimum climb of 216' per NM to 1500.
Rwy 27: Standard with minimum climb of 436' per NM to 1500.
Rwy 32: Standard with minimum climb of 340' per NM to 3000.
Rwy 31: NA-obstacles.

NOTE: RADAR required.
NOTE: Chart not to scale.

DARWIN THREE DEPARTURE
(DWN3.DWN) 10042
ST. PAUL, MINNESOTA
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to MSP VOR/DME then via MSP R-281 and DWN R-095 to DWN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

ABERDEEN TRANSITION (DWN3.ABR): From over DWN VORTAC via DWN R-271 and ABR R-088 to ABR VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

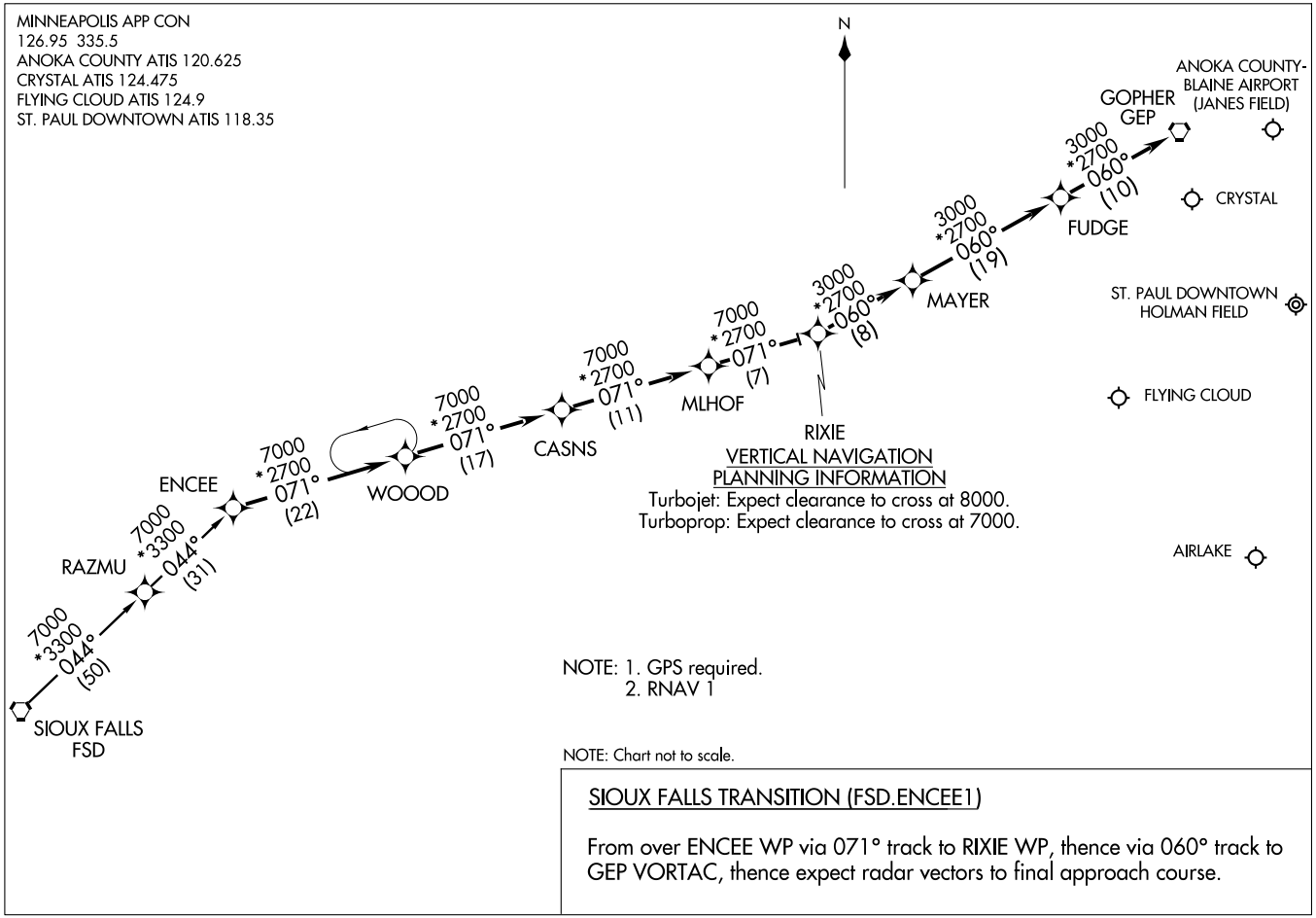
RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

ENCEE ONE ARRIVAL (RNAV)

(ENCEE.ENCEE1) 07242

MINNEAPOLIS-ST. PAUL, MINNESOTA



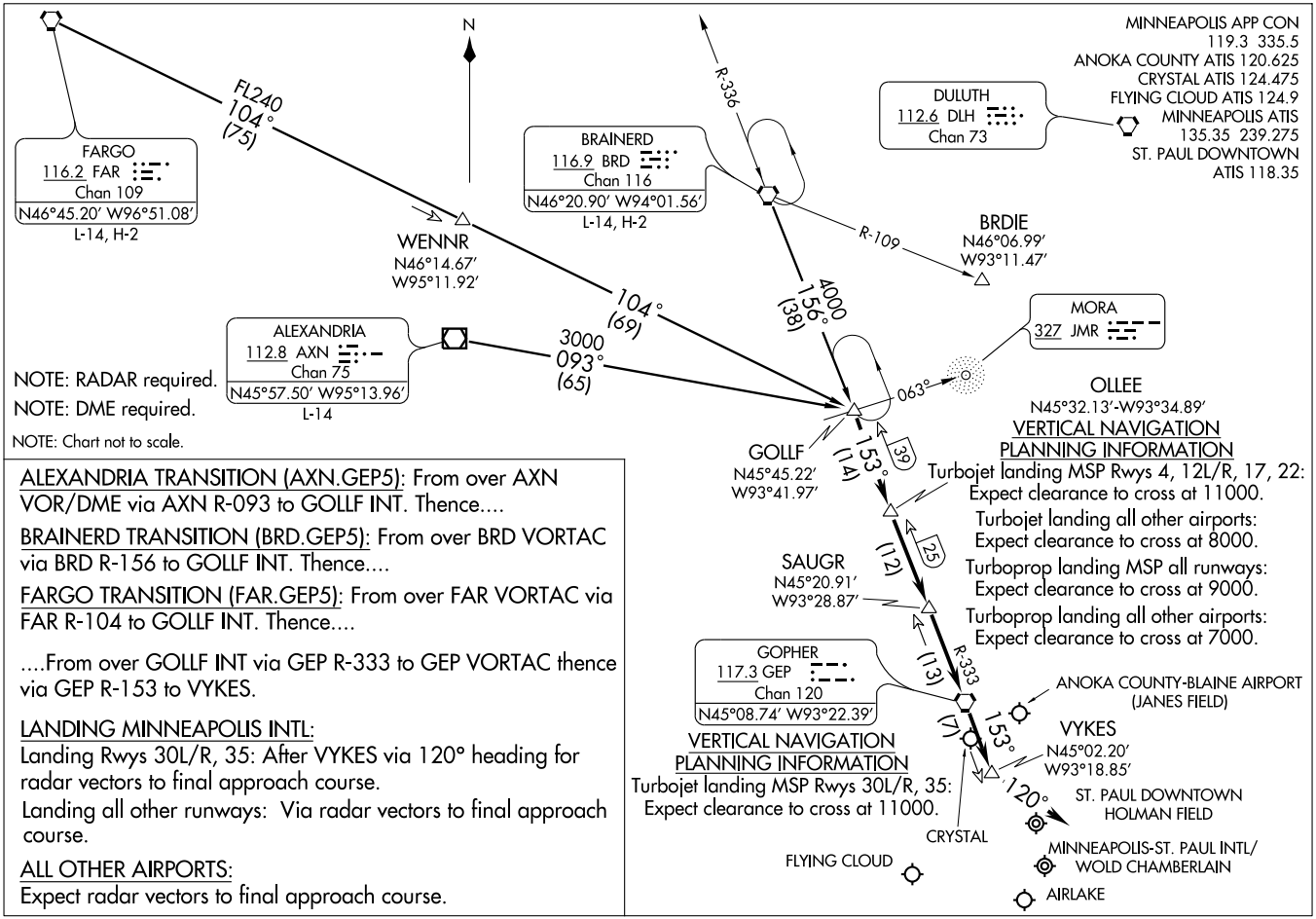
SIOUX FALLS TRANSITION (FSD.ENCEE1)

From over ENCEE WP via 071° track to RIXIE WP, thence via 060° track to GEP VORTAC, thence expect radar vectors to final approach course.

ENCEE ONE ARRIVAL (RNAV)
(ENCEE.ENCEE1) 07242
ST-263 (FAA)
MINNEAPOLIS-ST. PAUL, MINNESOTA

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157



NOTE: RADAR required.

NOTE: DME required.

NOTE: Chart not to scale.

ALEXANDRIA TRANSITION (AXN.GEP5): From over AXN VOR/DME via AXN R-093 to GOLLF INT. Thence....

BRAINERD TRANSITION (BRD.GEP5): From over BRD VORTAC via BRD R-156 to GOLLF INT. Thence....

FARGO TRANSITION (FAR.GEP5): From over FAR VORTAC via FAR R-104 to GOLLF INT. Thence....

....From over GOLLF INT via GEP R-333 to GEP VORTAC thence via GEP R-153 to VYKES.

LANDING MINNEAPOLIS INTL:

Landing Rwys 30L/R, 35: After VYKES via 120° heading for radar vectors to final approach course.

Landing all other runways: Via radar vectors to final approach course.

ALL OTHER AIRPORTS:

Expect radar vectors to final approach course.

GOPHER FIVE ARRIVAL

(GEP.GEP5) 08157

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

MINNEAPOLIS, MINNESOTA

LOC/DME I-VKG	APP CRS	Rwy Idg	6148
111.5	143°	TDZE	705
Chan 52		Apt Elev	705

ILS or LOC RWY 14

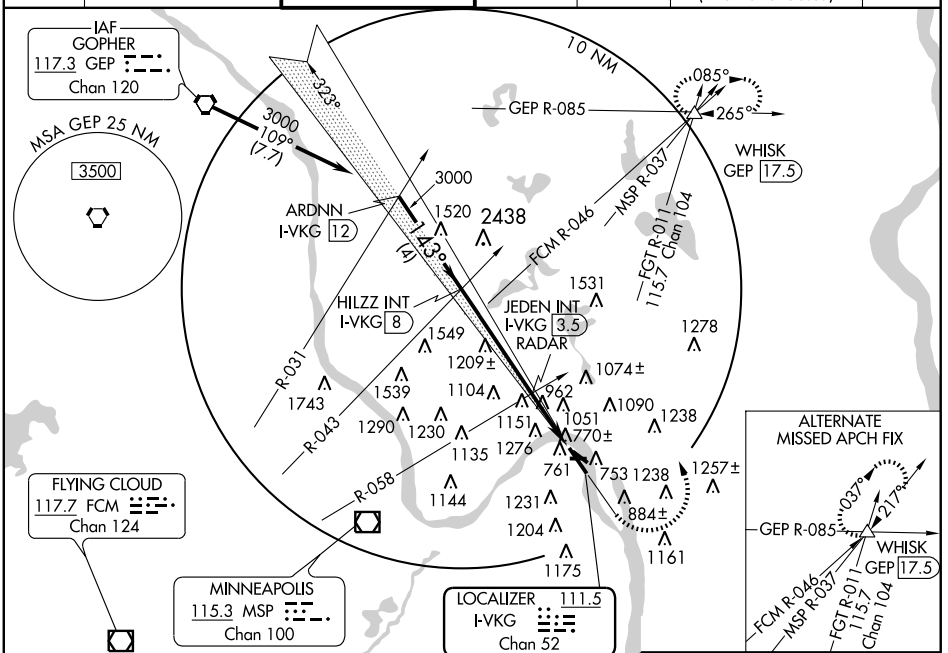
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

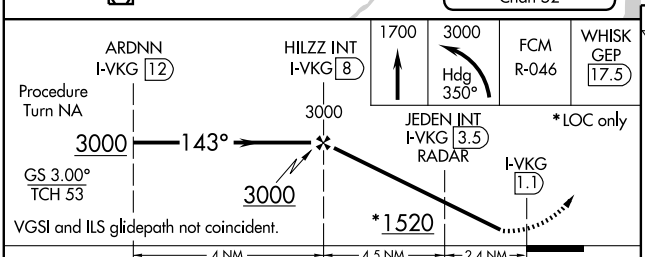
Visibility reduction by helicopters NA. When local altimeter setting not received, use South St. Paul altimeter setting. Inoperative table does not apply to S-ILS 14. For inoperative MALSR increase S-LOC-14 Cat A and B visibility to RVR 5000. JEDEN Fix Minimums: increase S-LOC-14 Cat A and B visibility to RVR 5000.

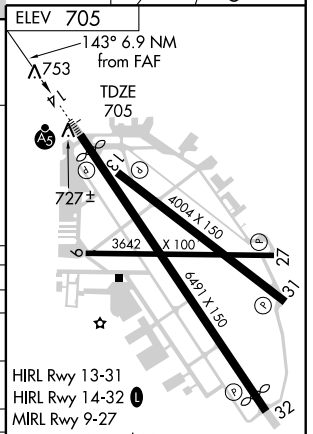
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via heading 350° and via FCM VOR/DME R-046 to WHISK INT/GEP 17.5 DME and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 14	955/40	250 (300-¾)		
S-LOC 14	1520/40	815 (900-¾)	1520-2 815 (900-2)	1520-2¼ 815 (900-2¼)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
JEDEN FIX MINIMUMS				
S-LOC 14	1360/40	655 (700-¾)	1360/60 655 (700-1¼)	1360-1½ 655 (700-1½)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

FAF to MAP 6.9 NM

Knots	60	90	120	150	180
Min:Sec	6:54	4:36	3:27	2:46	2:18

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NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BAO	APP CRS	Rwy Idg	6109
111.5	323°	TDZE	704
Chan 52		Apt Elev	705

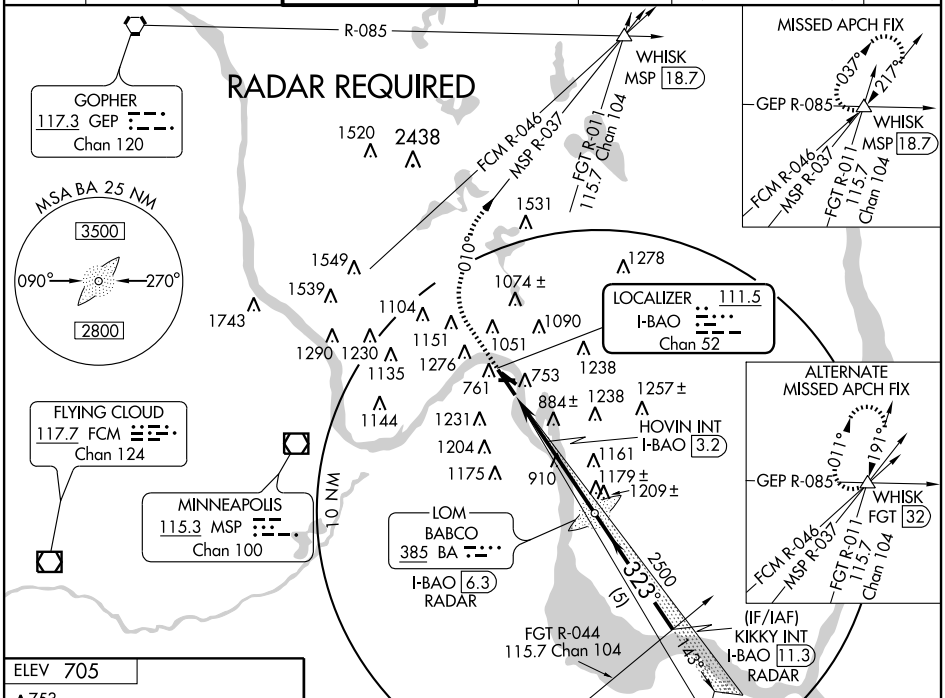
ILS or LOC RWY 32

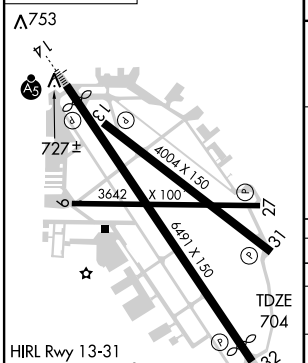
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

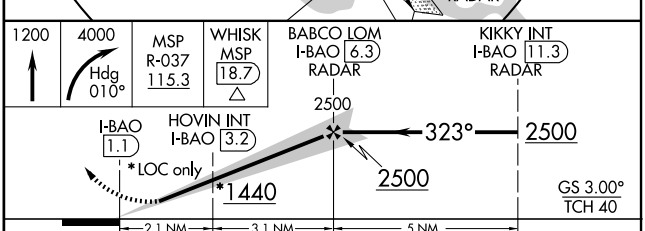
Visibility reduction by helicopters NA. When local altimeter setting not received, use South St. Paul Muni altimeter setting. Radar or DME required.

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via heading 010° and MSP R-037 to WHISK INT/MSP 18.7 DME and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95







FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 32	954/50	250 (300-1)		
S-LOC 32	1440/50	736 (800-1)	1440-2 736 (800-2)	1440-2¼ 736 (800-2¼)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)
HOVIN FIX MINIMUMS				
S-LOC 32	1280/50	576 (600-1)	1280-1½ 576 (600-1½)	1280-1¾ 576 (600-1¾)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

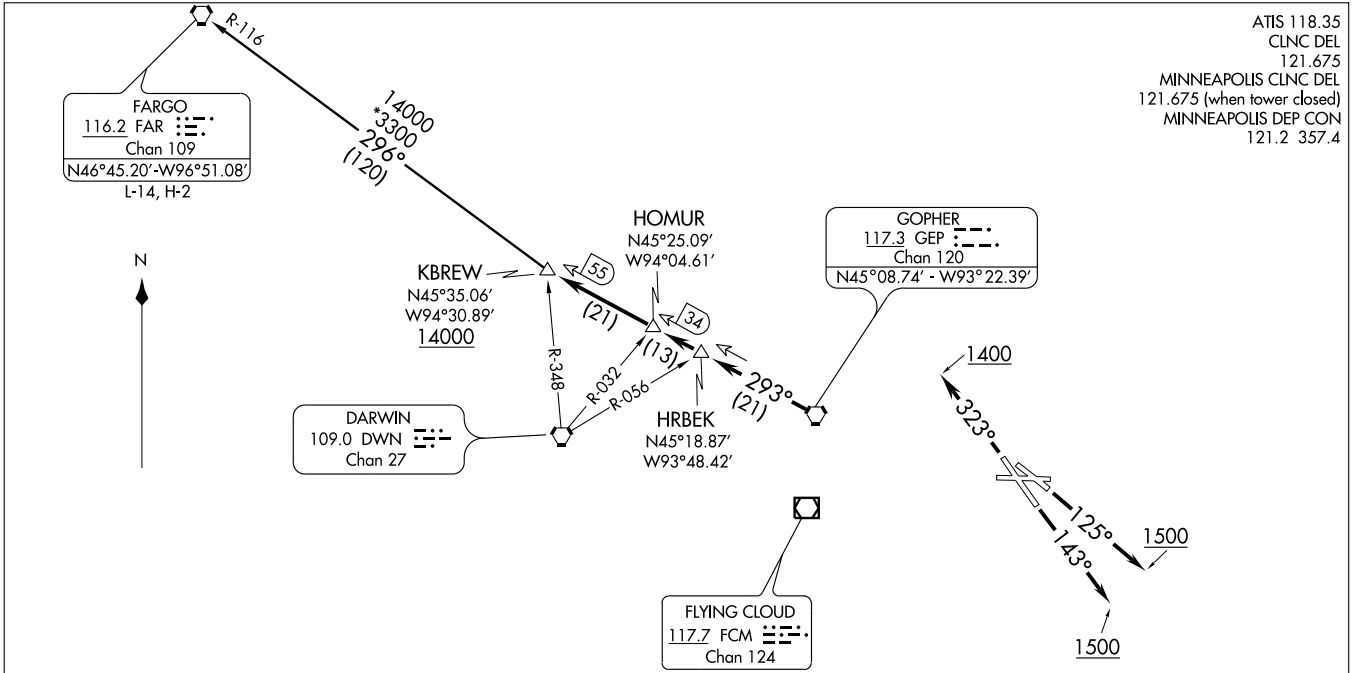
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10098

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA



TAKE-OFF MINIMUMS:

Rwy 9: Standard with minimum climb of 346' per NM to 1500.
Rwy 13: Standard with minimum climb of 266' per NM to 1500.
Rwy 14: Standard with minimum climb of 216' per NM to 1500.
Rwy 27: Standard with minimum climb of 436' per NM to 1500.
Rwy 31: NA - obstacles.
Rwy 32: Standard with minimum climb of 340' per NM to 3000.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

KBREW THREE DEPARTURE

(KBREW3.KBREW) 10098

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA

SL-263 (FAA)

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP VORTAC then via GEP R-293 to KBREW INT/ GEP 55 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FARGO TRANSITION (KBREW3.FAR): From over KBREW INT via FAR R-116 to FAR VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.
Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.
OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.
Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.
Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.
Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.
Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL
Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.
Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.
Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL.
Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.
Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.
Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.
OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL.
Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL.
Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.
Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.
Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.
Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL.
Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.
Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL.
Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.
Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.
Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

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NDB PPI	APP CRS	Rwy Idg	4004
400	304°	TDZE	704
		Apt Elev	705

NDB RWY 31

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

NA

MISSED APPROACH: Climbing right turn to 2700 direct PPI NDB and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95

GOPHER 117.3 GEP Chan 120

3400 to PPI NDB 126° (24.6)

MSA PPI 25 NM: 3400; 090° – 270°; 2800

1520 2438 1531 1278 1549 1074± 1539 1104 1051 1090 1743 1230 1151 1238 1290 1135 1276 753 761 1144 1231 1238 1257± 884± 1204 1175 1161

124° 304° 079° 259° 124°

IAF HOPEY 400 PPI

10 NM

FARMINGTON 115.7 FGT Chan 104

2800 029° (17.8)

ELEV 705

753 727± 4004 X 150 3642 X 100 6491 X 150 304° 5.9 NM from FAF 27 31 32 TDZE 704

HIRL Rwy 13-31
HIRL Rwy 14-32 L
MIRL Rwy 9-27
REIL Rwys 31 and 32

2700 PPI 400

NDB 124° 304° 2700 2700 Remain within 10 NM

3.12° TCH 46

VGSI and descent angles not coincident.

5.9 NM

CATEGORY	A	B	C	D
S-31	1600-1¼ 896 (900-1¼)		1600-2¾ 896 (900-2¾)	1600-3 896 (900-3)
CIRCLING	1600-1¼ 895 (900-1¼)		1600-2¾ 895 (900-2¾)	1600-3 895 (900-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ORSKY FOUR DEPARTURE

NC-1, 21 OCT 2010 to 18 NOV 2010

ATIS 118.35
CLNC DEL 121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4

GOPHER
117.3 GEP
Chan 120

MINNEAPOLIS
115.3 MSP
Chan 100
N44°53.79′ - W93°14.19′

FLYING CLOUD
117.7 FCM
Chan 124

FAIRMONT
110.2 FRM
Chan 39

1300
323°
125°
143°
1500
1500

JURNY
N44°36.52′
W93°28.34′
208°
(20)
R-258
208°
(13)
(33)
R-198
J21
(15)
(48)
RUMLE
N44°25.28′
W93°37.47′
FARMINGTON
115.7 FGT
Chan 104
(37)
(85)
R-318
R-268
HALFWAY
111.2 FOW
Chan 49
PEDLN
N44°12.16′
W93°48.02′
R-074
ORSKY
N43°40.19′
W94°13.38′
9000
*2800
208°
(26)
ONTIJ
N43°17.86′
W94°30.77′
12000 (MRA)
(111)
J21
12000
*3000
195°
(22)
9000
*2900
176°
(64)
R-278
MASON CITY
114.9 MCW
Chan 96
GOOLD
N42°57.52′
W94°42.85′
MCW
R-257
SIMJI
N42°49.56′
W94°47.52′
(9)
R-312
R-294
R-356
FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5
EYHUX
N42°26.13′
W95°01.16′
(25)
J21
(39)
(83)
R-308
DES MOINES
117.5 DSM
Chan 122
NOTE: RADAR required.
NOTE: Chart not to scale.
114.8 OBH
R-070
Chan 95
PUMKN
N41°50.54′
W95°21.52′
R-281
(NARRATIVE ON FOLLOWING PAGE)
(44)
R-015
OMAHA
116.3 OVR
Chan 110
N41°10.04′-W95°44.20′
L-10-12, H-5

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to MSP VOR/DME then via MSP R-208 to ORSKY INT/ MSP 85 DME, thence....

....via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

FORT DODGE TRANSITION (ORSKY4.FOD): From over ORSKY INT via FOD R-356 to FOD VORTAC.

OMAHA TRANSITION (ORSKY4.OVR): From over ORSKY INT via MSP R-208 to ONTIJ INT then via OVR R-015 to OVR VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265' from DER, 167' right of centerline, up to 75' AGL/1055' MSL.
Multiple trees beginning 1.1 NM from DER, 124' left of centerline, up to 100' AGL/1099' MSL.
OL tank 1571' from DER, 771' right of centerline, 50' AGL/811' MSL.
Mobile crane 1163' from DER, 123' left of centerline, 50' AGL/758' MSL.

RWY 13: OL stack 2695' from DER, 842' right of centerline, 50' AGL/820' MSL.
Tree 1563' from DER, 25' right of centerline, 61' AGL/748' MSL.
Multiple trees beginning 1004' from DER, 607' left of centerline, 50' AGL/767' MSL.
Tower 1725' from DER, 930' left of centerline, 47' AGL/753' MSL
Vent on building 3029' from DER, 629' right of centerline, 10' AGL/783' MSL.
Multiple bushes beginning 194' from DER, 88' left of centerline, 7' AGL/712' MSL.
Stack 1879' from DER, 25' left of centerline, 51' AGL/751' MSL

RWY 14: Multiple trees beginning 805' from DER, 2' right of centerline, up to 112' AGL/811' MSL.
Multiple trees beginning 1205' from DER, 64' left of centerline, up to 80' AGL/770' MSL.
Poles 2810' from DER, 715' right of centerline, 91' AGL/778' MSL.

RWY 27: Multiple trees beginning 803' from DER, 122' left of centerline, up to 100' AGL/994' MSL.
Tree 783' from DER, 105' right of centerline, 25' AGL/725' MSL.
OL antenna 996' from DER, 304' right of centerline, 67' AGL/767' MSL.
Light pole 1328' from DER, 222' left of centerline, 50' AGL/747' MSL.
Building 2049' from DER, 837' right of centerline, 57' AGL/761' MSL.
Flagpole 2333' from DER, 199' left of centerline, 78' AGL/778' MSL.
Stack 1.8 NM from DER, 635' left of centerline, 569' AGL/1279' MSL.

RWY 32: Road and vehicle 211' from DER, 482' left of centerline, 17' AGL/717' MSL.
Railroad beginning 369' from DER, 329' left of centerline, up to 23' AGL/727' MSL.
Pipe on DME 383' from DER, 269' right of centerline, 17' AGL/722' MSL.
Tree 1152' from DER, 209' left of centerline, 44' AGL/744' MSL.
Tree 1685' from DER, 277' right of centerline, 75' AGL/770' MSL.
Sign 5668' from DER, 1924' left of centerline, 86' AGL/874' MSL.
Trees 5614' from DER, 1796' right of centerline, 100' AGL/939' MSL.
Building 5779' from DER, 1733' right of centerline, 72' AGL/910' MSL.
Pole 1 NM from DER, 1835' right of centerline, 157' AGL/973' MSL.
Building 1.1 NM from DER, 2170' left of centerline, 122' AGL/886' MSL.
Multiple buildings beginning 1.1 NM from DER, 378' left of centerline, up to 142' AGL/918' MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

APP CRS	Rwy Idg	6148
143°	TDZE	705
	Apt Elev	705

DME/DME RNP-0.3 NA.
Circling to Rwy 9, 13, 27 NA at night.
Straight-in minimums NA at night.

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct WHISK and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95

Procedure NA for arrival on GEP VORTAC airway radials 085 CW 159.

4 NM 014° 194° WHISK

(IAF) GOPHER GEP

3000 114° (5.8)

(IF) TEPAW

2800 133° (6.2)

(FAF) MRANN

143°

RW14

MSA RW14 25 NM 3500

ELEV 705

143° to RW14

TDZE 705

727±

4004 X 150

3642 X 100

6491 X 150

HIRL Rwy 13-31
HIRL Rwy 14-32 L
MIRL Rwy 9-27
REIL Rwys 31 and 32

3000 WHISK

TEPAW 3000 133° 2800 MRANN 143° RW14

Procedure Turn NA

3.05° TCH 54

2.4 NM to RW13

VGSI and descent angles not coincident.

6.2 NM 3.9 NM 2.4 NM

CATEGORY	A	B	C	D
LNAV MDA	1520-1 815 (900-1)	1520-1¼ 815 (900-1¼)	1520-2½ 815 (900-2½)	1520-2¾ 815 (900-2¾)
CIRCLING	1580-1 875 (900-1)	1580-1¼ 875 (900-1¼)	1580-2½ 875 (900-2½)	1580-2¾ 875 (900-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6109
CH 50123	323°	TDZE	704
W32A		Apt Elev	705

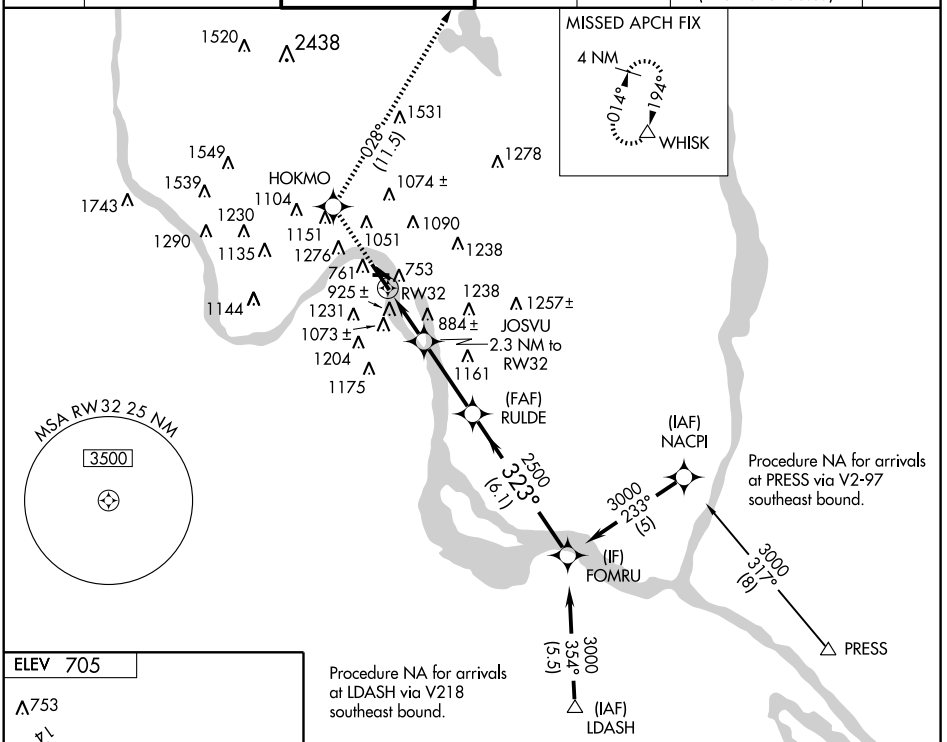
RNAV (GPS) RWY 32

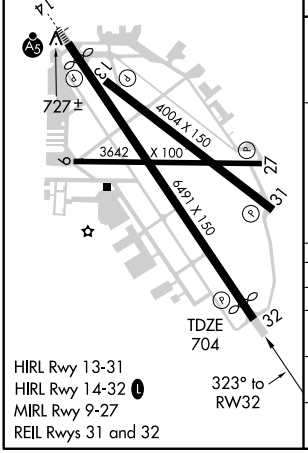
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

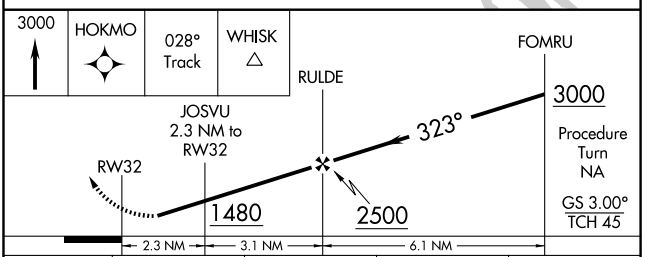
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling to Rwy 9, 13, 27 NA at night.

MISSED APPROACH: Climb to 3000 direct HOKMO and via 028° track to WHISK and hold.

ATIS	MINNEAPOLIS APP CON	ST. PAUL TOWER ★	GND CON	CLNC DEL	MINNEAPOLIS CLNC DEL	UNICOM
118.35	121.2 357.4	119.1(CTAF) L 257.8	121.675	121.675	121.675 (when tower closed)	122.95





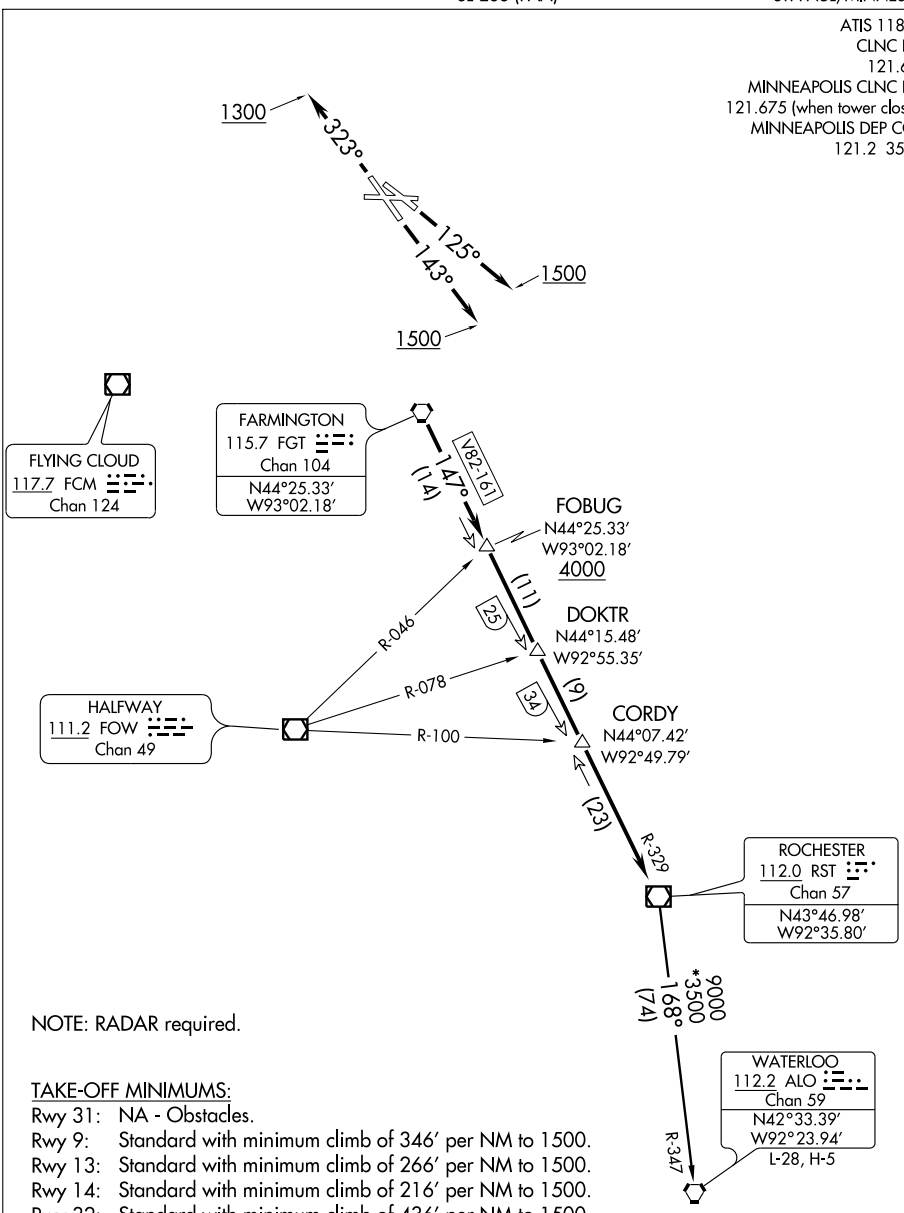


CATEGORY	A	B	C	D
LPV DA	1082-1¼ 378 (400-1¼)			
LNAV/VNAV DA	1377-2½ 673 (700-2½)			
LNAV MDA	1320-1 616 (700-1)		1320-1¾ 616 (700-1¾)	1320-2 616 (700-2)
CIRCLING	1580-2½ 875 (900-2½)			1580-2¾ 875 (900-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4



NOTE: RADAR required.

TAKE-OFF MINIMUMS:

Rwy 31: NA - Obstacles.
Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 32: Standard with minimum climb of 436′ per NM to 1500.
Standard with minimum climb of 340′ per NM to 3000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to FGT VORTAC then via FGT R-147 and RST R-329 to RST VOR/DME. Cross FOBUG INT/ FGT 14 DME at or above 4000, Thence....

....via assigned transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

WATERLOO TRANSITION (RST4.ALO): From over RST VOR/DME via RST R-168 and ALO R-347 to ALO VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

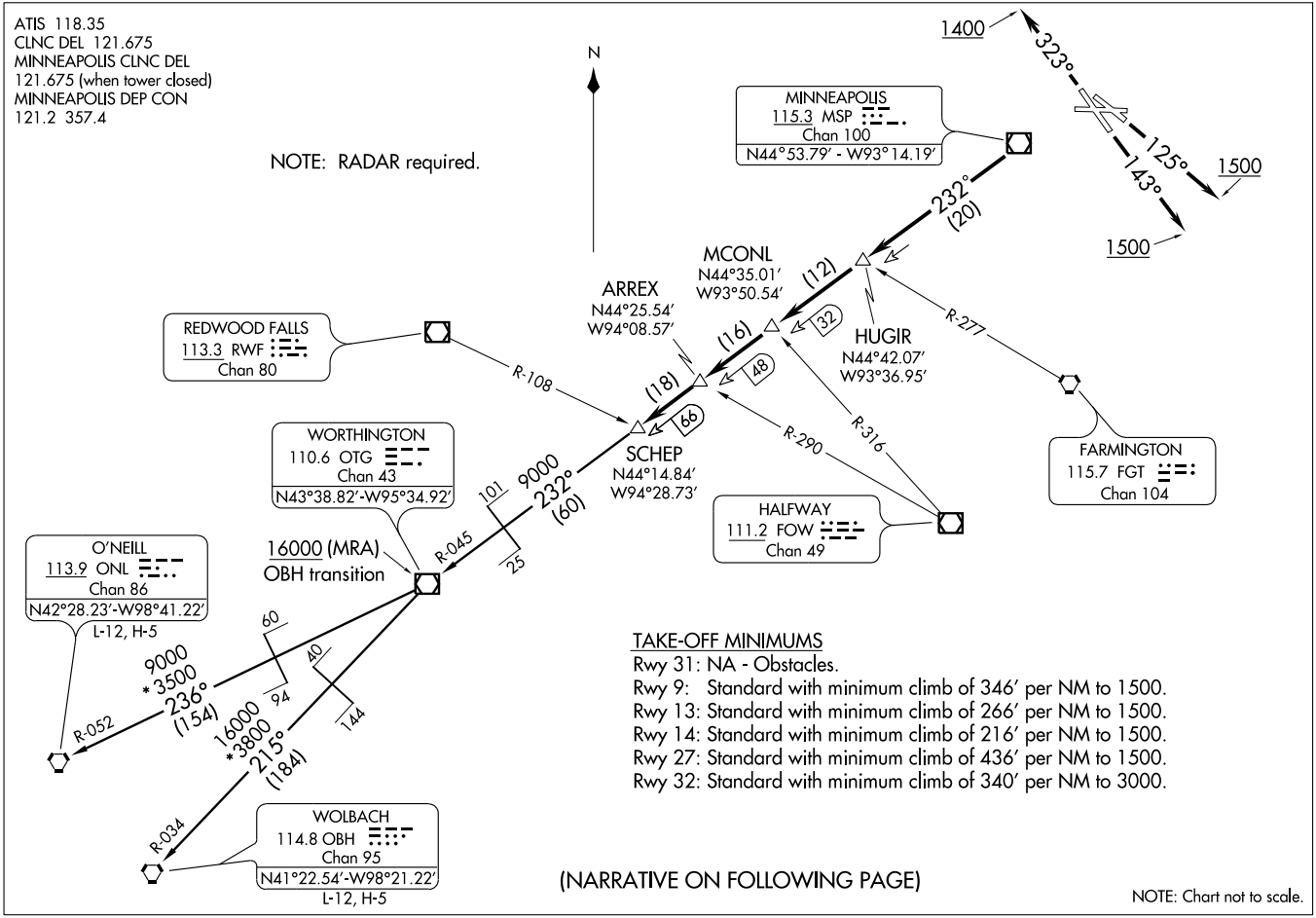
RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

SCHEP THREE DEPARTURE

(SCHEP3.SCHEP) 10154

ST. PAUL, MINNESOTA

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)



SCHEP THREE DEPARTURE

(SCHEP3.SCHEP) 10154

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

SL-263 (FAA)

ST. PAUL, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to MSP VOR/DME then via MSP R-232 to SCHEP INT/MSP 66 DME,
Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

O'NEILL TRANSITION (SCHEP3.ONL): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-236 and ONL R-052 to ONL VORTAC.

WOLBACH TRANSITION (SCHEP3.OBH): From over SCHEP INT via OTG R-045 to OTG VOR/DME, then via OTG R-215 and OBH R-034 to OBH VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

TWOLF TWO ARRIVAL

ST-264 (FAA)

MINNEAPOLIS, MINNESOTA

NC-1, 21 OCT 2010 to 18 NOV 2010

MINNEAPOLIS APP CON
126.95 335.5
118.72 (MSP RWY 35)
MINNEAPOLIS ATIS
135.35 239.275
ANOKA COUNTY ATIS 120.625
CRYSTAL ATIS 124.475
FLYING CLOUD ATIS 124.9
ST. PAUL DOWNTOWN ATIS
118.35

L.O. SIMENSTAD MUNI

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD)

NEW RICHMOND RGNL

GOPHER
117.3 GEP
Chan 120

CRYSTAL

ST. PAUL DOWNTOWN HOLMAN FIELD

FLYING CLOUD

300°

MINNEAPOLIS-ST. PAUL INTL/
WOLD CHAMBERLAIN

FLYING CLOUD
117.7 FCM
Chan 124
N44°49.54′-W93°27.41′

R-180

R-178

R-103

SLIKK
N44°47.90′
W93°17.21′

330°
(11)

AIRLAKE

FARMINGTON
115.7 FGT
Chan 104
N44°37.86′-W93°10.92′

TRGET
N44°13.88′-W93°27.73′

VERTICAL NAVIGATION
PLANNING INFORMATION

MSP: Expect clearance to cross at 11000.
All other airports:
Turbojets: Expect clearance to cross at 8000.
Turboprops: Expect clearance to cross at 7000.

5000
(36)
360°

(8)

R-201

GDNEE
N44°30.68′
W93°15.98′

17

(9)

55

PIKKL
N44°22.82′
W93°21.49′

021°
5000
(10)

R-081

6000

62

(7)

MANKATO
110.8 MKT
Chan 45

LYNKS
N44°06.89′
W93°28.39′

8000
(22)

84

KGEEE
N43°44.94′
W93°30.47′

12000
358°
(28)

112

TWOLF
N43°17.00′
W93°33.09′

FORT DODGE
113.5 FOD
Chan 82
N42°36.67′-W94°17.69′
L-12, H-5

12000
032°
(30)

52

R-178
GEP

NOTE: DME and RADAR Required.

12000
*2900
032°
(22)

TICKT
N42°53.71′
W93°59.01′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TWOLF TWO ARRIVAL

MINNEAPOLIS, MINNESOTA

(TWOLF.TWOLF2) 10154

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.TWOLF2): From over FOD VORTAC via FOD R-032 to TWOLF/FOD 52 DME, Thence . . . .

....From over TWOLF/GEP 112 DME via GEP R-178 to KGEEE/GEP 84 DME, then as depicted to TRGET INT/GEP 55 DME. Thence....

LANDING MSP RWYS 12L/R: From over TRGET INT via FGT R-201 to FGT VORTAC, then via FGT R-330 to SLIKK INT/FGT 11 DME, then via heading 300° for radar vectors to final approach course.

LANDING MSP RWYS 30L/R, 4, 22, 17, 35: From over TRGET INT via FGT R-201 to FGT VORTAC, then via radar vectors to final approach course.

LANDING ALL OTHER AIRPORTS: From over TRGET INT via FCM R-180 to FCM VOR/DME, then expect radar vectors to final approach course.

NC-1, 21 OCT 2010 to 18 NOV 2010

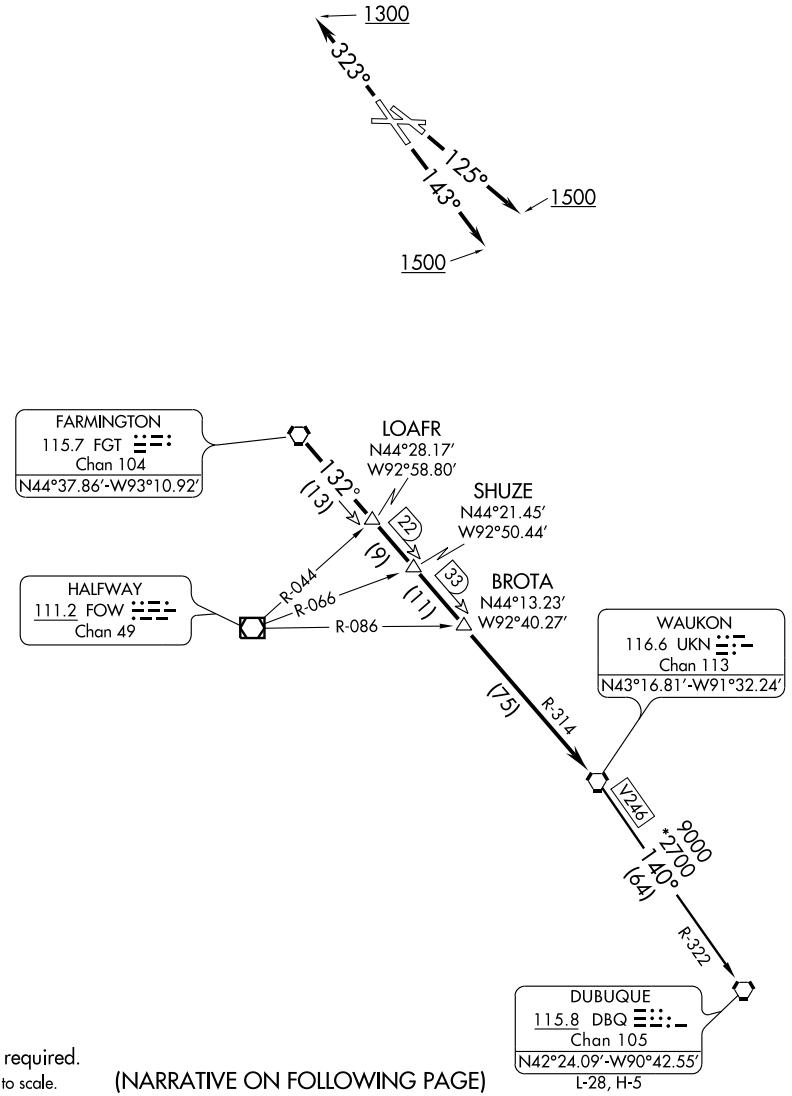
WAUKON THREE DEPARTURE

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
SL-263 (FAA)
ST. PAUL, MINNESOTA

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346′ per NM to 1500.
Rwy 13: Standard with minimum climb of 266′ per NM to 1500.
Rwy 14: Standard with minimum climb of 216′ per NM to 1500.
Rwy 27: Standard with minimum climb of 436′ per NM to 1500.
Rwy 31: NA - Obstacles.
Rwy 32: Standard with minimum climb of 340′ per NM to 3000.

ATIS 118.35
CLNC DEL
121.675
MINNEAPOLIS CLNC DEL
121.675 (when tower closed)
MINNEAPOLIS DEP CON
121.2 357.4
ST. PAUL TOWER ★
119.1 (CTAF) 257.8



NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

L-28, H-5

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1300 for radar vectors to FGT VORTAC then via FGT R-132 and UKN R-314 to UKN VORTAC, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

DUBUQUE TRANSITION (UKN3.DBQ): From over UKN VORTAC via UKN R-140 and DBQ R-322 to DBQ VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 346' per NM to 1500.
Rwy 13: Standard with minimum climb of 266' per NM to 1500.
Rwy 14: Standard with minimum climb of 216' per NM to 1500.
Rwy 27: Standard with minimum climb of 436' per NM to 1500.
Rwy 31: NA-obstacles.
Rwy 32: Standard with minimum climb of 340' per NM to 3000.

(NARRATIVE ON FOLLOWING PAGE)

WLSTN THREE DEPARTURE
(WLSTN3.WLSTN) 10042
ST. PAUL, MINNESOTA
ST. PAUL DOWNTOWN HOLMAN FIELD (STP)
NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to GEP R-072 to WLSTN/GEP 102 DME, thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

GREEN BAY TRANSITION (WLSTN3.GRB): From over WLSTN via GRB R-295 to GRB VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL.
Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL.
OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL.
Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL.
Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL.
Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL.
Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL.
Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL.
Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL.
Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL.
Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL.
Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL.
Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL.
OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL.
Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL.
Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL.
Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL.
Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL.
Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL.
Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL.
Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL.
Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL.
Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL.
Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL.
Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL.
Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL.
Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL.
Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

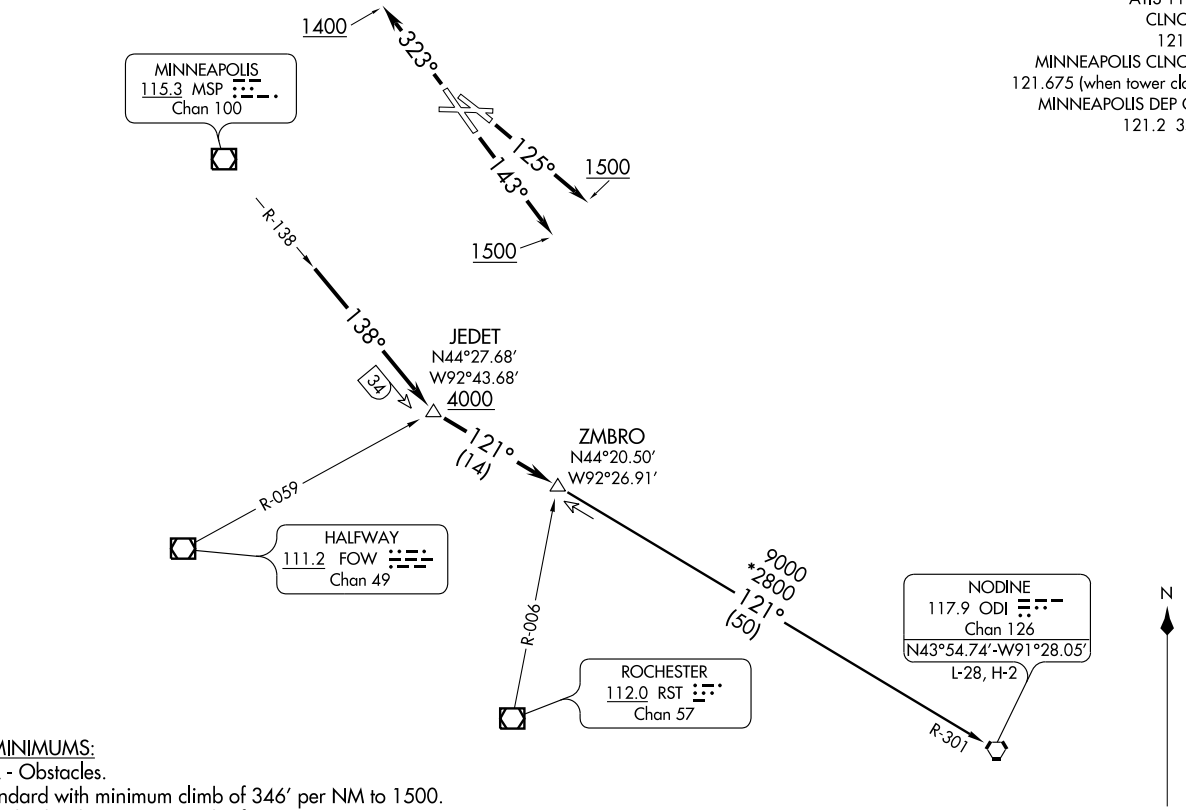
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10042

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA



ZMBRO THREE DEPARTURE

(ZMBRO3.ZMBRO) 10042

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

ST. PAUL, MINNESOTA

SL-263 (FAA)

NC-1, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTON

TAKE-OFF RUNWAYS 9, 27: Fly assigned heading and altitude for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 13: Climb heading 125° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 14: Climb heading 143° to 1500 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

TAKE-OFF RUNWAY 32: Climb heading 323° to 1400 for radar vectors to MSP VOR/DME then via MSP R-138 to JEDET INT/MSP 34 DME, at or above 4000; then via ODI R-301 to ZMBRO INT/ODI 50 DME, Thence . . . .

. . . . via transition or assigned route. Expect clearance to filed altitude/flight level 10 (ten) minutes after departure.

NODINE TRANSITION (ZMBRO3.ODI): From over ZMBRO INT via ODI R-301 to ODI VORTAC.

TAKE-OFF OBSTACLE NOTES:

RWY 9: Multiple trees beginning 1265′ from DER, 167′ right of centerline, up to 75′ AGL/1055′ MSL. Multiple trees beginning 1.1 NM from DER, 124′ left of centerline, up to 100′ AGL/1099′ MSL. OL tank 1571′ from DER, 771′ right of centerline, 50′ AGL/811′ MSL. Mobile crane 1163′ from DER, 123′ left of centerline, 50′ AGL/758′ MSL.

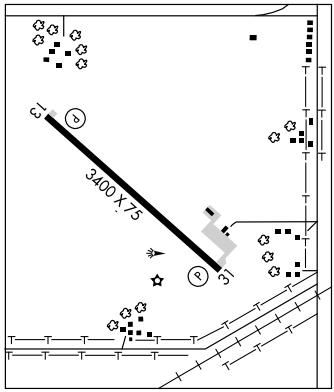
RWY 13: OL stack 2695′ from DER, 842′ right of centerline, 50′ AGL/820′ MSL. Tree 1563′ from DER, 25′ right of centerline, 61′ AGL/748′ MSL. Multiple trees beginning 1004′ from DER, 607′ left of centerline, 50′ AGL/767′ MSL. Tower 1725′ from DER, 930′ left of centerline, 47′ AGL/753′ MSL. Vent on building 3029′ from DER, 629′ right of centerline, 10′ AGL/783′ MSL. Multiple bushes beginning 194′ from DER, 88′ left of centerline, 7′ AGL/712′ MSL. Stack 1879′ from DER, 25′ left of centerline, 51′ AGL/751′ MSL.

RWY 14: Multiple trees beginning 805′ from DER, 2′ right of centerline, up to 112′ AGL/811′ MSL. Multiple trees beginning 1205′ from DER, 64′ left of centerline, up to 80′ AGL/770′ MSL. Poles 2810′ from DER, 715′ right of centerline, 91′ AGL/778′ MSL.

RWY 27: Multiple trees beginning 803′ from DER, 122′ left of centerline, up to 100′ AGL/994′ MSL. Tree 783′ from DER, 105′ right of centerline, 25′ AGL/725′ MSL. OL antenna 996′ from DER, 304′ right of centerline, 67′ AGL/767′ MSL. Light pole 1328′ from DER, 222′ left of centerline, 50′ AGL/747′ MSL. Building 2049′ from DER, 837′ right of centerline, 57′ AGL/761′ MSL. Flagpole 2333′ from DER, 199′ left of centerline, 78′ AGL/778′ MSL. Stack 1.8 NM from DER, 635′ left of centerline, 569′ AGL/1279′ MSL.

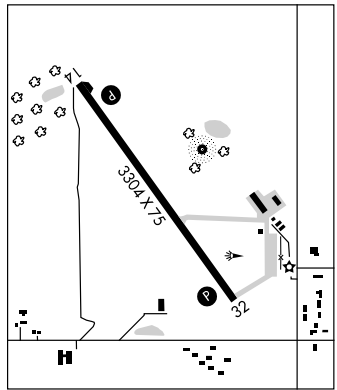
RWY 32: Road and vehicle 211′ from DER, 482′ left of centerline, 17′ AGL/717′ MSL. Railroad beginning 369′ from DER, 329′ left of centerline, up to 23′ AGL/727′ MSL. Pipe on DME 383′ from DER, 269′ right of centerline, 17′ AGL/722′ MSL. Tree 1152′ from DER, 209′ left of centerline, 44′ AGL/744′ MSL. Tree 1685′ from DER, 277′ right of centerline, 75′ AGL/770′ MSL. Sign 5668′ from DER, 1924′ left of centerline, 86′ AGL/874′ MSL. Trees 5614′ from DER, 1796′ right of centerline, 100′ AGL/939′ MSL. Building 5779′ from DER, 1733′ right of centerline, 72′ AGL/910′ MSL. Pole 1 NM from DER, 1835′ right of centerline, 157′ AGL/973′ MSL. Building 1.1 NM from DER, 2170′ left of centerline, 122′ AGL/886′ MSL. Multiple buildings beginning 1.1 NM from DER, 378′ left of centerline, up to 142′ AGL/918′ MSL.

SPRINGFIELD MUNI (D42) 1 SW UTC−6(−5DT) N44°13.86′ W94°59.94′ OMAHA
1072 B **FUEL** 100LL NOTAM FILE PNM L–12I
RWY 13–31: H3400X75 (ASPH) S–12 MIRL IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 20′. Road. Rgt tfc.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 20′.
AIRPORT REMARKS: Attended Mon–Fri 1430–2200Z‡, Sat 1430–1800Z‡. For svc after hrs call 507–723–3514 or 8881. Ultralight tfc on and invof arpt. Rwy 13–31 2″ cracks at sawcuts with secondary cracking. MIRL Rwy 13–31 preset on low ints, to increase ints—CTAF. PAPI Rwy 13 and Rwy 31 on continuously. REIL Rwy 13 and Rwy 31 5 clicks med and 7 clicks high, 3 clicks off.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80
N44°28.04′ W95°07.69′
152° 15.2 NM to fld. 1061/7E. **HIWAS.**



STANTON AIRFIELD (SYN) 1 E UTC−6(−5DT) N44°28.53′ W93°00.98′ OMAHA
920 S4 **FUEL** 100LL, MOGAS TPA—1720(800) NOTAM FILE SYN
RWY 18–36: 2550X200 (TURF)
RWY 18: Hill. **RWY 36:** Thld dsplcd 300′. Road.
RWY 09–27: 1970X180 (TURF)
RWY 09: Trees. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–SS. For svc 507–645–4030 or 612–652–2280. Arpt CLOSED ngts. Glider ops on and invof arpt, surface thru 8000′ MSL weekends during dalgt hrs, except winter months. Rwy 09–27 marked with yellow cones. Rwy 18–36 and dsplcd thld Rwy 36 marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 119.35 (507) 664–3806.
COMMUNICATIONS: CTAF/UNICOM 122.8

STAPLES MUNI (SAZ) 2 NW UTC−6(−5DT) N46°22.85′ W94°48.40′ TWIN CITIES
1287 B **FUEL** 100LL NOTAM FILE SAZ L–14H
RWY 14–32: H3304X75 (ASPH) MIRL IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Road.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Unattended. Self serve fuel available 24 hrs with credit card. Occasional helicopter ops hospital helipad .89 NM ESE Rwy 14–32. To increase intensity and ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (218) 894–3666.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 118.05
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN.
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 028° 31.0 NM to fld. 1367/7E. **HIWAS.**
NDB (MHW) 257 SAZ N46°22.94′ W94°48.30′ at fld. Unmonitored. NOTAM FILE SAZ.



NDB SAZ 257	APP CRS 133°	Rwy Idg 3304 TDZE 1287 Apt Elev 1287

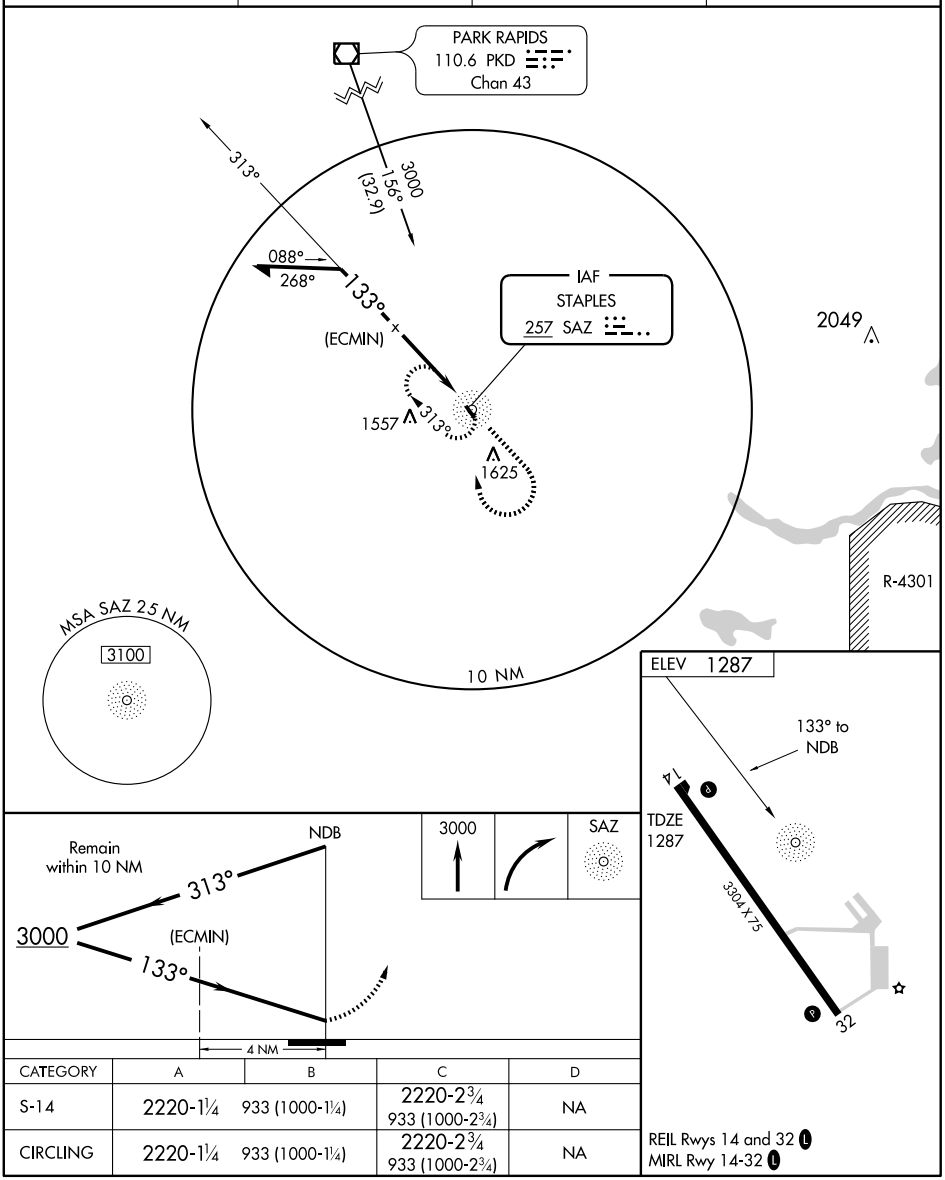
NDB or GPS RWY 14

STAPLES MUNI (SAZ)

NA

MISSED APPROACH: Climb to 3000 then right turn direct SAZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	CTAF
118.325	118.05 239.0	121.725	122.9 L



CATEGORY	A	B	C	D
S-14	2220-1¼	933 (1000-1¼)	2220-2¾ 933 (1000-2¾)	NA
CIRCLING	2220-1¼	933 (1000-1¼)	2220-2¾ 933 (1000-2¾)	NA

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

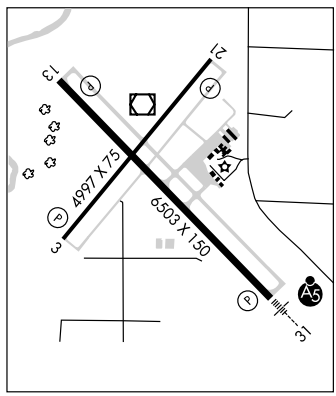
STARBUCK MUNI (D32) 1 S UTC−6(−5DT) N45°36.00′ W95°32.02′ **TWIN CITIES**
1141 B NOTAM FILE PNM
RWY 15–33: 2512X198 (TURF) LIRL (NSTD)
RWY 15: Tree. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Ultralight acft on and invof arpt. Rwy 15–33 marked with yellow cones. Rwy 15–33 NSTD LIRL, NSTD spacing.
COMMUNICATIONS: CTAF 122.9

STEPHEN MUNI (D41) 1 NE UTC−6(−5DT) N48°27.50′ W96°51.77′ **TWIN CITIES**
830 B **FUEL** 100LL TPA—1630(800) NOTAM FILE PNM
RWY 17–35: H2700X60 (ASPH) LIRL
RWY 35: Road.
AIRPORT REMARKS: Attended dalgt hrs. Ultralight tfc on and invof arpt. Rwy 17–35 has rwy cracks. Antenna 1.85 SM southeast, 1,258′ MSL (418′AGL).
COMMUNICATIONS: CTAF/UNICOM 122.7

SURFSIDE SPB (See LINO LAKES)

TAMIE N45°47.50′ W95°18.33′ NOTAM FILE AXN. **TWIN CITIES**
NDB (MHW/LOM) 374 EE 316° 5.8 NM to Chandler Fld. **L–14H**

THIEF RIVER FALLS RGNL (TVF) 3 S UTC−6(−5DT) N48°03.94′ W96°11.10′ **TWIN CITIES**
1119 B S4 **FUEL** 100LL, JET A, A+ Class I, ARFF Index A NOTAM FILE TVF **H–2I, L–14H**
RWY 13–31: H6503X150 (ASPH–GRVD) S–75, D–90, 2S–114, 2D–155 HIRL **IAP**
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
RWY 03–21: H4997X75 (ASPH–GRVD) D–30 MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 34′
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 34′



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 13:	TORA–6503	TODA–6503	ASDA–6503	LDA–6503
RWY 21:	TORA–4997	TODA–4997	ASDA–4997	LDA–4997
RWY 31:	TORA–6503	TODA–6503	ASDA–6503	LDA–6503

AIRPORT REMARKS: Attended 1200–0400Z‡. Birds on and invof arpt. Rwy 13–31 has severe pavement cracks and loose gravel. Rwy 03–21 CLOSED to air carrier ops with more than 9 passenger seats. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 218–681–7680. Scheduled air carrier ops greater than 9 passenger seats in excess of 15 minutes from published times must ctc arpt to ensure ARFF is avbl prior to air carrier ops. ACTIVATE HIRL Rwy 13–31, MIRL Rwy 03–21, REIL Rwy 13, Rwy 03 and Rwy 21 and MALSR Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 108.4 TVF (218) 681–1918.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.6R 122.1R 108.4T (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.15
AIRSPACE: CLASS E svc 1100–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.
(L) VOR/DME 108.4 TVF Chan 21 N48°04.16′ W96°11.19′ at fld. 1039/8E. **AWOS–3**. VOR portion unusable 325°–335°.
HARVI NDB (LOM) 260 HY N48°00.40′ W96°05.75′ 310° 5.0 NM to fld. Unmonitored.
ILS 110.5 I–HYZ Rwy 31 Class IE. LOM HARVI NDB. Unmonitored.

TODD FLD (See LONG PRAIRIE)

TONNA N44°04.43′ W93°09.32′ NOTAM FILE OWA. **OMAHA**
NDB (LOM) 379 OW 301° 5.2 NM to Owatonna Degner Rgnl.

LOC I-HYZ	APP CRS	Rwy Idg	6503
110.5	310°	TDZE	1115
		Apt Elev	1119

ILS or LOC RWY 31
THIEF RIVER FALLS RGNL (TVF)

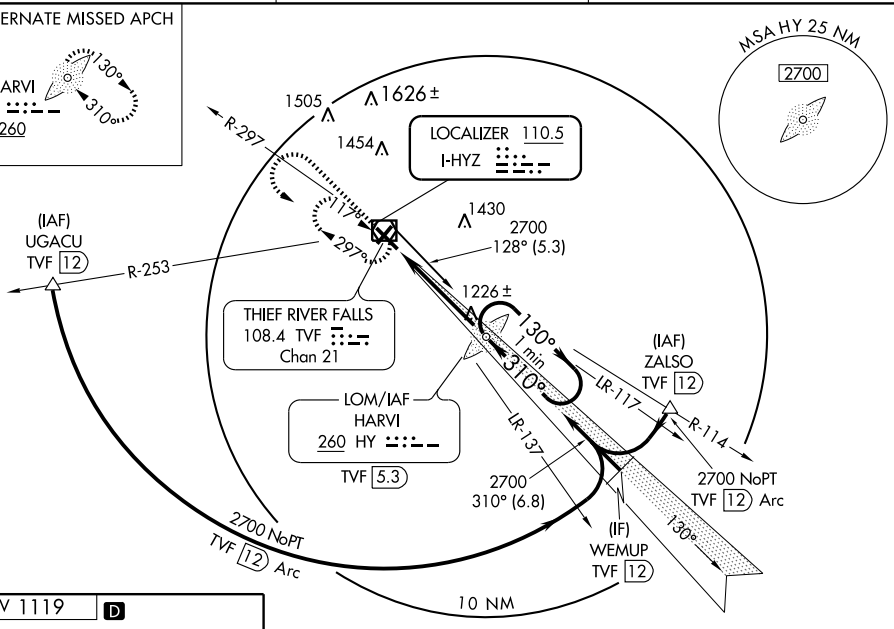
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and increase S-LOC Cat C/D visibility ¼ mile. For inoperative MALSR when using Crookston altimeter setting, increase visibility S-ILS 31 all Cats to 1 mile. Circling to Rwy 3/21 NA.

MALSR

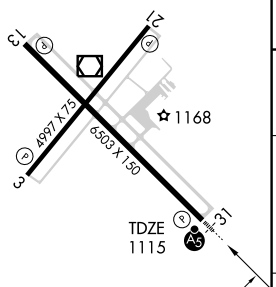
MISSED APPROACH: Climb to 2700 then left turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF)

ALTERNATE MISSED APCH FIX
HARVI
HY 260
130°
310°



ELEV 1119 D

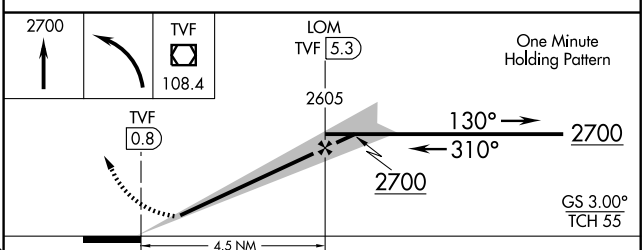


310° 4.5 NM from FAF

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1315-½ 200 (200-½)			
S-LOC 31	1480-½ 365 (400-½)			1480-¾ 365 (400-¾)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

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LOM HY	APP CRS	Rwy Idg	6503
260	309°	TDZE	1115
		Apt Elev	1119

NDB RWY 31

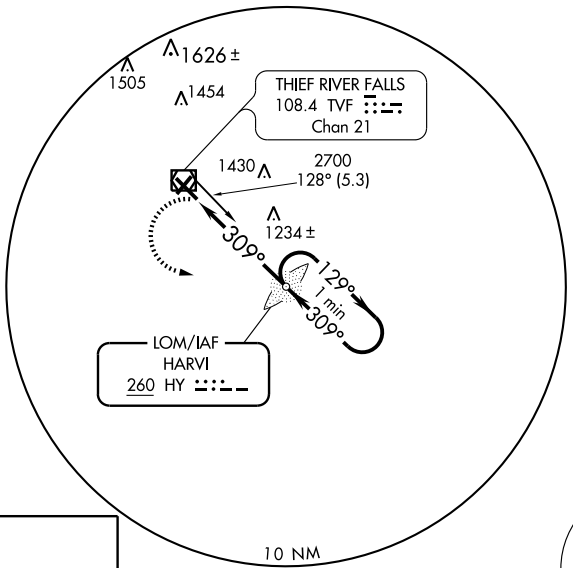
THIEF RIVER FALLS RGNL (TVF)

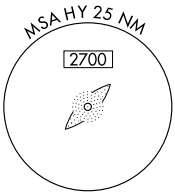
Circling to Rwy 3/21 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 100 feet and increase S-31 Cat C visibility ¼ mile and Cat D visibility ½ mile.

MALSR

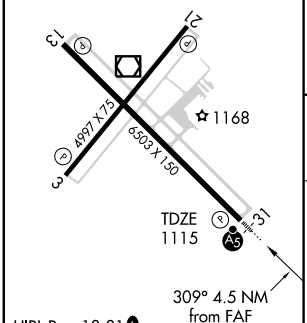
MISSED APPROACH: Climbing left turn to 2700 direct HY LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L





ELEV 1119 D

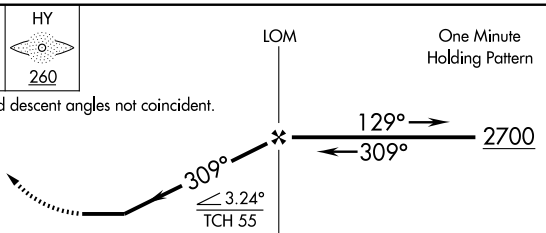


HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

2700 HY 260

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
S-31	1540-¾ 425 (500-¾)			1540-1 425 (500-1)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH **72711**	**130°**	Rwy Idg	**6503**
W13A		TDZE	**1115**
		Apt Elev	**1119**

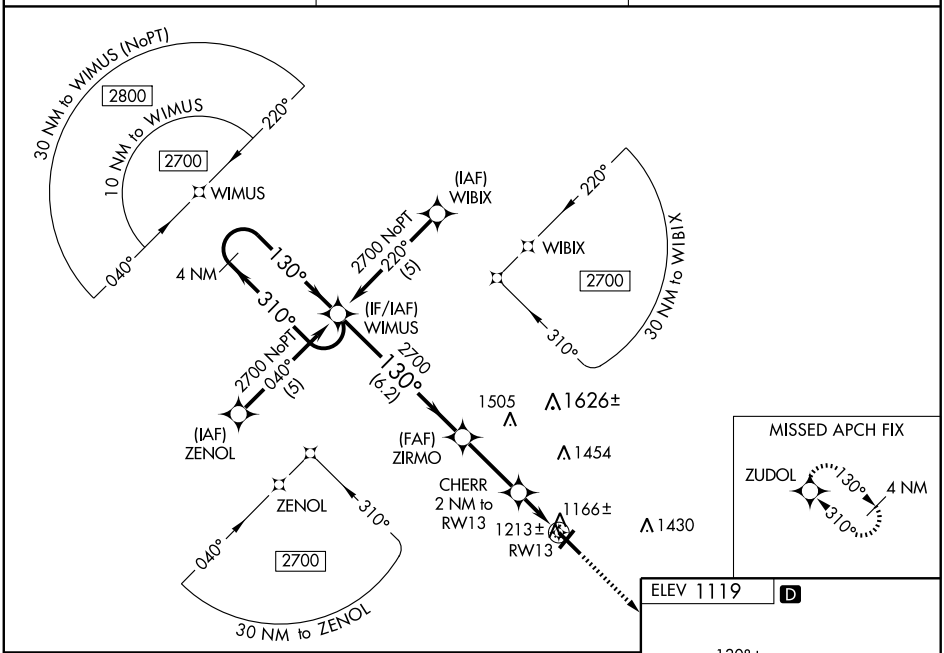
RNAV (GPS) RWY 13

THIEF RIVER FALLS RGNL (TVF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibilities ¼ mile.
VDP and Baro-VNAV NA when using Crookston altimeter setting.
Circling to Rwy 3/21 NA.

MISSED APPROACH: Climb to 2700 direct ZUDOL and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	**132.15 269.6**	**122.8** (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1365-1 250 (300-1)			
LNAV/VNAV DA	1436-1¼ 321 (400-1¼)			
LNAV MDA	1480-1 365 (400-1)			1480-1¼ 365 (400-1¼)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6503
CH 69311	310°	TDZE	1115
W31A		Apt Elev	1119

RNAV (GPS) RWY 31

THIEF RIVER FALLS RGNL (TVF)

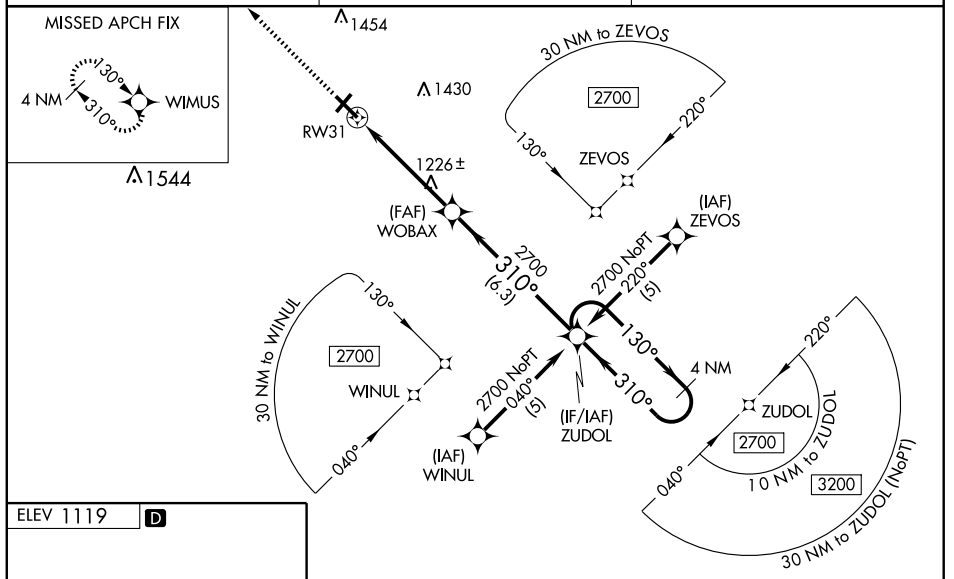
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

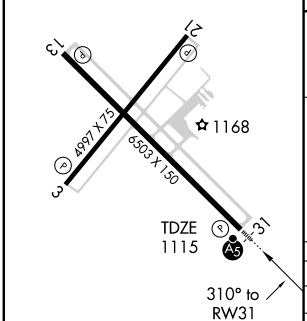
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 82 feet, and all MDA 100 feet and LPV all Cats, LNAV/VNAV Cats A, B, and C and LNAV Cat C visibilities ¼ mile.
For inoperative MALSR when using Crookston altimeter setting, increase visibility LPV all Cats to 1¼ mile.
For inoperative MALSR increase visibility LNAV/VNAV Cat D to 1 mile and increase visibility LNAV Cat D to 1¼ mile.
VDP and Baro-VNAV NA when using Crookston altimeter setting.
Circling to Rwy 3/21 NA.

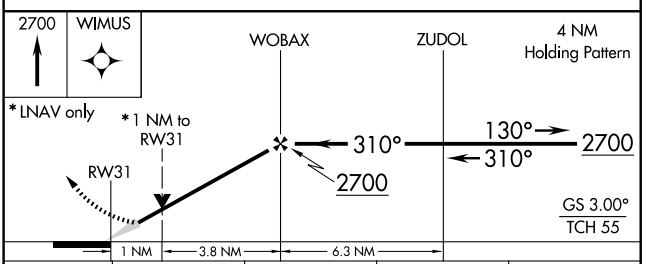
MALSR

MISSED APPROACH: Climb to 2700 direct WIMUS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1365-½ 250 (300-½)			
LNAV/VNAV DA	1427-½ 312 (400-½)			1427-¾ 312 (400-¾)
LNAV MDA	1500-½ 385 (400-½)			1500-1 385 (400-1)
CIRCLING	1540-1 421 (500-1)	1580-1 461 (500-1)	1580-1½ 461 (500-1½)	1680-2 561 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

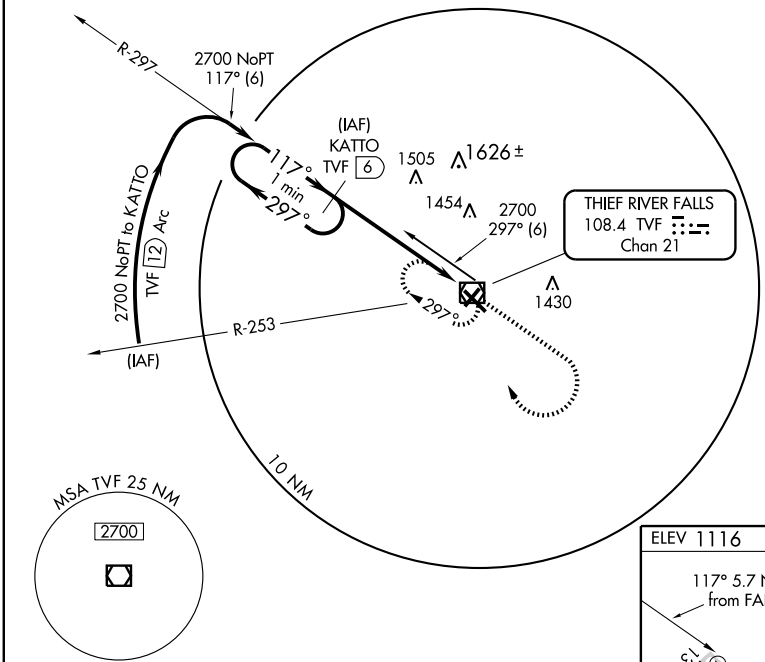
VOR/DME TVF 108.4 Chan 21	APP CRS 117°	Rwy Idg 6503 TDZE 1114 Apt Elev 1116

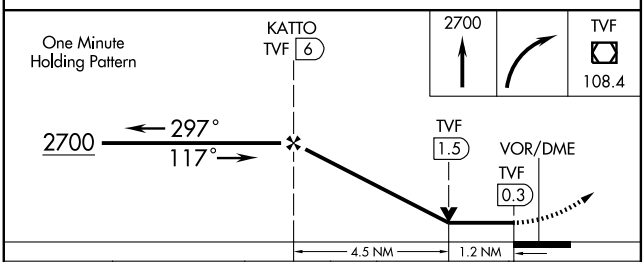
VOR/DME RWY 13
THIEF RIVER FALLS RGNL (TVF)

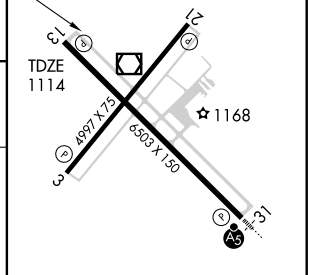
Circling to Rwy 3/21 NA.

MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1520-1 406 (500-1)		1520-1¼ 406 (500-1¼)	
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	312°	TDZE	1113
Chan 21		Apt Elev	1116

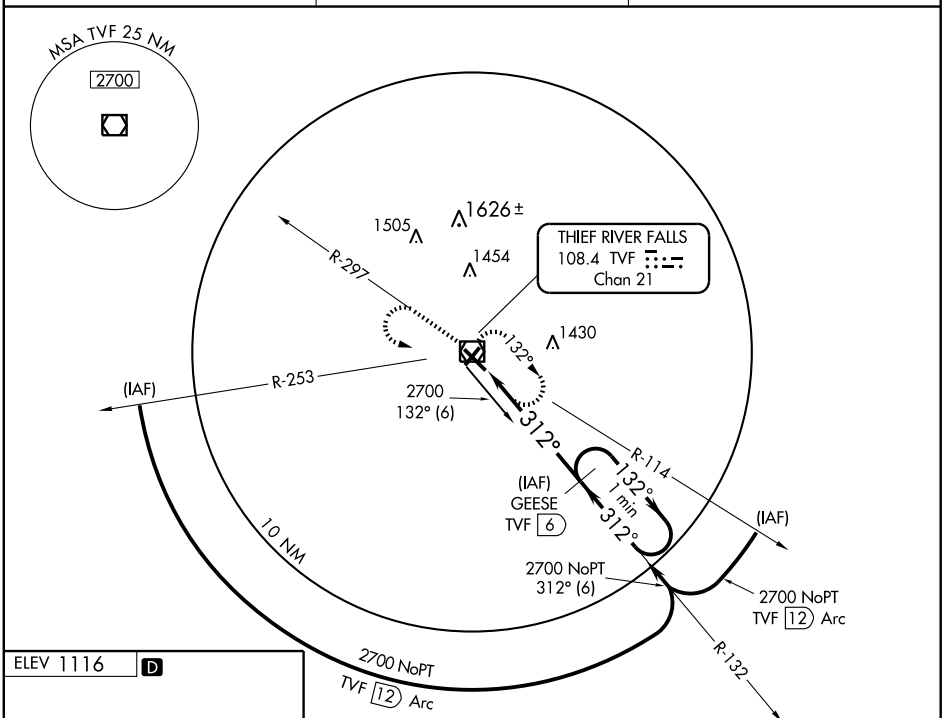
VOR/DME RWY 31
THIEF RIVER FALLS RGNL (TVF)

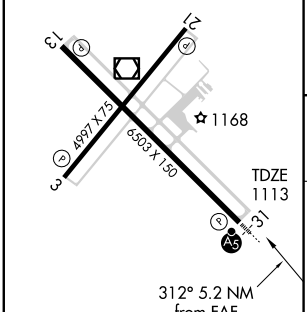
Increase S-31 Cat D visibility ¼ mile for inoperative MALSR. Circling to Rwy 3/21 NA.

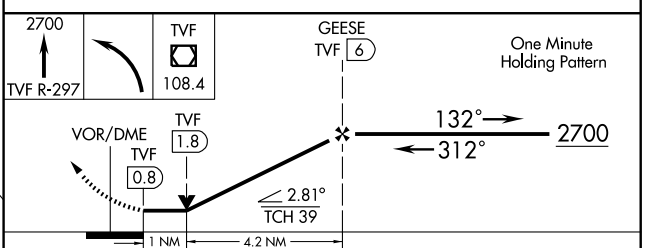
MALSR

MISSED APPROACH: Climb to 2700 via TVF R-297 then left turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1480-½ 367 (400-½)			1480-1 367 (400-1)
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	117°	TDZE	1115
Chan 21		Apt Elev	1119

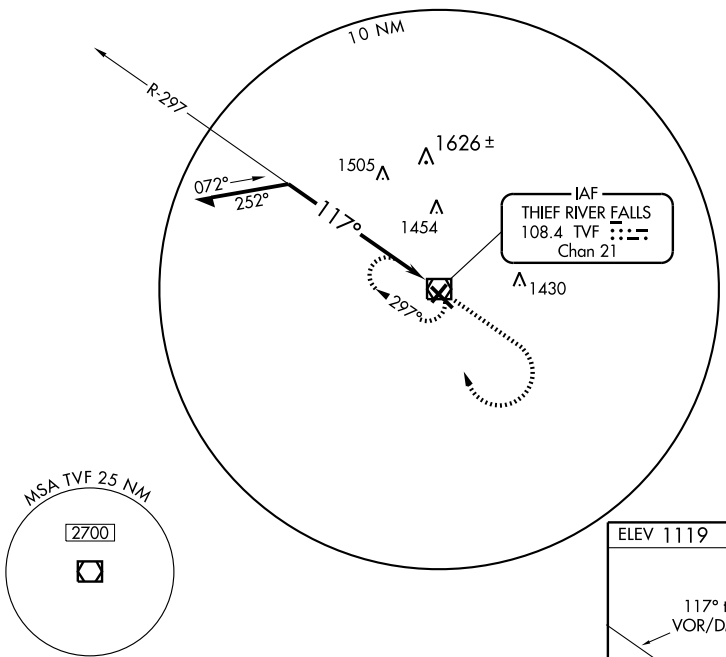
VOR RWY 13

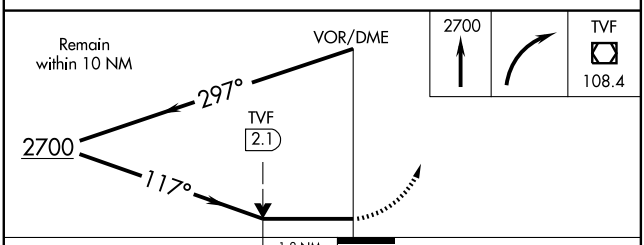
THIEF RIVER FALLS RGNL (TVF)

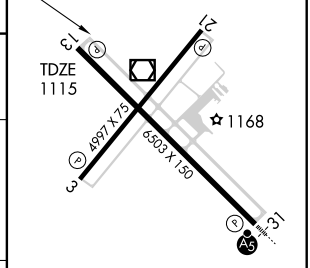
T Circling to Rwy 3/21 NA.
A VDP NA when using Crookston altimeter setting.
When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 100 feet and increase Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 then right turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1740-1 625 (700-1)		1740-1¾ 625 (700-1¾)	1740-2 625 (700-2)
CIRCLING	1740-1 621 (700-1)		1740-1¾ 621 (700-1¾)	1740-2 621 (700-2)

HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME TVF	APP CRS	Rwy Idg	6503
108.4	312°	TDZE	1113
Chan 21		Apt Elev	1116

VOR RWY 31

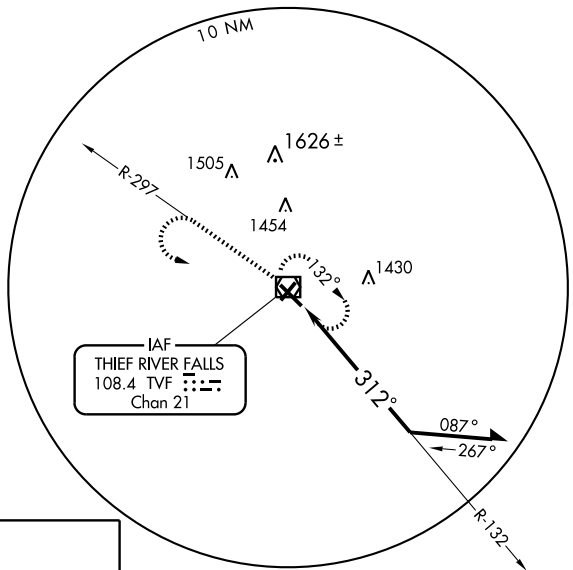
THIEF RIVER FALLS RGNL (TVF)

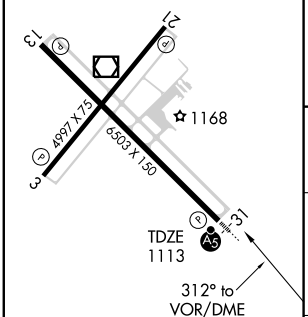
Circling to Rwy 3/21 NA.

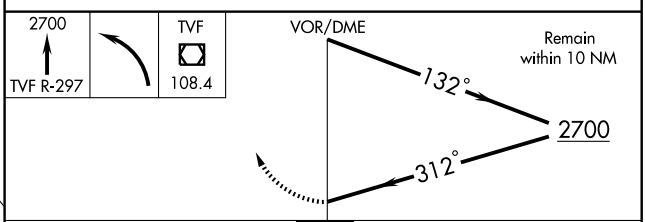
MALSR

MISSED APPROACH: Climb to 2700 via TVF R-297 then left turn direct TVF VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
108.4	132.15 269.6	122.8 (CTAF) L





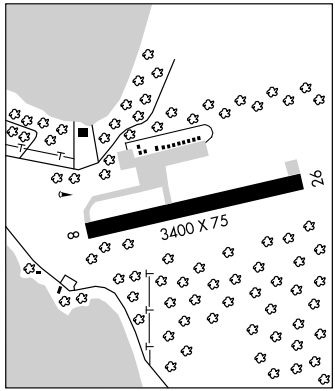


CATEGORY	A	B	C	D
S-31	1540-½ 427 (500-½)		1540-¾ 427 (500-¾)	1540-1 427 (500-1)
CIRCLING	1540-1 424 (500-1)	1580-1 464 (500-1)	1580-1½ 464 (500-1½)	1680-2 564 (600-2)

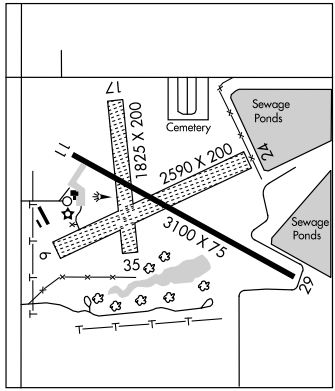
HIRL Rwy 13-31 L
MIRL Rwy 3-21 L
REIL Rwys 3, 13 and 21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TOWER MUNI (12D) 1 NW UTC−6(−5DT) N47°49.09′ W92°17.16′ GREEN BAY L–14I IAP
1369 **FUEL** 100LL NOTAM FILE PNM
RWY 08–26: H3400X75 (ASPH) MIRL
RWY 08: Road. **RWY 26:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. MIRL Rwy 08–26 preset medium ints, to increase ints and ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP CON** 127.0
MINNEAPOLIS CENTER DEP CON 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ELO.
ELY (L) VOR/DME 109.6 ELO Chan 33 N47°49.31′ W91°49.81′ 270° 18.7 NM to fld. 1489/0E.
• • • • • • • • • • • • • • • • • •
WATERWAY 14–32: 5000X200 (WATER)



TRACY MUNI (TKC) 1 NE UTC−6(−5DT) N44°14.95′ W95°36.44′ OMAHA L–12I IAP
1340 B **FUEL** 100LL NOTAM FILE TKC
RWY 11–29: H3100X75 (ASPH) MIRL
RWY 11: Road.
RWY 06–24: 2590X200 (TURF)
RWY 06: Road. **RWY 24:** Fence.
RWY 17–35: 1825X200 (TURF)
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. For service call arpt manager: 507–629–3833/829–9310. Rwy 06–24 and Rwy 17–35 not plowed winter months. Rwy 06–24 and Rwy 17–35 marked with A–frames painted red and white. ACTIVATE MIRL Rwy 11–29—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (507) 629–9006.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80 N44°28.04′ W95°07.69′ 231° 24.4 NM to fld. 1061/7E. **HIWAS.**



TWO HARBORS N47°03.12′ W91°44.68′ NOTAM FILE TWM. GREEN BAY L–14I
NDB (MHW) 243 TWM at Richard B. Helgeson.

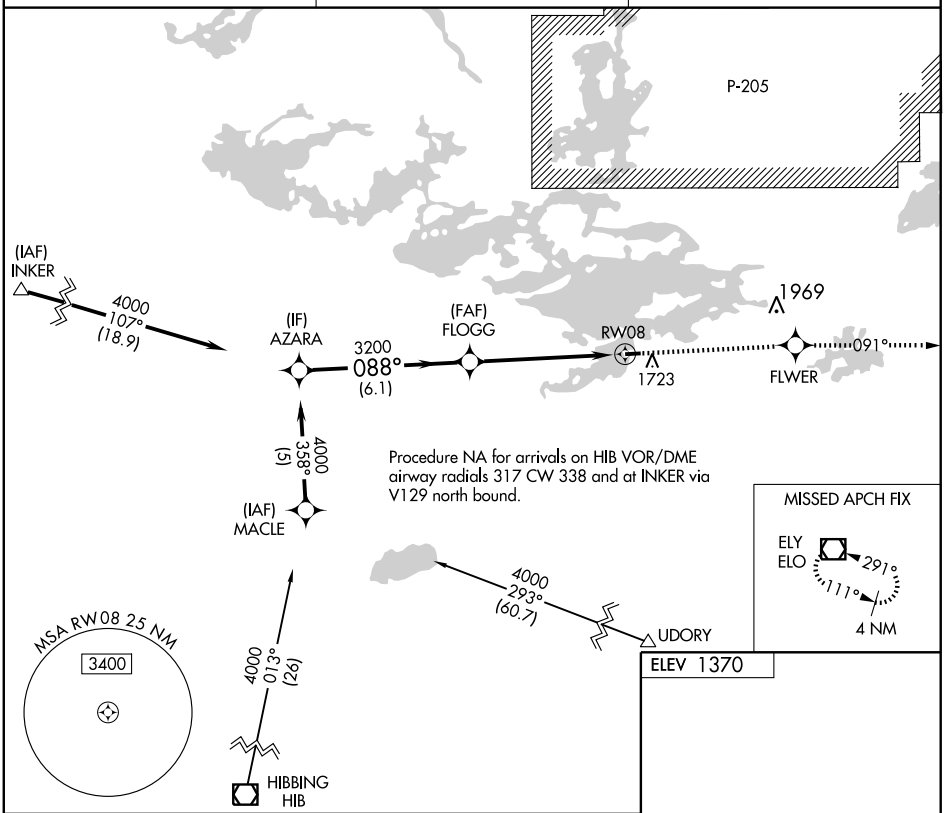
APP CRS	Rwy Idg	3400
088°	TDZE	1369
	Apt Elev	1370

RNAV (GPS) RWY 8
TOWER MUNI (12D)

DME/DME RNP- 0.3 NA. Procedure NA at night.
Use Cook altimeter setting, when not received, use Ely altimeter setting and increase all MDA 20 feet and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct FLWER and via 091° track to ELO VOR/DME and hold.

COOK AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1960-1 591 (600-1)		1960-1½ 591 (600-1½)	NA
CIRCLING	2120-1 750 (800-1)	2120-1¼ 750 (800-1¼)	2120-2¼ 750 (800-2¼)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 26

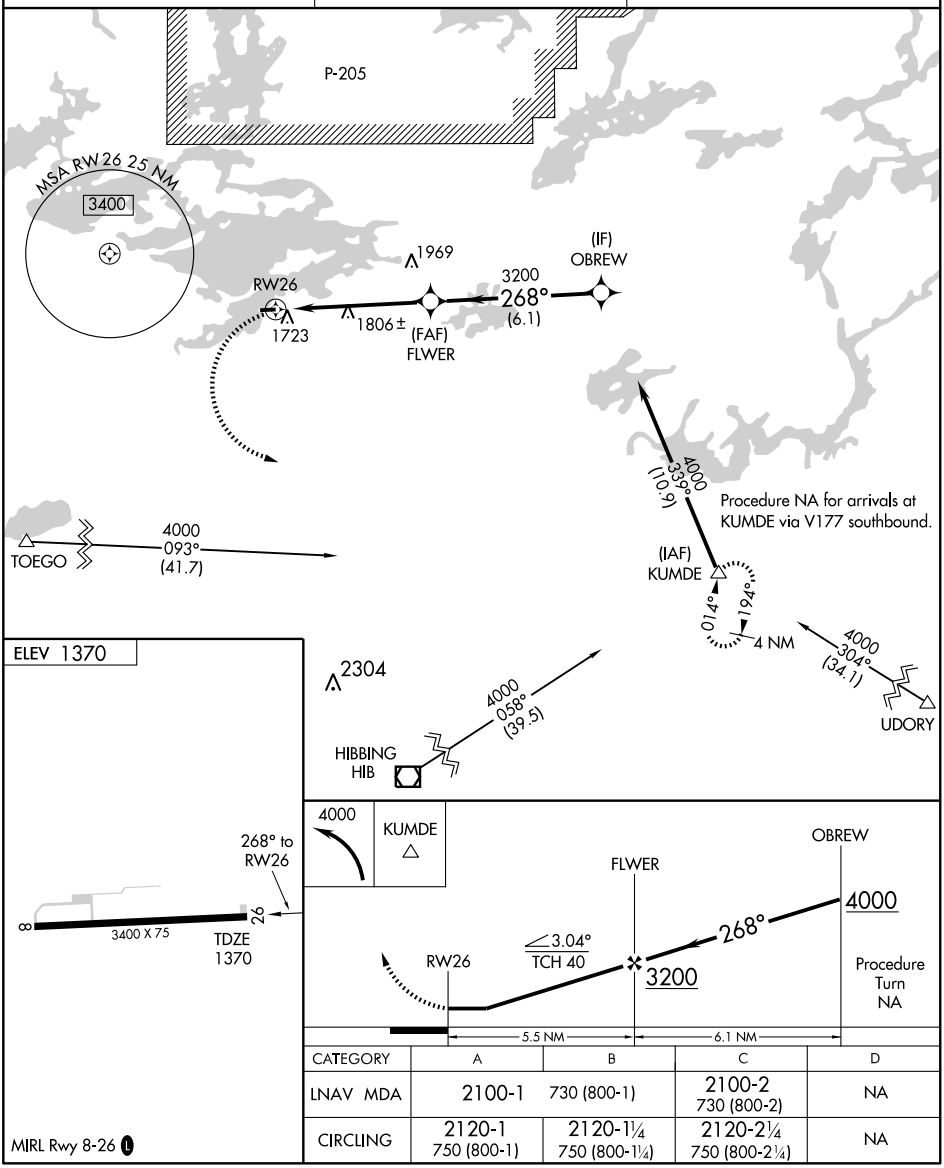
TOWER MUNI (12D)

APP CRS	Rwy Idg	3400
268°	TDZE	1370
	Apt Elev	1370

DME/DME RNP- 0.3 NA. Procedure NA at night.
NA Visibility reduction by helicopters NA.
Use Cook altimeter setting, when not received, use Ely altimeter setting and increase all MDA 20 feet and increase Cat B and C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct KUMDE and hold.

COOK AWOS-3	MINNEAPOLIS CENTER	CTAF
118.175	127.9 281.45	122.9 L

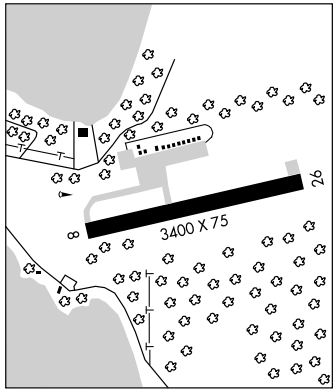


CATEGORY	A	B	C	D
LNAV MDA	2100-1	730 (800-1)	2100-2 730 (800-2)	NA
CIRCLING	2120-1 750 (800-1)	2120-1¼ 750 (800-1¼)	2120-2¼ 750 (800-2¼)	NA

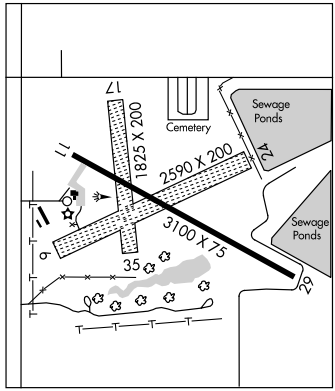
MIRL Rwy 8-26 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TOWER MUNI (12D) 1 NW UTC−6(−5DT) N47°49.09′ W92°17.16′ GREEN BAY L–14I IAP
1369 **FUEL** 100LL NOTAM FILE PNM
RWY 08–26: H3400X75 (ASPH) MIRL
RWY 08: Road. **RWY 26:** Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Self service fuel avbl 24 hrs with credit card. Ultralight tfc on and invof arpt. MIRL Rwy 08–26 preset medium ints, to increase ints and ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP CON** 127.0
MINNEAPOLIS CENTER DEP CON 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ELO.
ELY (L) VOR/DME 109.6 ELO Chan 33 N47°49.31′ W91°49.81′ 270° 18.7 NM to fld. 1489/0E.
• • • • • • • • • • • • • • • • • •
WATERWAY 14–32: 5000X200 (WATER)



TRACY MUNI (TKC) 1 NE UTC−6(−5DT) N44°14.95′ W95°36.44′ OMAHA L–12I IAP
1340 B **FUEL** 100LL NOTAM FILE TKC
RWY 11–29: H3100X75 (ASPH) MIRL
RWY 11: Road.
RWY 06–24: 2590X200 (TURF)
RWY 06: Road. **RWY 24:** Fence.
RWY 17–35: 1825X200 (TURF)
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Unattended. For service call arpt manager: 507–629–3833/829–9310. Rwy 06–24 and Rwy 17–35 not plowed winter months. Rwy 06–24 and Rwy 17–35 marked with A–frames painted red and white. ACTIVATE MIRL Rwy 11–29—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (507) 629–9006.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80 N44°28.04′ W95°07.69′ 231° 24.4 NM to fld. 1061/7E. **HIWAS.**



TWO HARBORS N47°03.12′ W91°44.68′ NOTAM FILE TWM. GREEN BAY L–14I
NDB (MHW) 243 TWM at Richard B. Helgeson.

RNAV (GPS) RWY 11

TRACY MUNI (TKC)

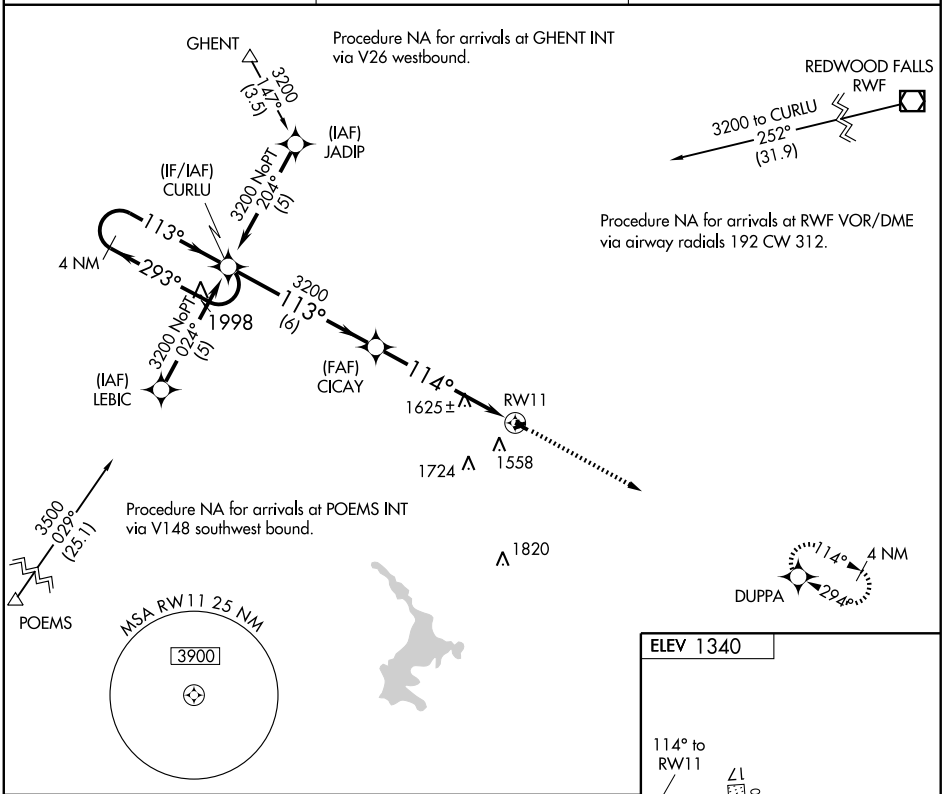
APP CRS		
114°	Rwy Idg	3100
	TDZE	1336
	Apt Elev	1340

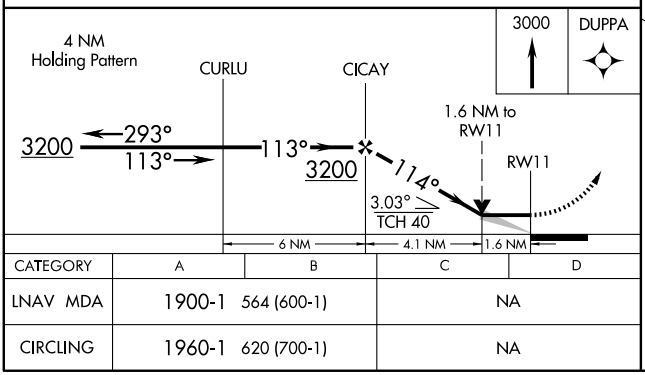
NA

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Marshall/Ryan altimeter setting and increase all MDAs 60 feet.
Procedure NA at night.

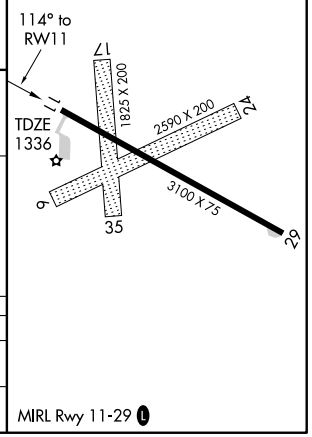
MISSED APPROACH: Climb to 3000 direct DUPPA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1900-1 564 (600-1)		NA	
CIRCLING	1960-1 620 (700-1)		NA	



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 29

TRACY MUNI (TKC)

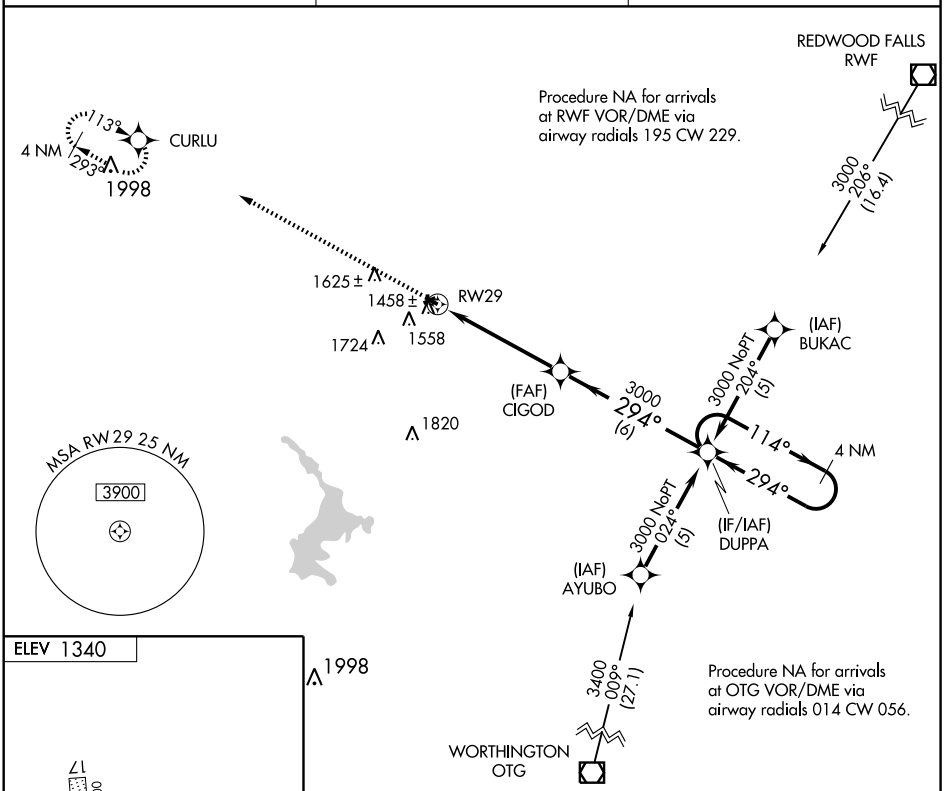
APP CRS	Rwy Idg	3100
294°	TDZE	1336
	Apt Elev	1340

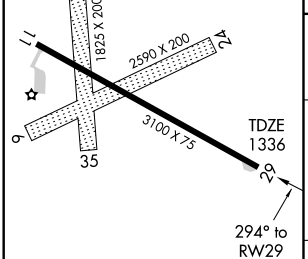
NA

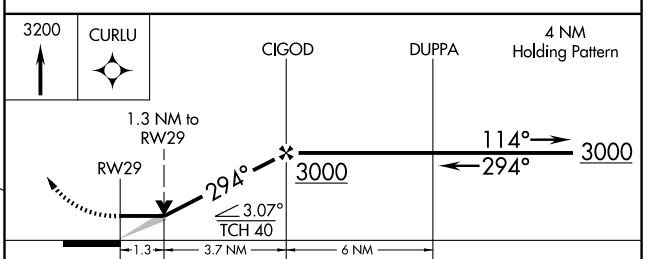
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Marshall/Ryan altimeter setting and increase all MDAs 60 feet.
Procedure NA at night.

MISSED APPROACH: Climb to 3200 direct CURLU and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
120.0	127.1 290.2	122.9 L







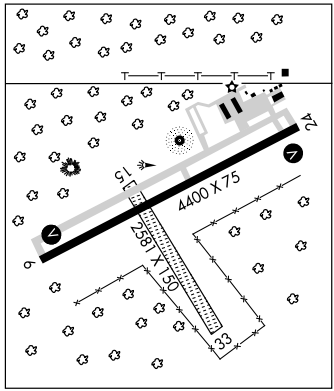
CATEGORY	A	B	C	D
LNAV MDA	1780-1 444 (500-1)		NA	
CIRCLING	1920-1 580 (600-1)		NA	

MIRL Rwy 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

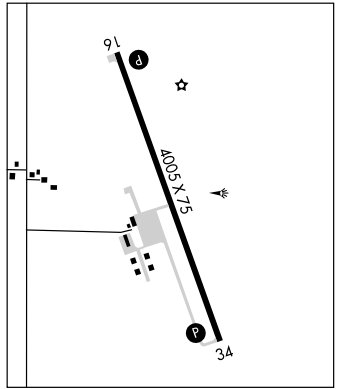
TWO HARBORS

RICHARD B HELGESON (TWM) 4 NW UTC−6(−5DT) N47°02.95′ W91°44.71′ **GREEN BAY**
1073 B **FUEL** 100LL, MOGAS, JET A TPA—1873(800) NOTAM FILE TWM **L–14I**
RWY 06–24: H4400X75 (ASPH) MIRL **IAP**
RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 20′.
RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 23′.
RWY 15–33: 2581X150 (TURF) 1.4% up NW
AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call 218–834–2969/3475′. Fuel 100LL and MOGAS avbl 24hrs with credit card. Rwy 15–33 CLOSED winter months except ski equipped acft. Rwy 15–33 marked with yellow cones. ACTIVATE MIRL Rwy 06–24, VASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (218) 834–6591.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
GCO 121.725 (1200–0500Z‡) (DULUTH CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 047° 24.0 NM to fld. 1428/5E.
TWO HARBORS NDB (MHW) 243 TWM N47°03.12′ W91°44.68′ at fld. NOTAM FILE TWM.



TYLER MUNI (63Y) 1 NW UTC−6(−5DT) N44°17.50′ W96°09.02′ **OMAHA**
1742 B NOTAM FILE PNM
RWY 14–32: 2600X160 (TURF) LIRL
RWY 32: Road.
AIRPORT REMARKS: Unattended. Confirm snow removal and winter conditions with Arpt Manager from 1400–2300Z‡ call 504–247–5556. Rwy 14–32 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

WADENA MUNI (ADC) 3 W UTC−6(−5DT) N46°27.02′ W95°12.66′ **TWIN CITIES**
1369 B S4 **FUEL** 100LL, MOGAS NOTAM FILE ADC **L–14H**
RWY 16–34: H4005X75 (ASPH) MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 42′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card only. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34 PAPI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (218) 631–7774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 355° 29.5 NM to fld. 1367/7E **HIWAS.**



APP CRS	Rwy Idg	4400
241°	TDZE	1073
	Apt Elev	1080

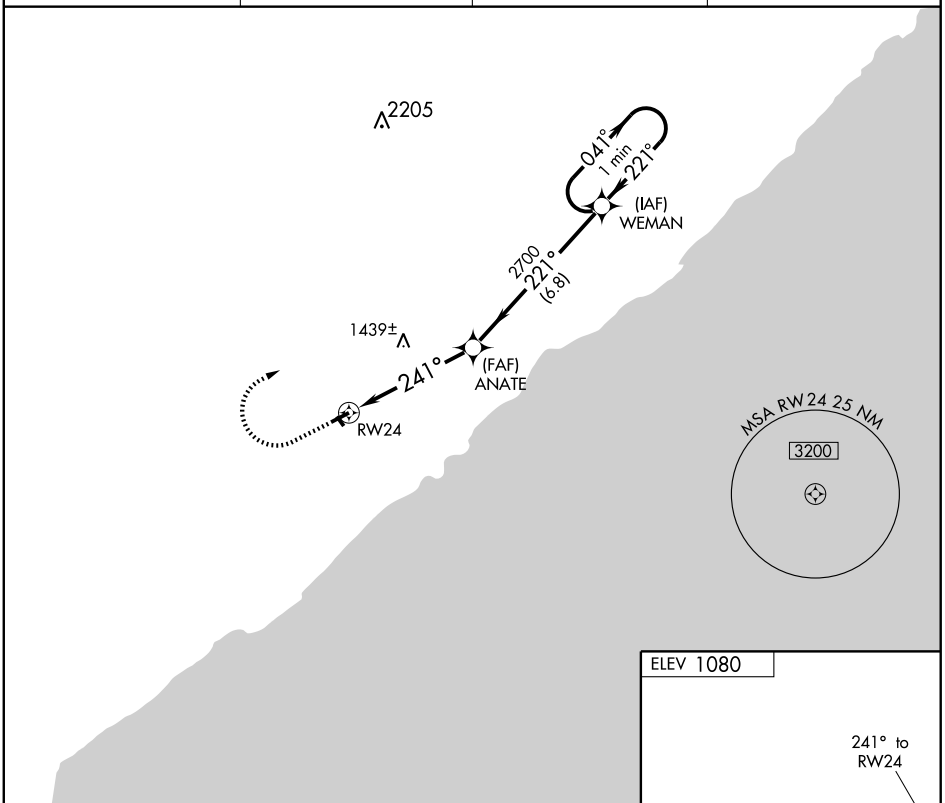
GPS RWY 24

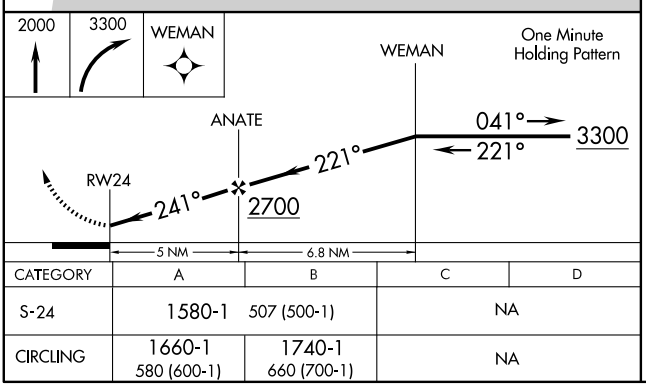
TWO HARBORS/ RICHARD B HELGESON (TWM)

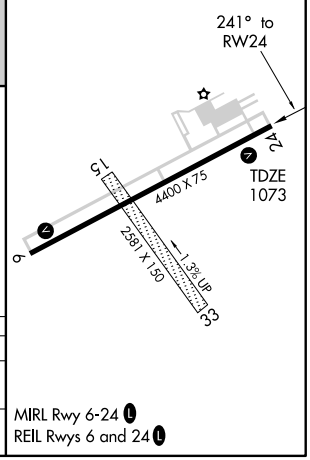
NA

MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct WEMAN WP and hold.

AWOS-3	DULUTH APP CON★	GCO	CTAF
119.325	125.45 255.9	121.725	122.9 L







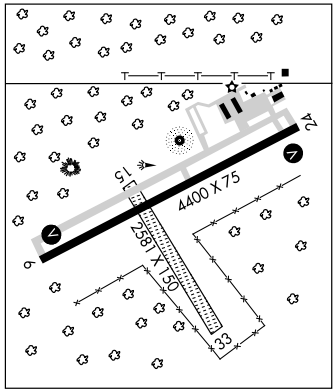
CATEGORY	A	B	C	D
S-24	1580-1	507 (500-1)	NA	
CIRCLING	1660-1 580 (600-1)	1740-1 660 (700-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

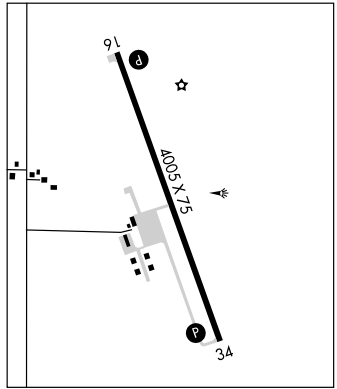
TWO HARBORS

RICHARD B HELGESON (TWM) 4 NW UTC−6(−5DT) N47°02.95′ W91°44.71′ **GREEN BAY**
1073 B **FUEL** 100LL, MOGAS, JET A TPA—1873(800) NOTAM FILE TWM **L–14I**
RWY 06–24: H4400X75 (ASPH) MIRL **IAP**
RWY 06: REIL. VASI(V2L)—GA 3.0° TCH 20′.
RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 23′.
RWY 15–33: 2581X150 (TURF) 1.4% up NW
AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call 218–834–2969/3475′. Fuel 100LL and MOGAS avbl 24hrs with credit card. Rwy 15–33 CLOSED winter months except ski equipped acft. Rwy 15–33 marked with yellow cones. ACTIVATE MIRL Rwy 06–24, VASI and REIL Rwy 06 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.325 (218) 834–6591.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.9 (0500–1200Z‡)
GCO 121.725 (1200–0500Z‡) (DULUTH CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 047° 24.0 NM to fld. 1428/5E.
TWO HARBORS NDB (MHW) 243 TWM N47°03.12′ W91°44.68′ at fld. NOTAM FILE TWM.



TYLER MUNI (63Y) 1 NW UTC−6(−5DT) N44°17.50′ W96°09.02′ **OMAHA**
1742 B NOTAM FILE PNM
RWY 14–32: 2600X160 (TURF) LIRL
RWY 32: Road.
AIRPORT REMARKS: Unattended. Confirm snow removal and winter conditions with Arpt Manager from 1400–2300Z‡ call 504–247–5556. Rwy 14–32 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

WADENA MUNI (ADC) 3 W UTC−6(−5DT) N46°27.02′ W95°12.66′ **TWIN CITIES**
1369 B S4 **FUEL** 100LL, MOGAS NOTAM FILE ADC **L–14H**
RWY 16–34: H4005X75 (ASPH) MIRL 0.3% up NW **IAP**
RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 42′.
RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 42′.
AIRPORT REMARKS: Mon–Fri 1400–2300Z‡. Fuel avbl 24 hrs with credit card only. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16–34 PAPI and REIL Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 128.325 (218) 631–7774.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.1
GCO 121.725 (MINNEAPOLIS CENTER and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AXN
ALEXANDRIA (L) VORW/DME 112.8 AXN Chan 75 N45°57.50′ W95°13.96′ 355° 29.5 NM to fld. 1367/7E **HIWAS.**



AL-9365 (FAA)

RNAV (GPS) RWY 34

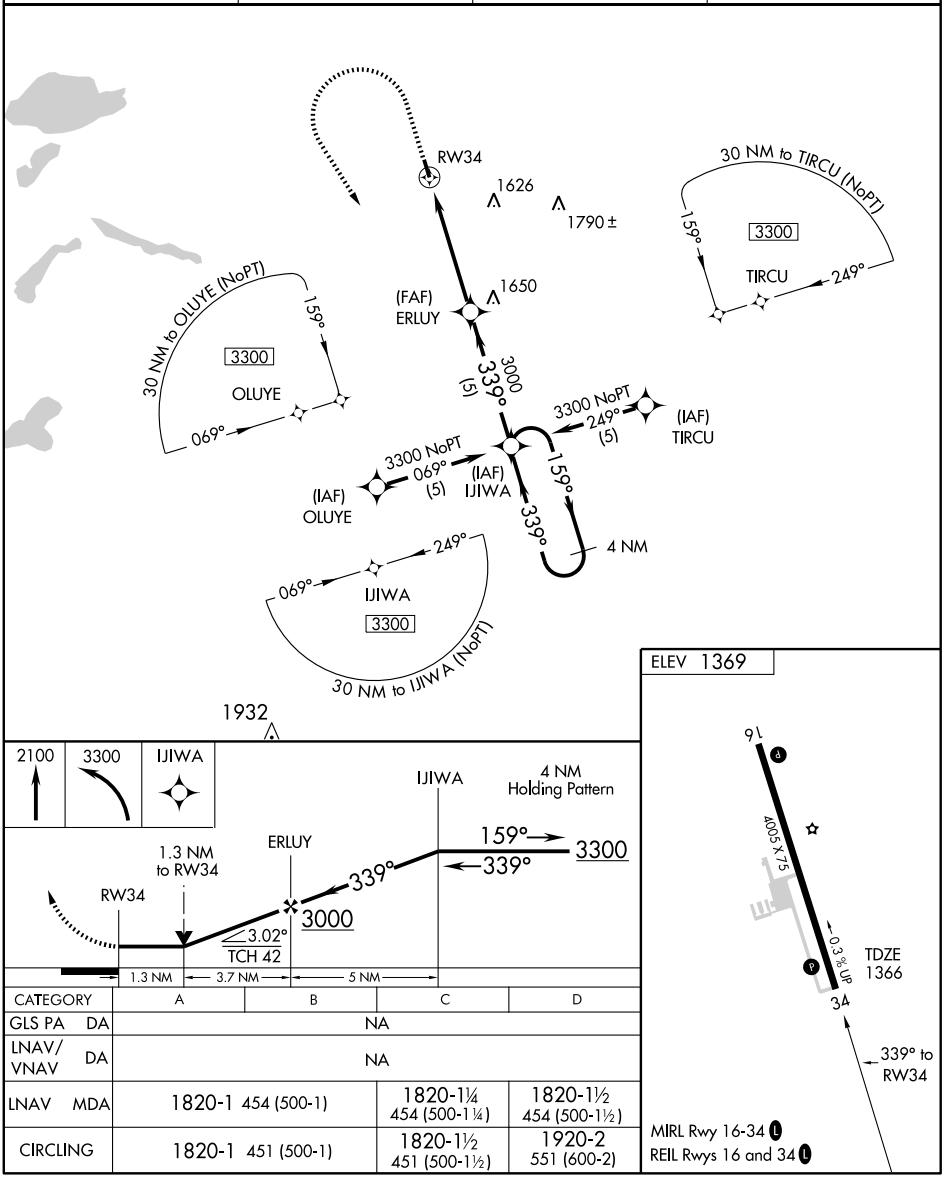
WADENA MUNI (ADC)

APP CRS	Rwy ldg	4005
339°	TDZE	1366
	Apt Elev	1369

NA
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3300 direct IJIWA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	GCO	UNICOM
128.325	126.1 269.2	121.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1820-1 454 (500-1)		1820-1¼ 454 (500-1¼)	1820-1½ 454 (500-1½)
CIRCLING	1820-1 451 (500-1)		1820-1½ 451 (500-1½)	1920-2 551 (600-2)

46° 27′ N - 95° 13′ W

WADENA MUNI (ADC)
RNAV (GPS) RWY 34

NC-1, 21 OCT 2010 to 18 NOV 2010

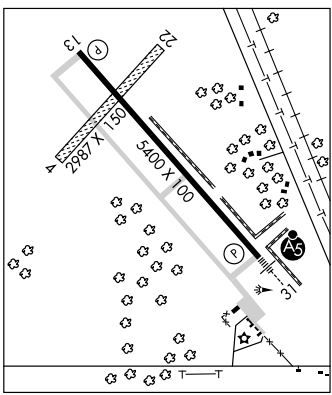
NC-1, 21 OCT 2010 to 18 NOV 2010

WALKER MUNI (Y49) 4 NW UTC−6(−5DT) N47°09.57′ W94°38.73′ — TWIN CITIES L–14H
1364 B **FUEL** 100LL NOTAM FILE PNM
RWY 15–33: H3210X75 (ASPH) MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees. **RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 24′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs by credit card. ACTIVATE MIRL Rwy 15–33, and PAPI Rwy 15 and Rwy 33, and REIL Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PKD
PARK RAPIDS (L) VOR/DME 110.6 PKD Chan 43 N46°53.89′ W95°04.25′ 044° 23.5 NM to fld. 1441/4E.

WARREN MUNI (D37) 2 E UTC−6(−5DT) N48°11.47′ W96°42.67′ — TWIN CITIES L–14G, IAP
886 B **FUEL** 100LL NOTAM FILE PNM
RWY 12–30: H3205X75 (ASPH) S–26 MIRL (NSTD)
RWY 12: Road. **RWY 30:** Trees.
RWY 04–22: 2606X200 (TURF)
RWY 04: Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. For arpt svcs call 218–745–5323 or 218–201–0033. Rwy 04–22 CLOSED winter months. Ultralight activity on and invof arpt. Deer on and invof arpt. Rwy 04–22 marked with yellow cones. Rwy 12–30 NSTD MIRL. Rwy end lgts positioned at pavement edge. Rwy lgts not frangible. Rwy 30, visual lighting on instrument rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND FORKS APP/DEP CON** 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.
THIEF RIVER FALLS (L) VOR/DME 108.4 TVF Chan 21 N48°04.16′ W96°11.19′ 281° 22.3 NM to fld. 1039/8E.

WARROAD N48°55.88′ W95°20.42′ — TWIN CITIES H–2J, L–14H
RCO 122.55 (PRINCETON RADIO)

WARROAD INTL MEM (RRT) 2 NW UTC−6(−5DT) — TWIN CITIES H–2J, L–14H, IAP
N48°56.49′ W95°20.91′
1076 B **FUEL** 100LL, JET A TPA—1876(800) LRA NOTAM FILE RRT
RWY 13–31: H5400X100 (ASPH) S–30, D–40 HIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 04–22: 2987X150 (TURF)
AIRPORT REMARKS: Attended continuously. For svc nights and weekends call 218–242–1087. Customs avbl: 218–386–1676, cell: 218–689–3880. Birds on and invof arpt. Rwy 04–22 clsd winter months. Rwy 04–22 marked with yellow cones. HIRL Rwy 13–31 preset to med ints, increase ints and ACTIVATE MALSR Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.
WEATHER DATA SOURCES: AWOS–3 119.925 (218) 386–1813.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.55 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
ROSEAU (L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ 064° 14.7 NM to fld. 1059/5E.
ROADD NDB (LOM) 360 SW N48°51.77′ W95°14.51′ 315° 6.3 NM to fld.
ILS/DME 110.1 I–SWE Chan 38 Rwy 31. LOM ROADD NDB.



RNAV (GPS) RWY 30

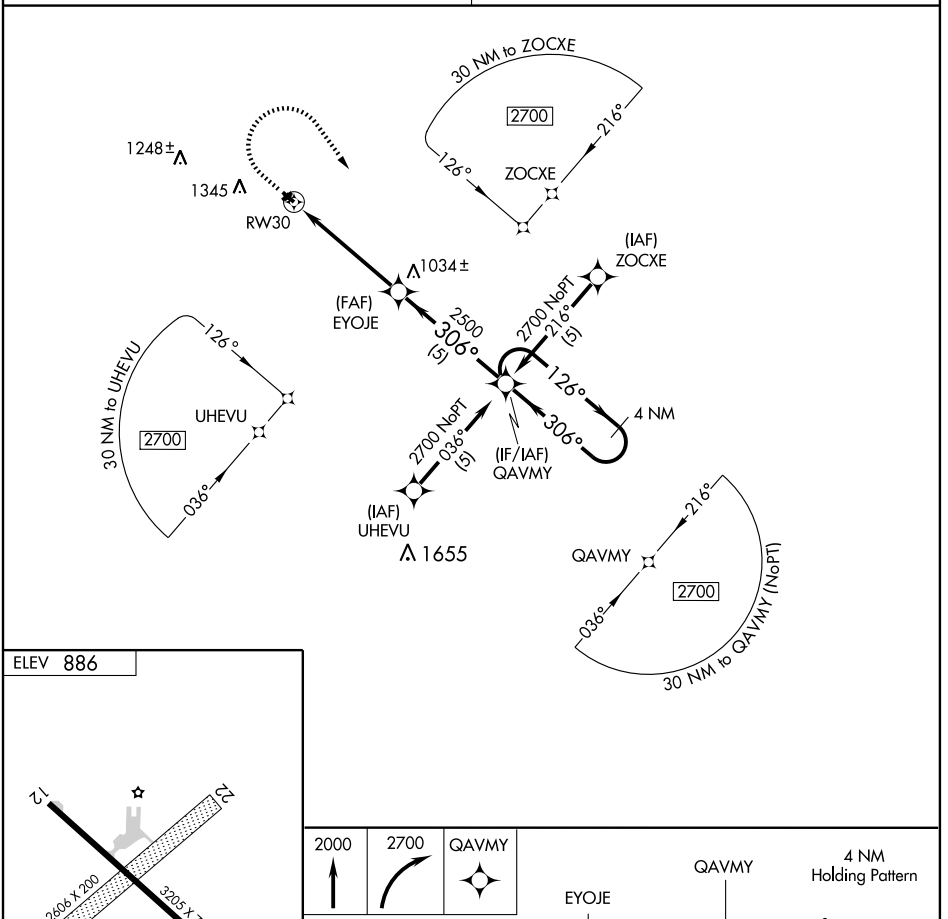
WARREN MUNI (D37)

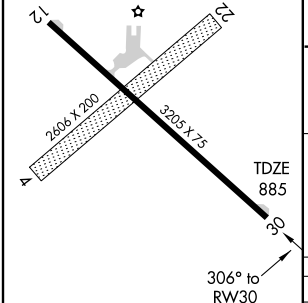
APP CRS	Rwy Idg	3205
306°	TDZE	885
	Apt Elev	886

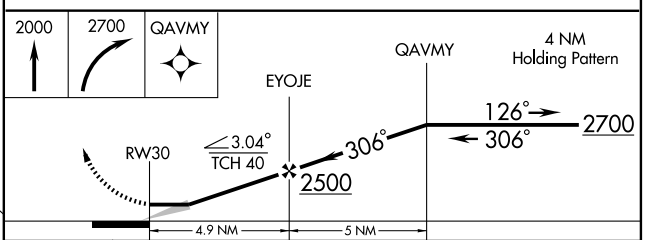
T NA — Use Crookston Muni-Kirkwood Field altimeter setting. GPS or RNP -0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct QAVMY WP and hold.

GRAND FORKS APP CON	UNICOM
118.1 318.1	**122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1480-1 595 (600-1)		NA	
CIRCLING	1480-1 594 (600-1)		NA	

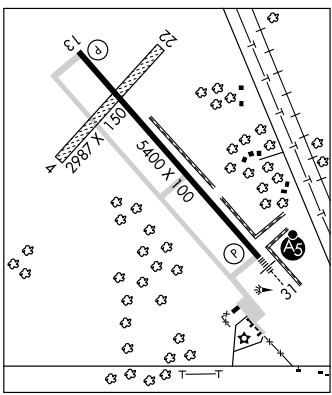
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WALKER MUNI (Y49) 4 NW UTC−6(−5DT) N47°09.57′ W94°38.73′ — TWIN CITIES L–14H
1364 B **FUEL** 100LL NOTAM FILE PNM
RWY 15–33: H3210X75 (ASPH) MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Trees. **RWY 33:** REIL. PAPI(P4L)—GA 3.0° TCH 24′. Trees.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs by credit card. ACTIVATE MIRL Rwy 15–33, and PAPI Rwy 15 and Rwy 33, and REIL Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PKD
PARK RAPIDS (L) VOR/DME 110.6 PKD Chan 43 N46°53.89′ W95°04.25′ 044° 23.5 NM to fld. 1441/4E.

WARREN MUNI (D37) 2 E UTC−6(−5DT) N48°11.47′ W96°42.67′ — TWIN CITIES L–14G, IAP
886 B **FUEL** 100LL NOTAM FILE PNM
RWY 12–30: H3205X75 (ASPH) S–26 MIRL (NSTD)
RWY 12: Road. **RWY 30:** Trees.
RWY 04–22: 2606X200 (TURF)
RWY 04: Trees. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. For arpt svcs call 218–745–5323 or 218–201–0033. Rwy 04–22 CLOSED winter months. Ultralight activity on and invof arpt. Deer on and invof arpt. Rwy 04–22 marked with yellow cones. Rwy 12–30 NSTD MIRL. Rwy end lgts positioned at pavement edge. Rwy lgts not frangible. Rwy 30, visual lighting on instrument rwy.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND FORKS APP/DEP CON** 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE TVF.
THIEF RIVER FALLS (L) VOR/DME 108.4 TVF Chan 21 N48°04.16′ W96°11.19′ 281° 22.3 NM to fld. 1039/8E.

WARROAD N48°55.88′ W95°20.42′ — TWIN CITIES H–2J, L–14H
RCO 122.55 (PRINCETON RADIO)

WARROAD INTL MEM (RRT) 2 NW UTC−6(−5DT) — TWIN CITIES H–2J, L–14H, IAP
N48°56.49′ W95°20.91′
1076 B **FUEL** 100LL, JET A TPA—1876(800) LRA NOTAM FILE RRT
RWY 13–31: H5400X100 (ASPH) S–30, D–40 HIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 29′.
RWY 04–22: 2987X150 (TURF)
AIRPORT REMARKS: Attended continuously. For svc nights and weekends call 218–242–1087. Customs avbl: 218–386–1676, cell: 218–689–3880. Birds on and invof arpt. Rwy 04–22 clsd winter months. Rwy 04–22 marked with yellow cones. HIRL Rwy 13–31 preset to med ints, increase ints and ACTIVATE MALSR Rwy 31 and REIL Rwy 13—CTAF. PAPI Rwy 13 and Rwy 31 opr continuously.
WEATHER DATA SOURCES: AWOS–3 119.925 (218) 386–1813.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.55 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 134.75
RADIO AIDS TO NAVIGATION: NOTAM FILE ROX.
ROSEAU (L) VORW/DME 108.8 ROX Chan 25 N48°51.28′ W95°41.70′ 064° 14.7 NM to fld. 1059/5E.
ROADD NDB (LOM) 360 SW N48°51.77′ W95°14.51′ 315° 6.3 NM to fld.
ILS/DME 110.1 I–SWE Chan 38 Rwy 31. LOM ROADD NDB.



LOC/DME I-SWE	APP CRS	Rwy Idg	5400
110.1	315°	TDZE	1074
Chan 38		Apt Elev	1074

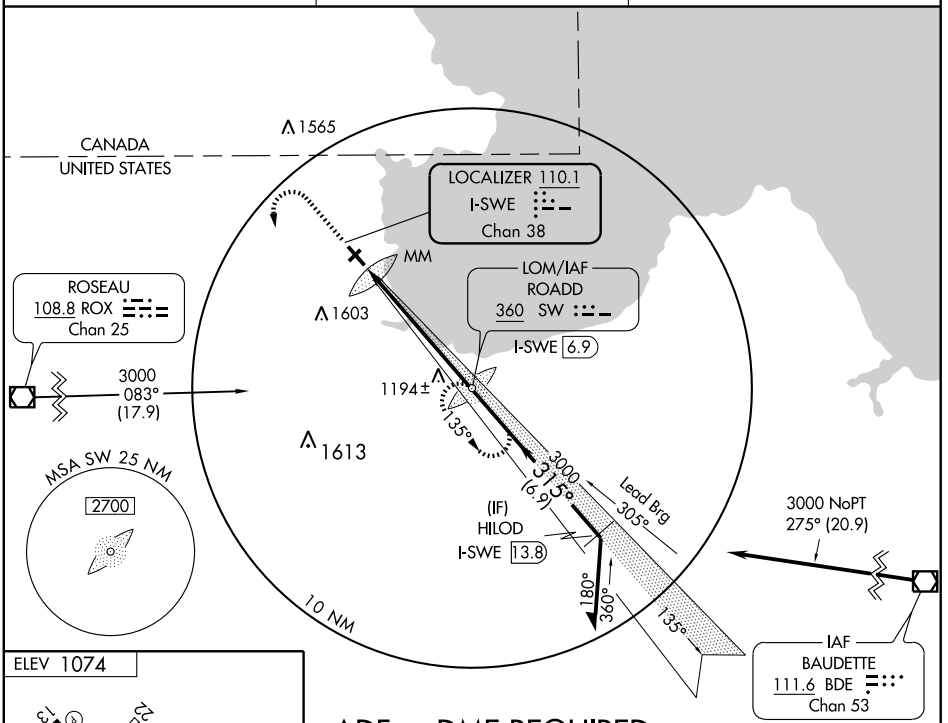
ILS or LOC RWY 31
WARROAD INTL MEMORIAL (RRT)

V
A NA

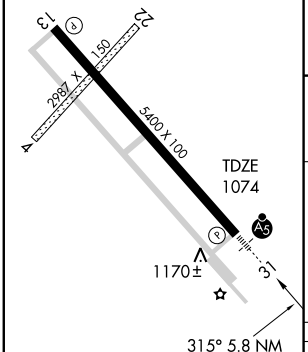
MALSR

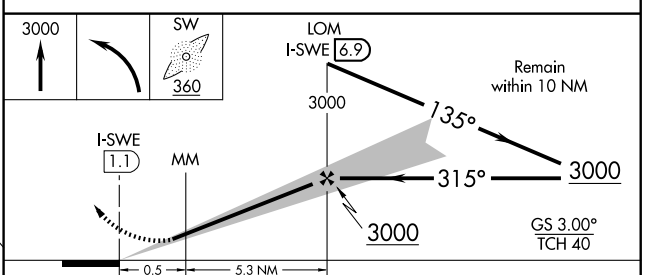
MISSED APPROACH: Climb to 3000 then left turn direct ROADD LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L



ADF or DME REQUIRED





HIRL Rwy 13-31 L
REIL Rwy 13 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 31	1274-½ 200 (200-½)			
S-LOC 31	1460-½ 386 (400-½)			1460-¾ 386 (400-¾)
CIRCLING	1500-1 426 (500-1)	1540-1 466 (500-1)	1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM SW	APP CRS	Rwy Idg	5400
360	315°	TDZE	1074
		Apt Elev	1074

NDB RWY 31

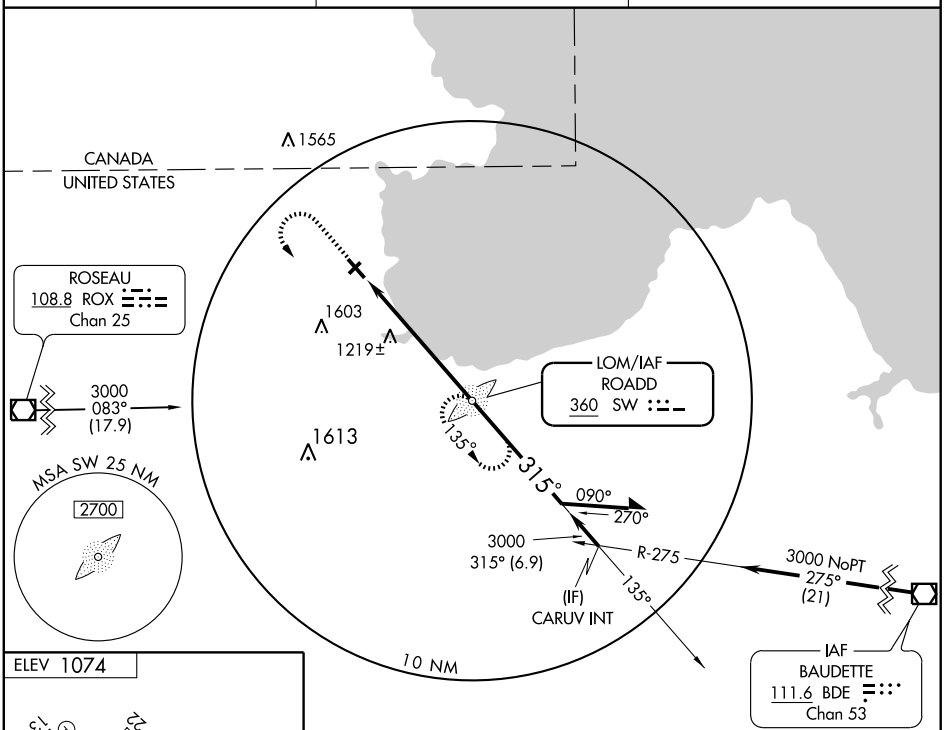
WARROAD INTL MEMORIAL (RRT)

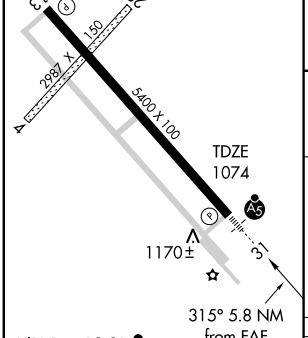
When local altimeter setting not received, use Roseau altimeter setting and increase all MDAs 40 feet and increase S-31 Cat C visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 3000 then left turn direct ROADD LOM and hold.

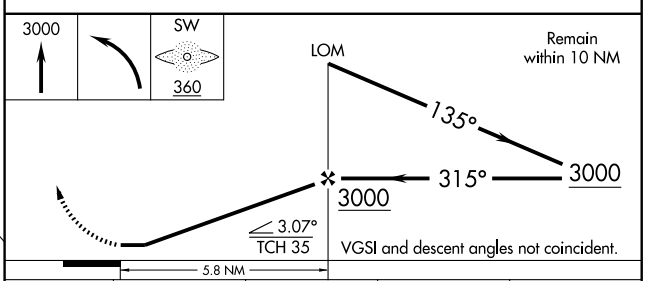
AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF)





HIRL Rwy 13-31

REIL Rwy 13



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-31	1540-¾ 466 (500-¾)			1540-1¼ 466 (500-1¼)
CIRCLING	1540-1 466 (500-1)		1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 13

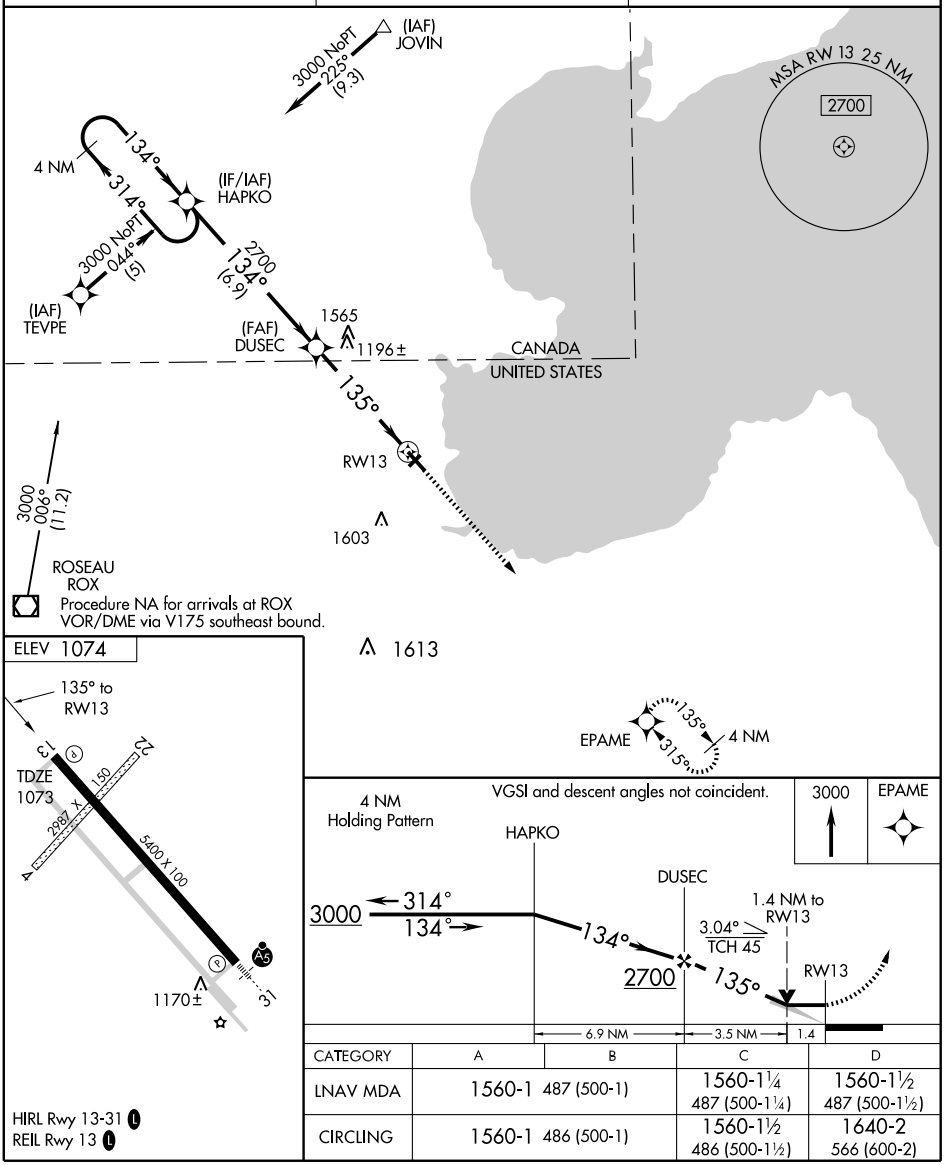
WARROAD INTL MEMORIAL (RRT)

APP CRS	Rwy ldg	5400
135°	TDZE	1073
	Apt Elev	1074

▼ DME/DME RNP-0.3 NA.
▲ When local altimeter setting not received, use Roseau altimeter setting and increase all MDAs 40 feet, and LNAV Cat C and D visibilities ¼ mile. VDP NA when using Roseau altimeter setting.

MISSED APPROACH: Climb to 3000 direct EPAME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1 487 (500-1)		1560-1¼ 487 (500-1¼)	1560-1½ 487 (500-1½)
CIRCLING	1560-1 486 (500-1)		1560-1½ 486 (500-1½)	1640-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5400
CH 42706	315°	TDZE	1074
W31A		Apt Elev	1074

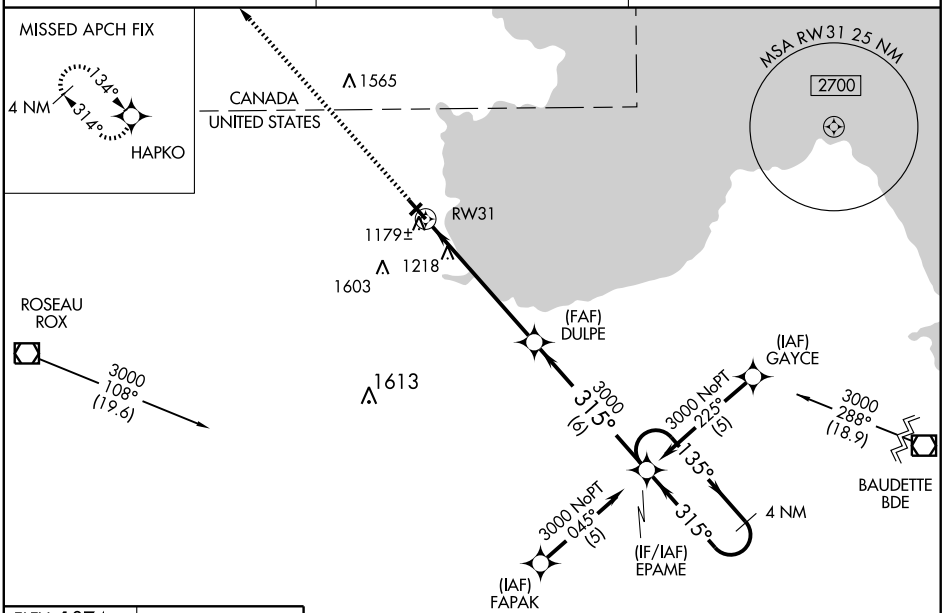
RNAV (GPS) RWY 31
WARROAD INTL MEMORIAL (RRT)

Baro-VNAV NA when using Roseau altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roseau altimeter setting and increase all DAs 36 feet and all MDAs 40 feet and increase, LNAV/VNAV all Cats and LNAV Cat D visibilites ¼ mile. VDP NA when using Roseau altimeter setting. For inoperative MALSR when using Roseau altimeter setting increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -17°C (2°F) or above 47°C (116°F).

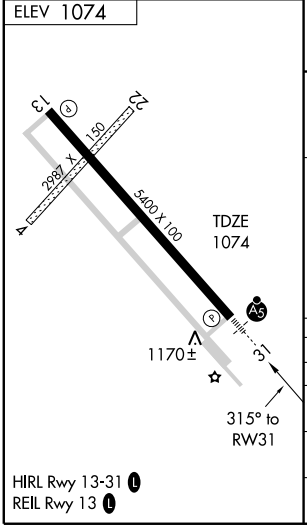
MALSR

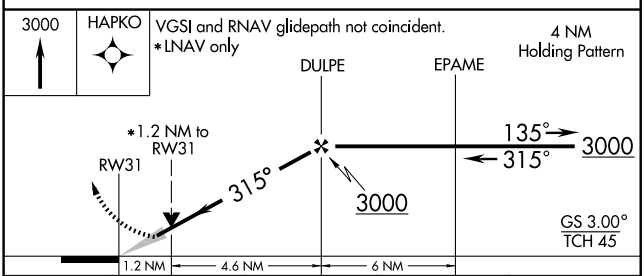
MISSED APPROACH: Climb to 3000 direct HAPKO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.925	134.75 251.1	123.05 (CTAF) L



Procedure NA for arrivals at ROX VOR/DME via V175 northbound and arrivals at BDE VOR/DME via V217 southeast bound.

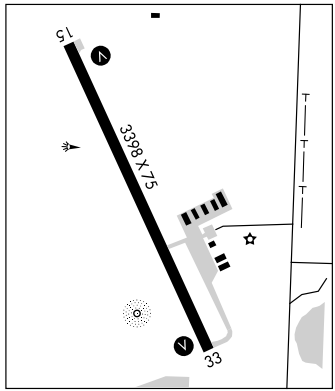




CATEGORY	A	B	C	D
LPV DA	1324-½ 250 (300-½)			
LNAV/VNAV DA	1449-¾ 375 (400-¾)			
LNAV MDA	1480-½ 406 (500-½)		1480-¾ 406 (500-¾)	1480-1 406 (500-1)
CIRCLING	1500-1 426 (500-1)	1540-1 466 (500-1)	1540-1½ 466 (500-1½)	1640-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WASECA MUNI (ACQ) 2 W UTC−6(−5DT) N44°04.41′ W93°33.18′ OMAHA
1126 B S4 **FUEL** 100LL NOTAM FILE ACQ L–12J
RWY 15–33: H3398X75 (ASPH) S–12.5 MIRL IAP
RWY 15: VASI(V2L)—GA 2.5° TCH 35′.
RWY 33: VASI(V2L)—GA 2.5° TCH 35′.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. For svc after hrs call 507–835–5236. Parachute Jumping. Ultralight tfc on and invof arpt. Birds on and invof arpt. MIRL Rwy 15–33 preset on low ints, increase ints and ACTIVATE VASI Rwy 15 and Rwy 33—CTAF. NOTE: See Special Notices—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–3 371 ACQ (507) 835–3657.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.35
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HALFWAY (T) VORW/DME 111.2 FOW Chan 49 N44°12.27′ W93°22.23′ 223° 11.1 NM to fld. 1098/2E.
Unmonitored.
NDB (MHW) 371 ACQ N44°04.22′ W93°33.15′ at fld.
AWOS–3 NOTAM FILE ACQ.



WASKISH MUNI (VWU) 1 S UTC−6(−5DT) N48°09.06′ W94°31.98′ TWIN CITIES
1181 NOTAM FILE VWU
RWY 02–20: 3700X150 (TURF)
RWY 02: Trees.
AIRPORT REMARKS: Unattended. Some soft spots and weak turf. Rwy 02–20 marked with yellow cones.
WEATHER DATA SOURCES: AWOS–3 124.17 (218) 647–8415.
COMMUNICATIONS: CTAF 122.9

WAUBUN

JOLLY FISHERMAN SPB (M49) 17 E UTC−6(−5DT) N47°08.58′ W95°31.74′ TWIN CITIES
1499 NOTAM FILE PNM
WATERWAY 08–26: 5000X1800 (WATER)
SEAPLANE REMARKS: Attended May–Oct dalgt hrs; Nov–Apr unattended.
COMMUNICATIONS: CTAF 122.9

WELLS MUNI (68Y) 3 W UTC−6(−5DT) N43°44.00′ W93°47.01′ OMAHA
1119 B S4 **FUEL** 100LL NOTAM FILE PNM
RWY 17–35: 2912X198 (TURF) LIRL (NSTD)
RWY 17: Road.
AIRPORT REMARKS: Attended Mon–Fri 1330–0200Z‡. Ultralight tfc on and invof arpt. Rwy 17–35 marked with yellow cones. Rwy 17–35 LIRL NSTD due to spacing.
COMMUNICATIONS: CTAF 122.9

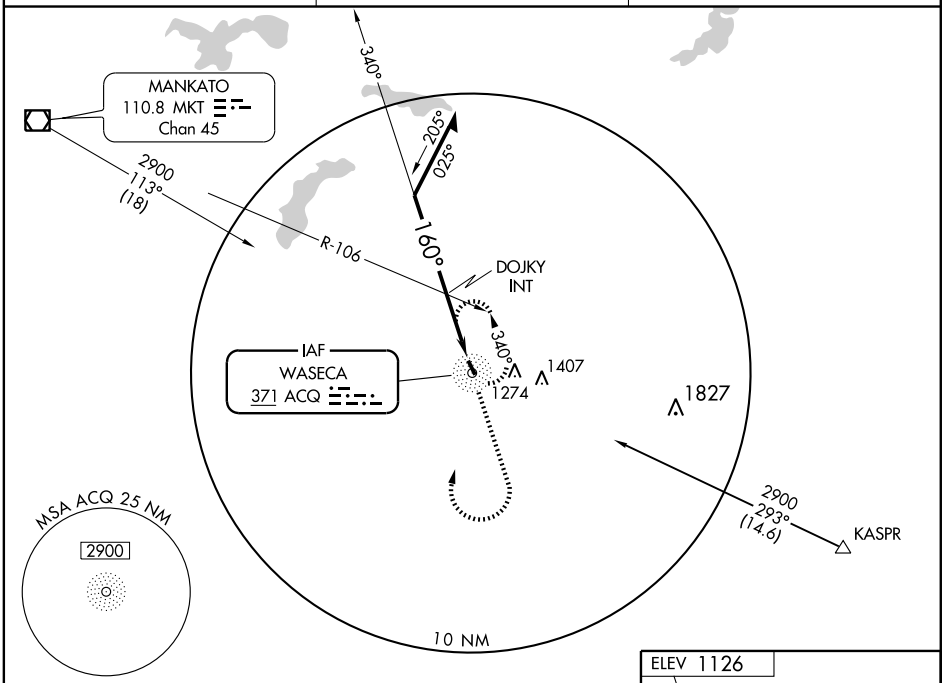
NDB ACQ	APP CRS	Rwy Idg	3398
371	160°	TDZE	1126
		Apt Elev	1126

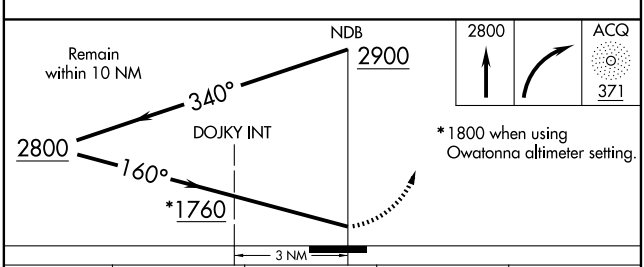
NDB RWY 15
WASECA MUNI (ACQ)

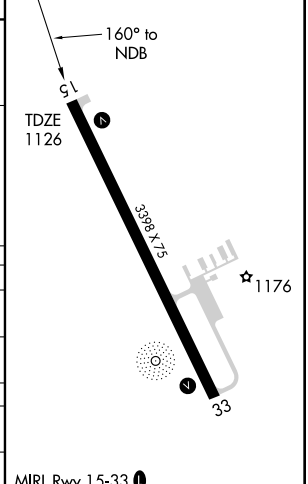
When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet and increase all Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2800 then right turn direct ACQ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	1760-1	634 (700-1)	1760-1¾ 634 (700-1¾)	NA
CIRCLING	1760-1	634 (700-1)	1760-1¾ 634 (700-1¾)	NA
DOJKY FIX MINIMUMS				
S-15	1720-1	594 (600-1)	1720-1½ 594 (600-1½)	NA
CIRCLING	1720-1	594 (600-1)	1720-1½ 594 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3398
152°	TDZE	1126
	Apt Elev	1126

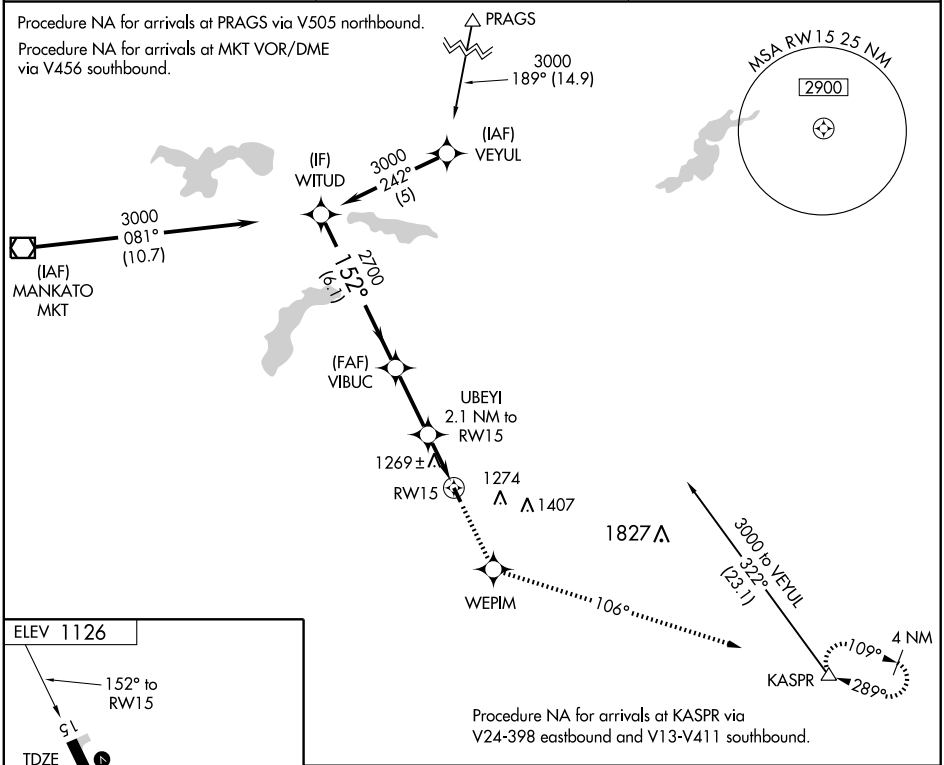
RNAV (GPS) RWY 15
WASECA MUNI (ACQ)

DME/DME RNP-0.3 NA.
VDP NA when using Owatonna altimeter setting.
When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet and LNAV Cat. C visibility ¼ mile.

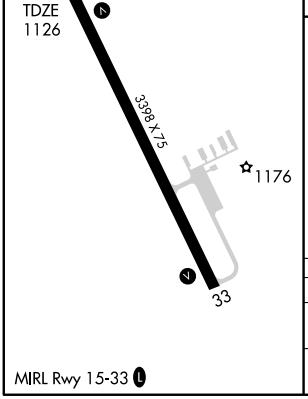
MISSED APPROACH: Climb to 3000 direct WEPIM and via 106° track to KASPR and hold.

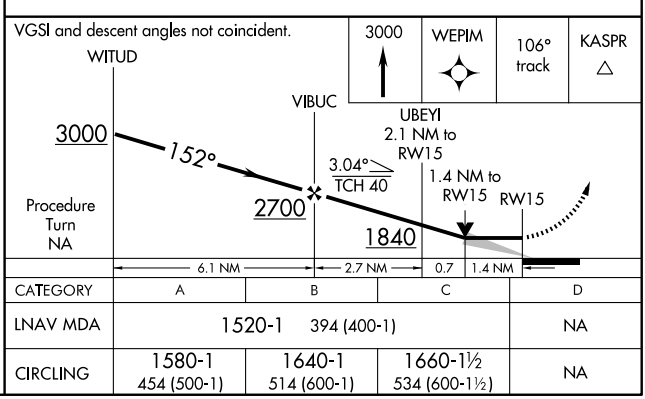
AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF) L

Procedure NA for arrivals at PRAGS via V505 northbound.
Procedure NA for arrivals at MKT VOR/DME via V456 southbound.



Procedure NA for arrivals at KASPR via V24-398 eastbound and V13-V411 southbound.





CATEGORY	A	B	C	D
LNAV MDA	1520-1 394 (400-1)			NA
CIRCLING	1580-1 454 (500-1)	1640-1 514 (600-1)	1660-1½ 534 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME FOW 111.2 Chan 49	APP CRS 223°	Rwy Idg N/A TDZE N/A Apt Elev 1126

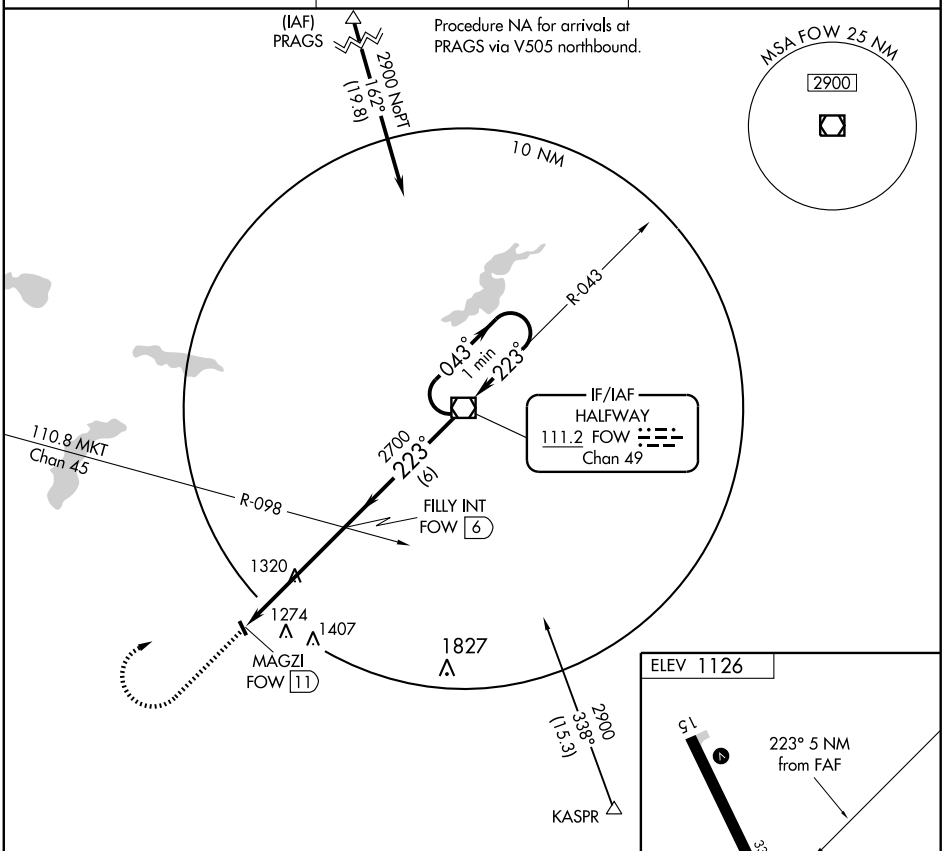
VOR-A
WASECA MUNI (ACQ)

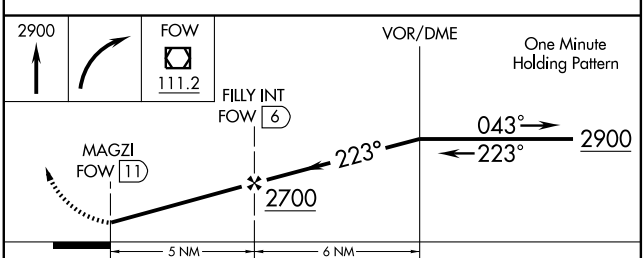
When local altimeter setting not received, use Owatonna altimeter setting and increase all MDA 40 feet.

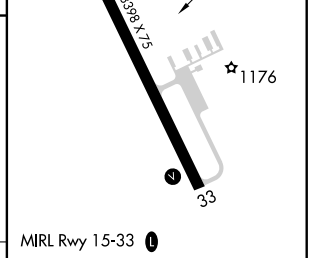
MISSED APPROACH: Climb to 2900 then right turn direct FOW VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
371	132.35 307.3	122.8 (CTAF)

NC-1, 21 OCT 2010 to 18 NOV 2010



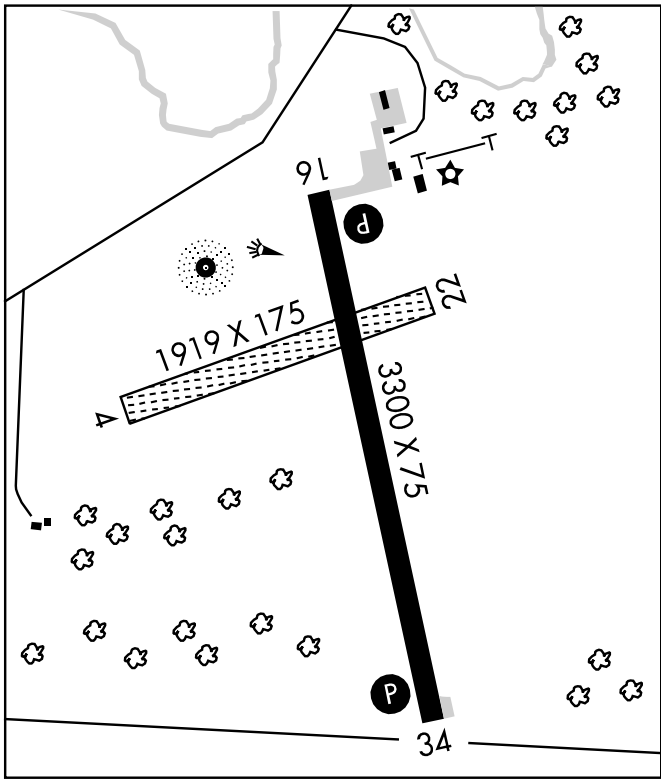




CATEGORY	A	B	C	D
CIRCLING	1620-1 494 (500-1)	1640-1 514 (600-1)	1660-1½ 534 (600-1½)	NA

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

WHEATON MUNI (ETH) 3 SW UTC−6(−5DT) N45°46.83′ W96°32.63′ **TWIN CITIES**
1025 B S4 **FUEL** 100LL NOTAM FILE ETH **L–14H**
RWY 16–34: H3300X75 (ASPH) MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 34: PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 04–22: 1919X175 (TURF)
RWY 04: Tree. **RWY 22:** Crops.
AIRPORT REMARKS: Attended Apr–Sep daylight hours, Oct–Mar Mon–Fri 1400–2300Z‡. Rwy 04–22 CLOSED winter months. Rwy 04 marked with A–Frames painted orange and white. PAPI Rwy 34 unusable byd 8° left of course. Rwy 16–34 MIRL preset to low ints. To increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 326 ETH (320) 563–4975.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 122.8
MORRIS RCO 122.25 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.
MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 293° 27.4 NM to fld. 1132/5E.
VOR/DME unmonitored.
NDB (MHW) 326 ETH N45°47.00′ W96°32.81′ at fld. NDB unusable byd 10 NM.
AWOS–3. NOTAM FILE ETH. Unmonitored.



WILLMAR N45°07.05′ W95°05.44′ NOTAM FILE PNM. **TWIN CITIES**
RCO 122.15 (PRINCETON RADIO). **L–12I, 14H**

WILLMAR MUNI–JOHN L. RICE FLD (BDH) 2 W UTC−6(−5DT) N45°07.02′ W95°07.76′ **TWIN CITIES**
1126 B S4 **FUEL** 100LL, JET A NOTAM FILE BDH **H–2J, L–12I, 14H**
RWY 13–31: H5500X100 (ASPH) HIRL **IAP**
RWY 13: PAPI (P4R). **RWY 31:** REIL. PAPI (P4L).
RWY 03–21: 2980X250 (TURF)
RWY 21: Ground.
AIRPORT REMARKS: Attended 1400Z‡–2300Z‡. Fuel self svc avbl with credit card. Rwy 03–21 has bare spots and small brush in some areas. Old arpt 1 mile east is closed permanently. NSTD markings Rwy 03 and Rwy 21 marked with yellow cones. Rwy 13–31 200′ pavement byd rwy, both ends. When wind is calm use Rwy 13. HIRL Rwy 13–31 preset to low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.7 BDH (320) 235–8287.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
(T) VORW/DME 113.7 BDH Chan 84 N45°07.06′ W95°07.62′ at fld. 1125/4E. **AWOS–3.** Unmonitored.
ILS 109.5 I–BDH Rwy 13. Class IC. LOC only.

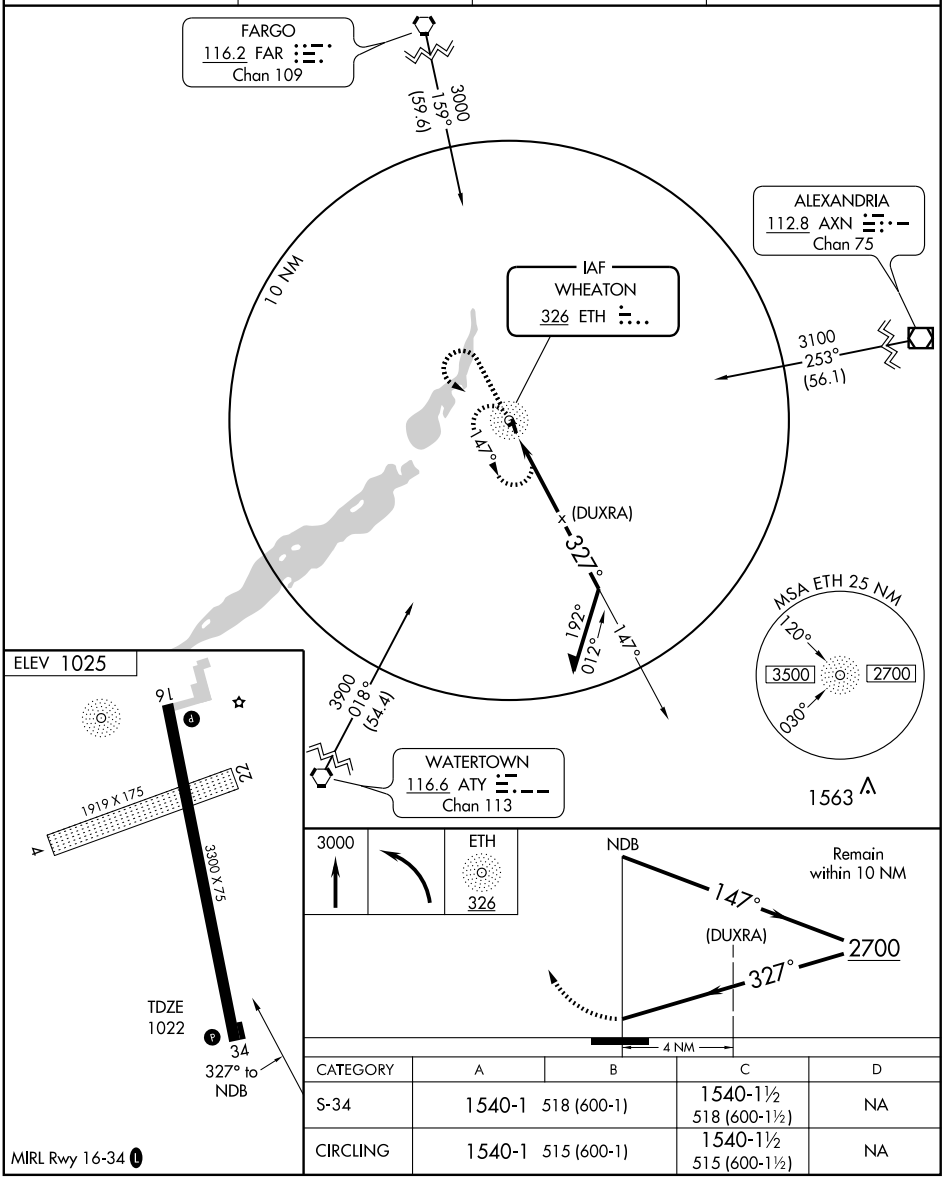
NDB ETH	APP CRS	Rwy Idg	3300
326	327°	TDZE	1022
		Apt Elev	1025

NDB or GPS RWY 34
WHEATON MUNI (ETH)

NA

MISSED APPROACH: Climb to 3000 then left turn direct ETH NDB and hold.

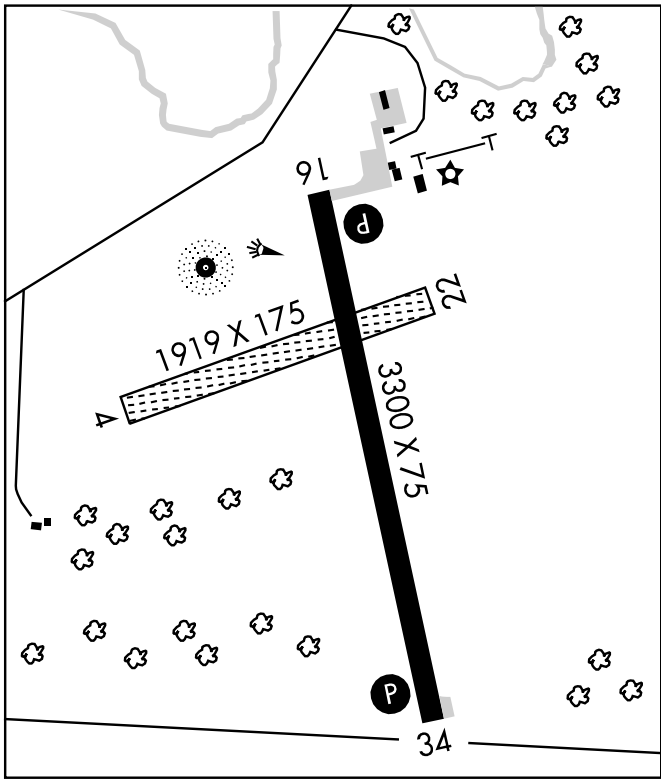
AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
326	126.1 269.2	122.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	1540-1	518 (600-1)	1540-1½ 518 (600-1½)	NA
CIRCLING	1540-1	515 (600-1)	1540-1½ 515 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WHEATON MUNI (ETH) 3 SW UTC−6(−5DT) N45°46.83′ W96°32.63′ **TWIN CITIES**
1025 B S4 **FUEL** 100LL NOTAM FILE ETH **L–14H**
RWY 16–34: H3300X75 (ASPH) MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 34: PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 04–22: 1919X175 (TURF)
RWY 04: Tree. **RWY 22:** Crops.
AIRPORT REMARKS: Attended Apr–Sep daylight hours, Oct–Mar Mon–Fri 1400–2300Z‡. Rwy 04–22 CLOSED winter months. Rwy 04 marked with A–Frames painted orange and white. PAPI Rwy 34 unusable byd 8° left of course. Rwy 16–34 MIRL preset to low ints. To increase ints and ACTIVATE PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 326 ETH (320) 563–4975.
COMMUNICATIONS: CTAF 122.8 **UNICOM** 122.8
MORRIS RCO 122.25 (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.1
RADIO AIDS TO NAVIGATION: NOTAM FILE MOX.
MORRIS (T) VORW/DME 109.6 MOX Chan 33 N45°33.95′ W95°58.15′ 293° 27.4 NM to fld. 1132/5E.
VOR/DME unmonitored.
NDB (MHW) 326 ETH N45°47.00′ W96°32.81′ at fld. NDB unusable byd 10 NM.
AWOS–3. NOTAM FILE ETH. Unmonitored.



WILLMAR N45°07.05′ W95°05.44′ NOTAM FILE PNM. **TWIN CITIES**
RCO 122.15 (PRINCETON RADIO). **L–12I, 14H**

WILLMAR MUNI–JOHN L. RICE FLD (BDH) 2 W UTC−6(−5DT) N45°07.02′ W95°07.76′ **TWIN CITIES**
1126 B S4 **FUEL** 100LL, JET A NOTAM FILE BDH **H–2J, L–12I, 14H**
RWY 13–31: H5500X100 (ASPH) HIRL **IAP**
RWY 13: PAPI (P4R). **RWY 31:** REIL. PAPI (P4L).
RWY 03–21: 2980X250 (TURF)
RWY 21: Ground.
AIRPORT REMARKS: Attended 1400Z‡–2300Z‡. Fuel self svc avbl with credit card. Rwy 03–21 has bare spots and small brush in some areas. Old arpt 1 mile east is closed permanently. NSTD markings Rwy 03 and Rwy 21 marked with yellow cones. Rwy 13–31 200′ pavement byd rwy, both ends. When wind is calm use Rwy 13. HIRL Rwy 13–31 preset to low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 113.7 BDH (320) 235–8287.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.5.
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
(T) VORW/DME 113.7 BDH Chan 84 N45°07.06′ W95°07.62′ at fld. 1125/4E. **AWOS–3.** Unmonitored.
ILS 109.5 I–BDH Rwy 13. Class IC. LOC only.

LOC I-BDH	APP CRS	Rwy Idg	5500
109.5	126°	TDZE	1124
		Apt Elev	1126

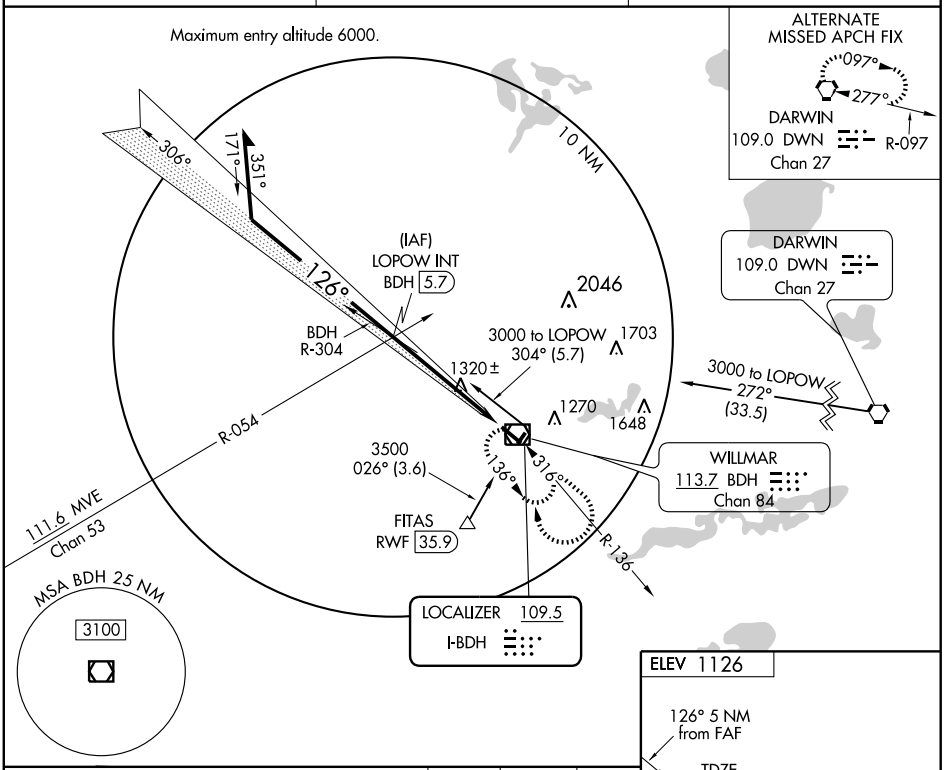
ILS or LOC RWY 13

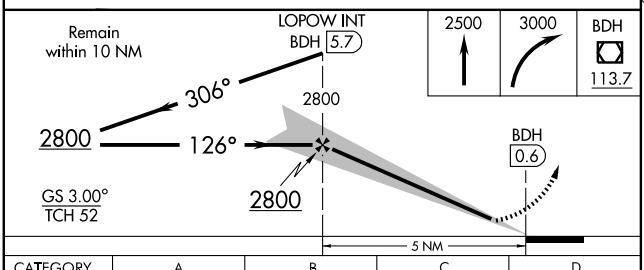
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

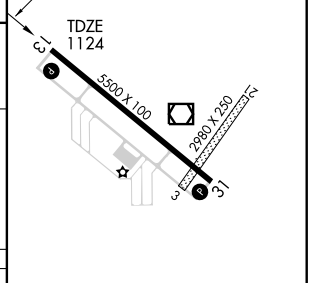
If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DAs 55 feet and all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct BDH VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 13	1324-¾ 200 (200-¾)			
S-LOC 13	1620-1 496 (500-1)		1620-1¼ 496 (500-1¼)	1620-1½ 496 (500-1½)
CIRCLING	1620-1 494 (500-1)		1620-1½ 494 (500-1½)	1680-2 554 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 93902	126°	TDZE	1124
W13A		Apt Elev	1126

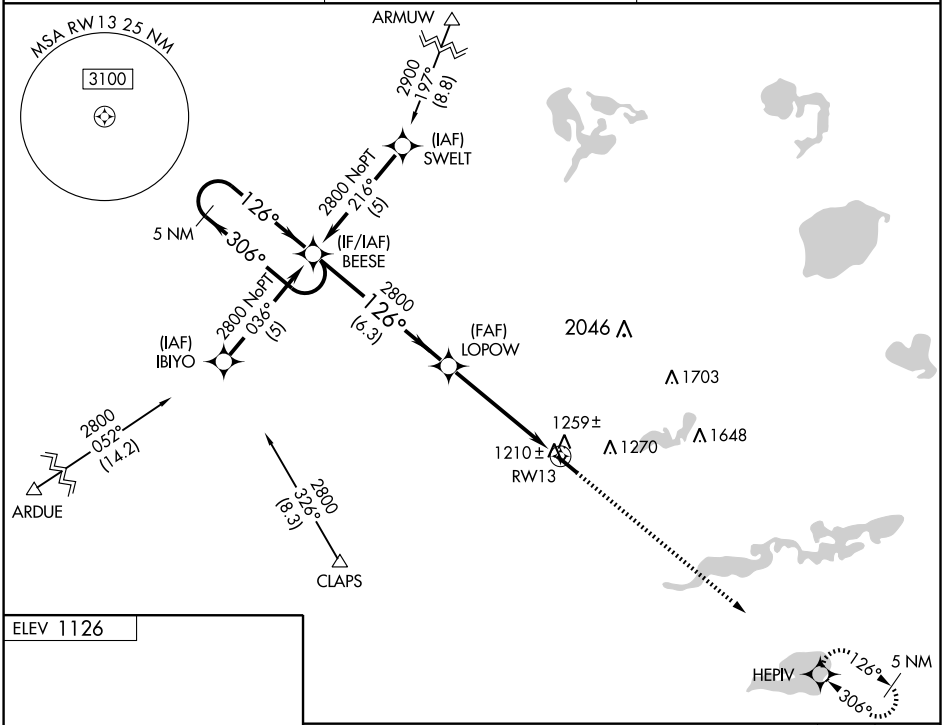
RNAV (GPS) RWY 13

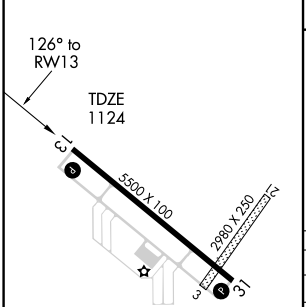
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

▼ If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP -0.3 NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).
Baro-VNAV and VDP NA when using Olivia Rgnl altimeter setting.

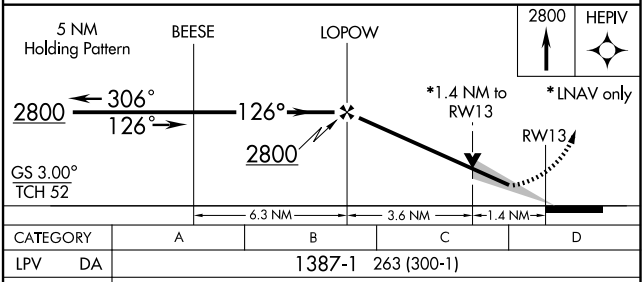
MISSED APPROACH: Climb to 2800 direct HEPIV and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
LPV DA	1387-1 263 (300-1)			
LNAV/VNAV DA	1480-1¼ 356 (400-1¼)			
LNAV MDA	1620-1 496 (500-1)		1620-1¼ 496 (500-1¼)	1620-1½ 496 (500-1½)
CIRCLING	1620-1 494 (500-1)		1620-1½ 494 (500-1½)	1680-2 554 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

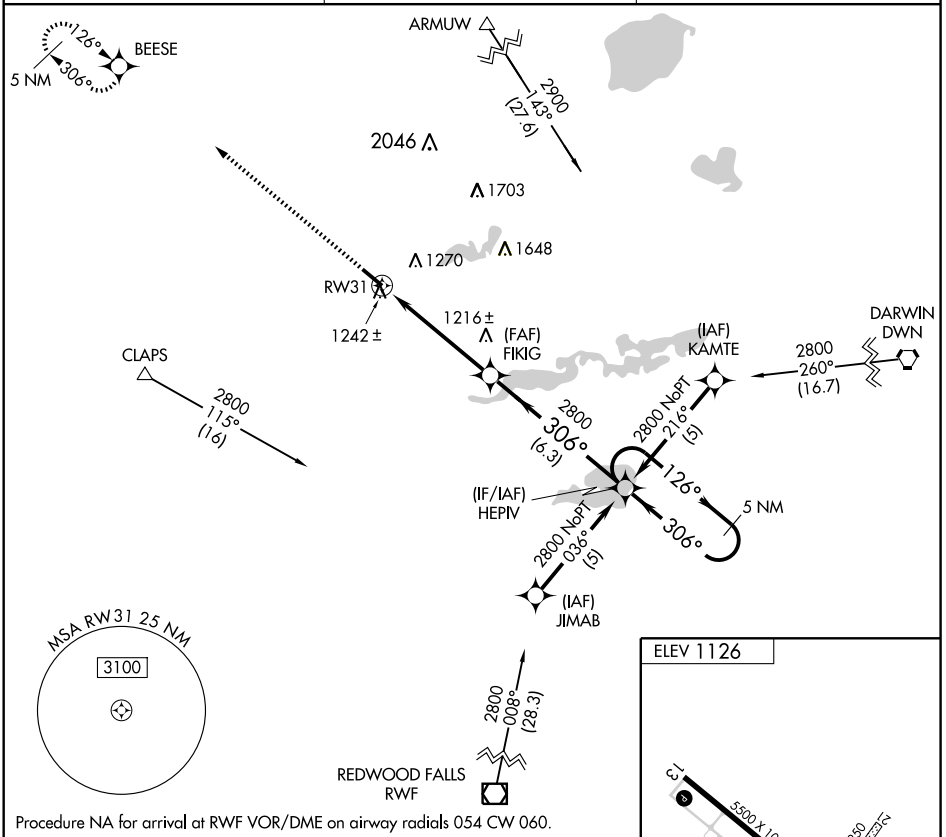
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

APP CRS	Rwy Idg	5500
306°	TDZE	1126
	Apt Elev	1126

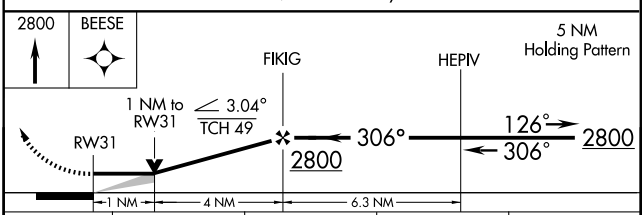
T A — If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Olivia Rgnl altimeter setting. DME/DME RNP -0.3 NA.

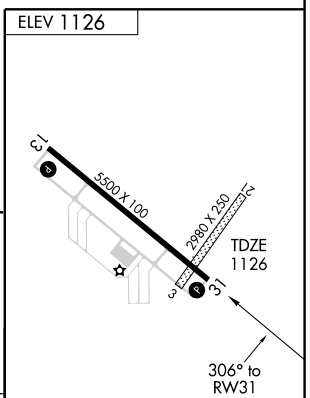
MISSED APPROACH: Climb to 2800 direct BEESE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L



Procedure NA for arrival at RWF VOR/DME on airway radials 054 CW 060.





CATEGORY	A	B	C	D
LNAV MDA	1500-1 374 (400-1)			1500-1¼ 374 (400-1¼)
CIRCLING	1520-1 394 (400-1)	1580-1 454 (500-1)	1580-1½ 454 (500-1½)	1680-2 554 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BDH	APP CRS	Rwy Idg	5500
113.7	119°	TDZE	1124
Chan 84		Apt Elev	1126

VOR RWY 13

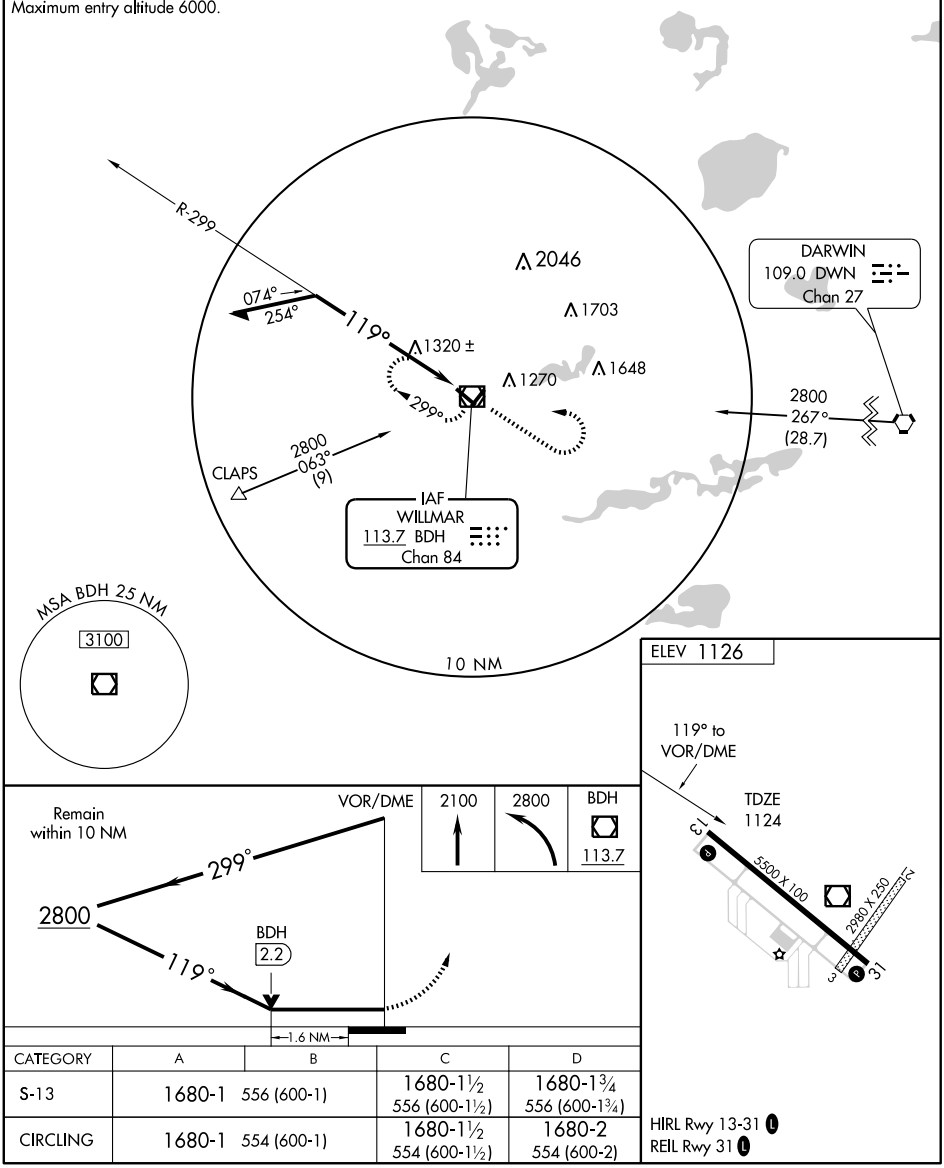
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Olivia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then climbing left turn to 2800 direct BDH VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L

Maximum entry altitude 6000.



CATEGORY	A	B	C	D
S-13	1680-1	556 (600-1)	1680-1½ 556 (600-1½)	1680-1¾ 556 (600-1¾)
CIRCLING	1680-1	554 (600-1)	1680-1½ 554 (600-1½)	1680-2 554 (600-2)

HIRL Rwy 13-31 L
REIL Rwy 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BDH	APP CRS	Rwy Idg	5500
113.7	316°	TDZE	1126
Chan 84		Apt Elev	1126

VOR RWY 31

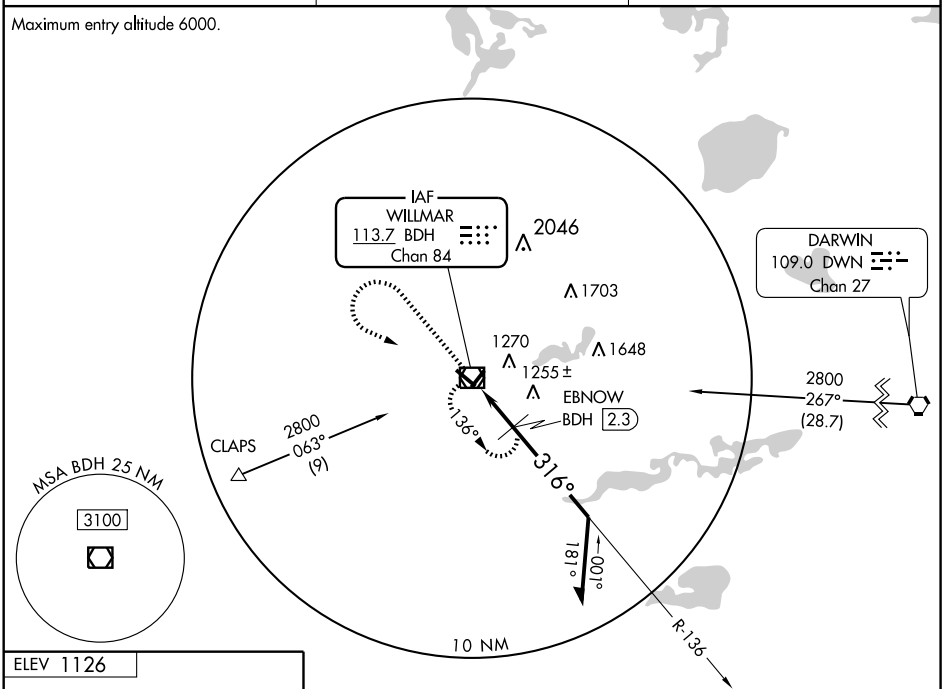
WILLMAR MUNI-JOHN L RICE FIELD (BDH)

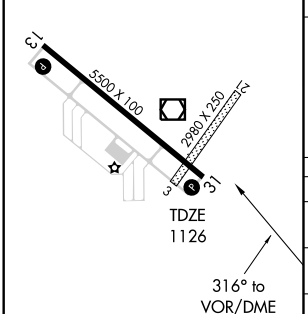
If local altimeter setting not received, use Olivia Rgnl altimeter setting and increase all MDAs 60 feet.
VDP NA with Olivia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2800 direct BDH VOR/DME and hold.

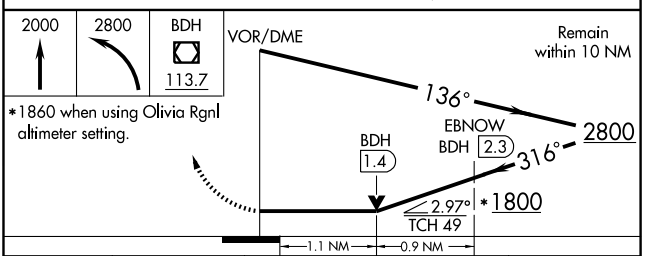
AWOS-3	MINNEAPOLIS CENTER	UNICOM
113.7	125.5 323.1	122.8 (CTAF) L

Maximum entry altitude 6000.





HIRL Rwy 13-31 L
REIL Rwy 31 L

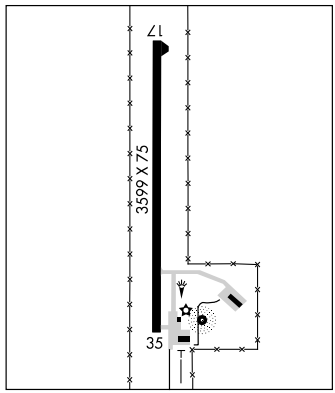


*1860 when using Olivia Rgnl altimeter setting.

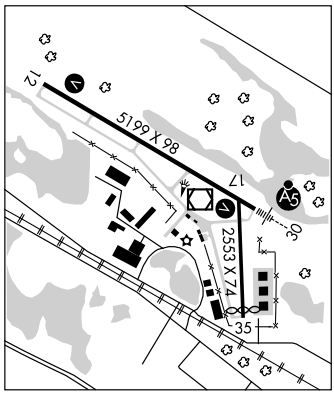
CATEGORY	A	B	C	D
S-31	1800-1	674 (700-1)	1800-2 674 (700-2)	1800-2¼ 674 (700-2¼)
CIRCLING	1800-1	674 (700-1)	1800-2 674 (700-2)	1800-2¼ 674 (700-2¼)
EBNOW FIX MINIMUMS				
S-31	1520-1 394 (400-1)			1520-1¼ 394 (400-1¼)
CIRCLING	1520-1 394 (400-1)	1580-1 454 (500-1)	1580-1½ 454 (500-1½)	1680-2 554 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WINDOM MUNI (MWM) 3 N UTC−6(−5DT) N43°54.80′ W95°06.56′ OMAHA
1410 B **FUEL** 100LL NOTAM FILE MWM L–12I
RWY 17–35: H3599X75 (ASPH) S–15, D–20 MIRL IAP
RWY 17: REIL. **RWY 35:** REIL.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Birds on and invof arpt. Rwy 17–35 bumpy ride, multiple cracks. ACTIVATE MIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (507) 831–1833.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80 N44°28.04′ W95°07.69′ 172° 33.2 NM to fld. 1061/7E. **HIWAS.**
NDB (MHW) 203 MWM N43°54.56′ W95°06.55′ at fld. NOTAM FILE MWM.



WINONA MUNI–MAX CONRAD FLD (ONA) 3 NW UTC−6(−5DT) N44°04.63′ W91°42.50′ GREEN BAY
656 B S4 **FUEL** 100LL, JET A NOTAM FILE ONA H–2J, L–28F
RWY 12–30: H5199X98 (ASPH) S–30, D–55 MIRL IAP
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 42′. Trees. Rgt tfc.
RWY 17–35: H2553X74 (ASPH)
RWY 17: Trees. **RWY 35:** Thld dsplcd 151′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400–2300Z‡. Deer and waterfowl on and invof arpt. Rwy 17–35 grass growing through cracks, pavement bleached. MIRL Rwy 12–30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 12 and Rwy 30, REIL Rwy 12 and MALSR Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 ONA (507) 453–2991.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ONA.
(T) VORW/DME 111.4 ONA Chan 51 N44°04.57′ W91°42.34′ at fld. 654/1E. **AWOS–3.** Unmonitored.
VOR/DME unusable:
107°–117° byd 17 NM
118°–316°
317°–327° byd 17 NM
328°–106°
LOC/DME 109.35 I–ONA Chan 30(Y) Rwy 30.



WINSTED MUNI (1ØD) 1 SW UTC−6(−5DT) N44°57.00′ W94°04.02′ TWIN CITIES
1030 B **FUEL** 100LL NOTAM FILE PNM
RWY 09–27: 3248X200 (TURF) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Fuel avbl 24 hrs with credit card. Ultralight activity on and invof arpt. Be alert of ultralight tfc in lower pattern. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

WIPLINE SPB (See INVER GROVE HEIGHTS)

WONDD N43°37.04′ W95°27.84′ NOTAM FILE OTG. OMAHA
NDB (LOM) 277 OT 287° 5.5 NM to Worthington Muni. OTS indef.

NDB MWM 203	APP CRS 177°	Rwy Idg 3599 TDZE 1410 Apt Elev 1410

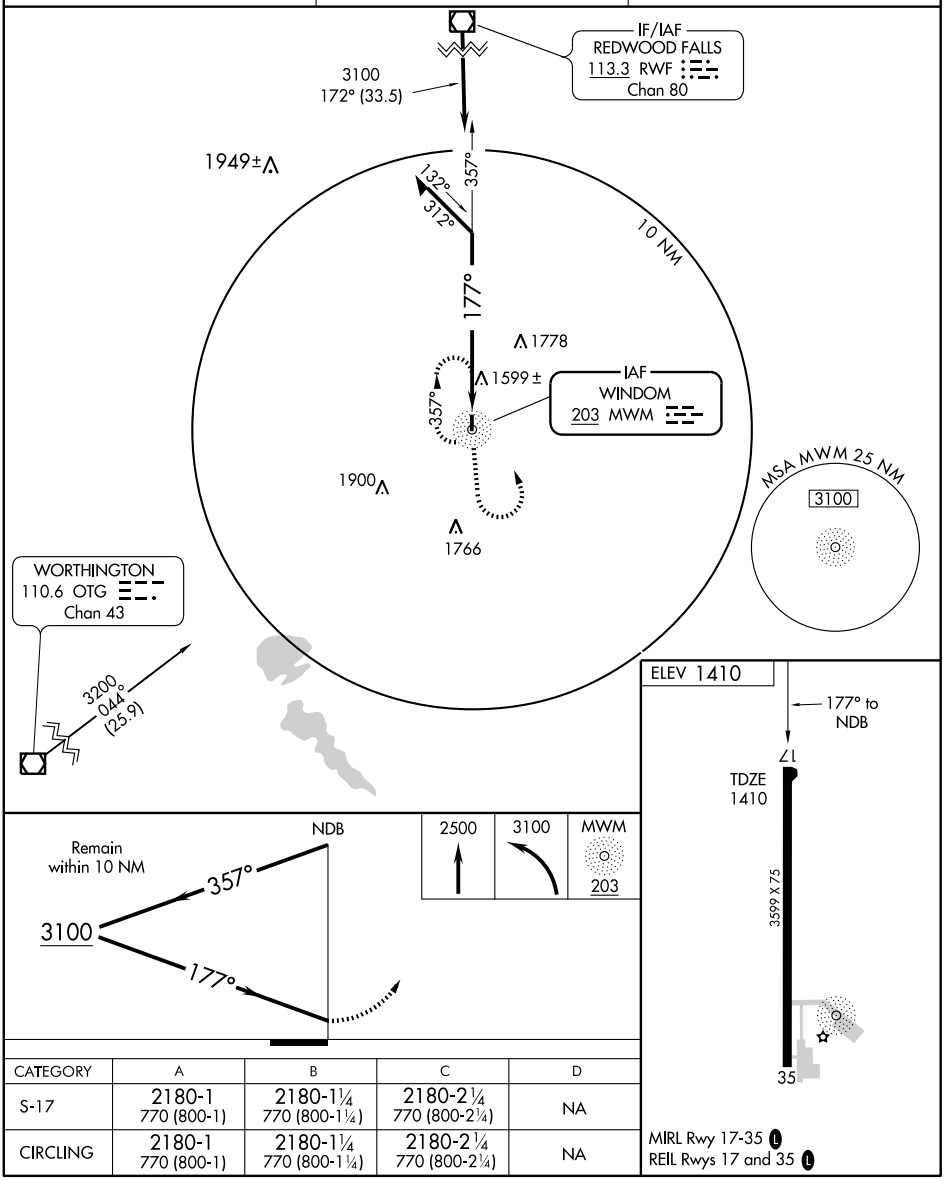
NDB RWY 17

WINDOM MUNI (MWM)

⚠ Circling not authorized at night to Rwy 35.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3100 direct MWM NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 (L)



CATEGORY	A	B	C	D
S-17	2180-1 770 (800-1)	2180-1¼ 770 (800-1¼)	2180-2¼ 770 (800-2¼)	NA
CIRCLING	2180-1 770 (800-1)	2180-1¼ 770 (800-1¼)	2180-2¼ 770 (800-2¼)	NA

MIRL Rwy 17-35 (L)
REIL Rwys 17 and 35 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

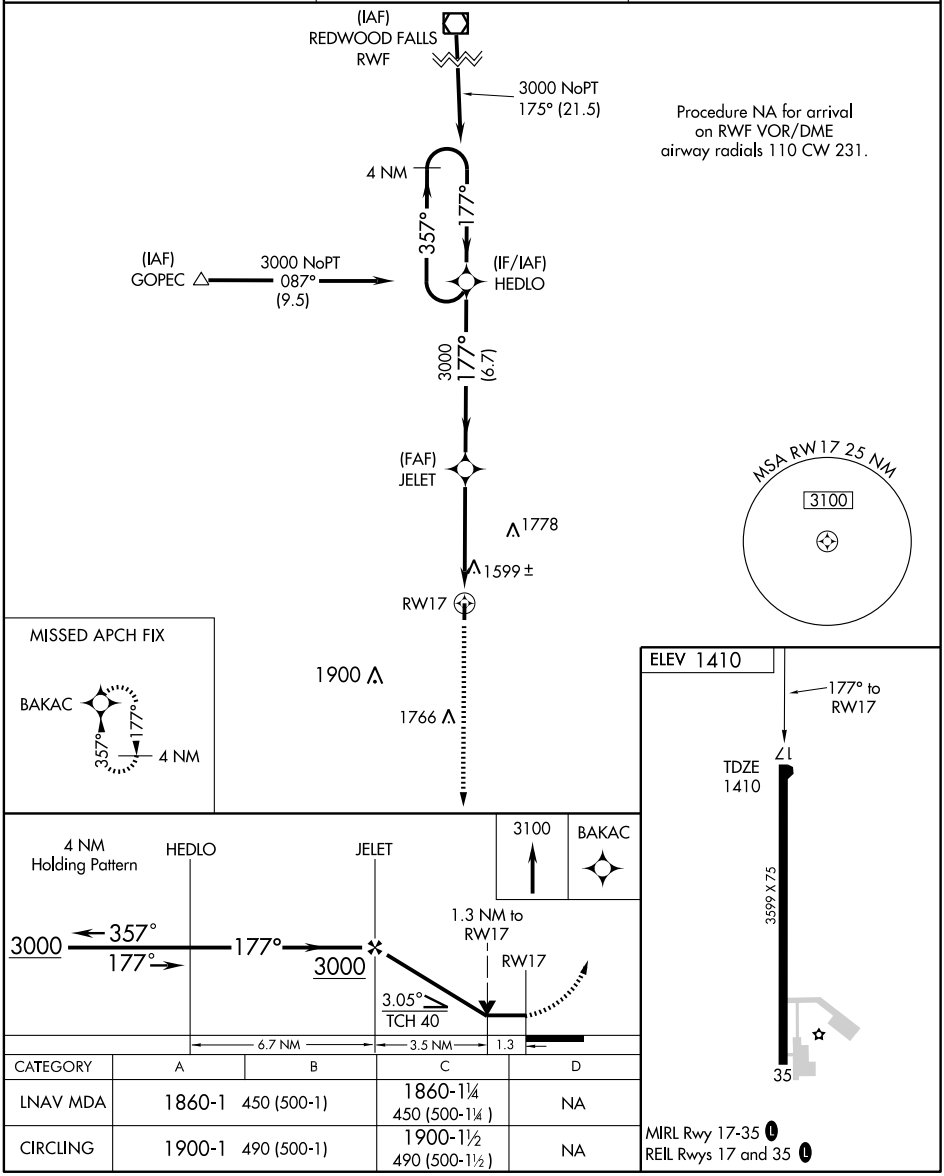
WINDOM MUNI (MWM)

APP CRS	Rwy Idg	3599
177°	TDZE	1410
	Apt Elev	1410

NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling not authorized at night to Rwy 35.

MISSED APPROACH: Climb to 3100 direct BAKAC and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 (L)



CATEGORY	A	B	C	D
LNAV MDA	1860-1	450 (500-1)	1860-1¼ 450 (500-1¼)	NA
CIRCLING	1900-1	490 (500-1)	1900-1½ 490 (500-1½)	NA

MIRL Rwy 17-35 (L)
REIL Rwys 17 and 35 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

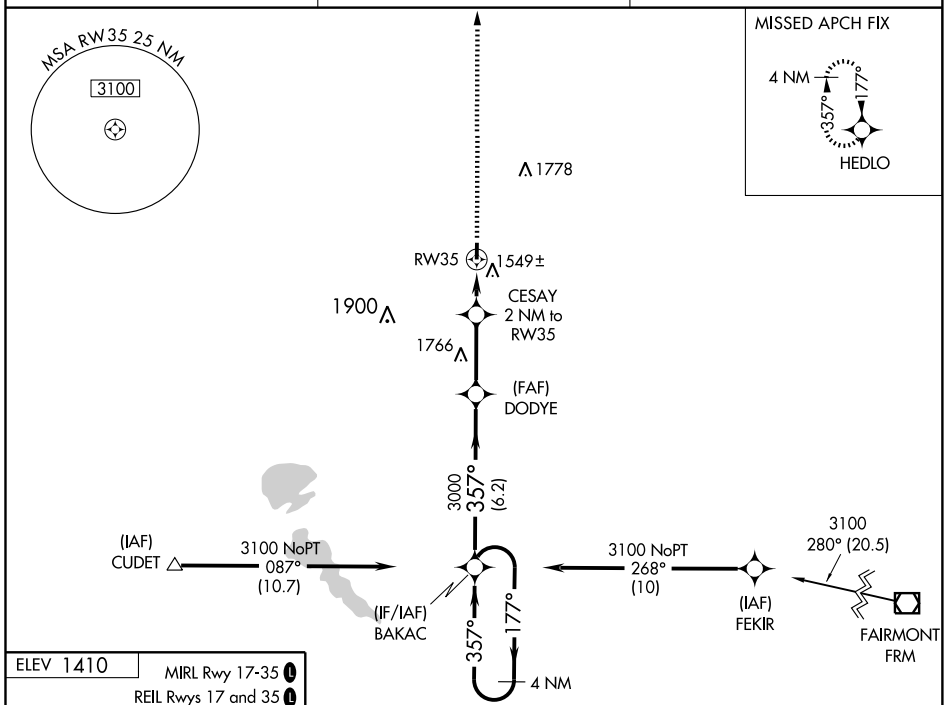
WINDOM MUNI (MWM)

APP CRS	Rwy Idg	3599
357°	TDZE	1410
	Apt Elev	1410

⚠ NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 direct HEDLO WP and hold.

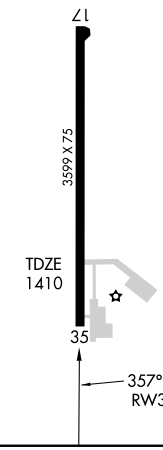
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	127.1 290.2	122.9 (L)



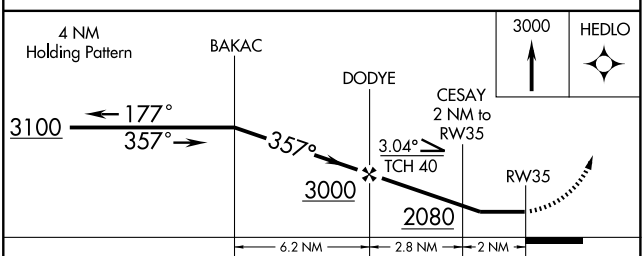
ELEV 1410

MIRL Rwy 17-35 (L)

REIL Rwys 17 and 35 (L)



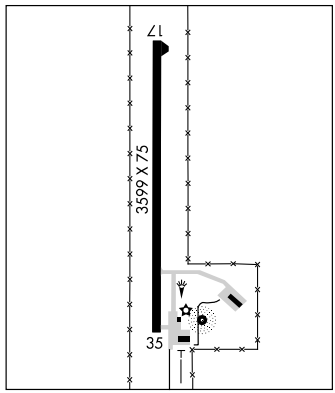
Procedure NA for arrival on FRM VOR/DME airway radials 217 CW 336 and arrivals at CUDET via V250 southwestbound.



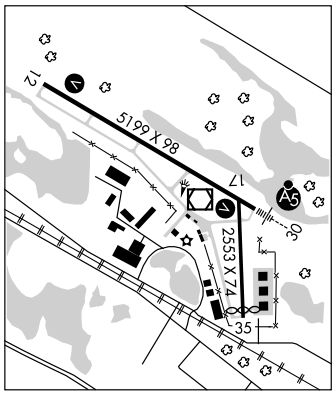
CATEGORY	A	B	C	D
LNAV MDA	1800-1 390 (400-1)			NA
CIRCLING	1900-1 490 (500-1)		1900-1½ 490 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WINDOM MUNI (MWM) 3 N UTC−6(−5DT) N43°54.80′ W95°06.56′ OMAHA
1410 B **FUEL** 100LL NOTAM FILE MWM L–12I
RWY 17–35: H3599X75 (ASPH) S–15, D–20 MIRL IAP
RWY 17: REIL. **RWY 35:** REIL.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Birds on and invof arpt. Rwy 17–35 bumpy ride, multiple cracks. ACTIVATE MIRL Rwy 17–35 and REIL Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (507) 831–1833.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.1.
RADIO AIDS TO NAVIGATION: NOTAM FILE RWF.
REDWOOD FALLS (H) VORW/DME 113.3 RWF Chan 80 N44°28.04′ W95°07.69′ 172° 33.2 NM to fld. 1061/7E. **HIWAS.**
NDB (MHW) 203 MWM N43°54.56′ W95°06.55′ at fld. NOTAM FILE MWM.



WINONA MUNI–MAX CONRAD FLD (ONA) 3 NW UTC−6(−5DT) N44°04.63′ W91°42.50′ GREEN BAY
656 B S4 **FUEL** 100LL, JET A NOTAM FILE ONA H–2J, L–28F
RWY 12–30: H5199X98 (ASPH) S–30, D–55 MIRL IAP
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 42′. Trees.
RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 42′. Trees. Rgt tfc.
RWY 17–35: H2553X74 (ASPH)
RWY 17: Trees. **RWY 35:** Thld dsplcd 151′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1400–2300Z‡. Deer and waterfowl on and invof arpt. Rwy 17–35 grass growing through cracks, pavement bleached. MIRL Rwy 12–30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 12 and Rwy 30, REIL Rwy 12 and MALSR Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 ONA (507) 453–2991.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.15 (PRINCETON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ONA.
(T) VORW/DME 111.4 ONA Chan 51 N44°04.57′ W91°42.34′ at fld. 654/1E. **AWOS–3.** Unmonitored.
VOR/DME unusable:
107°–117° byd 17 NM
118°–316°
317°–327° byd 17 NM
328°–106°
LOC/DME 109.35 I–ONA Chan 30(Y) Rwy 30.



WINSTED MUNI (1ØD) 1 SW UTC−6(−5DT) N44°57.00′ W94°04.02′ TWIN CITIES
1030 B **FUEL** 100LL NOTAM FILE PNM
RWY 09–27: 3248X200 (TURF) LIRL
RWY 09: Road. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Fuel avbl 24 hrs with credit card. Ultralight activity on and invof arpt. Be alert of ultralight tfc in lower pattern. Rwy 09–27 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9

WIPLINE SPB (See INVER GROVE HEIGHTS)

WONDD N43°37.04′ W95°27.84′ NOTAM FILE OTG. OMAHA
NDB (LOM) 277 OT 287° 5.5 NM to Worthington Muni. OTS indef.

LOC/DME I-ONA	APP CRS	Rwy Idg 5199
109.35	298°	TDZE 656
Chan 30 (Y)		Apt Elev 656

LOC RWY 30

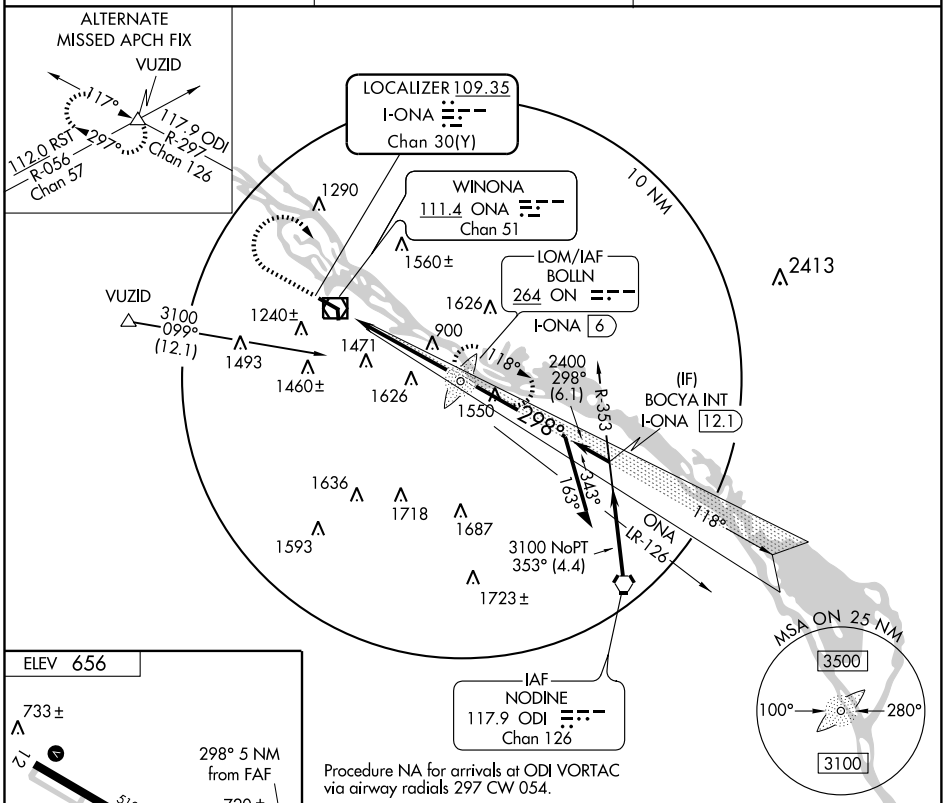
WINONA MUNI-MAX CONRAD FIELD (ONA)

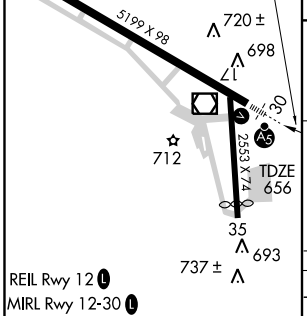
ADF required. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 60 feet and increase S-30 Cats C and D visibility ¼ mile. VDP NA when using La Crosse altimeter setting.

MALSR

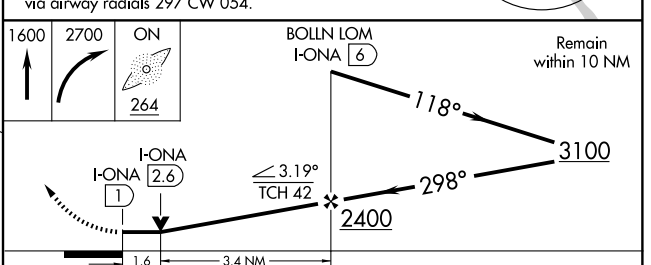
MISSED APPROACH: Climb to 1600 then climbing right turn to 2700 direct BOLLN LOM/I-ONA 6 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





Procedure NA for arrivals at ODI VORTAC via airway radials 297 CW 054.



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-30	1200-½ 544 (600-½)		1200-1 544 (600-1)	1200-1¼ 544 (600-1¼)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1640-3 984 (1000-3)	1840-3 1184 (1200-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

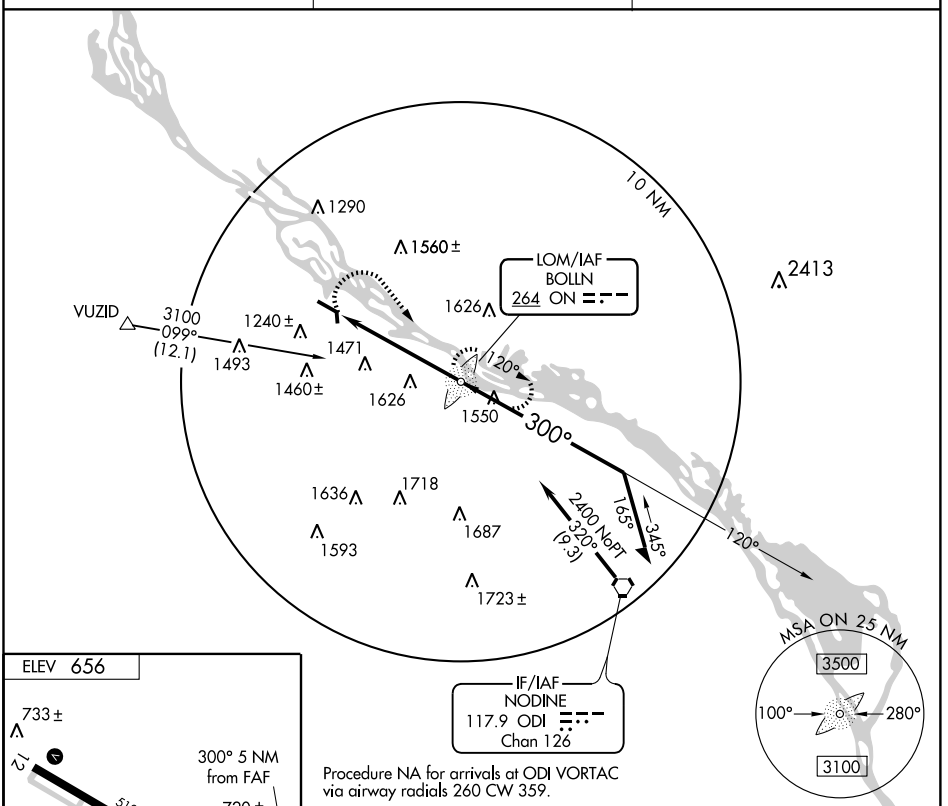
LOM ON	APP CRS	Rwy Idg	5199
264	300°	TDZE	656
		Apt Elev	656

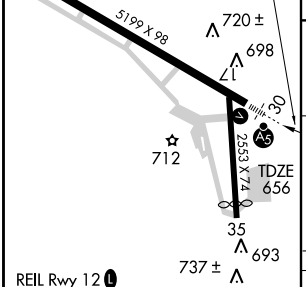
NDB RWY 30

WINONA MUNI-MAX CONRAD FIELD (ONA)

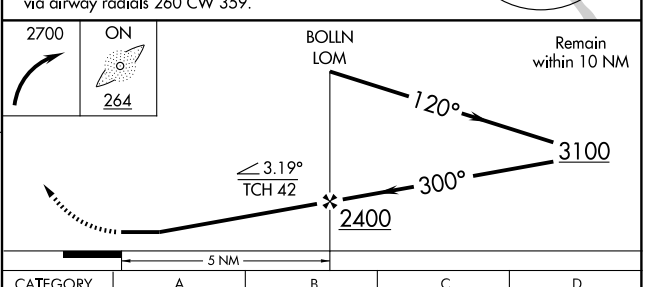
▼ NA: Inoperative table does not apply to Cat A. When local altimeter setting not received, use La Crosse altimeter setting and increase all MDA 60 feet.	MALSR	MISSED APPROACH: Climbing right turn to 2700 direct BOLLN LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-30	1980-1¼ 1324 (1400-1¼)		1980-2½ 1324 (1400-2½)	1980-2¾ 1324 (1400-2¾)
CIRCLING	1980-1¼ 1324 (1400-1¼)	1980-1½ 1324 (1400-1½)	1980-3 1324 (1400-3)	

NC-1, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 30

WINONA MUNI-MAX CONRAD FIELD (ONA)

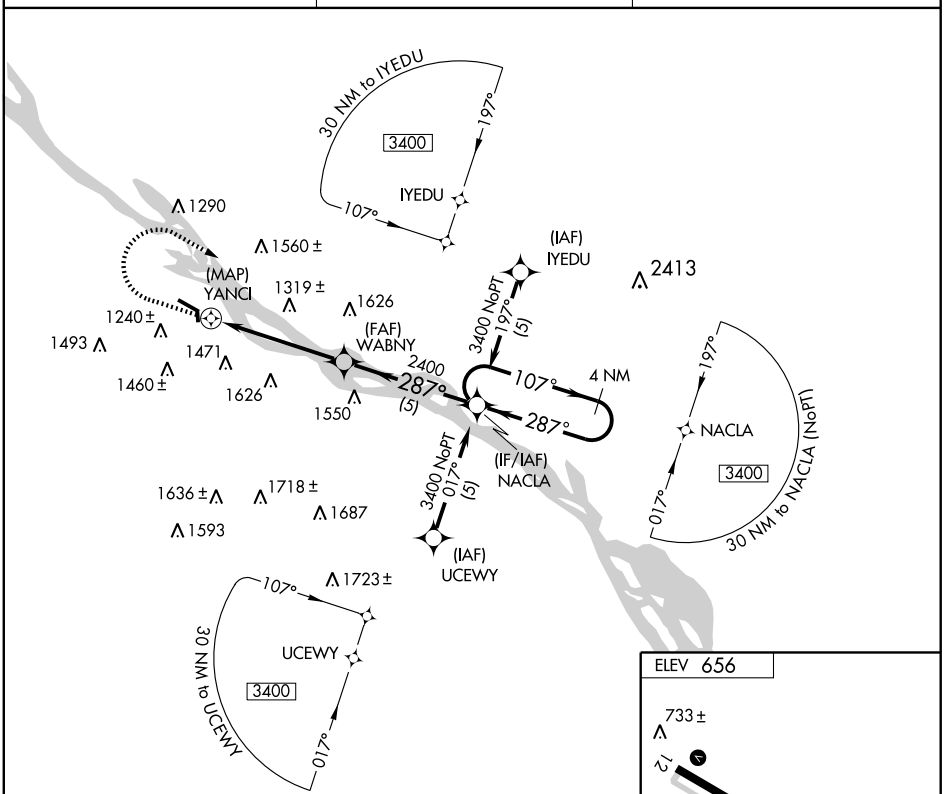
APP CRS	Rwy Idg	5199
287°	TDZE	656
	Apt Elev	656

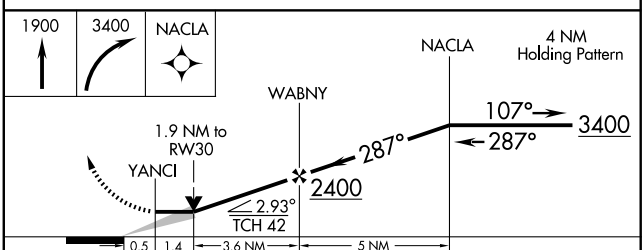
T A NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

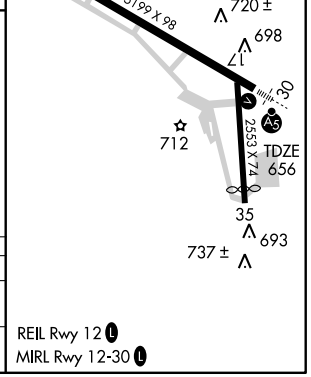
MISSED APPROACH: Climb to 1900, then climbing right turn to 3400 direct NACLA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1460-½ 804 (900-½)	1460-¾ 804 (900-¾)	1460-1¾ 804 (900-1¾)	1460-2 804 (900-2)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)



REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ONA 111.4 Chan 51	APP CRS 292°	Rwy Idg 5199 TDZE 656 Apt Elev 656

VOR RWY 30

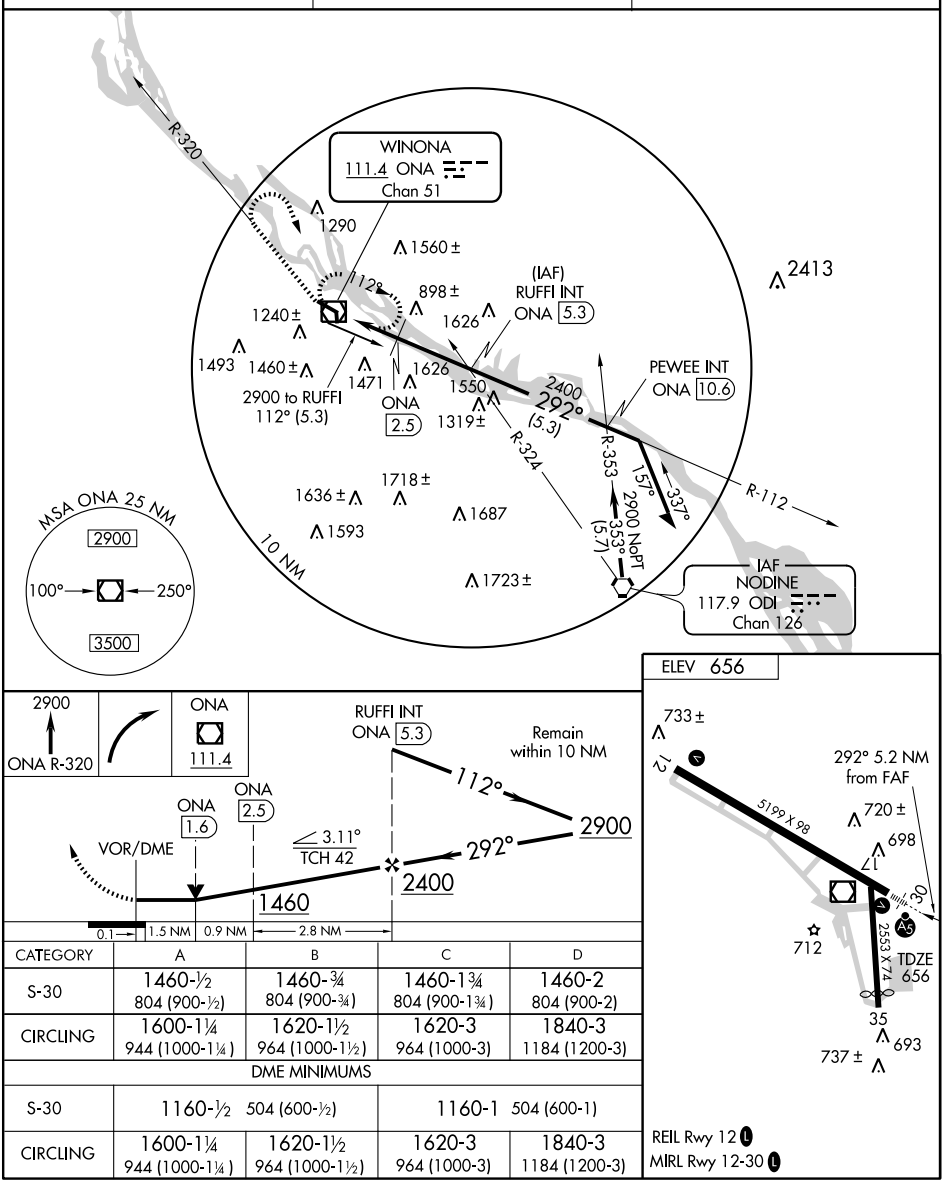
WINONA MUNI-MAX CONRAD FIELD (ONA)

T
NA

MALSR

MISSED APPROACH: Climb to 2900 via ONA R-320 then right turn direct ONA VOR/DME and hold.

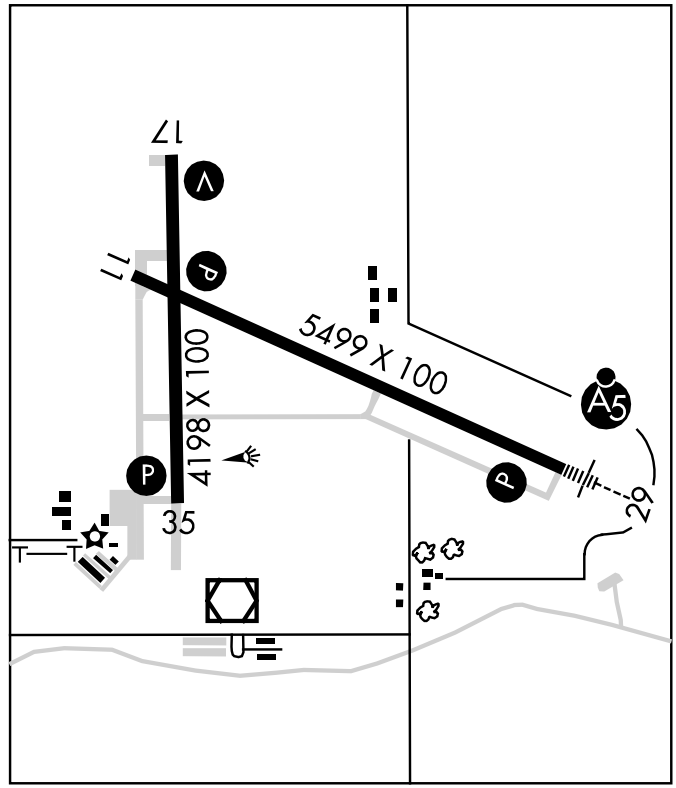
AWOS-3	MINNEAPOLIS CENTER	UNICOM
111.4	128.6 363.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-30	1460-½ 804 (900-½)	1460-¾ 804 (900-¾)	1460-1¾ 804 (900-1¾)	1460-2 804 (900-2)
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)
DME MINIMUMS				
S-30	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1600-1¼ 944 (1000-1¼)	1620-1½ 964 (1000-1½)	1620-3 964 (1000-3)	1840-3 1184 (1200-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WORTHINGTON MUNI (OTG) 2 N UTC−6(−5DT) N43°39.30′ W95°34.75′ **OMAHA**
1574 B S2 **FUEL** 100LL, JET A NOTAM FILE OTG **H–5C, L–12I**
RWY 11–29: H5499X100 (ASPH–GRVD) S–44, D–60 HIRL **IAP**
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 17–35: H4198X100 (ASPH–GRVD) S–44, D–60 MIRL
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 26′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 30′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc call 537–376–9293, after hrs call 507–360–9959. Self service fuel with credit card. Rwy 17–35 alligator cracking. HIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 17–35, REIL Rwy 11, Rwy 17, and Rwy 35, PAPI Rwy 11, Rwy 29, and VASI Rwy 17 and PAPI Rwy 35, MALSR Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 110.6 OTG (507) 376–9441.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 123.6R 122.1R 110.6T (PRINCETON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 132.05
AIRSPACE: CLASS E svc Mon–Fri 1200–1700Z‡ and 2100–0100Z‡, Sat 1200–1700Z‡, Sun 2100–0100Z‡ other times Class G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.
(L) VOR/DME 110.6 OTG Chan 43 N43°38.82′ W95°34.92′ at fld. 1571/8E. **AWOS–3**.
VOR unusable:
031°–049°byd 25 NM 269°–008° byd 15 NM blo 7000′.
096°–135° byd 15 NM blo 8000′
DME portion unusable:
120°–220° byd 30 NM blo 3,500′ 220°–305° byd 30 NM blo 4,000′.
WONDD NDB (LOM) 277 OT N43°37.04′ W95°27.84′ 287° 5.5 NM to fld. OTS indef.
ILS 111.7 I–OTG Rwy 29. LOM WONDD NDB. GS unusable for coupled approaches blo 1770′ MSL.



ILS RWY 29
WORTHINGTON MUNI (OTG)

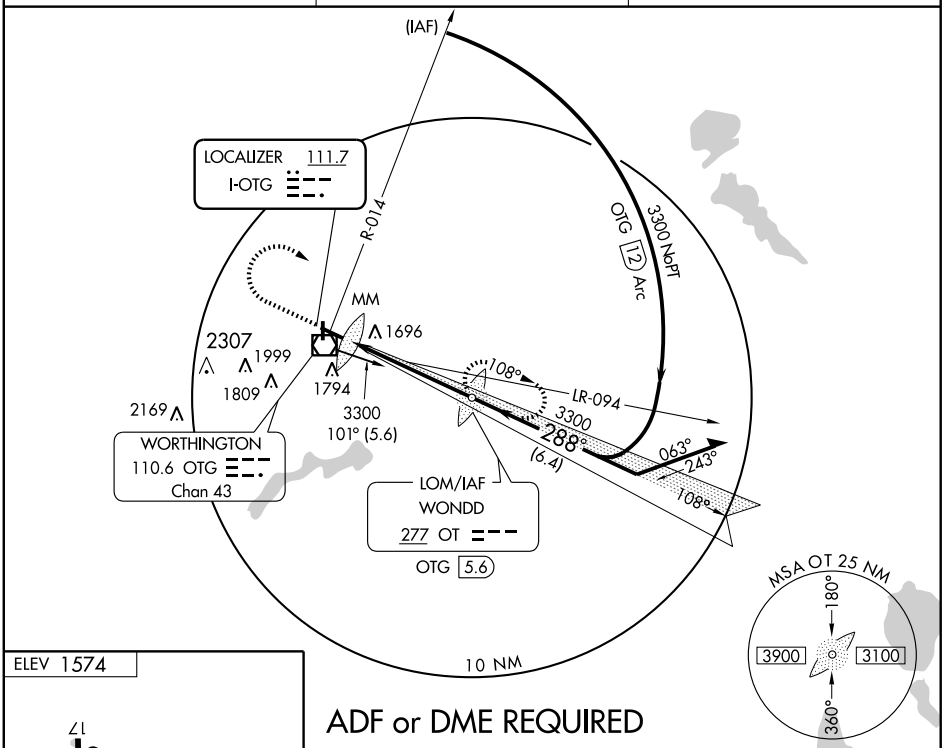
LOC I-OTG	APP CRS	Rwy Idg	5499
111.7	288°	TDZE	1570
		Apt Elev	1574

T
NA

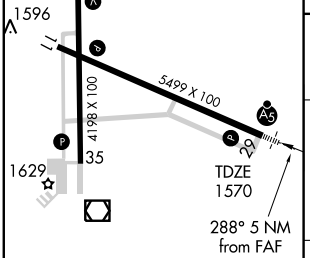
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct WONDD LOM/OTG 5.6 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L

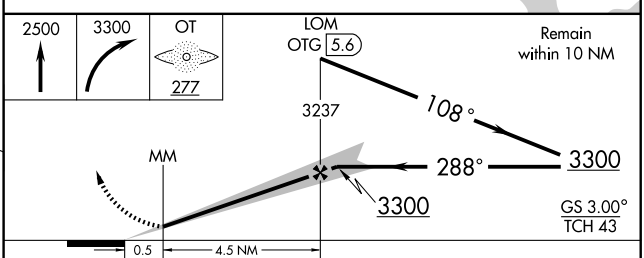


ADF or DME REQUIRED



MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 29	1770-½ 200 (200-½)			
S-LOC 29	1920-½ 350 (400-½)			1920-¾ 350 (400-¾)
CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2140-2 566 (600-2)

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NC-1, 21 OCT 2010 to 18 NOV 2010

LOM OT	APP CRS	Rwy Idg	5499
277	288°	TDZE	1570
		Apt Elev	1574

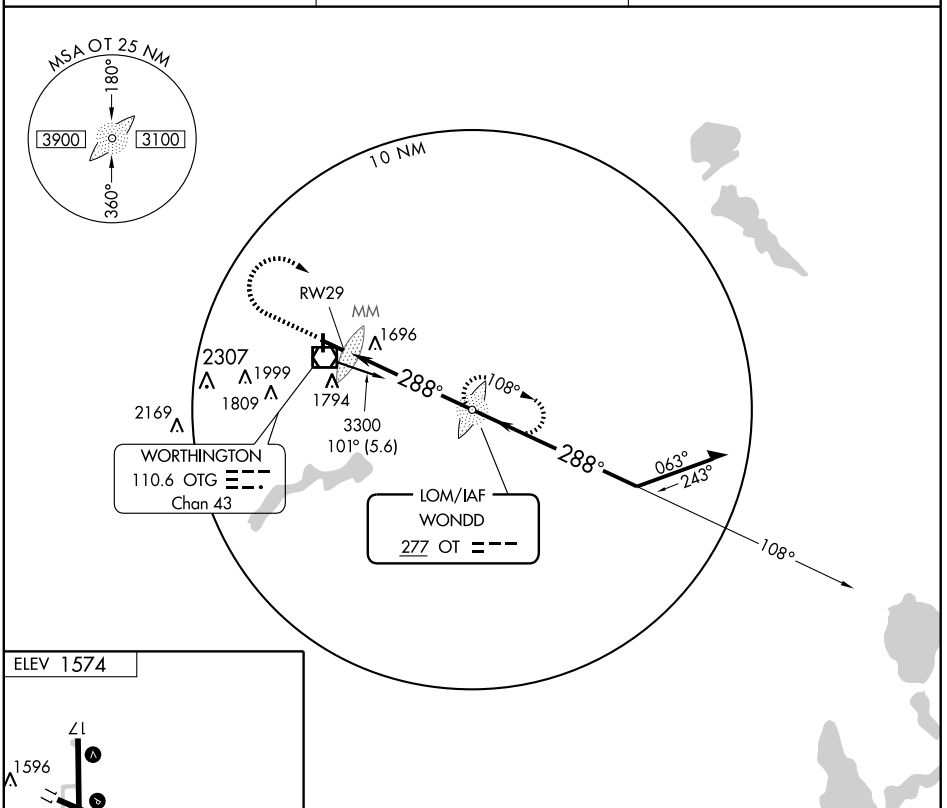
NDB or GPS RWY 29
WORTHINGTON MUNI (OTG)

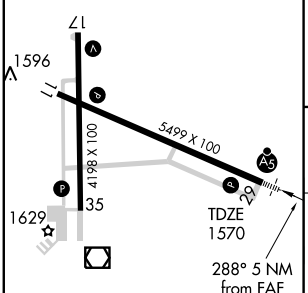
NA

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3300 direct OT LOM and hold.

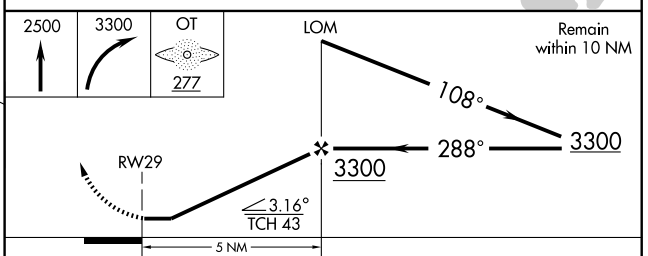
AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L





MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-29	2100-¾ 530 (600-¾)		2100-1 530 (600-1)	2100-1½ 530 (600-1½)
CIRCLING	2100-1 526 (600-1)		2100-1½ 526 (600-1½)	2140-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

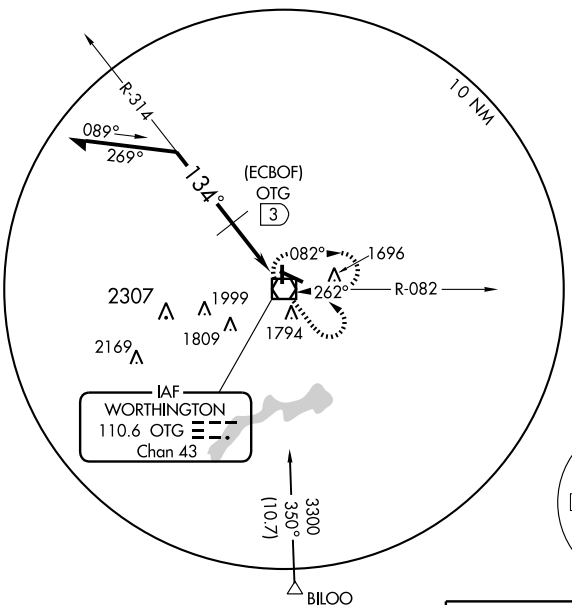
VOR/DME OTG	APP CRS	Rwy Idg	5499
110.6	134°	TDZE	1574
Chan 43		Apt Elev	1574

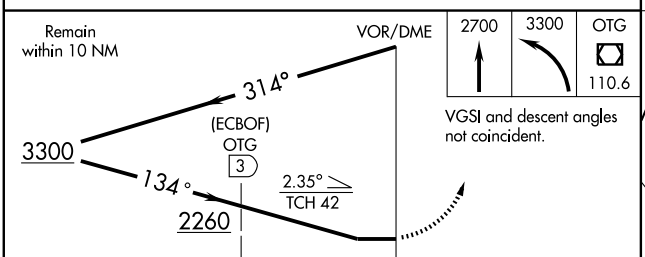
VOR or GPS RWY 11

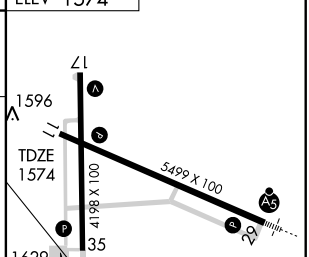
WORTHINGTON MUNI (OTG)

MISSED APPROACH: Climb to 2700 then climbing left turn to 3300 direct to OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	2260-1	686 (700-1)	2260-2 686 (700-2)	2260-2¼ 686 (700-2¼)
CIRCLING	2260-1	686 (700-1)	2260-2 686 (700-2)	2260-2¼ 686 (700-2¼)
DME MINIMUMS				
S-11	2020-1	446 (500-1)	2020-1¼ 446 (500-1¼)	2020-1½ 446 (500-1½)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

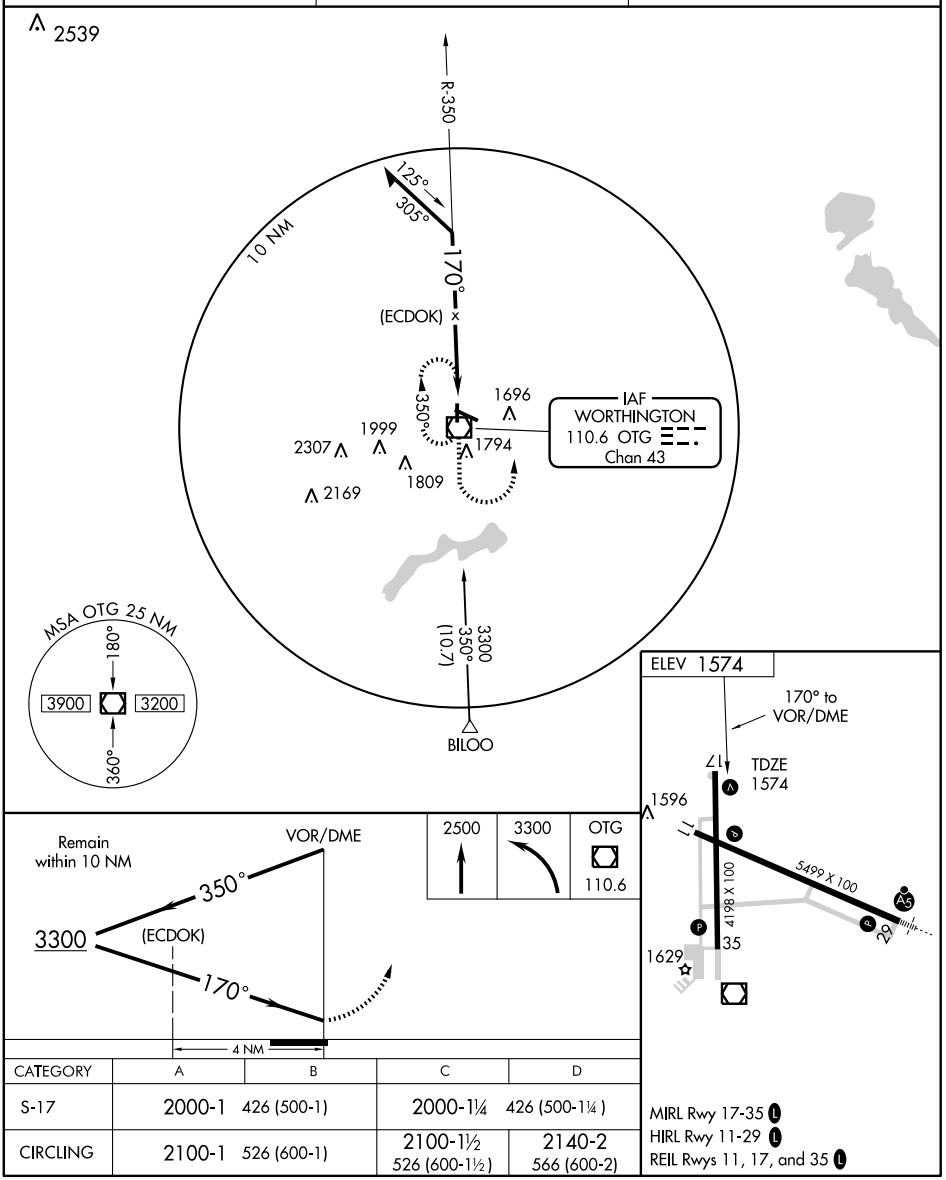
VOR/DME OTG	APP CRS	Rwy Idg	4198
110.6	170°	TDZE	1574
Chan 43		Apt Elev	1574

VOR or GPS RWY 17

WORTHINGTON MUNI (OTG)

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 direct OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	2000-1	426 (500-1)	2000-1¼	426 (500-1¼)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

MIRL Rwy 17-35 L
HIRL Rwy 11-29 L
REIL Rwys 11, 17, and 35 L

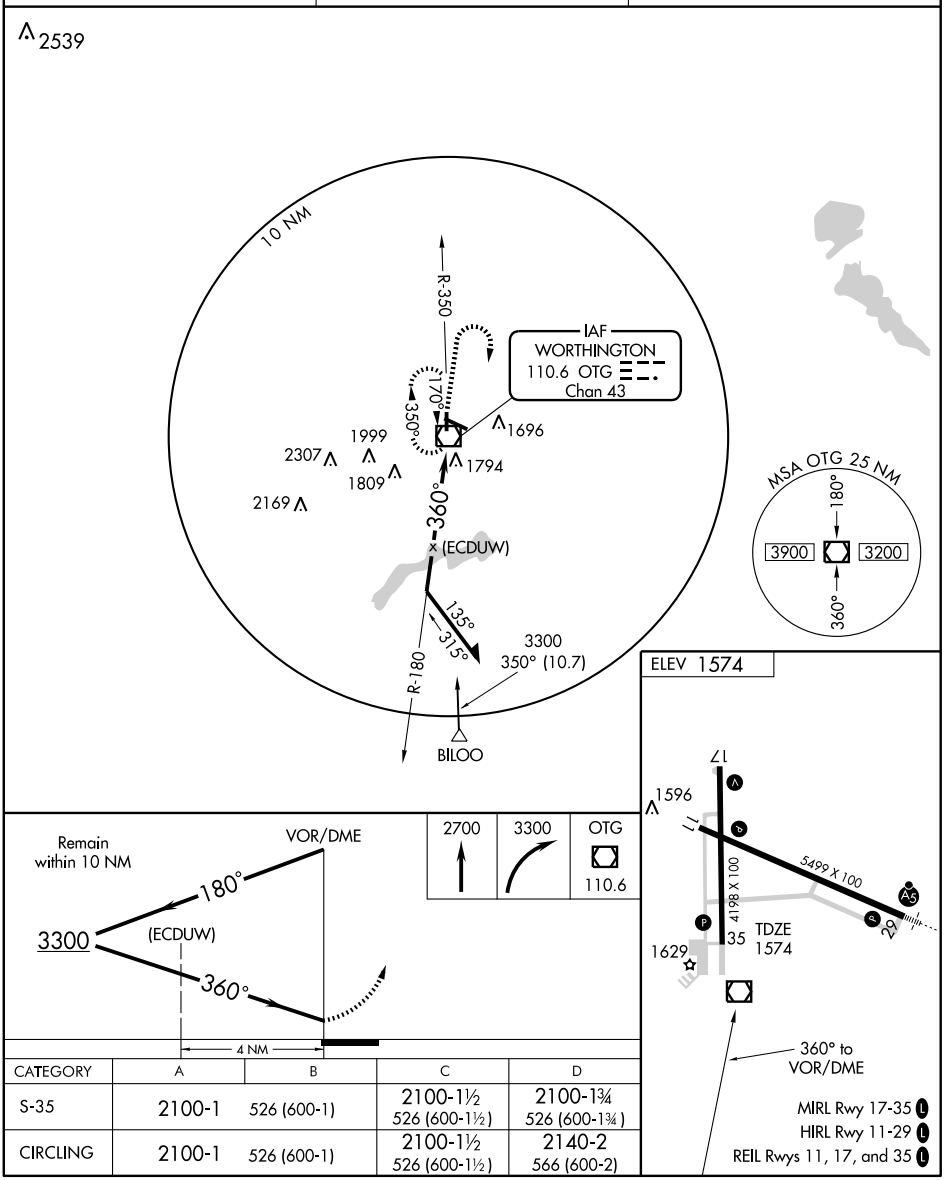
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME OTG	APP CRS	Rwy Idg	4198
110.6	360°	TDZE	1574
Chan 43		Apt Elev	1574

VOR or GPS RWY 35
WORTHINGTON MUNI (OTG)

MISSED APPROACH: Climb to 2700 then climbing right turn to 3300 direct OTG VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
110.6	132.05 317.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2100-1¾ 526 (600-1¾)
CIRCLING	2100-1	526 (600-1)	2100-1½ 526 (600-1½)	2140-2 566 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AMES, IA	
AMES MUNI	**RNAV (GPS) Rwy 1**
	RNAV (GPS) Rwy 13
	RNAV (GPS) Rwy 19
	RNAV (GPS) Rwy 31
NA when local weather not available.	
ANKENY, IA	
ANKENY RGNL	**RNAV (GPS) Rwy 18**
	RNAV (GPS) Rwy 22
	RNAV (GPS) Rwy 36
NA when local weather not available.	
ATLANTIC, IA	
ATLANTIC MUNI	**RNAV (GPS) Rwy 2**
	RNAV (GPS) Rwy 20
Category D, 800-2½.	
NA when local weather not available.	
BRANSON, MO	
BRANSON	**RNAV (GPS) Rwy 14**[1]
	RNAV (GPS) Rwy 32[2]
NA when local weather not available.	
[1]Category C, 800-2¼; Category D, 800-2½.	
[2]Category D, 800-2¼.	
BURLINGTON, IA	
SOUTHEAST IOWA RGNL	**ILS or LOC Rwy 36**[1]
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 36
	VOR/DME Rwy 12
	VOR Rwy 30
NA when local weather not available.	
[1]ILS,LOC, Category D, 800-2¼.	

NAME	ALTERNATE MINIMUMS
CAPE GIRARDEAU, MO	
CAPE GIRARDEAU RGNL	**ILS or LOC Rwy 10**[12]
	LOC/DME BC Rwy 28[1]
	RNAV (GPS) Rwy 10[1]
	RNAV (GPS) Rwy 28[13]
[1]NA when local weather not available.	
[2]ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.	
[3]Categories A,B,C,D, 900-2¼.	
CEDAR RAPIDS, IA	
THE EASTERN IOWA	**ILS or LOC Rwy 9**[1]
	ILS or LOC Rwy 27[1]
	RNAV (GPS) Rwy 9
	RNAV (GPS) Rwy 27
	VOR Rwy 27
	VOR/DME Rwy 9
NA when local weather not available.	
[1]NA when control tower closed.	
CENTERVILLE, IA	
CENTERVILLE MUNI	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
CHARITON, IA	
CHARITON MUNI	**RNAV (GPS) Rwy 10**
	RNAV (GPS) Rwy 17
NA when local weather not available.	
CHARLES CITY, IA	
NORTHEAST IOWA RGNL	**LOC Rwy 12**
	NDB Rwy 12
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CHEROKEE, IA	
CHEROKEE COUNTY RGNL	**RNAV (GPS) Y Rwy 36**
	RNAV (GPS) Z Rwy 36[1]
NA when local weather not available.	
[1]Categories A, B, 800-2¼.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

CLARINDA, IA

SCHENCK FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLARION, IA

CLARION MUNI ..... **NDB Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

CLINTON, IA

CLINTON MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 32
VOR Rwy 3
NA when local weather not available.

COLUMBIA, MO

COLUMBIA RGNL ..... **ILS or LOC/DME Rwy 2**[1]
LOC/DME BC Rwy 20[1]
VOR Rwy 13[2]
[1]NA when local weather not available.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.

COUNCIL BLUFFS, IA

COUNCIL
BLUFFS MUNI ..... **ILS or LOC Rwy 36**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
NA when local weather not available.

CRESTON, IA

CRESTON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

DAVENPORT, IA

DAVENPORT MUNI ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 21
RNAV (GPS) RWY 33
VOR Rwy 3
VOR Rwy 21
NA when local weather not available.

DECORAH, IA

DECORAH MUNI ..... **RNAV (GPS) Rwy 29**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

DES MOINES, IA

DES MOINES INTL ..... **ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 13[1]
ILS or LOC Rwy 31[1]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR/DME Rwy 23[3]
[1]Category E, 900-2¾.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DUBUQUE, IA

DUBUQUE RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
RNAV (GPS) Rwy 36
VOR Rwy 13[1]
VOR Rwy 31[1]
VOR Rwy 36
NA when local weather not available.
[1]Category D, 800-2¼.

ESTHERVILLE, IA

ESTHERVILLE MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

FAIRFIELD, IA

FAIRFIELD MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

FARMINGTON, MO

FARMINGTON RGNL ..... **NDB Rwy 20**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

FOREST CITY, IA

FOREST CITY MUNI ..... **RNAV (GPS) Rwy 33**
VOR/DME-A
NA when local weather not available.

FORT DODGE, IA

FORT DODGE RGNL ..... **RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

FORT LEONARD WOOD, MO

WAYNESVILLE-ST. ROBERT RGNL
FORNEY FIELD ..... **ILS or LOC Rwy 14[12]**
NDB Rwy 32[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[1]
VOR Rwy 32[1]

[1]NA when control tower closed.
[2]NA when local weather not available.

FORT MADISON, IA

FORT MADISON MUNI ... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A

NA when local weather not available.

GRINNELL, IA

GRINNELL RGNL ..... **NDB Rwy 13**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
VOR/DME Rwy 31

NA when local weather not available.

HARRISONVILLE, MO

LAWRENCE
SMITH MEMORIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

IOWA CITY, IA

IOWA CITY MUNI ..... **RNAV (GPS) Rwy 25**
RNAV (GPS) Rwy 30
VOR-A

NA when local weather not available.

IOWA FALLS, IA

IOWA FALLS MUNI ..... **RNAV (GPS) Rwy 31**

NA when local weather not available.

JEFFERSON CITY, MO

JEFFERSON CITY
MEMORIAL ..... **ILS or LOC Rwy 30[123]**
NDB Rwy 12[14]
RNAV (GPS) Rwy 12[35]
RNAV (GPS) Rwy 30[35]

[1]NA when control tower closed.
[2]ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]NA when local weather not available.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 800-2½.

JOPLIN, MO

JOPLIN RGNL ..... **ILS or LOC/DME Rwy 18**
ILS or LOC/NDB Rwy 13

NA when control tower closed.

NAME ALTERNATE MINIMUMS

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL .. **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR Rwy 3

NA when local weather not available.

KANSAS CITY, MO

CHARLES B. WHEELER
DOWNTOWN ..... **ILS or LOC Rwy 3[1]**
ILS or LOC Rwy 19[2]
NDB Rwy 19[3]
RNAV (GPS) Rwy 3[4]
RNAV (GPS) Rwy 21[5]
VOR Rwy 19
VOR Rwy 21[5]

NA when local weather not available.
[1]ILS,LOC, Category A,B, 1300-2, Category C,D, 1300-3.
[2]ILS, 700-2.
[3]Category D, 800-2¼.
[4]Categories A,B, 1000-1¼; Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

KEOKUK, IA

KEOKUK MUNI ..... **NDB Rwy 14**
NDB Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 32

NA when local weather not available.

KIRKSVILLE, MO

KIRKSVILLE RGNL ... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR-A
VOR/DME-B

NA when local weather not available.

KNOXVILLE, IA

KNOXVILLE MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33

NA when local weather not available.

LE MARS, IA

LE MARS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME Rwy 36[1]

NA when local weather not available.
[1]Categories A,B, 900-2.

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NAME ALTERNATE MINIMUMS

LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 29
RNAV (GPS) Rwy 36
NA when local weather not available.

MARSHALLTOWN, IA

MARSHALLTOWN MUNI . **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

MASON CITY, IA

MASON CITY MUNI ..... **RNAV (GPS) Rwy 18**
NA when local weather not available.

MONETT, MO

MONETT MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI ..... **NDB Rwy 33**[1]
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]Category C, 800-2¼.

MUSCATINE, IA

MUSCATINE MUNI ..... **ILS or LOC Rwy 24**[1]
RNAV (GPS) Rwy 6[23]
RNAV (GPS) Rwy 24[2]
VOR Rwy 6[4]
[1]ILS, Categories B,C,D, 700-2.
[2]NA when local weather not available.
[3]Categories A, B, C, D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

NEWTON, IA

NEWTON MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

OSKALOOSA, IA

OSKALOOSA MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

OTTUMWA, IA

OTTUMWA RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR/DME Rwy 13
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

PELLA, IA

PELLA MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... **RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[1]
SDF Rwy 36[2]
[1]NA when local weather not available.
[2]NA except for operators with approved weather reporting service.

RED OAK, IA

RED OAK MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 17
NA when local weather not available.

ROLLA-VICHY, MO

ROLLA NATIONAL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
VOR/DME Rwy 4
NA when local weather not available.

ST. CHARLES, MO

ST CHARLES COUNTY
SMARTT ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18
NA when local weather not available.

ST. JOSEPH, MO

ROSECRANS
MEMORIAL ..... **ILS or LOC Rwy 35**[12]
LOC BC Rwy 17[13]
RADAR-1[4]
RNAV (GPS) Rwy 35[56]
VOR or TACAN Rwy 17[5]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼;Category E, 1000-3. LOC,Category D, 800-2¼;Category E, 1000-3.
[3]Category D, 800-2¼.
[4]PAR, Category D, 700-2¼; Category E, 1000-3. ASR Category D, 800-2¼; Category E, 1000-3.
[5]Category D, 800-2¼;Category E, 1000-3.
[6]NA when local weather not available.

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NAME — ALTERNATE MINIMUMS

ST. LOUIS, MO

LAMBERT-
ST. LOUIS INTL ..... **RNAV (GPS) Rwy 11**
Category E, 800-2.

SPIRIT OF ST. LOUIS ..... **ILS or LOC Rwy 8R**[13]
ILS or LOC Rwy 26L[24]
RNAV (GPS) Rwy 8L[1]
RNAV (GPS) Rwy 8R[15]
RNAV (GPS) Rwy 26L[15]
RNAV (GPS) Rwy 26R[1]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, NA.
[4]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[5]Category D, 800-2¼.

SHELDON, IA

SHELDON MUNI ..... **NDB Rwy 4**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15[1]
RNAV (GPS) Rwy 33[1]
NA when local weather not available.
[1]Category D, 800-2¼.

SHENANDOAH, IA

SHENANDOAH MUNI ..... **RNAV (GPS) Rwy 4**
NDB Rwy 4
NA when local weather not available.

SIOUX CITY, IA

SIOUX GATEWAY/COLONEL
BUD DAY FIELD ..... **ILS or LOC Rwy 13**[13]
ILS or LOC Rwy 31[3]
NDB Rwy 35[4]
RNAV (GPS) Rwy 13[25]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[25]
VOR/DME or TACAN Rwy 13[25]
VOR or TACAN Rwy 31[25]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS, LOC, Category E, 1000-3.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]Category E, 1000-3.

SPENCER, IA

SPENCER MUNI ..... **RNAV (GPS) Rwy 12**[12]
RNAV (GPS) Rwy 18[12]
RNAV (GPS) Rwy 30[12]
RNAV (GPS) Rwy 36[12]
VOR Rwy 12[12]
VOR Rwy 30[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼, Category D, 800-2½.

NAME — ALTERNATE MINIMUMS

SPRINGFIELD, MO

SPRINGFIELD-BRANSON
NATIONAL ..... **RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 20[1]
VOR/DME or TACAN Rwy 2[2]
VOR or TACAN Rwy 20[2]
[1]NA when local weather not available.
[2]Category E, 800-2¼.

STORM LAKE, IA

STORM LAKE MUNI ..... **NDB Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
NA when local weather not available.

VINTON, IA

VINTON VETERANS
MEMORIAL AIRPARK ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

WASHINGTON, IA

WASHINGTON MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

WASHINGTON, MO

WASHINGTON RGNL ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR-A
Category C, 800-2¼.
NA when local weather not available.

WATERLOO, IA

WATERLOO RGNL ..... **ILS or LOC Rwy 12**[1]
LOC BC Rwy 30
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR/DME Rwy 30
NA when local weather not available.
[1]ILS, Category D, 700-2.

WEBSTER CITY, IA

WEBSTER CITY MUNI .... **RNAV (GPS) Rwy 32**
NA when local weather not available.

WEST PLAINS, MO

WEST PLAINS MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

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ST JOSEPH, MO

Amdt 1, FEB 16, 2006 (FAA) ELEV **826**

ROSECRANS MEMORIAL

RADAR - 120.35 360.8

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	17		ABCDE	**1026**-¾	200	(200-¾)				
ASR	35		ABC	**1200**-1	386	(400-1)	DE	**1200**-1¼	386	(400-1¼)
	17		AB	**1340**-1	514	(600-1)	C	**1340**-1½	514	(600-1½)
			DE	**1340**-1¾	514	(600-1¾)				
CIRCLING			AB	**1400**-1	574	(600-1)	C	**1400**-1½	574	(600-1½)
			D	**1500**-2¼	674	(700-2¼)	E	**1760**-3	934	(1000-3)

When ST Joseph approach control closed, procedure not authorized.

WHITEMAN AFB (KSZL), (Knob Noster), MO (Amdt 1, 10238 USAF) ELEV **870**

RADAR[1 2] **- (E)** 125.1 284.0

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1[4]		AB	**1260**/24	423	(400-½)
			CDE	**1260**/40	423	(400-¾)
	19[3]		AB	**1260**/24	390	(400-½)
			CDE	**1260**/35	390	(400-$^{5}/_{8}$)
CIR[5]	1-19		AB	**1340**-1	470	(500-1)
			C	**1340**-1½	470	(500-1½)
			D	**1420**-2	550	(600-2)
			E	**1460**-2	590	(600-2)

[1]Opr H24 fr 1300Z++ Mon thru 0500Z++ Sat, 1400-2300Z++ Sat-Sun; clsd hol. [2] ASR MP 0700-1300Z++ Mon and Tue. [3]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to $1^{1}/_{8}$ miles. [4]When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles. [5]Circling not authorized W of Rwy 1-19. [6]Lost communications instructions will be issued in accordance with FAAO 7110.65. IF NO TRANSMISSIONS ARE RECEIVED FOR ONE MINUTE IN THE PATTERN OR 15 SECONDS ON FINAL APPROACH, ATTEMPT CONTACT ON 255.6 OR 132.4 AND PROCEED VFR. IF UNABLE, PROCEED WITH A TACAN/ILS APPROACH. MAINTAIN 3000' UNTIL ESTABLISHED ON THE APPROACH.

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS

ALBIA, IA

ALBIA MUNI (4C8)
AMDT 3 92317 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** 300-1.
DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 2000 before turning.

ALGONA, IA

ALGONA MUNI (AXA)
AMDT 3 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before turning on course.

NAME	TAKE-OFF MINIMUMS

AMES, IA

AMES MUNI (AMW)
AMDT 4 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13,** climb heading 133° to 2800 before turning right. **Rwy 19,** climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31,** climb heading 313° to 1500 before proceeding on course.
NOTE: **Rwy 1,** trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13,** trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19,** trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31,** trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.

ANKENY, IA
ANKENY RGNL (IKV)
ORIG 96004 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 150° to 2100 before turning on course. **Rwy 36,** climb heading 040° to 3000 before turning on course.

ATLANTIC, IA
ATLANTIC MUNI (AIO)
AMDT 6A 09155 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12,** 400-2½ or std. w/ min. climb of 321' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 119° to 1700 before proceeding on course. **Rwy 20,** climb heading 198° to 2300 before proceeding on course. **Rwy 30,** climb heading 299° to 1900 before proceeding on course.
NOTE: **Rwy 2,** terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12,** terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20,** terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30,** terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

AUDUBON, IA
AUDUBON COUNTY (ADU)
AMDT 1 93175 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

AURORA, MO
JERRY SUMNERS SR. AURORA MUNI (2H2)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 400' per NM to 1600.

BELLE PLAINE, IA
BELLE PLAINE MUNI (TZT)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

BLOOMFIELD, IA
BLOOMFIELD MUNI (4K6)
ORIG-A 08185 (FAA)
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.
NOTE: **Rwy 18,** building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

BOLIVAR, MO
BOLIVAR MUNI (M17)
ORIG 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 200-1¼ or std. w/ min. climb of 252' per NM to 1400.
NOTE: **Rwy 18,** east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36,** transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

BOONE, IA
BOONE MUNI (BNW)
AMDT 5 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 15,** tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33,** tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

BOONVILLE, MO
JESSE VIERTEL MEMORIAL (VER)
ORIG 07130 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36,** multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

BOWLING GREEN, MO
BOWLING GREEN MUNI (H19)
ORIG 83132 (FA)
TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

BRANSON, MO
BRANSON (BBG)
ORIG 09127 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 323° to 2000 before turning left.
NOTE: **Rwy 14,** numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL. **Rwy 32,** numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

BROOKFIELD, MO
NORTH CENTRAL MISSOURI RGNL (MO8)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 1300 before turning East.
NOTE: **Rwy 18,** tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL. **Rwy 36,** numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL. Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL. Pole 1066' from DER, 666' right of centerline 35' AGL/875' MSL.

BURLINGTON, IA
SOUTHEAST IOWA RGNL (BRL)
AMDT 1 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 30, 36,** climb runway heading to 1500 before turning.

CABOOL, MO
CABOOL MEMORIAL (TVB)
AMDT 1 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.

CAMERON, MO
CAMERON MEMORIAL (EZZ)
ORIG 10098 (FAA)
NOTE: **Rwy 17,** trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/1041' MSL. **Rwy 35,** trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.

CAMDENTON, MO
CAMDENTON MEMORIAL (H21)
AMDT 1 10266 (FAA)
NOTE: **Rwy 15,** trees beginning 2' from DER, 199' right of centerline, up to 100' AGL/1189' MSL. Trees beginning 25' from DER, 150' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 230' from DER, 502' right of centerline, up to 38' AGL/1078' MSL. Vehicle on road beginning 88' from DER, 257' right of centerline, up to 15' AGL/1085' MSL. REIL 39' from DER, 76' right of centerline, up to 2' AGL/1061' MSL. REIL 40' from DER, 76' left of centerline, up to 2' AGL/1061' MSL. **Rwy 33,** trees beginning 42' from DER, 42' right of centerline, up to 100' AGL/1159' MSL. Trees beginning 3' from DER, 130' left of centerline, up to 100' AGL/1159' MSL. Power poles beginning 575' from DER, 65' right of centerline, up to 30' AGL/1072' MSL. Power poles beginning 244' from DER, 142' left of centerline, up to 30' AGL/1101' MSL. Light poles beginning 142' from DER, 319' left of centerline, up to 26' AGL/1083' MSL. Fuel tank 72' from DER, 263' left of centerline, up to 17' AGL/1077' MSL. REIL 40' from DER, 76' right of centerline, up to 5' AGL/1054' MSL. REIL 41' from DER, 76' left of centerline, up to 5' AGL/1054' MSL. Fence 272' from DER, 258' left of centerline, up to 1' AGL/1059' MSL. Buildings beginning 150' from DER, 296' left of centerline, up to 20' AGL/1080' MSL.

CAPE GIRARDEAU, MO
CAPE GIRARDEAU RGNL (CGI)
AMDT 7A 10098 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 300-1 or std. w/ min climb of 230' per NM to 600. **Rwy 20,** 300-1 or std. with a min. climb rate of 265' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28,** climb heading 280° to 1000 before turning northbound.
NOTE: **Rwy 2,** tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10,** trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20,** trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.

CARROLL, IA
ARTHUR N. NEU (CIN)
ORIG 90263 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31,** 300-1.

CARUTHERSVILLE, MO
CARUTHERSVILLE MEMORIAL (M05)
ORIG 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-2 or std. with a min. climb of 250' per NM to 600.
NOTE: **Rwy 36,** tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.

CASSVILLE, MO
CASSVILLE MUNI (94K)
ORIG 10154 (FAA)
NOTE: **Rwy 9,** tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/1544' MSL.

CEDAR RAPIDS, IA
THE EASTERN IOWA (CID)
AMDT 4 10266 (FAA)
NOTE: **Rwy 9,** building 354' from DER, 563' right of centerline, 22' AGL/873' MSL. Pole 678' from DER, 642' right of centerline, 33' AGL/884' MSL. Obstruction light on building 1133' from DER, 596' right of centerline, 41' AGL/890' MSL. Antennas beginning 491' from DER, 314' left of centerline, up to 28' AGL/879' MSL. **Rwy 13,** vehicles on road 961' from DER, 709' left of centerline, up to 15' AGL/874' MSL. **Rwy 27,** poles beginning 1338' from DER, 700' right of centerline, up to 34' AGL/895' MSL. **Rwy 31,** vehicles on road beginning 28' from DER, left and right of centerline, up to 17' AGL/876' MSL. Tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.

CENTERVILLE, IA
CENTERVILLE MUNI (TVK)
ORIG 10154 (FAA)
NOTE: **Rwy 16,** trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/1031' MSL.

CHARITON, IA
CHARITON MUNI (CNC)
ORIG 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.
NOTE: **Rwy 10,** tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17,** hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35,** vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.

CHARLES CITY, IA
NORTHEAST IOWA RGNL (CCY)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30,** trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.

CHEROKEE, IA
CHEROKEE COUNTY RGNL (CKP)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1,19,** NA-environmental. **Rwy 36,** 300-1¼ or std. w/ min. climb of 373' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 178° to 1700 before proceeding on course. **Rwy 36,** climb heading 358° to 1900 before proceeding on course.
NOTE: **Rwy 18,** rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36,** vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL

CHILLICOTHE, MO
CHILLICOTHE MUNI (CHT)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.
NOTE: **Rwy 14,** trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32,** trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.

CLARINDA, IA
SCHENCK FIELD (ICL)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 020° to 1700 before turning left.
NOTE: **Rwy 2,** trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20,** trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.

CLARION, IA
CLARION MUNI (CAV)
AMDT 1 10042 (FAA)
NOTE: **Rwy 14,** tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32,** trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.

CLINTON, IA
CLINTON MUNI (CWI)
AMDT 1 10126 (FAA)
NOTE: **Rwy 3,** trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14,** vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21,** tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32,** vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.

COLUMBIA, MO
COLUMBIA RGNL (COU)
AMDT 4 92233 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. with a min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.

CORNING, IA
CORNING MUNI (CRZ)
AMDT 2 07354 (FAA)
NOTE: **Rwy 18,** road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36,** trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

COUNCIL BLUFFS, IA
COUNCIL BLUFFS MUNI (CBF)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA- Runway under construction.
NOTE: **Rwy 36,** trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

CRESCO, IA
ELLEN CHURCH FIELD (CJJ)
ORIG 88182 (FAA)
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1700 before turning.

CRESTON, IA
CRESTON MUNI (CSQ)
AMDT 2 07018 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 16,** multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34,** terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

CUBA, MO
CUBA MUNI (UBX)
AMDT 1 83062 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

DAVENPORT, IA
DAVENPORT MUNI (DVN)
AMDT 1 84271 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 21,** climb runway heading to 3000 before turning left.

DECORAH, IA
DECORAH MUNI (DEH)
AMDT 1 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** Climb heading 294° to 1600 before turning left.
NOTE: **Rwy 11,** terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29,** terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

DENISON, IA
DENISON MUNI (DNS)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36,** NA-Environmental.
NOTE: **Rwy 12,** trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

DES MOINES, IA

DES MOINES INTL (DSM)

AMDT 10 03135 (FAA)

NOTE: **Rwy 5,** tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567'right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13,** tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31,** tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

DEXTER, MO

DEXTER MUNI (DXE)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceding on course.

NOTE: **Rwy 36,** trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.

DUBUQUE, IA

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 200-1¼ or std. w/ min. climb of 226' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13,** multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18,** elevator 3457' from departure endof runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31,** tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

EAGLE GROVE, IA

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-Enviromental.

NOTE: **Rwy 13,** vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

EMMETSBURG, IA

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35,** NA-Enviromental.

NOTE: Rwy 13, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31,** trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

EXCELSIOR SPRINGS, MO

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb runway heading to 1850 before turning.

FAIRFIELD, IA

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-environmental

FARMINGTON, MO

FARMINGTON RGNL (FAM)

AMDT 5 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, climb heading 202° to 2100 before turning right.

NOTE: **Rwy 2,** trees, poles, fence, road, vehicle on road, and buildings beginning 77' from DER, 21' left of centerline, up to 83' AGL/1049' MSL. Trees, poles, antenna, road, and terrain beginning 41' from DER, 3' right of centerline, up to 85' AGL/1045' MSL. **Rwy 20,** trees beginning 50' from DER, 386' left of centerline, up to 76' AGL/956' MSL. Trees, poles, vehicle on road, and terrain beginning 92' from DER, 175' right of centerline, up to 90' AGL/950' MSL.

FESTUS, MO

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

FOREST CITY, IA
FOREST CITY MUNI (FXY)
AMDT 2 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 33,** 300-2¼ or std. w/ a min. climb of 242' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 33,** climb heading 332° to 1800 before turning right.
NOTE: **Rwy 9,** trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15,** trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27,** train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33,** vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

FORT DODGE, IA
FORT DODGE RGNL (FOD)
AMDT 1 09351 (FAA)
DEPARTURE PROCEDURE: **Rwy 24,** Climb heading 243° to 1700 before turning south.
NOTE: **Rwy 6,** trees beginning 106' from DER, 284' left of centerline, up to16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12,** pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24,** sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30,** trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

FORT MADISON, IA
FORT MADISON MUNI (FSW)
ORIG 10266 (FAA)
NOTE: **Rwy 17,** trees beginning at DER, 349' right of centerline, up to 125' AGL/844' MSL. Trees beginning at DER, 164' left of centerline, up to 125' AGL/844' MSL. **Rwy 35,** trees beginning 659' from DER, 304' left of centerline, up to 125' AGL/824' MSL. Trees beginning 3107' from DER, 1184' right of centerline, up to 125' AGL/814' MSL.

FREDERICKTOWN, MO
FREDERICKTOWN RGNL (H88)
ORIG 85213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 400-2 or std. with a min. climb of 275' per NM to 1300.

FULTON, MO
ELTON HENSLEY MEMORIAL (FTT)
AMDT 1 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 001° to 1400 before turning right.
NOTE: **Rwy 18,** tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36,** tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

GRINNELL, IA
GRINNELL RGNL (GGI)
AMDT 1 08157 (FAA)
NOTE: **Rwy 13,** road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL. **Rwy 31,** tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

GUTHRIE CENTER, IA
GUTHRIE COUNTY RGNL (GCT)
ORIG 10126 (FAA)
NOTE: **Rwy 18,** vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36,** tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

HAMPTON, IA
HAMPTON MUNI (HPT)
AMDT 3 95145 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 400-1. **Rwy 35,** 300-1.

HANNIBAL, MO
HANNIBAL RGNL (HAE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35,** trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

HARLAN, IA
HARLAN MUNI (HNR)
AMDT 1 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental. **Rwy 15,** 300-1¾ or std. w/ min. climb of 250' per NM to 1600.
NOTE: **Rwy 15,** vehicle on road beginning 207' from DER, left and right of centerline, up to 17' AGL/1216' MSL. Pole and parked plane beginning 151' from DER, 361' left of centerline, 50' AGL/1210' MSL. Power pole 989' from DER, 9' right of centerline, 50' AGL/1249' MSL. Trees beginning 3253' from DER, 624' left of centerline, up to 100' AGL/1439' MSL. **Rwy 33,** antenna 1' from DER, 267' left of centerline, 10' AGL/1250' MSL. Rising terrain, trees, and posts beginning 23' from DER, left and right of centerline, up to 92' AGL/1333' MSL. Fence beginning 88' from DER, 73' right of centerline, up to 26' AGL/1286' MSL. Vehicle on road beginning 84' from DER, left and right of centerline, up to 15' AGL/1379' MSL.

HARRISONVILLE, MO
LAWRENCE SMITH MEMORIAL (LRY)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or std. w/ min climb of 346' per NM to 1300.
NOTES: **Rwy 17,** vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35,** Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

HIGGINSVILLE, MO
HIGGINSVILLE INDUSTRIAL MUNI (HIG)
ORIG 06271 (FAA)
NOTE: **Rwy 16,** multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34,** multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

INDEPENDENCE, IA
INDEPENDENCE MUNI (IIB)
AMDT 3 88126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** IFR take-off NA.
DEPARTURE PROCEDURE: **Rwy 35,** climb runway heading to 4000 before turning.

IOWA CITY, IA
IOWA CITY MUNI (IOW)
AMDT 3A 08185 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30,** 300-2 or std. w/ min. climb of 374' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.
NOTE: **Rwy 7,** multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12,** multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25,** tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30,** Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

IOWA FALLS, IA
IOWA FALLS MUNI (IFA)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31,** multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 3 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 32,** 500-2 or std. w/ min. climb of 430' per NM to 1700.

NOTE: **Rwy 14,** fence 167' from DER, 253' left of centerline, 8' AGL/1048' MSL. Vehicle on road 755' from DER, 461' right of centerline, up to 15' AGL/1074' MSL. **Rwy 32,** rising terrain beginning 16' from DER, 326' left of centerline, up to 1049' MSL. Trees beginning 95' from DER, left and right of centerline, up to 77' AGL/1127' MSL. Vehicle on road beginning 294' from DER, 59' right of centerline, up to 15' AGL/1059' MSL. Antenna 968' from DER, 706' left of centerline, 58' AGL/1108' MSL. Grain elevator 8342' from DER, 1729' left of centerline, 280' AGL/1429' MSL.

JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¾. **Rwy 27,** 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1200 before proceeding on course. **Rwy 12,** climb heading 120° to 1100 before proceeding on course. **Rwy 27,** climb heading 268° to 1100 before proceeding on course. **Rwy 30,** climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9,** glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12,** trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27,** hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerliine, up to 100' AGL/759' MSL. **Rwy 30,** light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23,** std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 134° to 2500 before proceeding on course. **Rwy 18,** climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23,** climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13,** multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18,** obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23,** multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31,** multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3,** multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21,** multiple trees beginniing 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

21 OCT 2010 to 18 NOV 2010

KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)
AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-2 ¼ or std. with a min. climb of 335' per NM to 2000. **Rwy 3,** 400-2½ or std. with a min. climb of 235' per NM to 1900. **Rwy 19,** 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21,** 200-1¾ or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1,** climb via heading 008° to 2000 before proceeding on course. **Rwy 3,** climb via heading 033° to 1900 before proceeding on course. **Rwy 19,** climb via heading 188° to 2500 before proceeding on course. **Rwy 21,** climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1,** multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3,** multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19,** multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21,** multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

KANSAS CITY INTL (MCI)
ORIG 05300 (FAA)

NOTE: **Rwy 1R,** tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9,** tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27,** trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

KENNETT, MO

KENNETT MEMORIAL (TKX)
AMDT 1 05356 (FAA)

NOTE: **Rwy 2,** tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20,** tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centelrine, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

KEOKUK, IA

KEOKUK MUNI (EOK)
ORIG 06271 (FAA)

NOTE: **Rwy 8,** tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14,** multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26,** tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32,** multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-turf runways.

NOTE: **Rwy 18,** multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36,** multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.

KNOXVILLE, IA

KNOXVILLE (OXV)
ORIG 10098 (FAA)

NOTE: **Rwy 15,** vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33,** trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

LAMAR, MO

LAMAR MUNI (LLU)
ORIG 08101 (FAA)

NOTE: **Rwy 3,** Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21,** Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

LE MARS, IA
LE MARS MUNI (LRJ)
AMDT 1A 07283 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36,** climb to 3500 before turning on course.
NOTE: **Rwy 18,** vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

LEBANON, MO
FLOYD W JONES LEBANON (LBO)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.
NOTE: **Rwy 18,** multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36,** multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

LEE'S SUMMIT, MO
LEE'S SUMMIT MUNI (LXT)
ORIG 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11,** building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29,** multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36,** pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

LEXINGTON, MO
LEXINGTON MUNI (4K3)
TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36,** std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

MALDEN, MO
MALDEN RGNL (MAW)
ORIG 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 32,** climb heading 317° to 900 before turning left.
NOTE: **Rwy 14,** trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18,** trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36,** trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

MAPLETON, IA
JAMES G. WHITING MEMORIAL FIELD (MEY)
AMDT 1 10042 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 417' per NM to 1700. **Rwy 20,** 500-2¾ or std. w/ a min. climb of 249' per NM to 1700.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1700 before turning left. **Rwy 20,** climb heading 199° to 1700 before turning left.
NOTE: **Rwy 2,** tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

MAQUOKETA, IA
MAQUOKETA MUNI (OQW)
AMDT 1 10154 (FAA)
NOTE: **Rwy 15,** terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33,** multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

MARSHALL, MO
MARSHALL MEMORIAL MUNI (MHL)
ORIG 05356 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27,** std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36,** std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 18, 27, 36,** for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.
NOTE: **Rwy 36,** tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

MARSHALLTOWN, IA
MARSHALLTOWN MUNI (MIW)
ORIG 10266 (FAA)
NOTE: **Rwy 13,** vehicle on roadway beginning 245' from DER, 364' right of centerline, up to 15' AGL/994' MSL. Trees beginning 1789' from DER, right and left of centerline, up to 100' AGL/1079' MSL. **Rwy 18,** trees beginning 859' from DER, 208' right of centerline, up to 100' AGL/1069' MSL. **Rwy 36,** trees beginning 911' from DER, right and left of centerline, up to 100' AGL/1089' MSL.

MARYVILLE, MO
NORTHWEST MISSOURI RGNL (EVU)
AMDT 3 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** climb via heading 323° to 1800 before turning right. **Rwy 36,** for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.
NOTE: **Rwy 32,** tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

MEXICO, MO
MEXICO MEMORIAL (MYJ)
ORIG 04050 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36,** NA, obstacles.
DEPARTURE PROCEDURE: **Rwy 24,** for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.
NOTE: **Rwy 6,** multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

MILFORD, IA
FULLER (4D8)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 36,** 300-1. **Rwy 27,** 600-2.
DEPARTURE PROCEDURE: **Rwys 9, 18, 36,** climb runway heading to 2000 before turning.

MONETT, MO
MONETT MUNI (HFJ)
AMDT 1 10266 (FAA)
NOTE: **Rwy 18,** trees and fence beginning 1' from DER, 437' left of centerline, up to 100' AGL/1389' MSL. Trees beginning 1106' from DER, 292' right of centerline, up to 100' AGL/1389' MSL. **Rwy 36,** multiple antennas, buildings, trees, light poles and hangars beginning 24' from DER, 399' right of centerline, up to 100' AGL/1409' MSL. Tree 1005' from DER, 520' left of centerline, 63' AGL/1353' MSL.

MONTICELLO, IA
MONTICELLO RGNL (MXO)
AMDT 4 01361 (FAA)
NOTE: **Rwy 15,** 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

MONTICELLO, MO
LEWIS COUNTY RGNL (6M6)
ORIG 06271 (FAA)
NOTE: **Rwy 36,** tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

MOSBY, MO
MIDWEST NATIONAL AIR CENTER (GPH)
AMDT 1 07354 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36,** multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

MOUNT PLEASANT, IA
MOUNT PLEASANT MUNI (MPZ)
AMDT 2 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental. **Rwy 33,** 400-2½ or std. w/ min. climb of 244' per NM to 1300.
NOTE: **Rwy 15,** equipment 3' from DER, 261' right of centerline, up to 10' AGL/734' MSL. **Rwy 33,** trees beginning 178' from DER, 235' right of centerline, up to 80' AGL/751' MSL. Trees beginning 333' from DER, 209' left of centerline, up to 80' AGL/753' MSL.

MOUNTAIN GROVE, MO
MOUNTAIN GROVE MEMORIAL (1MO)
AMDT 1 10070 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1¼ or std. w/ min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.
DEPARTURE PROCEDURE: **Rwy 8,** climb heading 080° to 2100 before turning right.
NOTE: **Rwy 8,** trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26,** trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

MOUNTAIN VIEW, MO
MOUNTAIN VIEW (MNF)
AMDT 3 93007 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.
DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.

MUSCATINE, IA
MUSCATINE MUNI (MUT)
DEPARTURE PROCEDURE: **Rwys 6,24,30,** climb runway heading to 2300 before proceeding on course. **Rwy 12,** climbing left turn to 2300 via DDD R-070 before proceeding on course.

NEOSHO, MO
NEOSHO HUGH ROBINSON (EOS)
ORIG 07130 (FAA)
NOTE: **Rwy 1,** multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19,** truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.

NEVADA, MO
NEVADA MUNI (NVD)
ORIG 10266 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 2,** trees beginning 2000' from DER, left and right of centerline, up to 56' AGL/945' MSL.

NEW MADRID, MO
COUNTY MEMORIAL (EIW)
AMDT 1 83132 (FAA)
DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.

NEWTON, IA
NEWTON MUNI (TNU)
ORIG 07074 (FAA)
NOTE: **Rwy 14,** truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32,** trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.

OELWEIN, IA
OELWEIN MUNI (OLZ)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-1 or std. with a min. climb of 212' per NM to 1700.

ORANGE CITY, IA
ORANGE CITY MUNI (ORC)
ORIG 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 34,** 300-1.

OSAGE BEACH, MO
GRAND GLAIZE-OSAGE BEACH (K15)
AMDT 1 90039 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.

OSKALOOSA, IA
OSKALOOSA MUNI (OOA)
ORIG 09295 (FAA)
NOTE: **Rwy 13,** tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31,** windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.

OTTUMWA, IA
OTTUMWA RGNL (OTM)
ORIG 09071 (FAA)
NOTE: **Rwy 4,** bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13,** pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22,** tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31,** tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.

PELLA, IA
PELLA MUNI (PEA)
AMDT 1 08325 (FAA)
NOTE: **Rwy 16,** trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34,** trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL

PERRY, IA
PERRY MUNI (PRO)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.
NOTE: **Rwy 14,** tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32,** trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

PERRYVILLE, MO
PERRYVILLE MUNI (K02)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER. **Rwy 20,** 400-2½ or std. w/ min. climb of 300' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1200 before proceeding on course. **Rwy 20,** climb heading 197° to 900 before turning left.
NOTE: **Rwy 2,** vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20,** vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

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POCAHONTAS, IA
POCAHONTAS MUNI (POH)
AMDT 2A 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Turf. **Rwy 29,** 300-1.

POINT LOOKOUT, MO
M. GRAHAM CLARK-TANEY COUNTY (PLK)
DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

POPLAR BLUFF, MO
POPLAR BLUFF MUNI (POF)
AMDT 1 07242 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, upt o 103' AGL/428' MSL. **Rwy 36,** multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

POTOSI, MO
WASHINGTON COUNTY (8WC)
ORIG 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 500-2½ or std. w/ min. climb of 307' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 2,** climb heading 017° to 1600 before turning left.
NOTE: **Rwy 20,** trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

RED OAK, IA
RED OAK MUNI (RDK)
TAKE-OFF MINIMUMS: **Rwy 13,** 400-1. **Rwys 31,35,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5,13,17,31,35** climb runway heading to 1600 before turning eastbound.

ROCK RAPIDS, IA
ROCK RAPIDS MUNI (RRQ)
ORIG 88154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

ROLLA, MO
ROLLA DOWNTOWN (K07)
AMDT 1 03135 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 311' per NM to 1500.
DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 090° to 1500 before proceeding on course.
NOTE: **Rwy 9,** tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

ROLLA/VICHY, MO
ROLLA NATIONAL (VIH)
ORIG 10266 (FAA)
NOTE: **Rwy 13,** multiple trees and vehicle on road beginning 465' from DER, 170' left of centerline, up to 68' AGL/1208' MSL. Multiple trees, sign, and vehicle on road beginning 297' from DER, 138' right of centerline, up to 68' AGL/1208' MSL. **Rwy 22,** multiple trees, terrain, and vehicle on road beginning 161' from DER, 168' left of centerline, up to 107' AGL/1187' MSL. Power pole, terrain, and vehicle on road beginning 126' from DER, 217' right of centerline, up to 36' AGL/1176' MSL. Vehicle on road 613' from DER, on centerline, 15' AGL/1157' MSL. **Rwy 31,** multiple trees, terrain, and vehicle on road beginning 230' from DER, 91' left of centerline, up to 30' AGL/1170' MSL. Multiple trees beginning 779' from DER, 435' right of centerline, up to 58' AGL/1178' MSL. Vehicle on road 611' from DER, on centerline, 15' AGL/1156' MSL.

SAC CITY, IA
SAC CITY MUNI (SKI)
ORIG 10154 (FAA)
NOTE: **Rwy 18,** trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32,** vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36,** vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

ST. CHARLES, MO
ST. CHARLES COUNTY SMARTT (SET)
AMDT 2 05300 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 36,** for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.
NOTE: **Rwy 36,** tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

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ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)
AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13,** tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17,** trees beginning 2691' from departure end of runway, across courseline, up to 109' AGL/928' MSL. **Rwy 31,** trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

ST. LOUIS, MO

CREVE COEUR (1H0)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy16,** 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34,** 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16,** vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34,** multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

LAMBERT-ST. LOUIS INTL (STL)
AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 200-1 or std. w/ min. climb of 407' per NM to 900. **Rwy 30L,** 200-1 or std. w/ min. climb of 241' per NM to 800. **Rwy 30R,** 200-1½ or std. w/ min. climb of 322' per NM to 900.

NOTE: **Rwy 6,** railroad 578' from DER, 620' left of centerline, 23' AGL/557' MSL. Obstruction light on LDA and atenna on building 1038' from DER, 706' right of centerline, 30' AGL/598' MSL. **Rwy 11,** multiple signs, trees, towers, and buildings beginning 2348' from DER, 205' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 2363' from DER, 489' right of centerline, up to 114' AGL/694' MSL. **Rwy 12L,** tree 1331' from DER, 667' right of centerline, 75' AGL/654' MSL. **Rwy 12R,** traffic signal and sign beginning 1413' from DER, 702' right of centerline, up to 17' AGL/672' MSL. Tree 1930' from DER, 372' left of centerline, 67' AGL/636' MSL. **Rwy 30L,** multiple trees, poles, and roads beginning 906' from DER, 600' left of centerline, up to 84' AGL/663' MSL. Obstruction light on LOC 614' from DER, on centerline, 9' AGL/558' MSL. Multiple trees, poles, roads, terrain, and buildings beginning 283' from DER, 185' right of centerline, up to 65' AGL/684' MSL. **Rwy 30R,** obstruction light on GS 1895' from DER, 899' left of centerline, 28' AGL/587' MSL. Multiple obstruction light on buildings, trees, and electrical system beginning 2039' from DER, 387' right of centerline, up to 81' AGL/670' MSL.

ST. LOUIS, MO (CON'T)

SPIRIT OF ST. LOUIS (SUS)
AMDT 1 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R,** 200-1¼ or std. w/ min. climb of 238' per NM to 700. **Rwy 26L,** 200-2 or std. w/ min. climb of 231' per NM to 900.

NOTE: **Rwy 8L,** multiple trees beginning 1245' from DER, 52' left of centerline, up to 74' AGL/533' MSL. Multiple trees and fence beginning 46' from DER, 72' right of centerline, up to 57' AGL/516' MSL. **Rwy 8R,** railroad and antenna on building beginning 142' from DER, 18' left of centerline, up to 33' AGL/482' MSL. **Rwy 26L,** tree 2239' from DER, 509' right of centerline, up to 62' AGL/521' MSL. **Rwy 26R,** multiple trees beginning 1898' from DER, 18' left of centerline, up to 130' AGL/589' MSL. Multiple trees beginning 32' from DER, 41' right of centerline, up to 142' AGL/601' MSL.

SEDALIA, MO

SEDALIA MEMORIAL (DMO)
ORIG 08269 (FAA)

NOTE: **Rwy 18,** trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23,** aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36,** trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

SHENANDOAH, IA

SHENANDOAH MUNI (SDA)
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12,** 500-2¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4,** towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12,** tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22,** tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30,** trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

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SIKESTON, MO
SIKESTON MEMORIAL MUNI (SIK)
ORIG 06271 (FAA)
NOTE: **Rwy 20,** multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

SIOUX CENTER, IA
SIOUX CENTER MUNI (SOY)
AMDT 2 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 174° to 2000 before turning east.
NOTE: **Rwy 18,** trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36,** trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

SIOUX CITY, IA
SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)
AMDT 3 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 310° to 2000 before turning east. **Rwy 35,** for climb in visual conditions: cross Sioux Gateway/Col Bud Day Field at or above 2300 MSL before proceeding on course.
NOTE: **Rwy 13,** trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31,** trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35,** trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

SPENCER, IA
SPENCER MUNI (SPW)
ORIG 10154 (FAA)
NOTE: **Rwy 12,** ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18,** vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

SPRINGFIELD, MO
SPRINGFIELD-BRANSON NATIONAL (SGF)
AMDT 1 90067 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 250' per NM to 1400.

SULLIVAN, MO
SULLIVAN RGNL (UUV)
ORIG 94090 (FAA)
TAKE-OFF MINIMUMS: **Rwy 24,** 300-1 or std. with a min. climb of 320' per NM to 1200.

TARKIO, MO
GOULD PETERSON MUNI (K57)
ORIG 08269 (FAA)
NOTE: **Rwy 18,** multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36,** multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.

TIPTON, IA
MATHEWS MEMORIAL (8C4)
AMDT 1 10098 (FAA)
DEPARTURE PROCEDURE: **Rwy 29,** climb heading 288° to 1900 before proceeding on course.
NOTE: **Rwy 11,** tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29,** tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

TRENTON, MO
TRENTON MUNI (TRX)
ORIG 90039 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.
DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

VINTON, IA
VINTON VETERANS MEMORIAL AIRPARK (VTI)
AMDT 1 83230 (FAA)
DEPARTURE PROCEDURE: **All Rwys,** north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

WARRENSBURG, MO
SKYHAVEN (RCM)
AMDT 1 07130 (FAA)
NOTE: **Rwy 13,** sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18,** multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36,** multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

WASHINGTON, IA

WASHINGTON MUNI (AWG)
AMDT 1 10098 (FAA)

NOTE: **Rwy 13,** vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36,** tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

WASHINGTON, MO

WASHINGTON RGNL (FYG)
AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33,** 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15,** numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33,** numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

WATERLOO, IA

WATERLOO RGNL (ALO)
ORIG 06271 (FAA)

NOTE: **Rwy 6,** multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24,** tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30,** multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36,** multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

WAVERLY, IA

WAVERLY MUNI (C25)
ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** 300-1.

WEBSTER CITY, IA

WEBSTER CITY MUNI (EBS)
ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environment.

NOTE: **Rwy 14,** trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32,** vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

WEST PLAINS, MO

WEST PLAINS MUNI (UNO)
ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18,** multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36,** trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.

WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)
AMDT 2 10210 (FAA)

NOTE: **Rwy 17,** tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL. **Rwy 35,** tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155

TAKE-OFF OBSTACLES: **Rwy 1,** Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline. **Rwy 19,** Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

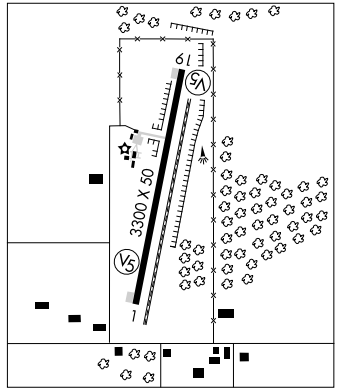
WINTERSET-MADISON COUNTY (3Y3)
AMDT 1 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.

21 OCT 2010 to 18 NOV 2010

AIR PARK SOUTH (See OZARK)

ALBANY MUNICIPAL (K19) 1 N UTC−6(−5DT) N40°15.73′ W94°20.34′ OMAHA
886 B **FUEL** 100LL NOTAM FILE COU L–10J
RWY 01–19: H3300X50 (CONC) LIRL
RWY 01: APAP(PNIL). Trees.
RWY 19: APAP(PNIL). Trees. Rgt tfc.
AIRPORT REMARKS: Unattended. Self fueler—24 hrs. Wildlife on and invof arpt. Rwy 01–19 various thld and edge lgts are broken or missing. Rwy 01 PNIL OTS indef. Rwy 19 PNIL OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 213° 26.3 NM to fld. 1140/7E **HIWAS.**

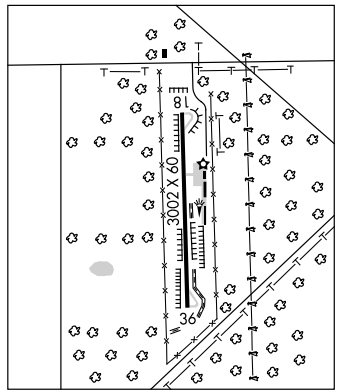


ALGOA N38°32.89′ W92°04.32′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW/LOM) 397 JE 300° 4.7 NM to Jefferson City Mem. L–27B

AMAZON N39°53.04′ W94°54.49′ NOTAM FILE STJ. KANSAS CITY
NDB (MHW) 233 AZN 175° 6.7 NM to Rosecrans Mem. L–10J

AURORA

JERRY SUMNERS SR AURORA MUNI (2H2) 2 SE UTC−6(−5DT) N36°57.74′ W93°41.72′ KANSAS CITY
1434 B S4 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 18–36: H3002X60 (ASPH) MIRL 0.3% up N IAP
RWY 18: Trees. **RWY 36:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1400Z‡–dusk. For after hrs svc call 417–236–4118. Mechanic on duty Mon thru Sat, major power plant repairs avbl call 417–678–3000. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 212° 29.3 NM to fld. 1240/4E. **HIWAS.**



APP CRS		
358°	Rwy Idg	3002
	TDZE	1434
	Apt Elev	1434

GPS RWY 36

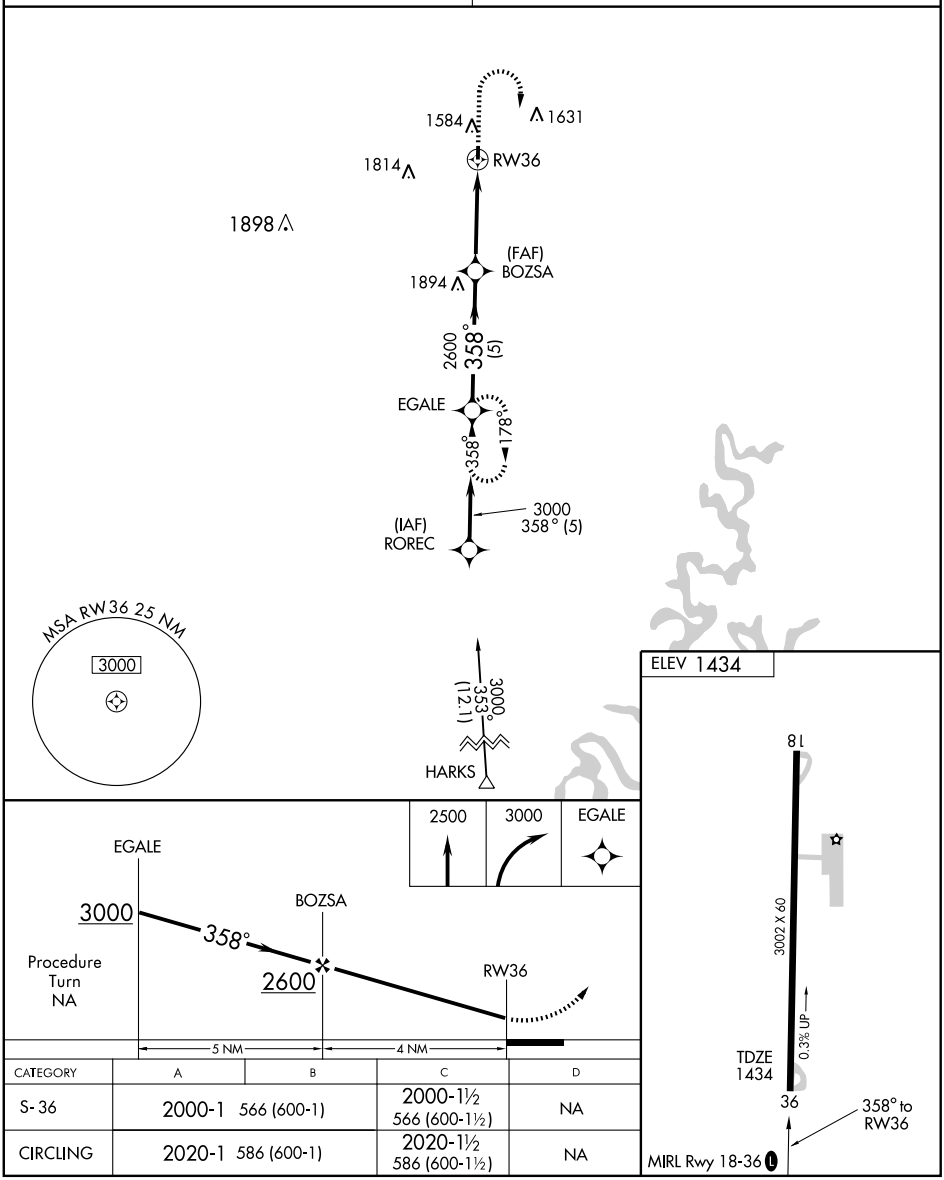
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

Use Springfield altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct EGALE WP and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	2000-1 566 (600-1)		2000-1½ 566 (600-1½)	NA
CIRCLING	2020-1 586 (600-1)		2020-1½ 586 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 211°	Rwy Idg NA TDZE NA Apt Elev 1434

VOR/DME-A

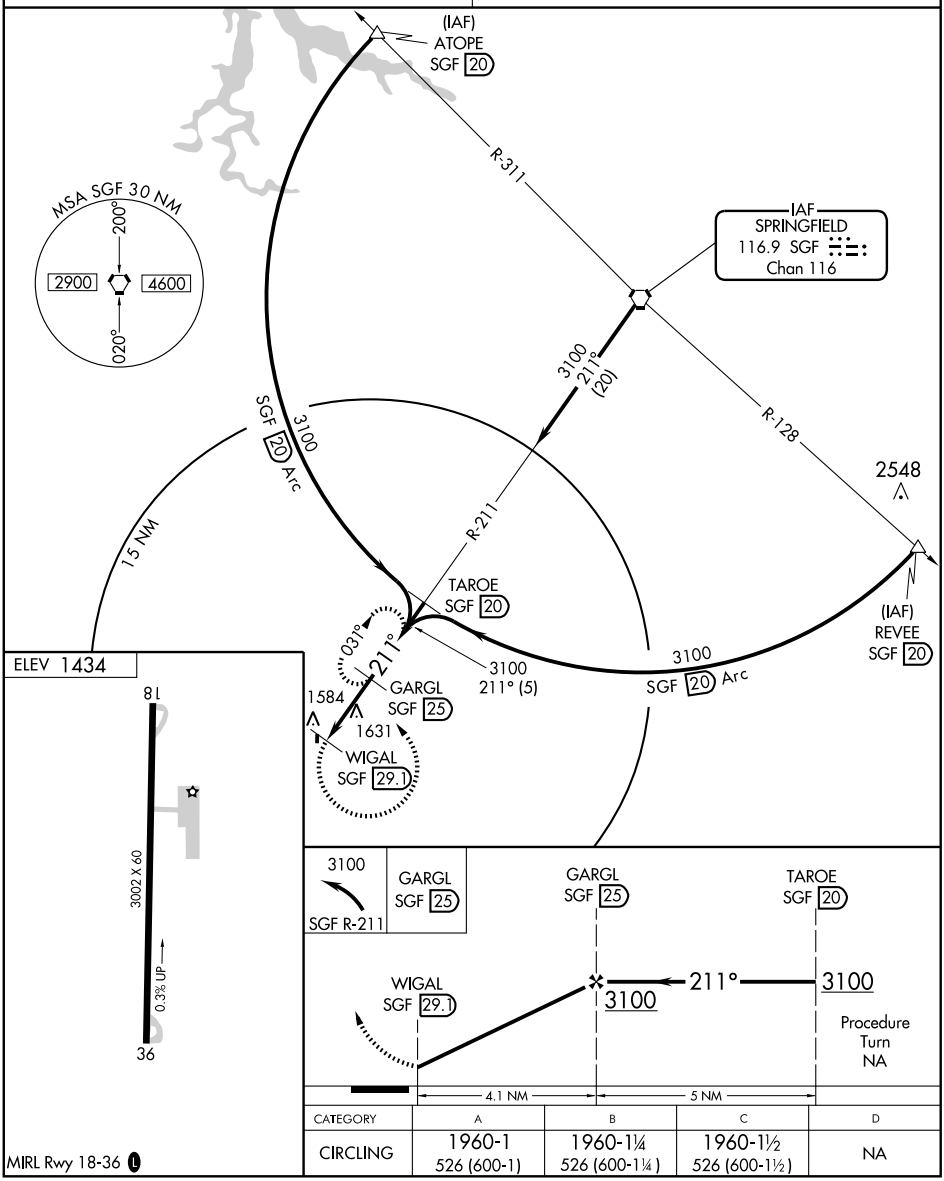
AURORA/JERRY SUMNERS SR. AURORA MUNI (2H2)

▼ Use Springfield altimeter setting.

▲ NA

MISSED APPROACH: Climbing left turn to 3100 via SGF R-211 to GARGL/25 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	122.8 (CTAF) Ⓛ

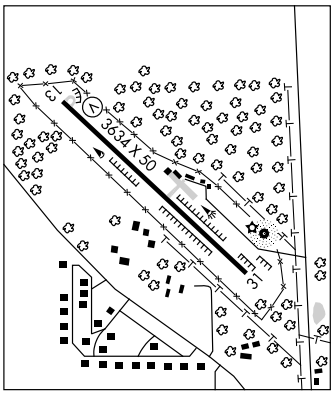


CATEGORY	A	B	C	D
CIRCLING	1960-1 526 (600-1)	1960-1¼ 526 (600-1¼)	1960-1½ 526 (600-1½)	NA

MIRL Rwy 18-36 Ⓛ

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AVA BILL MARTIN MEM (AOV) 2 NW UTC−6(−5DT) N36°58.31′ W92°40.92′ KANSAS CITY
1311 B NOTAM FILE COU L–16G
RWY 13–31: H3634X50 (ASPH) MIRL 0.9% up SE IAP
RWY 13: SAVASI(S2L)—GA 3.0° TCH 34′. Trees.
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Rwy 13–31 numerous cracks with grass and weeds growing. NSTD rwy safety area byd Rwy 13 end, insufficient length and large drop off, Rwy 13 VASI OTs indef. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 102° 9.9 NM to fld. 1600/6E.
BILMART NDB (MHW) 341 AOV N36°58.19′ W92°40.64′ at fld. SHUTDOWN.



BATES CITY

HARRY S. TRUMAN RGNL (2M1) 2 NW UTC−6(−5DT) N39°01.18′ W94°05.19′ KANSAS CITY
860 NOTAM FILE COU
RWY 03–21: 4400X70 (GRVL)
RWY 03: Trees. **RWY 21:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–0000Z‡. After 0000Z‡ all gates are locked. Migratory birds on and invof arpt during fall and winter. Rwy 03–21 insufficient rwy safety area lengths beyond each rwy end. Rwy 03 end has steep slope with fence, trees, and road. Rwy 21 end has fence, trees and road. Rwy 03–21 width variance 70–80′.
COMMUNICATIONS: CTAF/UNICOM 122.8

BETHANY MEM (75K) 2 NE UTC−6(−5DT) N40°16.61′ W94°00.45′ OMAHA
1035 B NOTAM FILE COU
RWY 03–21: H2255X48 (ASPH) LIRL (NSTD)
RWY 03: Ground. Rgt tfc. **RWY 21:** Thld dsplcd 143′. Trees.
AIRPORT REMARKS: Unattended. Rwy 03–21 has multiple open cracks, pavement raveling and producing foreign object damage. Rwy 03 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation marking. Rwy 21 NSTD basic markings, rwy centerline incorrect spacing of stripes and gaps at designation markings and incorrect lateral spacing of designation numbers. NSTD rwy safety areas byd each rwy end, Rwy 03 incorrect terrain gradients, Rwy 21 large drop off, brush, small trees, fence and road. Rwy 03–21 NSTD LIRL—thld lgts for Rwy 03 located 40′ SW of thld; Rwy end lgts for Rwy 21 located 15–18′ NE of rwy end.
COMMUNICATIONS: CTAF 122.9

BILMART N36°58.19′ W92°40.64′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 341 AOV at Ava Bill Martin Mem. SHUTDOWN. L–16G

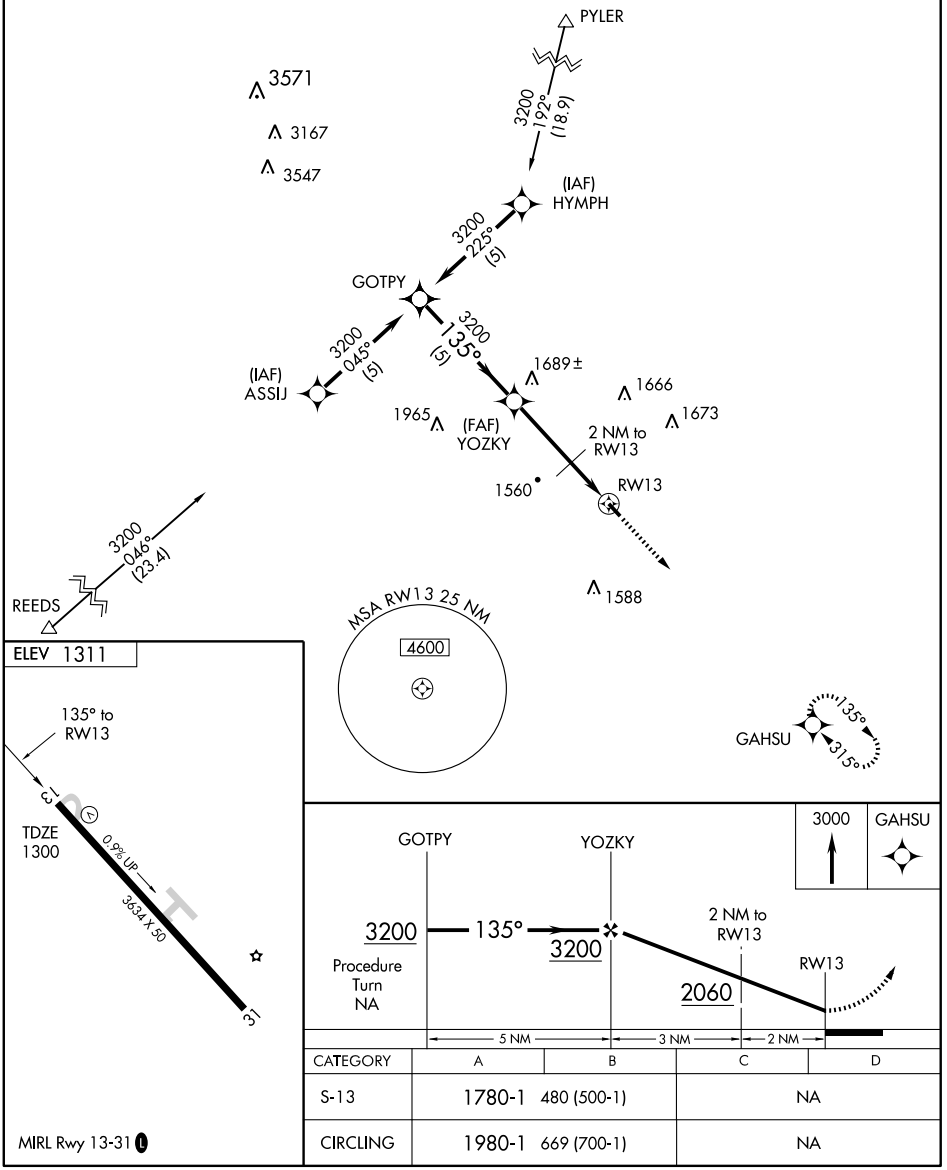
BISMARCK MEM (H57) 1 SE UTC−6(−5DT) N37°45.53′ W90°37.01′ ST LOUIS
1038 B NOTAM FILE STL
RWY 17–35: H2050X50 (ASPH) LIRL (NSTD)
RWY 17: Trees. **RWY 35:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. Wildlife on and invof arpt. Rwy 17–35 NSTD LIRL, 2 thld lgts 3–7′ down rwy at each thld.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3634
135°	TDZE	1300
	Apt Elev	1311

GPS RWY 13

AVA BILL MARTIN MEMORIAL (AOV)

NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L



CATEGORY	A	B	C	D
S-13	1780-1 480 (500-1)		NA	
CIRCLING	1980-1 669 (700-1)		NA	

MIRL Rwy 13-31 L

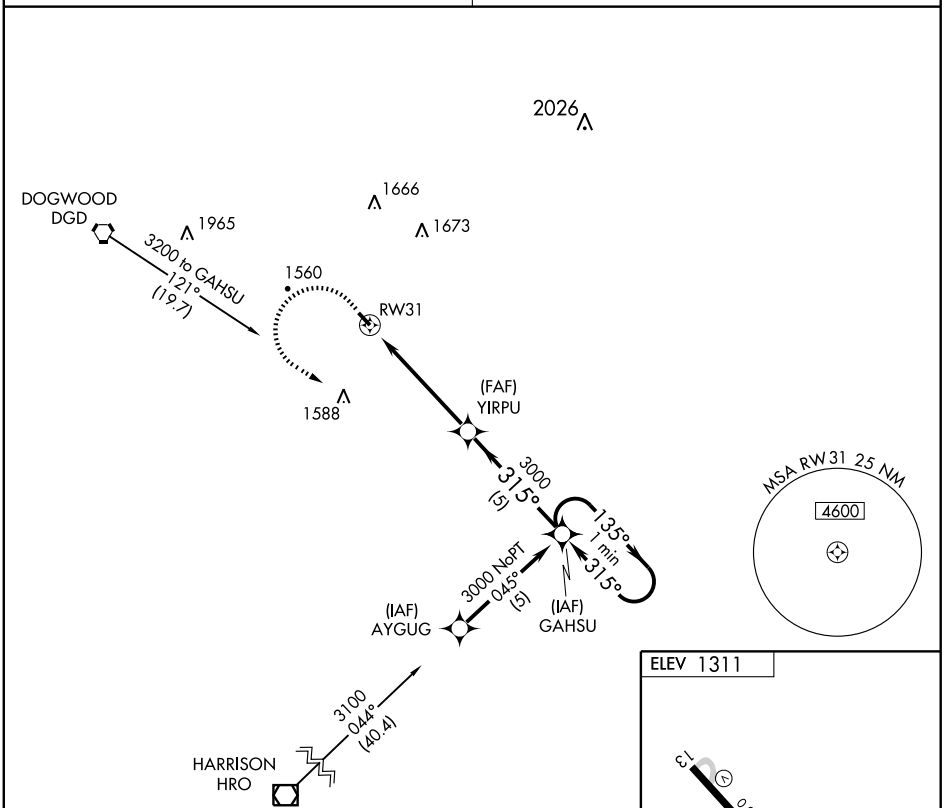
NC-3, 21 OCT 2010 to 18 NOV 2010

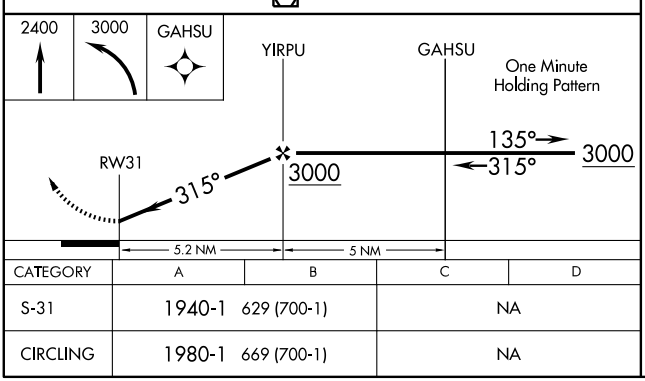
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3634
315°	TDZE	1311
	Apt Elev	1311

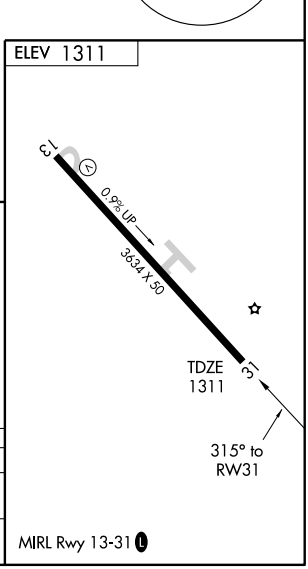
GPS RWY 31
AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct GAHSU WP and hold.
SPRINGFIELD APP CON **126.35**	UNICOM **122.7** (CTAF) L





CATEGORY	A	B	C	D
S-31	1940-1	629 (700-1)	NA	
CIRCLING	1980-1	669 (700-1)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010

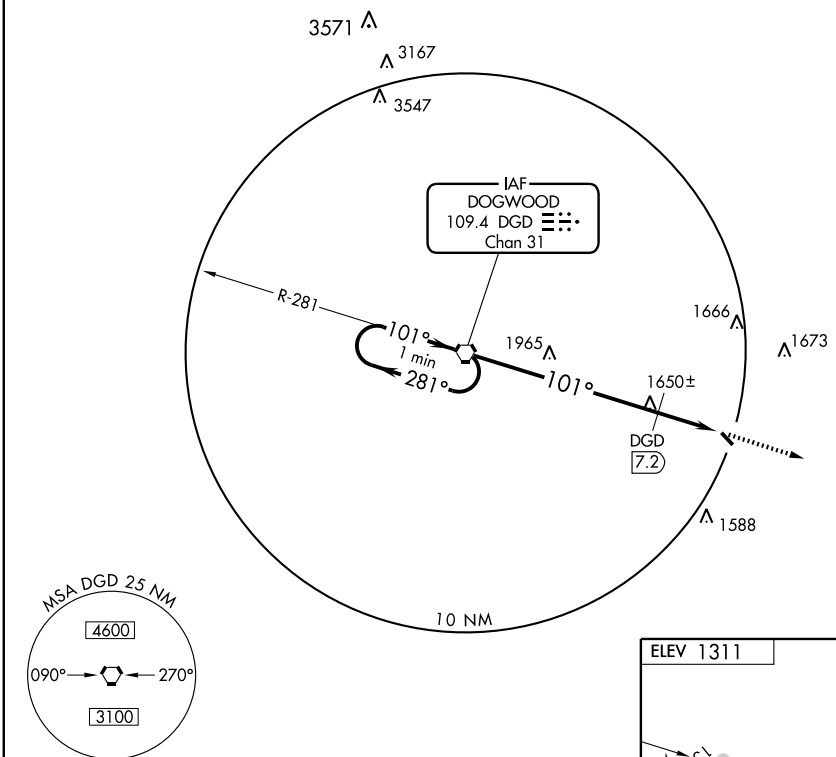
NC-3, 21 OCT 2010 to 18 NOV 2010

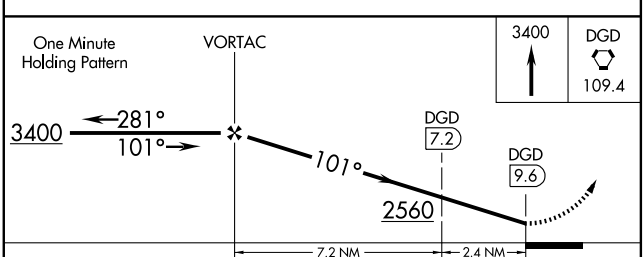
VORTAC DGD 109.4 Chan 31	APP CRS 101°	Rwy Idg N/A TDZE N/A Apt Elev 1311

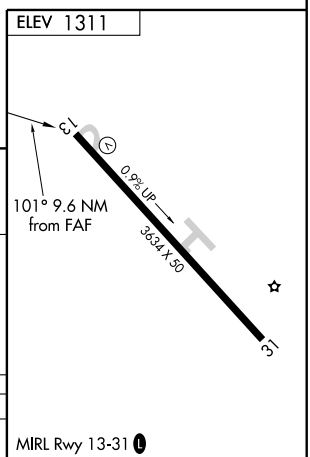
VOR-A

AVA BILL MARTIN MEMORIAL (AOV)

⚠ NA Use Springfield altimeter setting.	MISSED APPROACH: Climbing to 3400 then direct DGD VORTAC and hold.
SPRINGFIELD APP CON 126.35	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2560-1¼ 1249 (1300-1¼)	2560-1½ 1249 (1300-1½)	NA	
DME MINIMUMS				
CIRCLING	2000-1 689 (700-1)		NA	

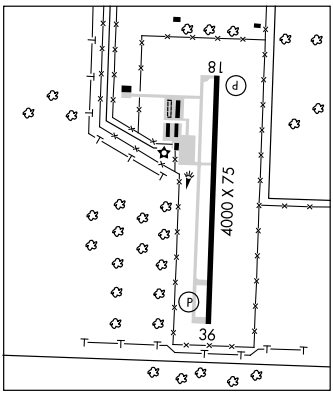
MIRL Rwy 13-31 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

NC-3, 21 OCT 2010 to 18 NOV 2010

BOLIVAR MUNI (M17) 4 E UTC−6(−5DT) N37°35.77′ W93°20.86′
1092 B S6 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18–36 MIRL dusk–0530Z‡; after 0530Z‡ ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 353° 14.4 NM to fld. 1240/4E. **HIWAS**

KANSAS CITY
L–16F
IAP

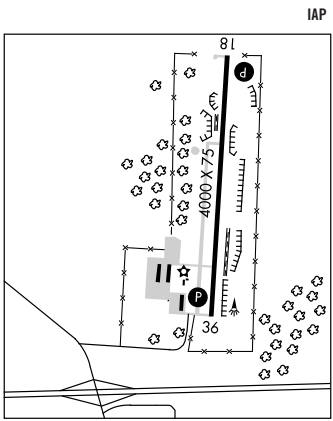


BOLLINGER–CRASS MEM (See VAN BUREN)

BOONVILLE

JESSE VIERTEL MEM (VER) 3 SE UTC−6(−5DT) N38°56.80′ W92°40.96′
715 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. Self svc fuel after 0200Z‡. Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500′ before turning on course. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 243° 27.8 NM to fld. 920/6E.

KANSAS CITY
L–27A
IAP



APP CRS	Rwy Idg	4000
179°	TDZE	1092
	Apt Elev	1092

RNAV (GPS) RWY 18

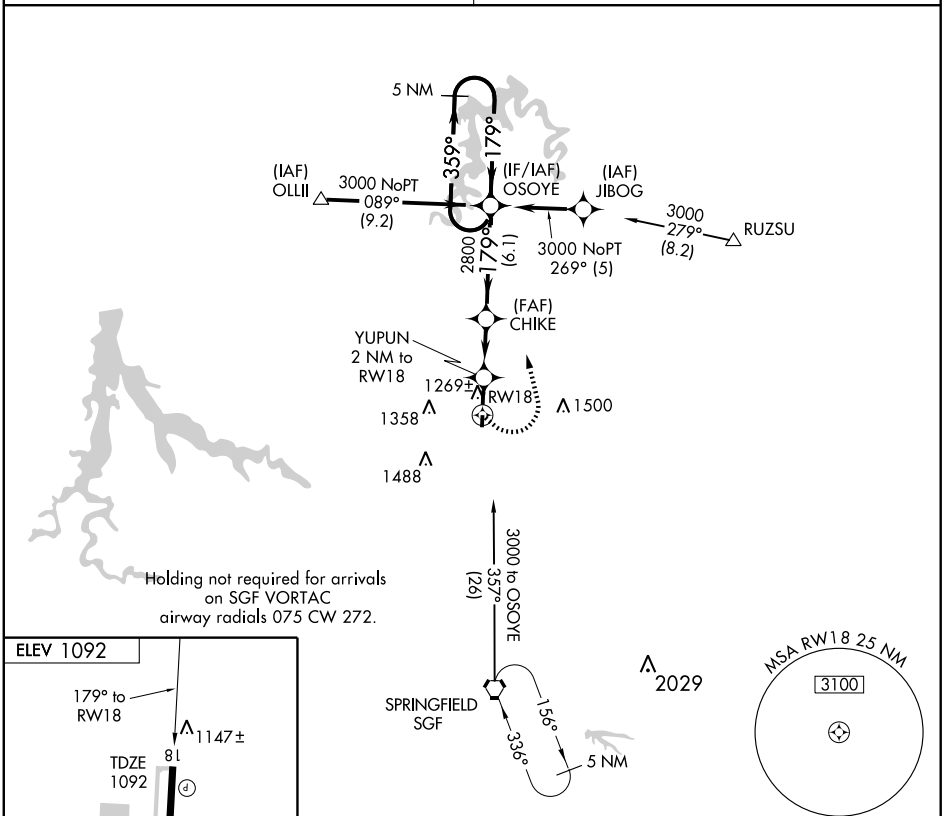
BOLIVAR MUNI (M17)

DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct OSOYE and hold.

SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1600-1 508 (600-1)		1600-1½ 508 (600-1½)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 78303	359°	TDZE	1092
W36A		Apt Elev	1092

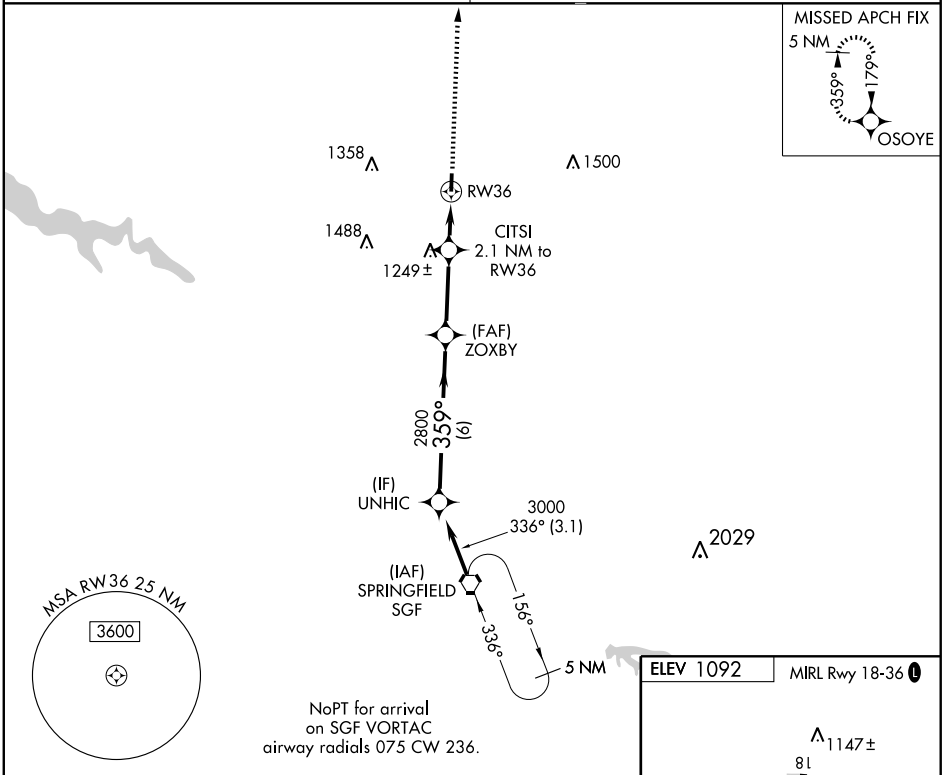
RNAV (GPS) RWY 36
BOLIVAR MUNI (M17)

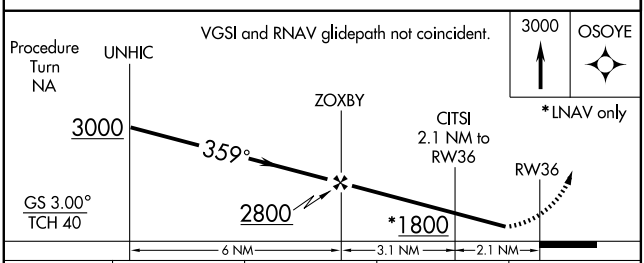
DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 direct OSOYE and hold.

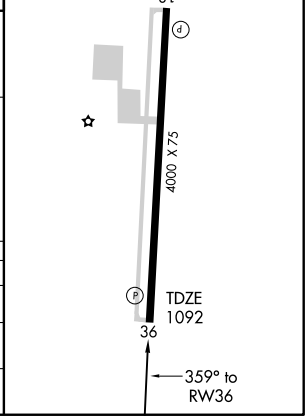
SPRINGFIELD APP CON
124.95 318.2

UNICOM
123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1448-1¼ 356 (400-1¼)			NA
LNAV MDA	1580-1 488 (500-1)		1580-1¼ 488 (500-1¼)	NA
CIRCLING	1660-1 568 (600-1)		1660-1½ 568 (600-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 353°	Rwy Idg 4000 TDZE 1092 Apt Elev 1092

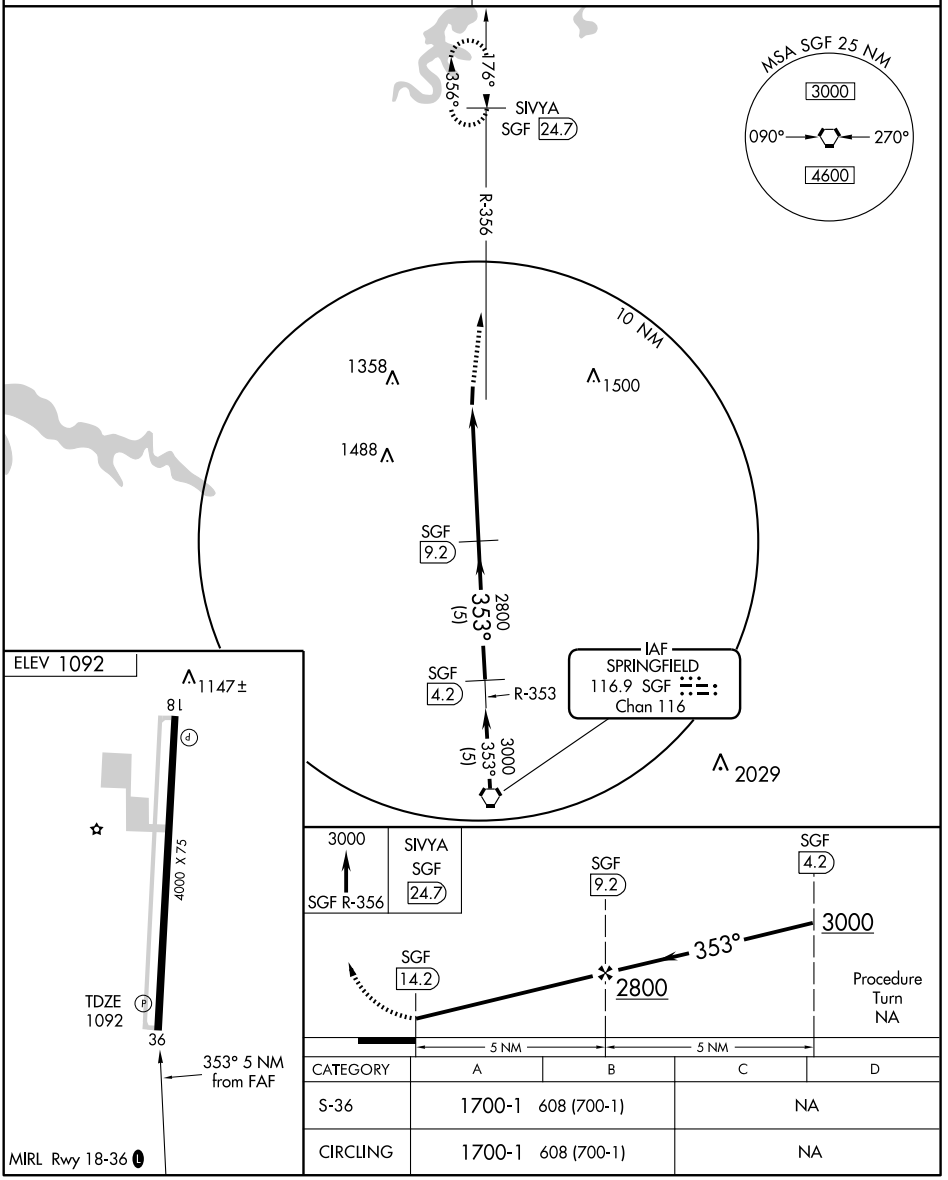
VOR/DME RWY 36

BOLIVAR MUNI (M17)

NA Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 3000 via SGF R-356 to SIVYA/SGF 24.7 DME and hold.

SPRINGFIELD APP CON	UNICOM
124.95 318.2	123.0 (CTAF) L

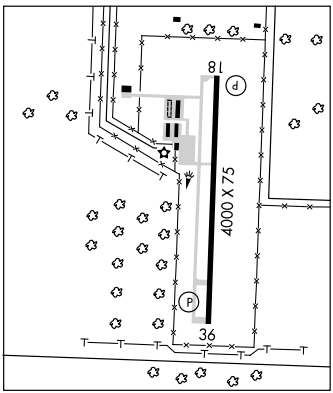


CATEGORY	A	B	C	D
S-36	1700-1 608 (700-1)		NA	
CIRCLING	1700-1 608 (700-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

BOLIVAR MUNI (M17) 4 E UTC−6(−5DT) N37°35.77′ W93°20.86′
1092 B S6 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs. Extensive student pilot training invof arpt. Wildlife and birds on and invof arpt. Rwy 18–36 MIRL dusk–0530Z‡; after 0530Z‡ ACTIVATE—CTAF. PAPI Rwy 18 and Rwy 36 on continuously.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 353° 14.4 NM to fld. 1240/4E. **HIWAS**

KANSAS CITY
L–16F
IAP

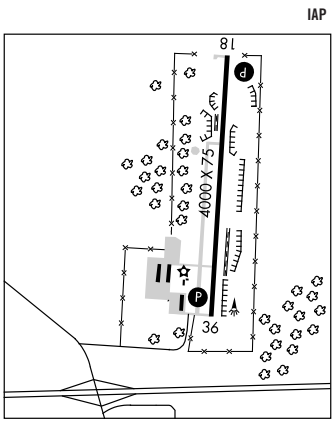


BOLLINGER–CRASS MEM (See VAN BUREN)

BOONVILLE

JESSE VIERTEL MEM (VER) 3 SE UTC−6(−5DT) N38°56.80′ W92°40.96′
715 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Tree.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended 1400–0200Z‡. Self svc fuel after 0200Z‡. Extensive student pilot training invof arpt. Noise abatement, for Rwy 36 fly rwy centerline to 1500′ before turning on course. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 REIL Rwys 18 and 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 243° 27.8 NM to fld. 920/6E.

KANSAS CITY
L–27A
IAP



WAAS	APP CRS	Rwy Idg	4000
CH 72703	183°	TDZE	715
W18A		Apt Elev	715

RNAV (GPS) RWY 18

BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

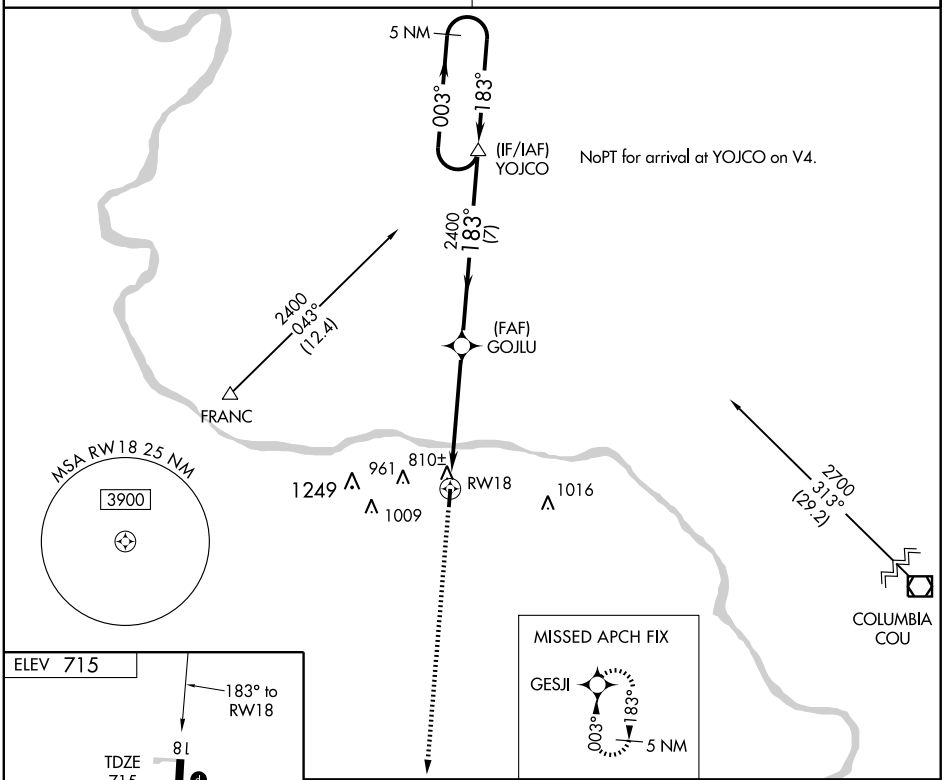
T
NA

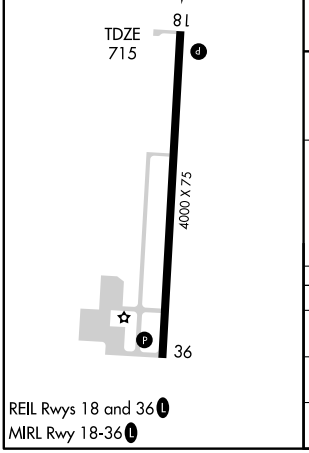
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

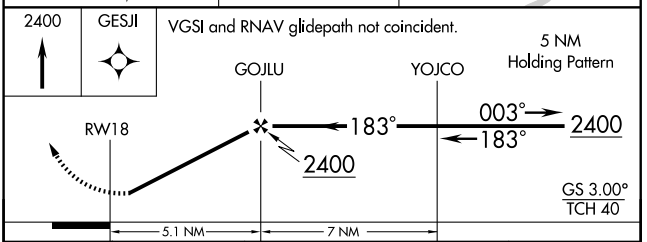
MISSED APPROACH: Climb to 2400 direct GESJI and hold.

MIZZU APP CON
124.375

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1103-1½ 388 (400-1½)			NA
LNAV MDA	1140-1 425 (500-1)		1140-1¼ 425 (500-1¼)	NA
CIRCLING	1200-1 485 (500-1)		1340-1¾ 625 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
003°	TDZE	715
	Apt Elev	715

RNAV (GPS) RWY 36

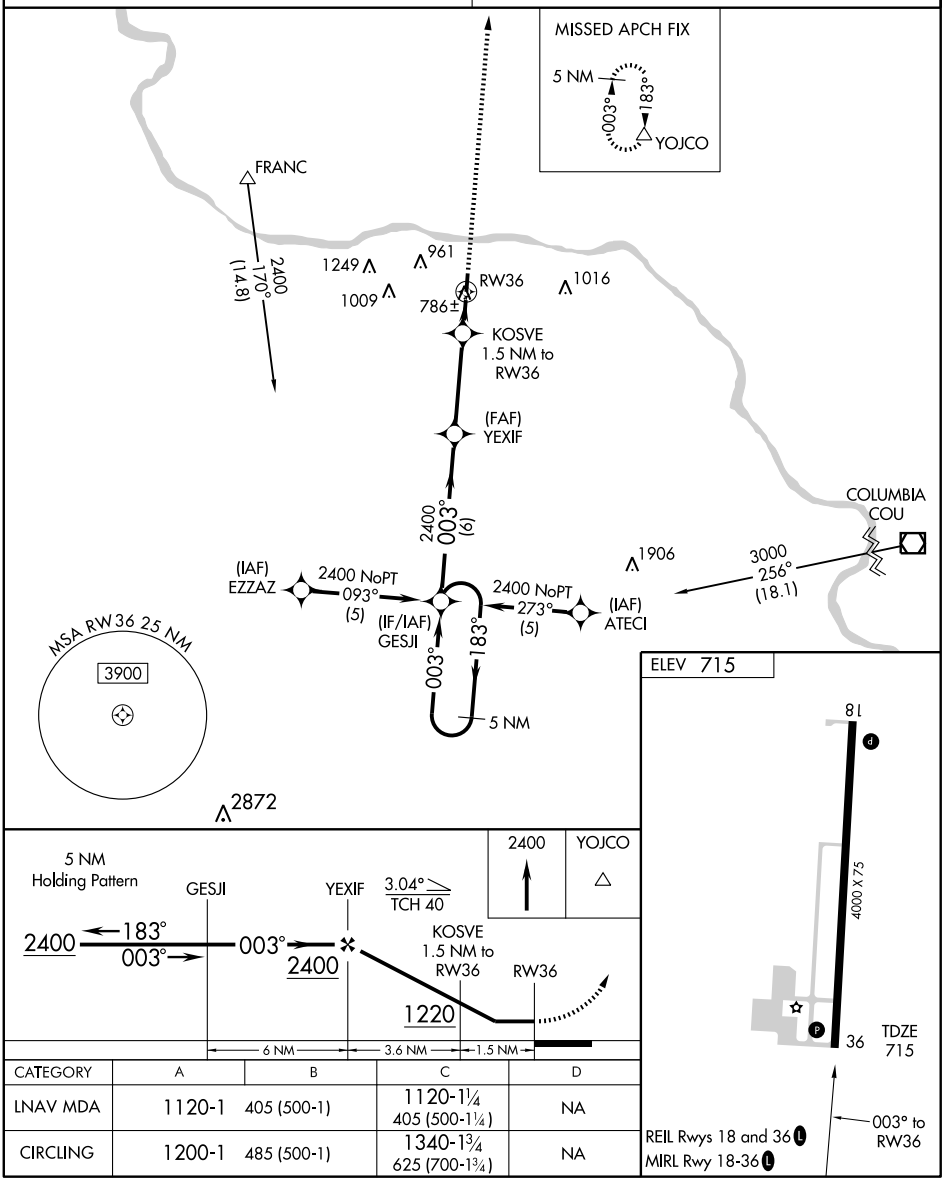
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

T
A NA

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400 direct YOJCO and hold.

MIZZU APP CON	UNICOM
124.375	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1120-1	405 (500-1)	1120-1¼ 405 (500-1¼)	NA
CIRCLING	1200-1	485 (500-1)	1340-1¾ 625 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HLV	APP CRS	Rwy Idg	N/A
114.2	243°	TDZE	N/A
Chan 89		Apt Elev	715

VOR-A

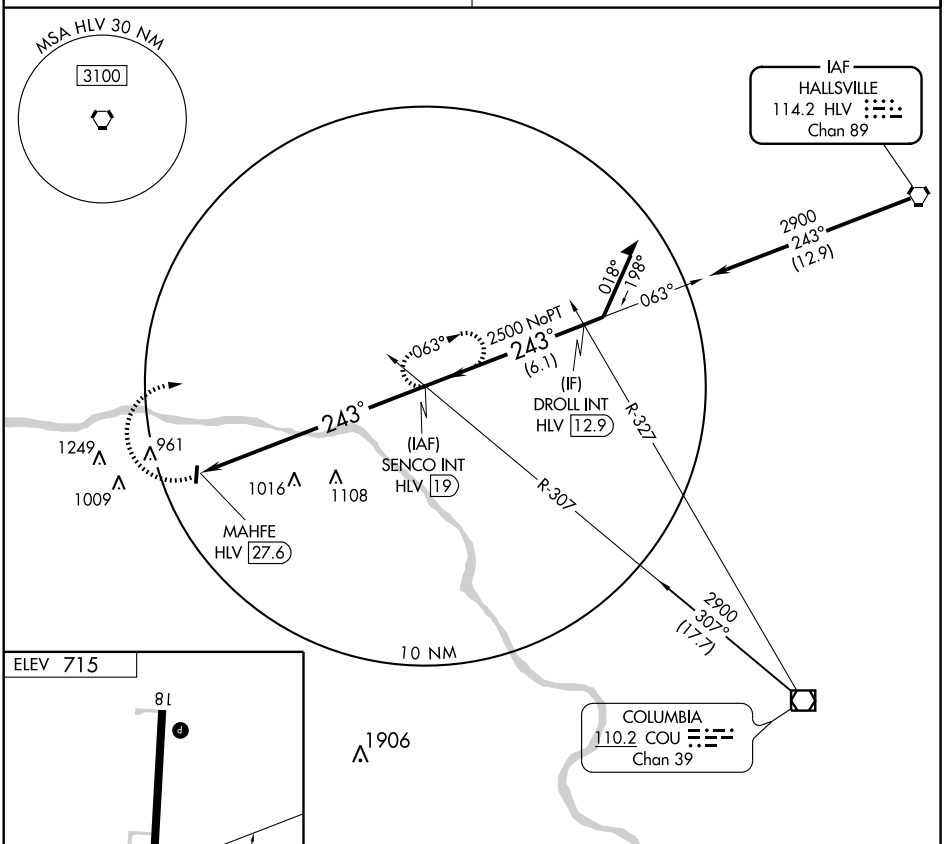
BOONVILLE/JESSE VIERTEL MEMORIAL (VER)

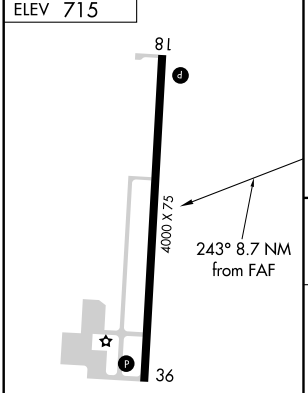
T NA — Visibility reduction by helicopters NA. Use Columbia Rgnl altimeter setting.

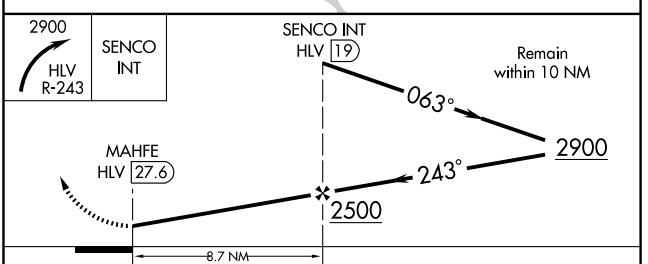
MISSED APPROACH: Climbing right turn to 2900 via HLV VORTAC R-243 to SENCO Int/HLV 19 DME and hold.

MIZZU APP CON **124.375**

UNICOM **122.7** (CTAF) L





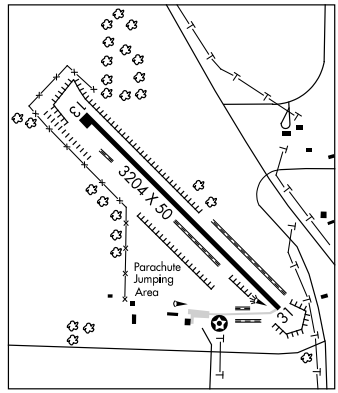


FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

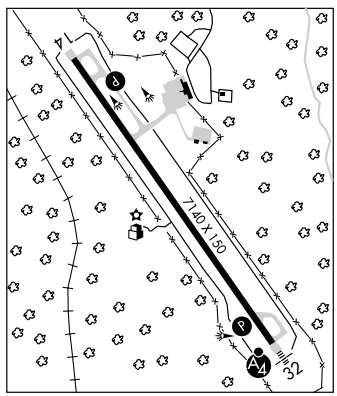
CATEGORY	A	B	C	D
CIRCLING	1900-1¼ 1185 (1200-1¼)	1900-1½ 1185 (1200-1½)	1900-3 1185 (1200-3)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

BOWLING GREEN MUNI (H19) 2 NW UTC−6(−5DT) N39°22.20′ W91°13.16′ KANSAS CITY
886 B NOTAM FILE STL L–27B
RWY 13–31: H3204X50(ASPH) S–12.5 LIRL (NSTD) 0.4% up SE IAP
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk–0300Z‡. ACTIVATE LIRL Rwy 13–31 after 0600Z‡—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 169° 28.8 NM to fld. 710/5E. **HIWAS.**



BRANSON (BBG) 8 SSE UTC−6(−5DT) N36°31.92′ W93°12.03′ KANSAS CITY
1302 B **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG H–6I, L–16F
RWY 14–32: H7140X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL IAP, AD
0.7% up SE
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Rgt tfc.
RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
RWY 32: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt. Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.625 (417) 334–0218.
COMMUNICATIONS: CTAF 128.15 **ATIS** 124.625 **UNICOM** 122.95
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
TOWER 128.15 (1300–0300Z‡) **GND CON** 118.4
CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 359° 12.8 NM to fld. 1400/4E.
ILS/DME 111.35 I–BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.



BRANSON WEST MUNI–EMERSON FIELD (FWB) 2 W UTC−6(−5DT) N36°41.91′ W93°24.13′ KANSAS CITY
1348 B **FUEL** 100LL, JET A NOTAM FILE FWB Not insp. H–6I, L–16F
RWY 03–21: H5000X75 (CONC) S–30 MIRL **RWY 03:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Apr–Nov 1300–0200Z‡, Dec–Mar 1300–2300Z‡. Self svc 100LL avbl with credit card 24 hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.725 (417) 272–3922.
COMMUNICATIONS: UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E. H–5C, L–27A

RNAV (GPS) RWY 13
BOWLING GREEN MUNI (H19)

APP CRS	Rwy Idg	3204
133°	TDZE	886
	Apt Elev	886

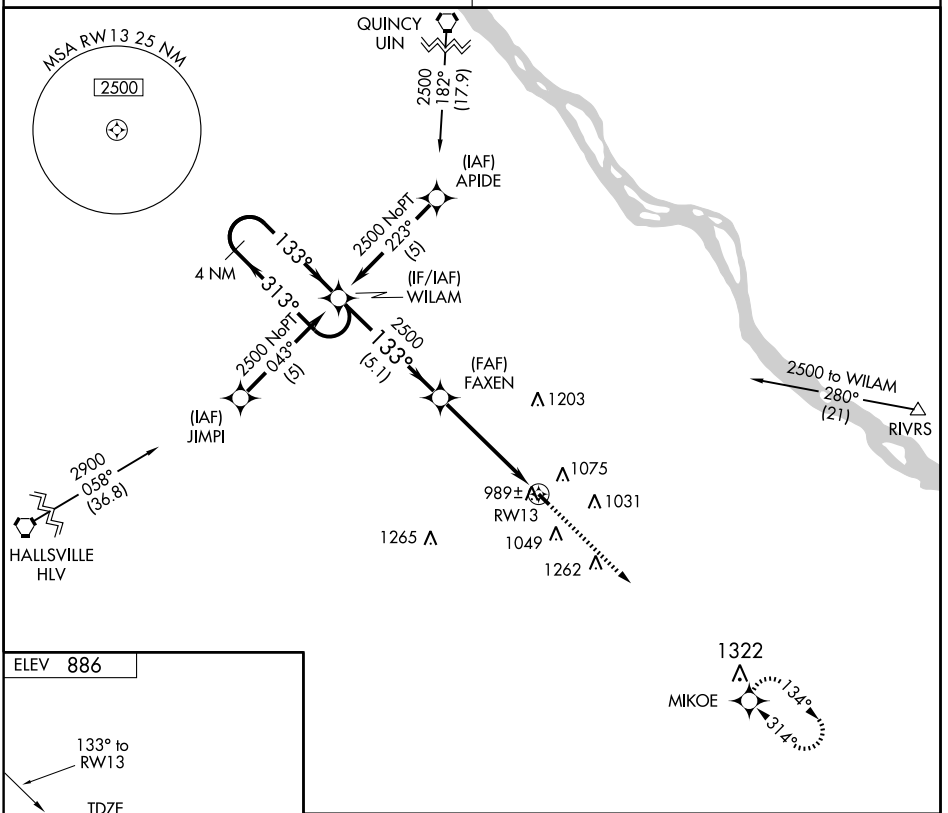
T
NA

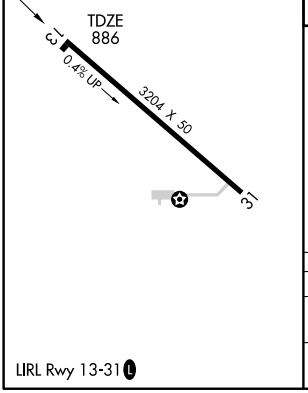
Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

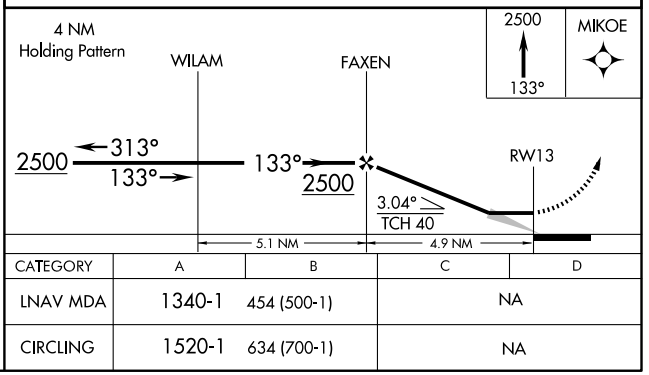
MISSED APPROACH: Climb to 2500 via 133 course to MIKOE WP and hold.

KANSAS CITY CENTER
135.525 319.9

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1340-1	454 (500-1)	NA	
CIRCLING	1520-1	634 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3204
314°	TDZE	886
	Apt Elev	886

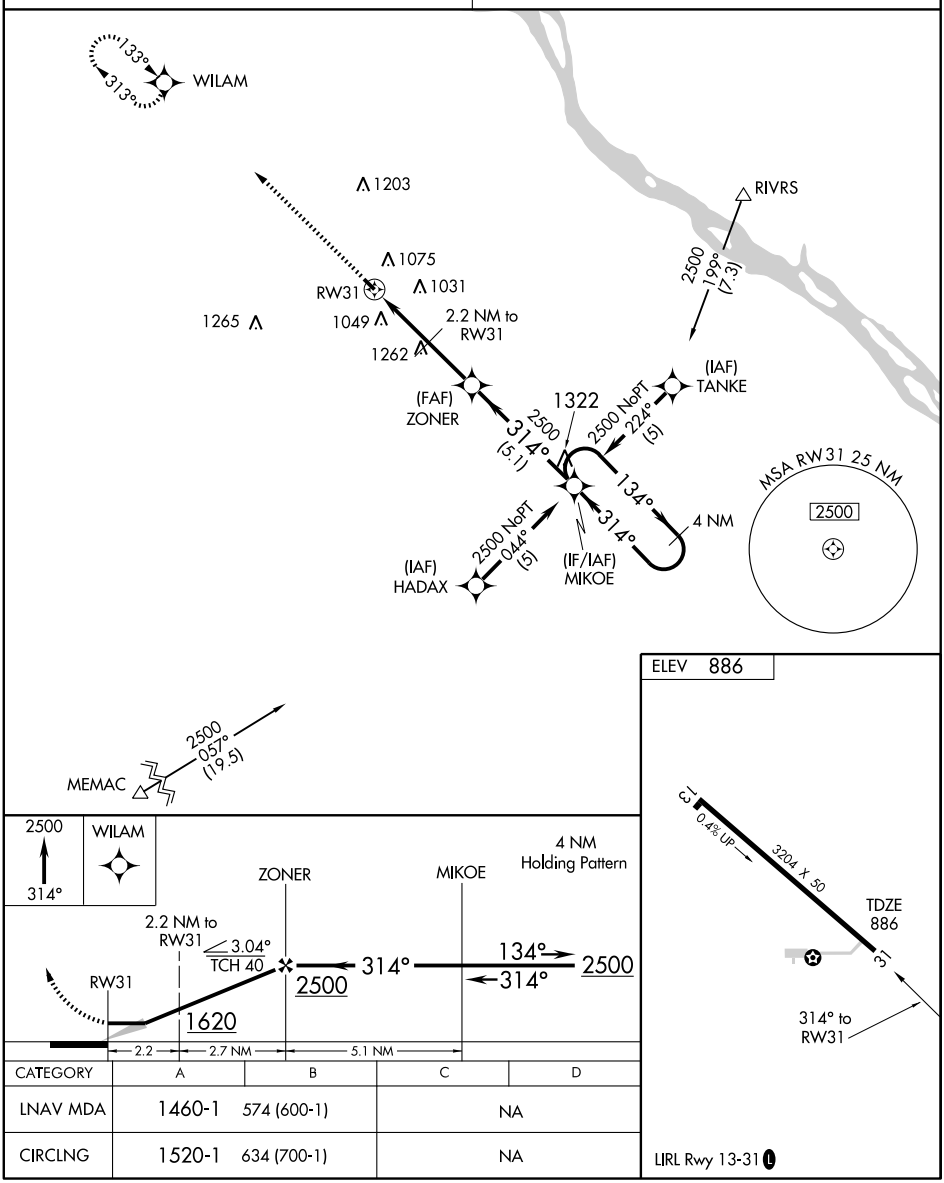
RNAV (GPS) RWY 31
BOWLING GREEN MUNI (H19)

T
NA

Use Quincy, IL altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 via 314° course to WILAM WP and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1460-1	574 (600-1)	NA	
CIRCLNG	1520-1	634 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN 113.6 Chan 83	APP CRS 169°	Rwy Idg N/A TDZE N/A Apt Elev 886

VOR/DME-A

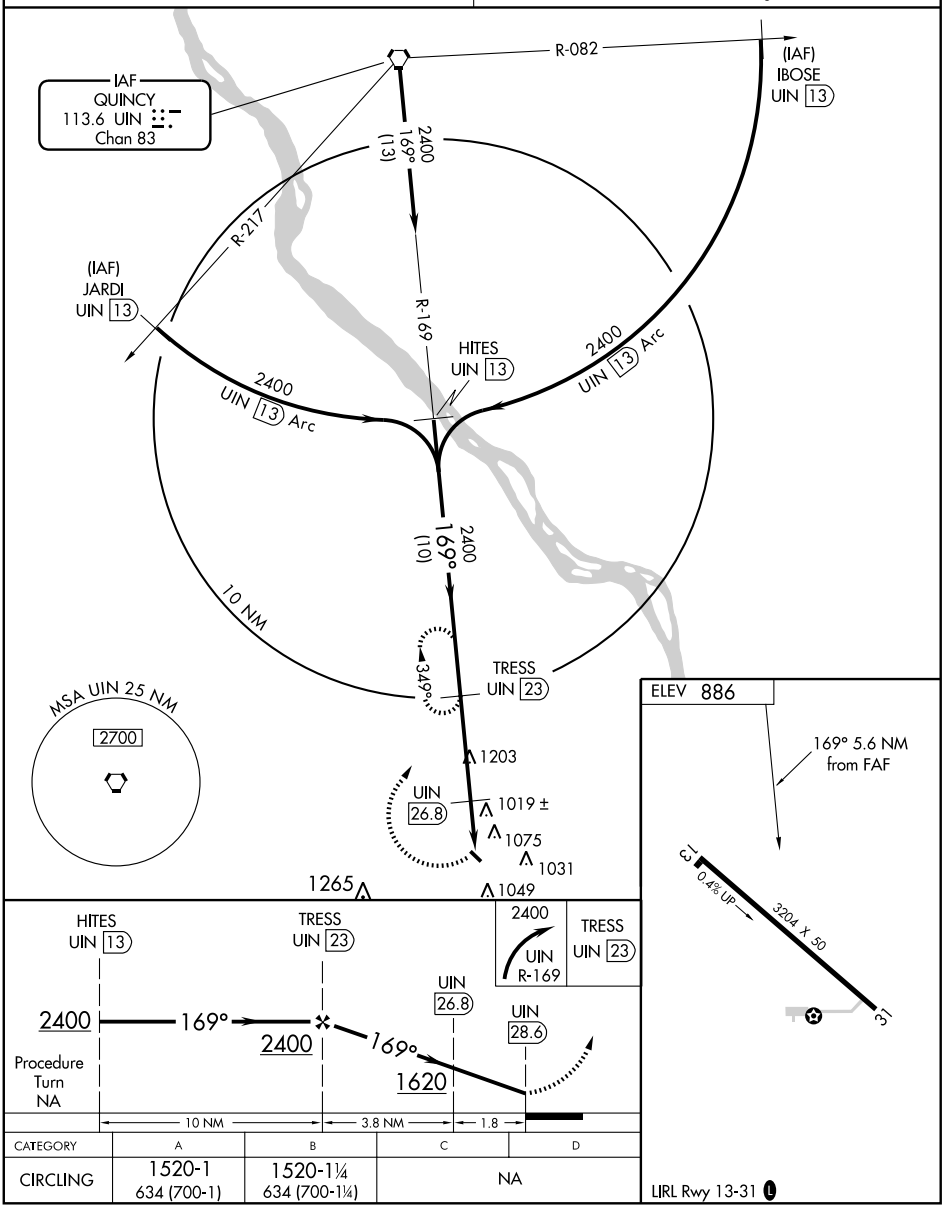
BOWLING GREEN MUNI (H19)

T
A NA

Use Quincy altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via UIN R-169 to TRESS/23 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)	1520-1¼ 634 (700-1¼)	NA	

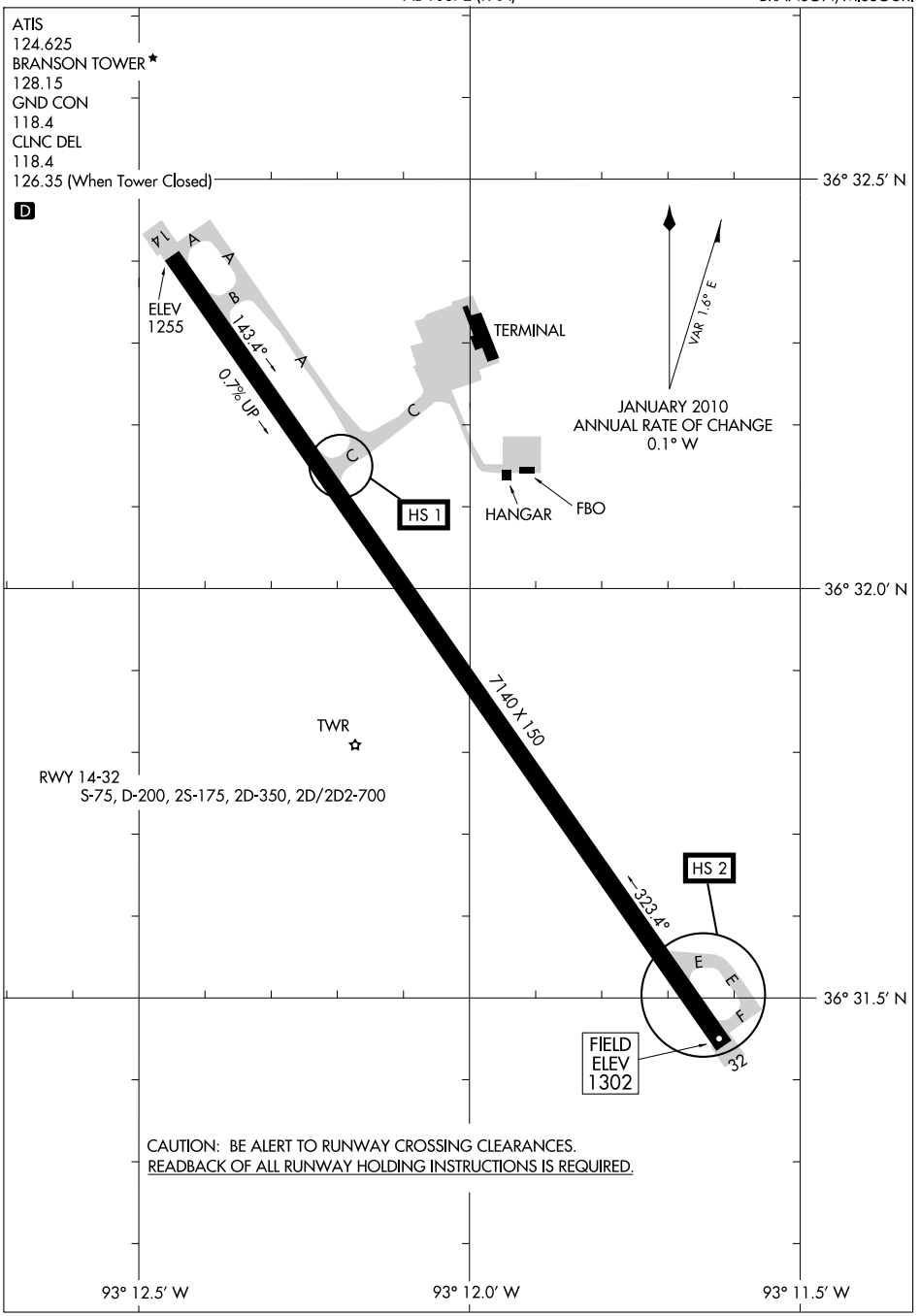
LIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-10372 (FAA)

BRANSON (BBG)
BRANSON, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

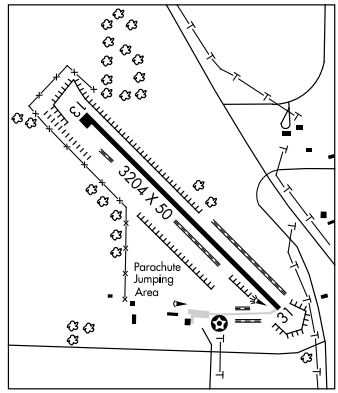
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

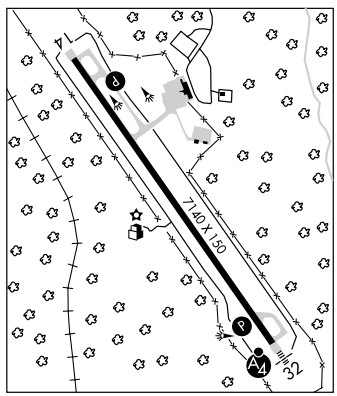
BRANSON, MISSOURI
BRANSON (BBG)

10266

BOWLING GREEN MUNI (H19) 2 NW UTC−6(−5DT) N39°22.20′ W91°13.16′ KANSAS CITY
886 B NOTAM FILE STL L–27B
RWY 13–31: H3204X50(ASPH) S–12.5 LIRL (NSTD) 0.4% up SE IAP
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Attended continuously. Arpt lgts opr dusk–0300Z‡. ACTIVATE LIRL Rwy 13–31 after 0600Z‡—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM not monitored on regular basis.
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 169° 28.8 NM to fld. 710/5E. **HIWAS.**



BRANSON (BBG) 8 SSE UTC−6(−5DT) N36°31.92′ W93°12.03′ KANSAS CITY
1302 B **FUEL** 100LL, JET A ARFF Index—See Remarks NOTAM FILE BBG H–6I, L–16F
RWY 14–32: H7140X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–700 HIRL IAP, AD
0.7% up SE
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Rgt tfc.
RWY 32: MALSF. PAPI(P4L)—GA 3.0° TCH 50′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
RWY 32: TORA–7140 TODA–7140 ASDA–7140 LDA–7140
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl with credit card. 100LL avbl at general aviation apron. Birds invof arpt. Taxilane between commercial apron and general aviation apron unlit, retro-reflective markers in place. Class I, ARFF Index B. ARFF Index C firefighting equipment avbl upon request. Rwy 32 calm wind rwy. Arpt located in hilly terrain. Acft equipped with a terrain avoidance warning system may experience system activation on final approach. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSF Rwy 32, REIL Rwy 14, PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 124.625 (417) 334–0218.
COMMUNICATIONS: CTAF 128.15 **ATIS** 124.625 **UNICOM** 122.95
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
TOWER 128.15 (1300–0300Z‡) **GND CON** 118.4
CLNC DEL 118.4 (126.35 Provided by SPRINGFIELD APP CON when twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 359° 12.8 NM to fld. 1400/4E.
ILS/DME 111.35 I–BBG Chan 50(Y) Rwy 32. ILS unmonitored when twr clsd.



BRANSON WEST MUNI–EMERSON FIELD (FWB) 2 W UTC−6(−5DT) N36°41.91′ W93°24.13′ KANSAS CITY
1348 B **FUEL** 100LL, JET A NOTAM FILE FWB Not insp. H–6I, L–16F
RWY 03–21: H5000X75 (CONC) S–30 MIRL **RWY 03:** REIL. PAPI(P4R)—GA 3.0° TCH 40′.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Apr–Nov 1300–0200Z‡, Dec–Mar 1300–2300Z‡. Self svc 100LL avbl with credit card 24 hrs. Birds invof arpt. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.725 (417) 272–3922.
COMMUNICATIONS: UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE HRO
HARRISON (L) VORW/DME 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 334° 24.5 NM to fld. 1400/4E.

BRAYMER N39°37.83′ W93°52.52′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 111.2 BQS Chan 49 230° 23.3 NM to Cameron Mem. 930/3E. H–5C, L–27A

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 32

BRANSON (BBG)

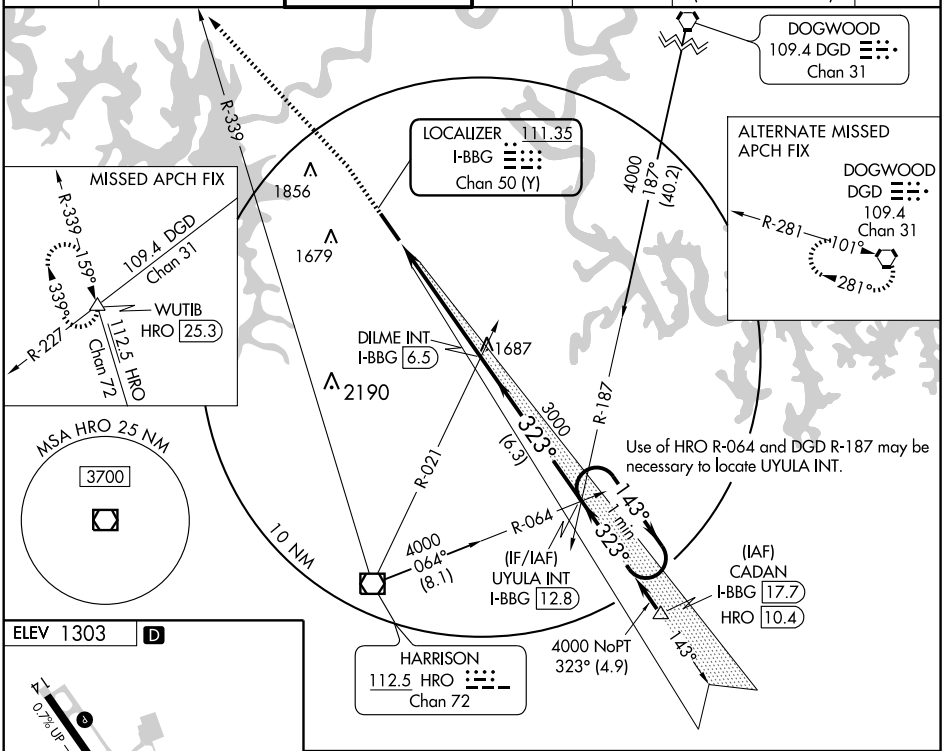
LOC/DME I-BBG	APP CRS	Rwy Idg	7140
111.35	323°	TDZE	1302
Chan 50 (Y)		Apt Elev	1303

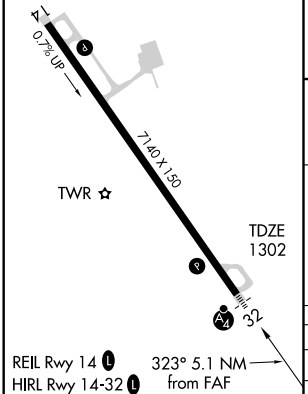
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase DA 47 feet and all MDA 80 feet and increase Circling Cat D visibility ¼ mile. VDP NA when using Harrison altimeter setting.

MALSF

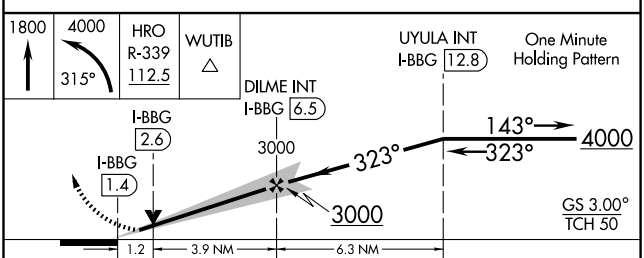
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 via heading 315° and HRO VOR/DME R-339 to WUTIB INT/ HRO 25.3 DME and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95





FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 32	1502-1 200 (200-1)			
S-LOC 32	1740-1 438 (500-1)		1740-1¼ 438 (500-1¼)	1740-1½ 438 (500-1½)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

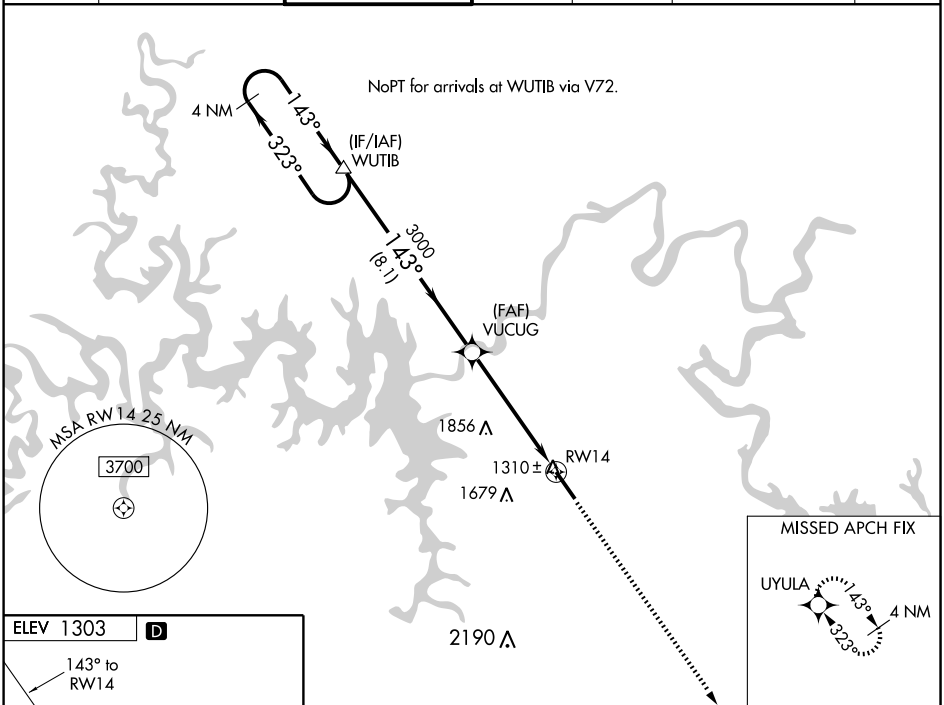
WAAS	APP CRS	Rwy Idg	7140
CH 49111	143°	TDZE	1275
W14A		Apt Elev	1303

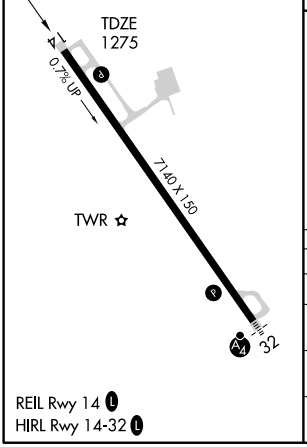
RNAV (GPS) RWY 14
BRANSON (BBG)

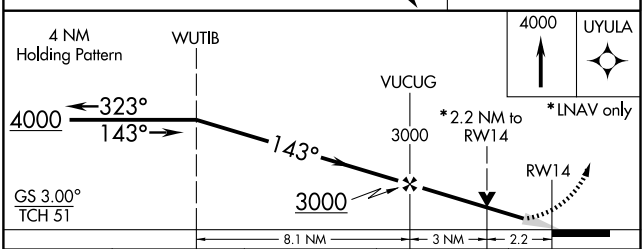
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet.
VDP and Baro-VNAV NA when using Harrison altimeter setting.

MISSED APPROACH: Climb to 4000 direct UYULA and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	1525-1 250 (300-1)			
LNAV/VNAV DA	1798-2 523 (500-2)			
LNAV MDA	2020-1 745 (800-1)	2020-1¼ 745 (800-1¼)	2020-2¼ 745 (800-2¼)	2020-2½ 745 (800-2½)
CIRCLING	2020-1 717 (800-1)	2020-1¼ 717 (800-1¼)	2020-2¼ 717 (800-2¼)	2020-2½ 717 (800-2½)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7140
CH 93911	323°	TDZE	1302
W32A		Apt Elev	1303

RNAV (GPS) RWY 32

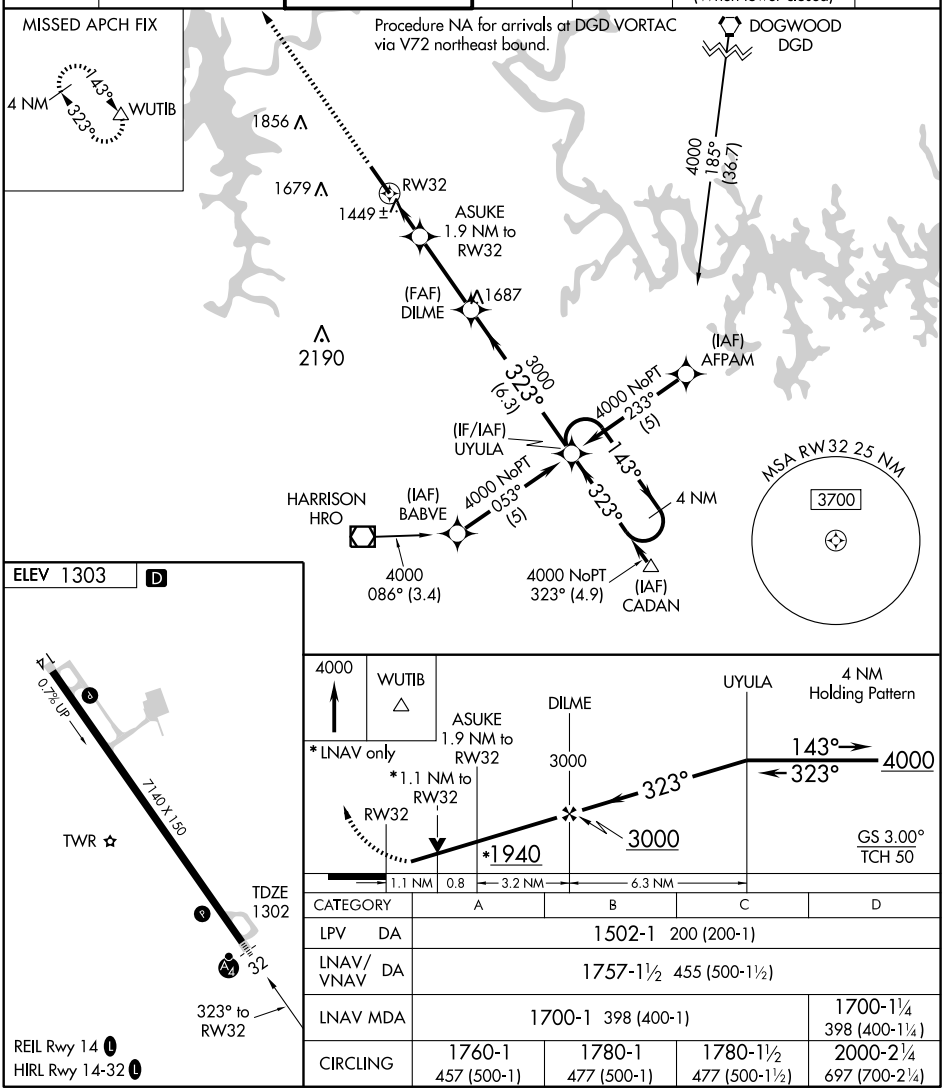
BRANSON (BBG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Harrison altimeter setting and increase all DA 47 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, and circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Harrison altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).

MALSF

MISSED APPROACH: Climb to 4000 direct WUTIB and hold.

ATIS	SPRINGFIELD APP CON	BRANSON TOWER ★	GND CON	CLNC DEL	SPRINGFIELD CLNC DEL	UNICOM
124.625	126.35	128.15 (CTAF) L	118.4	118.4	126.35 (When tower closed)	122.95



CATEGORY	A	B	C	D
LPV DA	1502-1 200 (200-1)			
LNAV/VNAV DA	1757-1½ 455 (500-1½)			
LNAV MDA	1700-1 398 (400-1)			1700-1¼ 398 (400-1¼)
CIRCLING	1760-1 457 (500-1)	1780-1 477 (500-1)	1780-1½ 477 (500-1½)	2000-2¼ 697 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

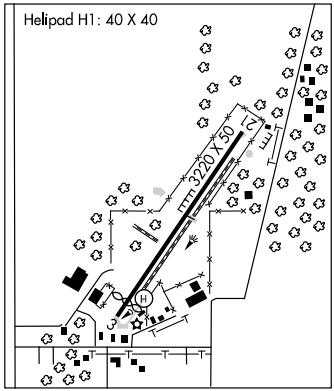
BROOKFIELD N39°45.85′ W93°06.55′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 383 BZK 271° 17.9 NM to Chillicothe Muni. NDB OTS indef. SHUTDOWN. L–27A

BROOKFIELD

NORTH CENTRAL MISSOURI RGNL (MO8) 2 E UTC−6(−5DT) N39°46.20′ W93°00.77′ KANSAS CITY
843 B **FUEL** 100LL, JET A NOTAM FILE COU L–27A
RWY 18–36: H4003X75 (CONC) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 47′. Tree. **RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended irregularly. Self–svc fuel avbl 24 hrs. For svc after hrs, call phone numbers posted on arpt management office door. Numerous waterfowl and deer on and invof arpt. Tower 319′ AGL, 3500′ north, 1925′ east of Rwy 18 end. ACTIVATE MIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 280° 25.5 NM to fld. 870/6E.

BUCKHORN N37°41.85′ W92°06.23′ NOTAM FILE TBN. KANSAS CITY
NDB (MH) 391 BHN 323° 3.2 NM to Waynesville ST. Robert Rgnl Forney Fld. NDB unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends. L–16G

BUFFALO MUNI (H17) 1 N UTC−6(−5DT) N37°39.25′ W93°05.22′ KANSAS CITY
1154 B NOTAM FILE COU L–16F
RWY 03–21: H3220X50 (ASPH) LIRL
RWY 03: Thld dsplcd 272′. Trees. **RWY 21:** Tree.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof apt. Rwy 03–21 width variance 50–52′. Insufficient rwy safety area length byd each rwy end, fences, brush, trees. ACTIVATE LIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 029° 21.4 NM to fld. 1240/4E. **HIWAS.**



HELIPAD H1: H40X40 (ASPH)
HELIPORT REMARKS: Helipad H1 perimeter lights. 5 landing direction lights extending NE. Apch slope 8 to 1 to helipad, from northeast, arpt bcn 260′ south of helipad, 5 to 1 aprch slope. ACTIVATE H1 perimeter lights—CTAF.

BUTLER N38°16.33′ W94°29.29′ NOTAM FILE COU. KANSAS CITY
(H) VORTAC 115.9 BUM Chan 106 074° 7.1 NM to Butler Mem. 890/7E. **HIWAS.** H–5C, L–10J, 16F

WAAS	APP CRS	Rwy ldg 4003
CH 42715 W18A	179°	TDZE 843
		Apt Elev 843

RNAV (GPS) RWY 18

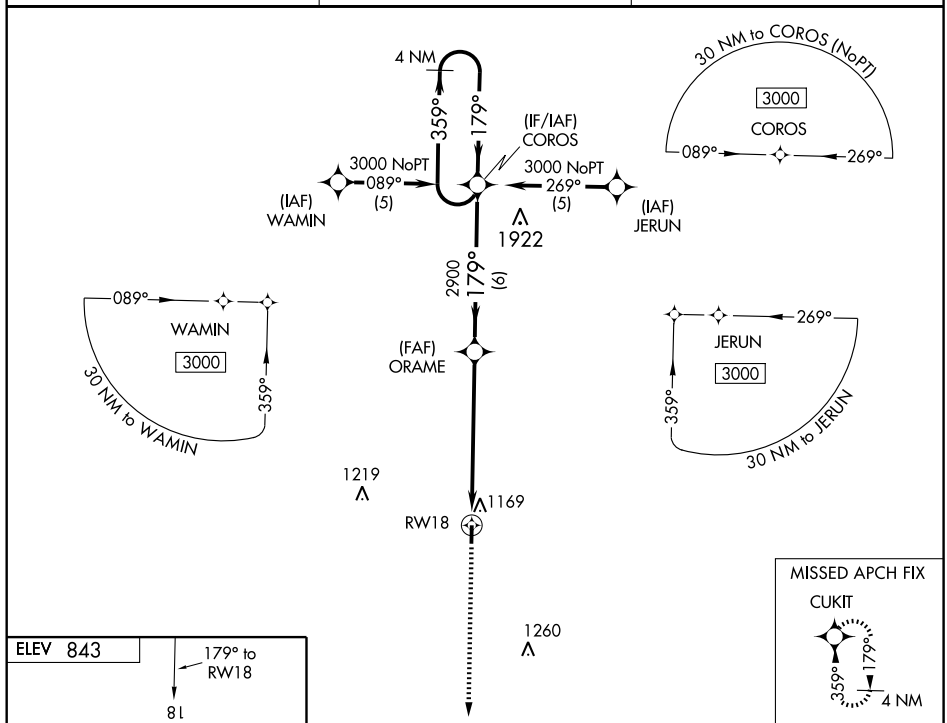
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

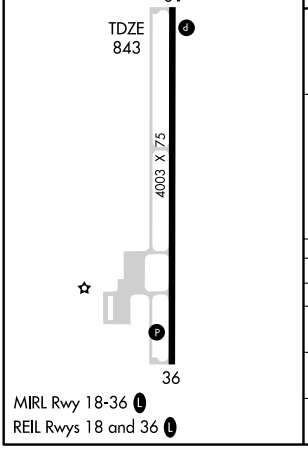
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received, use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet and increase LNAV and circling Cat B/C visibility ¼ mile.

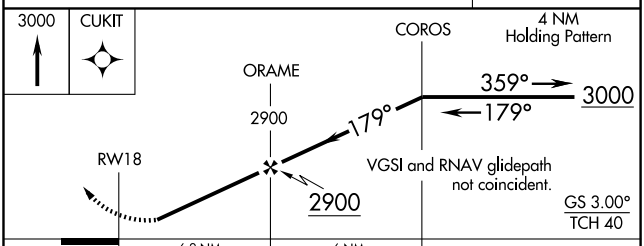
NA

MISSED APPROACH: Climb to 3000 direct CUKIT and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L







CATEGORY	A	B	C	D
LPV DA	1188-1¼ 345 (400-1¼)			NA
LNAV/VNAV DA	1529-2½ 686 (700-2½)			NA
LNAV MDA	1560-1 717 (800-1)		1560-2 717 (800-2)	NA
CIRCLING	1560-1 717 (800-1)		1560-2 717 (800-2)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	4003
CH 93715	359°	TDZE	835
W36A		Apt Elev	843

RNAV (GPS) RWY 36

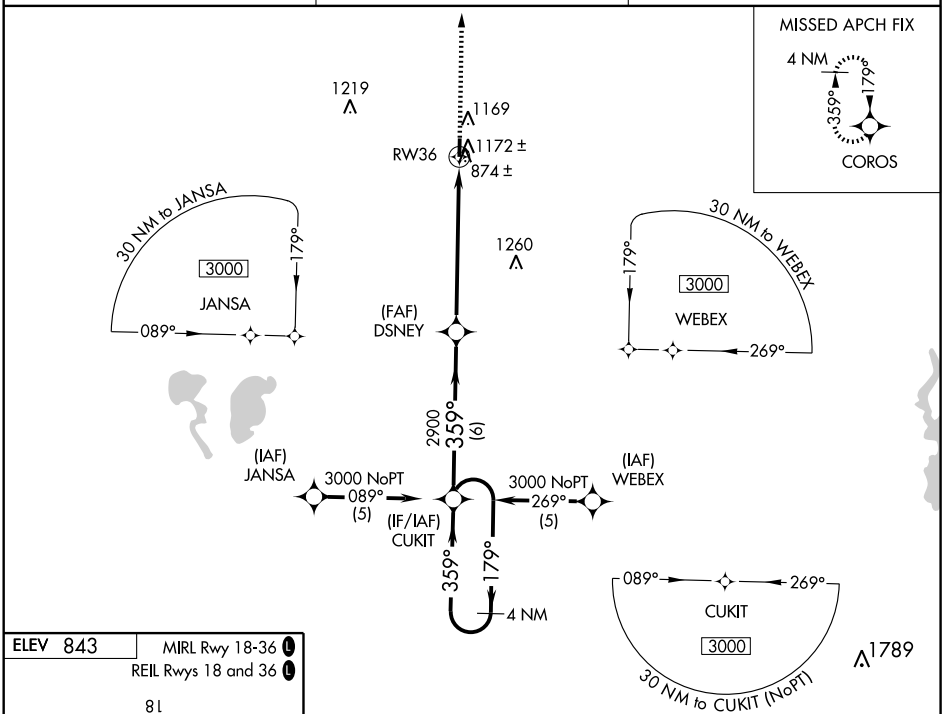
BROOKFIELD/ NORTH CENTRAL MISSOURI RGNL (MO8)

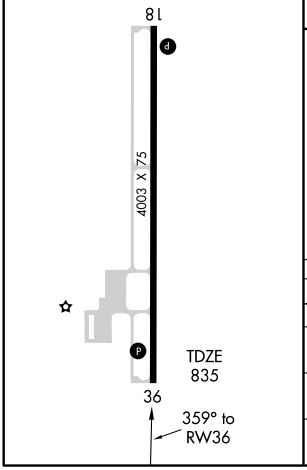
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Chillicothe Muni altimeter setting, when not received use Kirksville Rgnl altimeter setting and increase all DA 24 feet and all MDA 40 feet; increase LNAV Cat C visibility ¼ mile.

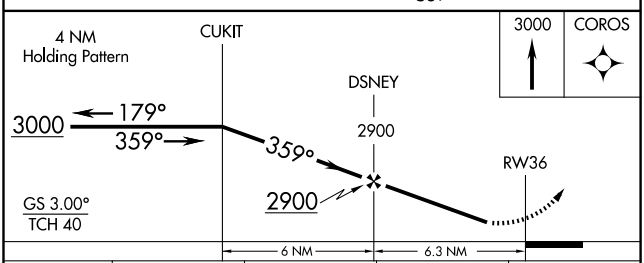
NA

MISSED APPROACH: Climb to 3000 direct COROS and hold.

CHILLICOTHE AWOS-3	KANSAS CITY CENTER	CTAF
118.175	125.25 381.5	122.9 L





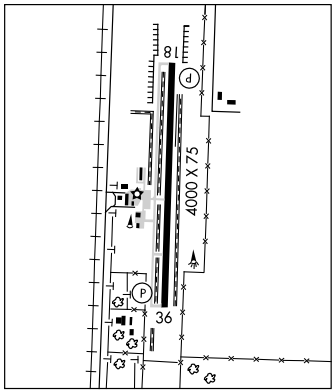


CATEGORY	A	B	C	D
LPV DA	1238-1½ 403 (400-1½)			NA
LNAV/VNAV DA	1315-1¾ 480 (500-1¾)			NA
LNAV MDA	1500-1 665 (700-1)		1500-1¾ 665 (700-1¾)	NA
CIRCLING	1540-1 697 (700-1)		1540-2 697 (700-2)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

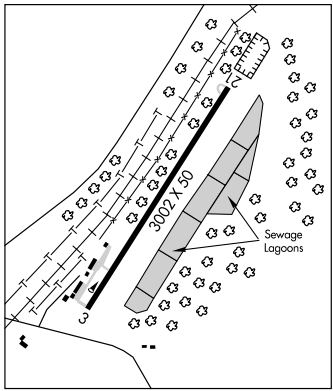
BUTLER MEM (BUM) 2 N UTC−6(−5DT) N38°17.39′ W94°20.41′
892 B S2 **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH–RFSC) S–12 MIRL 0.6% up S.
RWY 18: PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 36′.Trees.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195′ and +411′, approximately 7,000′ and 14,000′ S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.
WEATHER DATA SOURCES: HIWAS 115.9 BUM.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 115.9T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′
074° 7.1 NM to fld. 890/7E. **HIWAS.**

KANSAS CITY
L–16F
IAP



CABOOL MEM (TVB) 1 NE UTC−6(−5DT) N37°07.95′ W92°05.04′
1220 B **FUEL** 100LL, MOGAS NOTAM FILE COU
RWY 03–21: H3002X50 (ASPH–AFSC) S–4 MIRL 0.5% up SW
RWY 03: Road. Rgt tfc. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′
W91°47.32′ 201° 30.9 NM to fld. 1370/6E. **HIWAS.**

KANSAS CITY
L–16G
IAP



APP CRS	Rwy Idg	4000
178°	TDZE	888
	Apt Elev	892

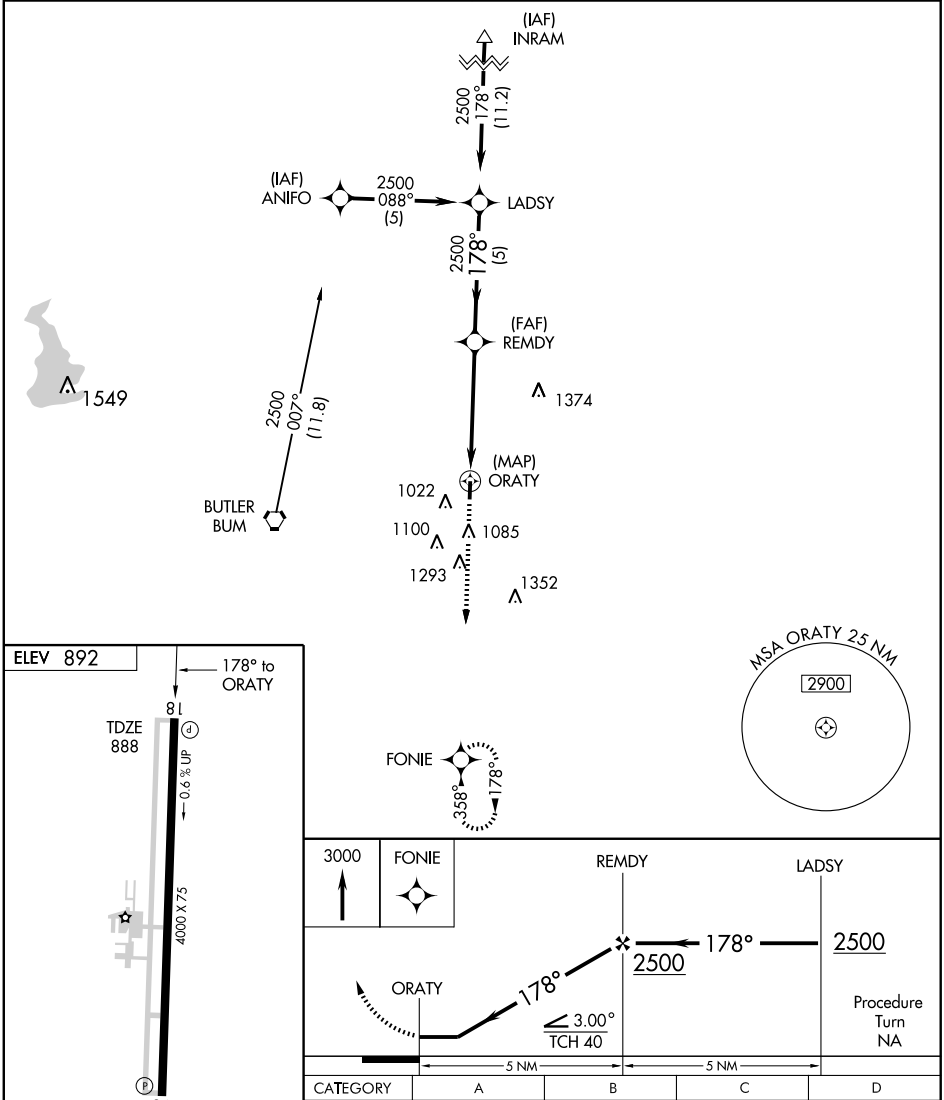
GPS RWY 18
BUTLER MEMORIAL (BUM)

NA

Use Charles B.Wheeler Downtown altimeter setting.

MISSED APPROACH: Climb to 3000 direct FONIE WP and hold.

KANSAS CITY CENTER	CTAF
125.55 327.0	122.9



CATEGORY	A	B	C	D
S-18	1400-1	512 (600-1)	NA	
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC BUM 115.9 Chan 106	APP CRS 074°	Rwy Idg N/A TDZE N/A Apt Elev 892

VOR-A

BUTLER MEMORIAL (BUM)

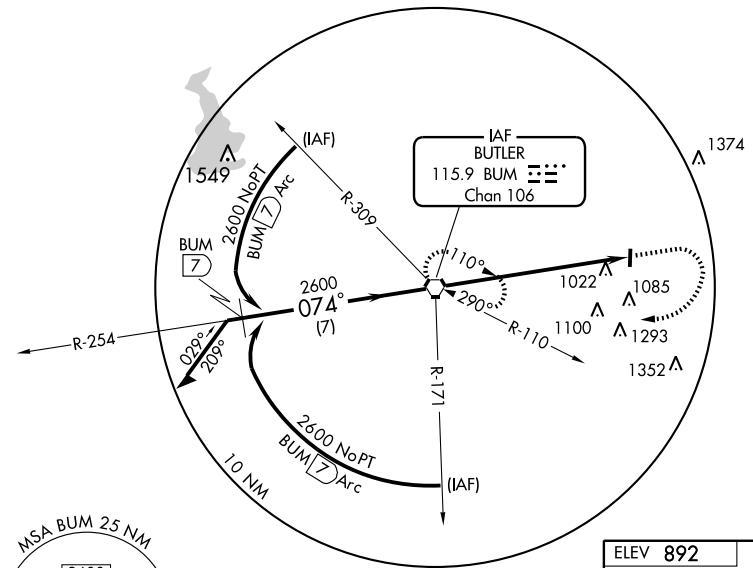
NA

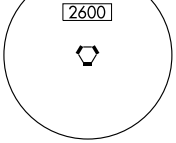
Use Charles B.Wheeler Downtown altimeter setting.

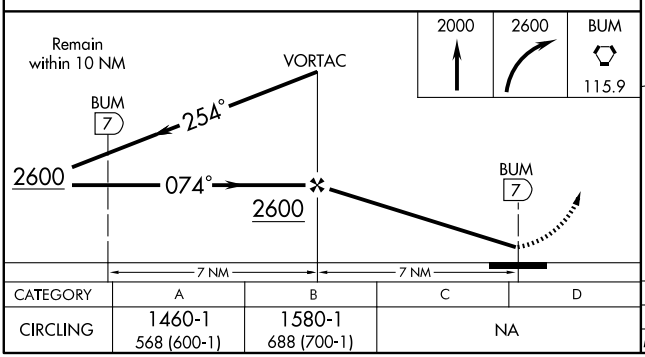
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct BUM VORTAC and hold.

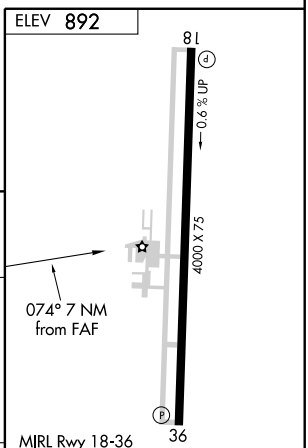
KANSAS CITY CENTER	CTAF
125.55 327.0	122.9

NC-3, 21 OCT 2010 to 18 NOV 2010









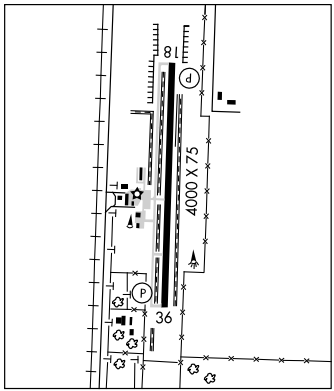
CATEGORY	A	B	C	D
CIRCLING	1460-1 568 (600-1)	1580-1 688 (700-1)	NA	

FAF to MAP 7 NM

Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

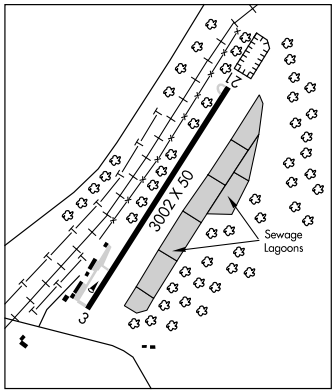
BUTLER MEM (BUM) 2 N UTC−6(−5DT) N38°17.39′ W94°20.41′
892 B S2 **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H4000X75 (ASPH–RFSC) S–12 MIRL 0.6% up S.
RWY 18: PAPI(P2L)—GA 3.0° TCH 37′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 36′.Trees.
AIRPORT REMARKS: Attended continuously. Parachute Jumping. Major power plant repairs avbl. Ultralights on and invof arpt. Two twrs +195′ and +411′, approximately 7,000′ and 14,000′ S of Rwy 36 thld. PAPI Rwy 18 and Rwy 36 operates 24 hrs.
WEATHER DATA SOURCES: HIWAS 115.9 BUM.
COMMUNICATIONS: CTAF 122.9
RCO 122.1R 115.9T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′
074° 7.1 NM to fld. 890/7E. **HIWAS.**

KANSAS CITY
L–16F
IAP



CABOOL MEM (TVB) 1 NE UTC−6(−5DT) N37°07.95′ W92°05.04′
1220 B **FUEL** 100LL, MOGAS NOTAM FILE COU
RWY 03–21: H3002X50 (ASPH–AFSC) S–4 MIRL 0.5% up SW
RWY 03: Road. Rgt tfc. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel call phone numbers posted at terminal. Ultralight activity on and invof arpt. Birds invof rwy. Insufficient rwy safety area length byd Rwy 21 end. Bcn located .9 of mile W/NW of arpt on top of water twr. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′
W91°47.32′ 201° 30.9 NM to fld. 1370/6E. **HIWAS.**

KANSAS CITY
L–16G
IAP



RNAV (GPS) RWY 21

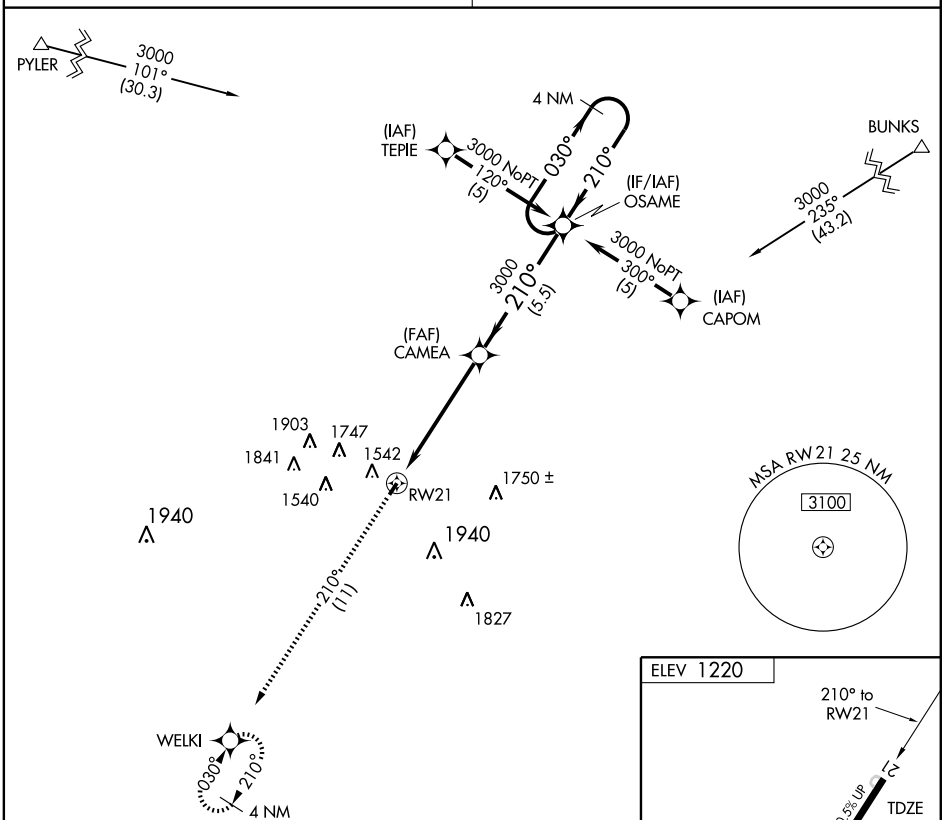
CABOOL MEMORIAL (TVB)

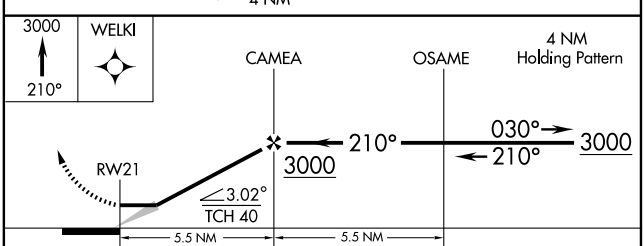
APP CRS	Rwy ldg	3002
210°	TDZE	1220
	Apt Elev	1220

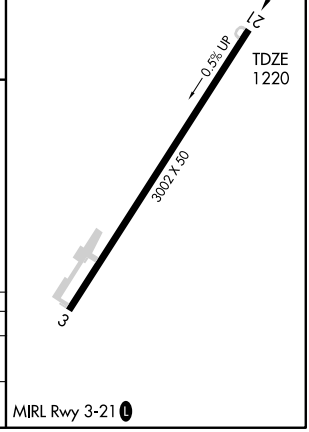
Use West Plains Muni altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 via 210° course to WELKI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1780-1 560 (600-1)		1780-1½ 560 (600-1½)	NA
CIRCLING	1920-1 700 (700-1)	1940-1 720 (800-1)	1960-2 740 (800-2)	NA

MIRL Rwy 3-21 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAP	APP CRS	Rwy Idg	3002
113.4	201°	TDZE	1217
Chan 81		Apt Elev	1220

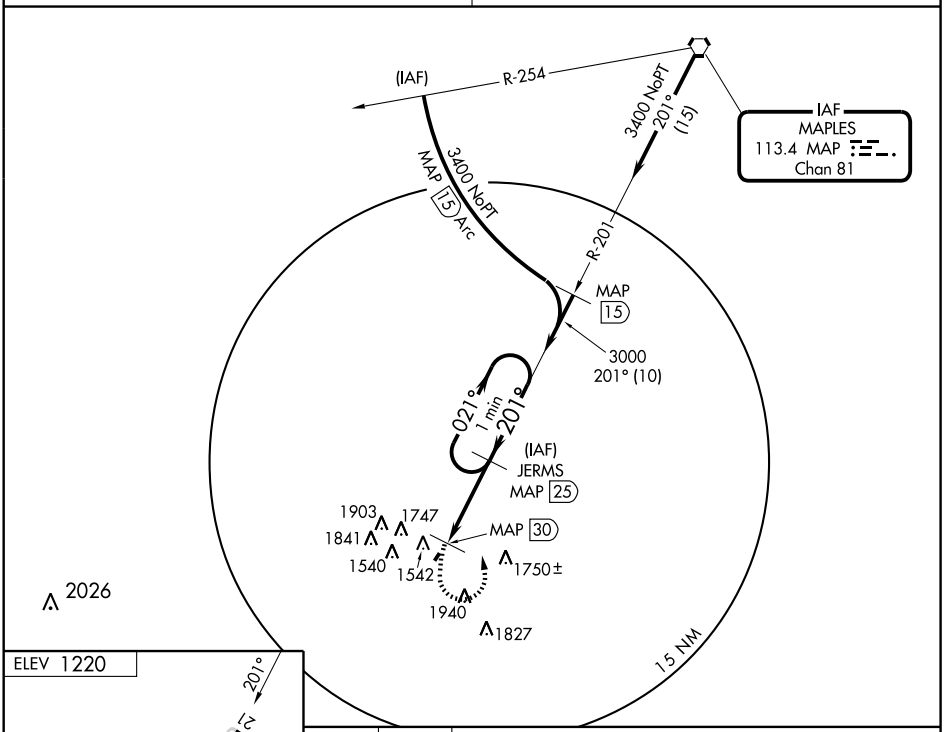
VOR/DME RWY 21
CABOOL MEMORIAL (TVB)

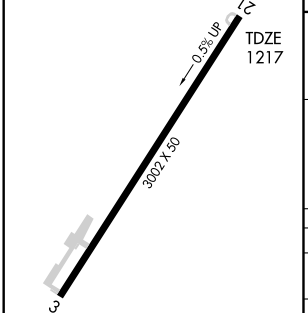
Use Ft. Leonard Wood, Forney AAF altimeter setting; if not received use Springfield altimeter setting. Fly visual to airport.

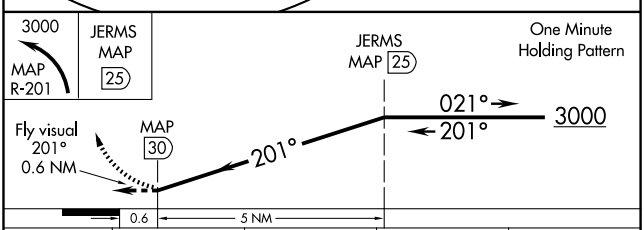
MISSED APPROACH: Climbing left turn to 3000 via MAP R-201 to JERMS 25 DME and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L







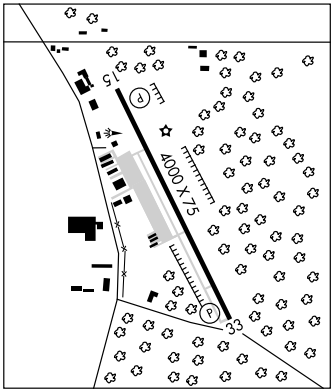
CATEGORY	A	B	C	D
S-21	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
CIRCLING	2160-1¼ 943 (1000-1¼)		2160-2¾ 943 (1000-2¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-21	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA
CIRCLING	2300-1¼ 1083 (1100-1¼)	2300-1½ 1083 (1100-1½)	2300-3 1083 (1100-3)	NA

MIRL Rwy 3-21 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

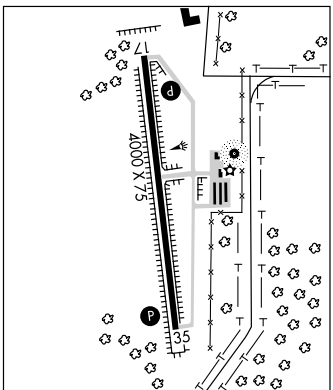
CAMDENTON MEM (H21) 3 SE UTC−6(−5DT) N37°58.44′ W92°41.47′
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 15–33: H4000X75 (ASPH) S–12.5 MIRL 0.3% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1400–0100Z‡. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt. Wildlife on and invof arpt. MIRL Rwy 15–33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 222° 5.8 NM to fld. 910/5E.

KANSAS CITY
L–16G
IAP



CAMERON MEM (EZZ) 2 SW UTC−6(−5DT) N39°43.65′ W94°16.58′
1040 B **FUEL** 100LL NOTAM FILE COU
RWY 17–35: H4000X75 (CONC) S–30 MIRL 0.4% up N
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 21′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡, Sat irregularly. Automated self fuel avbl 24 hrs. MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE and incr ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.
ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 107° 33.1 NM to fld. 1160/8E.
NDB (MHW) 394 EZZ N39°43.76′ W94°16.34′ at fld. NOTAM FILE COU.

KANSAS CITY
L–27A
IAP



WAAS CH 50219 W15A	APP CRS 152°	Rwy Idg 4000 TDZE 1061 Apt Elev 1062

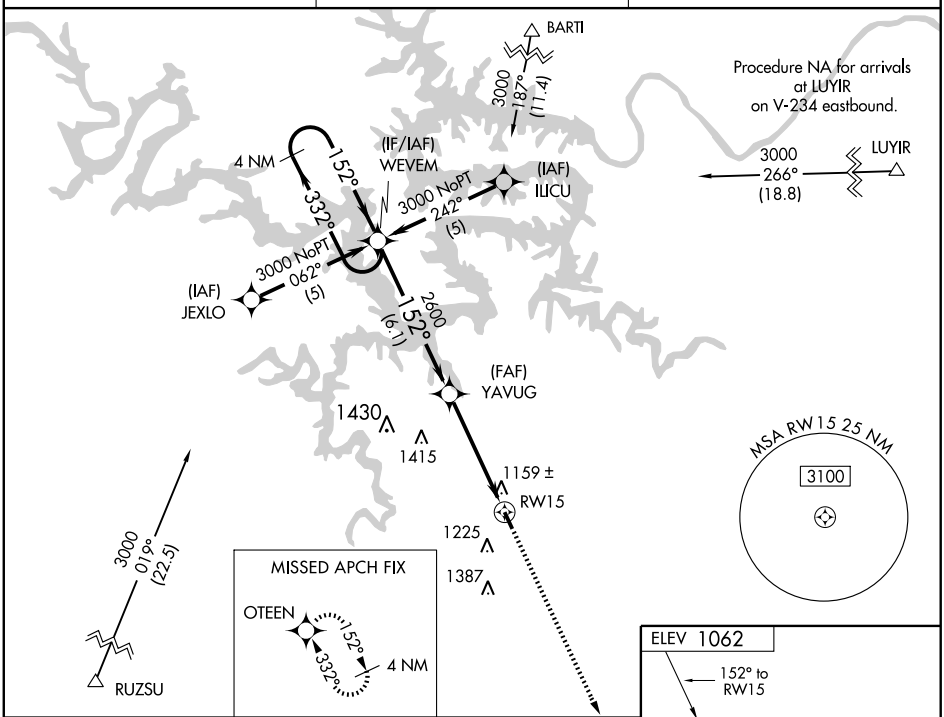
RNAV (GPS) RWY 15

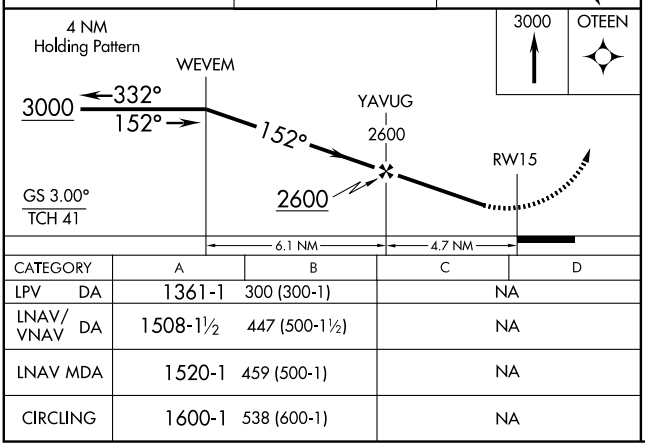
CAMDENTON MEMORIAL (H21)

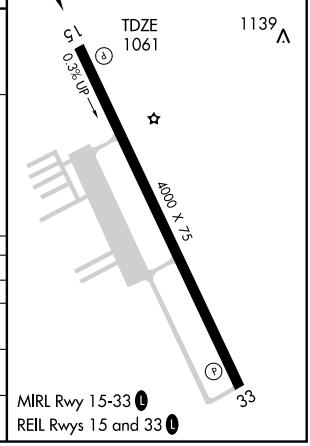
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lee C Fine Memorial altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct OTEEN and hold.

LEE C FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1361-1	300 (300-1)	NA	
LNAV/VNAV DA	1508-1½	447 (500-1½)	NA	
LNAV MDA	1520-1	459 (500-1)	NA	
CIRCLING	1600-1	538 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 97419	332°	TDZE	1061
W33A		Apt Elev	1062

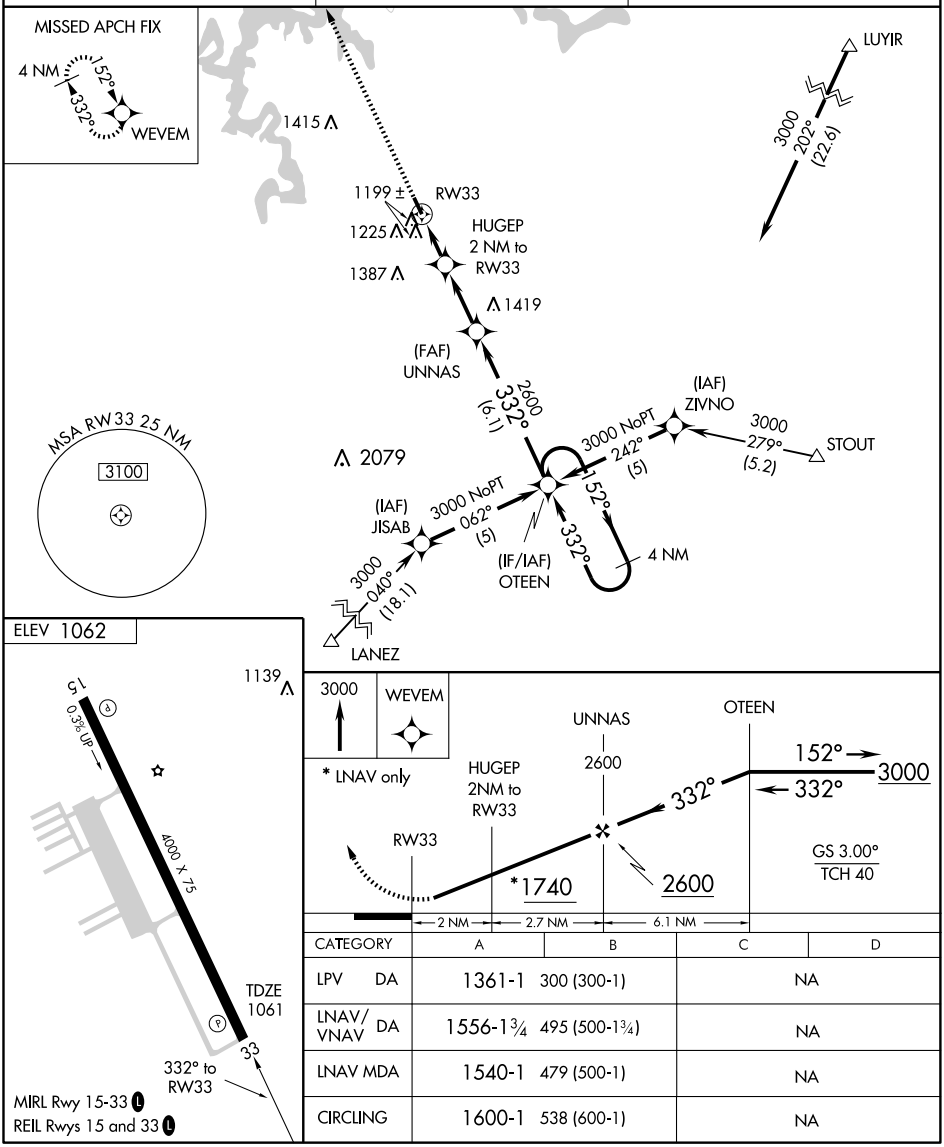
RNAV (GPS) RWY 33

CAMDENTON MEMORIAL (H21)

T NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lee C Fine Memorial altimeter setting; when not recieved, use Fort Leonard Wood altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro -VNAV NA

MISSED APPROACH: Climb to 3000 direct WEVEM and hold.

LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1361-1 300 (300-1)		NA	
LNAV/VNAV DA	1556-1¾ 495 (500-1¾)		NA	
LNAV MDA	1540-1 479 (500-1)		NA	
CIRCLING	1600-1 538 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SHY	APP CRS	Rwy Idg	N/A
108.4	222°	TDZE	N/A
Chan 21		Apt Elev	1062

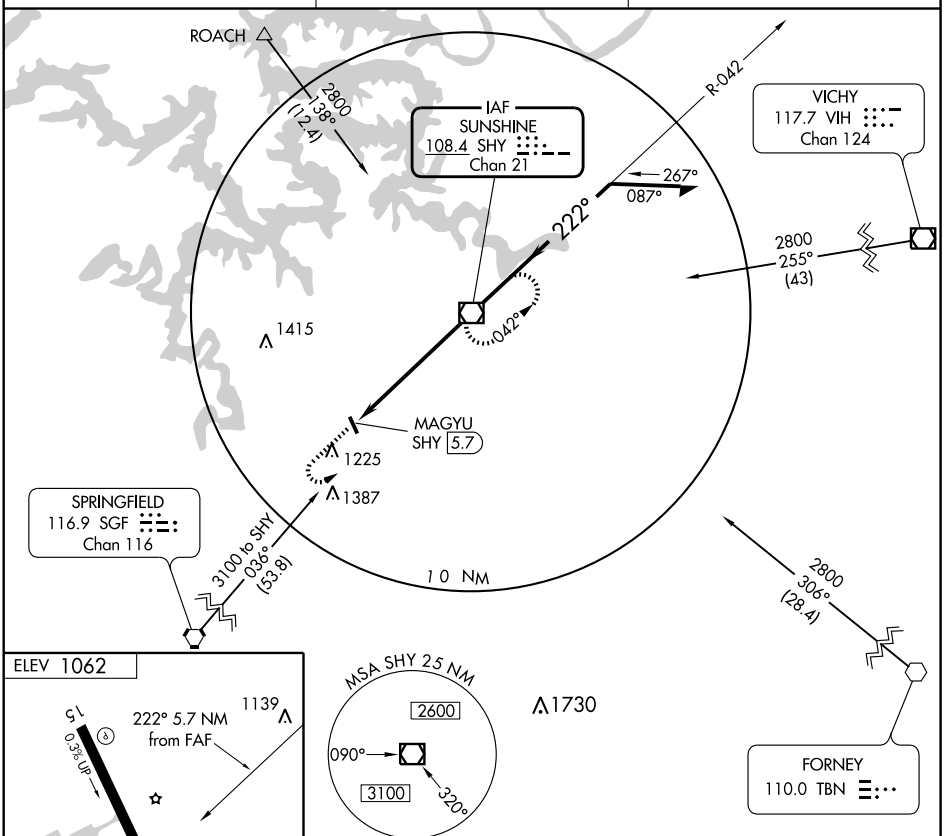
VOR-A

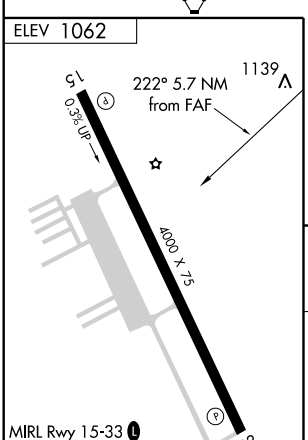
CAMDENTON MEMORIAL (H21)

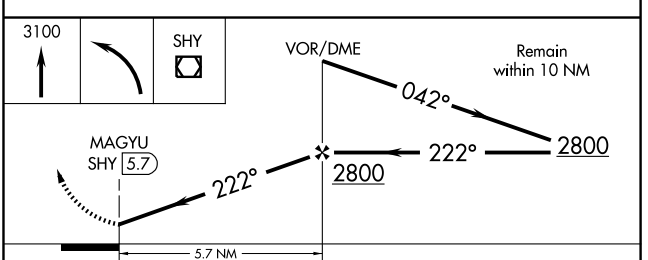
T NA — Use Lee C Fine Memorial altimeter setting; when not received, use Fort Leonard Wood altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3100 then left turn direct SHY VOR/DME and hold.

LEE C. FINE MEMORIAL AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







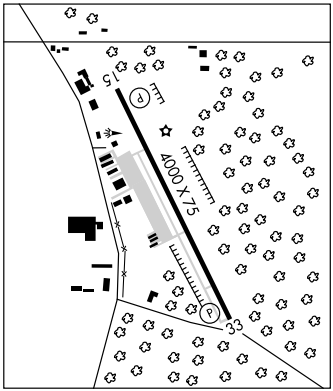
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
CIRCLING	1600-1 538 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

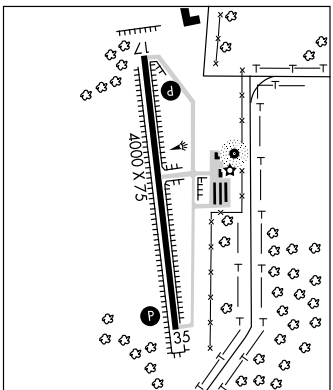
CAMDENTON MEM (H21) 3 SE UTC−6(−5DT) N37°58.44′ W92°41.47′
1062 B S4 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 15–33: H4000X75 (ASPH) S–12.5 MIRL 0.3% up SE
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Oct–Mar 1400–2300Z‡, Apr–Sep 1400–0100Z‡. For fuel after hrs call number on terminal door. When landing Rwy 33, be alert to possible low level wind shear when winds are out of east or west. Be alert to banner towing on and invof arpt. CAUTION: Ultralight activity on and invof arpt. Wildlife on and invof arpt. MIRL Rwy 15–33 dusk-0530Z‡. After 0530Z‡ ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 222° 5.8 NM to fld. 910/5E.

KANSAS CITY
L–16G
IAP



CAMERON MEM (EZZ) 2 SW UTC−6(−5DT) N39°43.65′ W94°16.58′
1040 B **FUEL** 100LL NOTAM FILE COU
RWY 17–35: H4000X75 (CONC) S–30 MIRL 0.4% up N
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 21′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 22′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡, Sat irregularly. Automated self fuel avbl 24 hrs. MIRL Rwy 17–35, PAPI Rwy 17 and Rwy 35, REIL Rwy 17 and Rwy 35 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE and incr ints—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.
ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 107° 33.1 NM to fld. 1160/8E.
NDB (MHW) 394 EZZ N39°43.76′ W94°16.34′ at fld. NOTAM FILE COU.

KANSAS CITY
L–27A
IAP



NDB EZZ 394	APP CRS 004°	Rwy Idg 4000 TDZE 1035 Apt Elev 1040

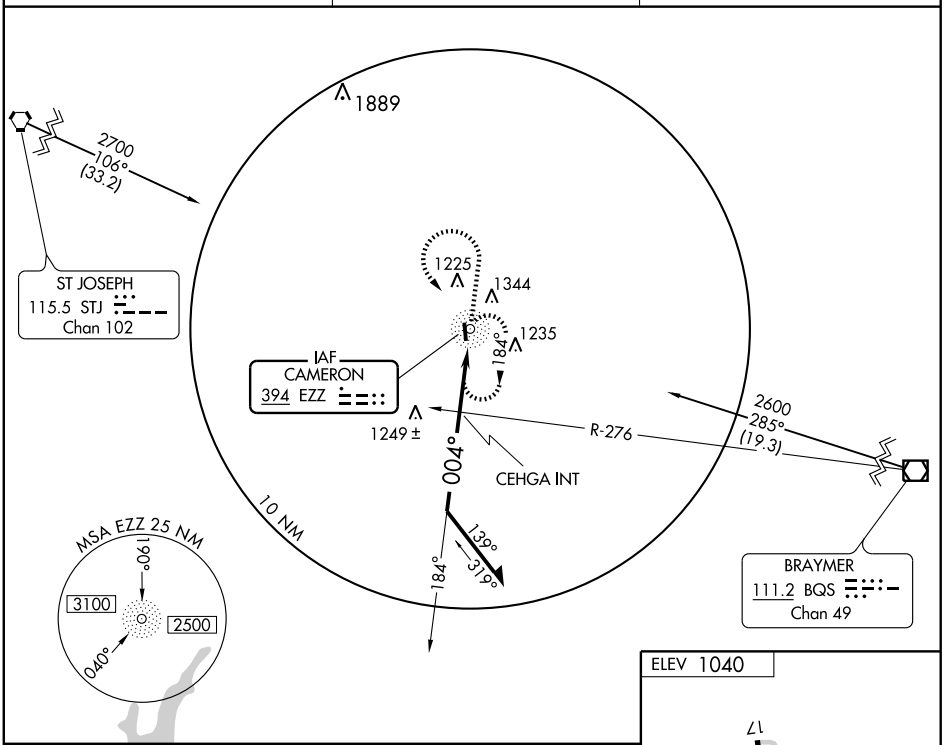
NDB RWY 35

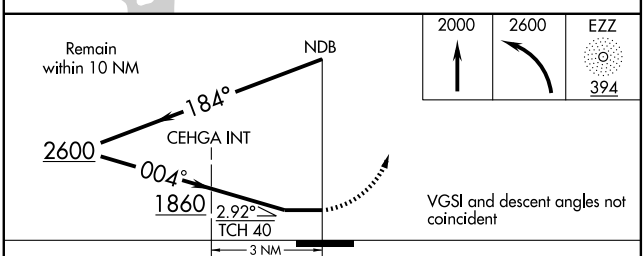
CAMERON MEMORIAL (EZZ)

T
A NA Visibility reduction by helicopters NA. Use Kansas City Intl altimeter setting.

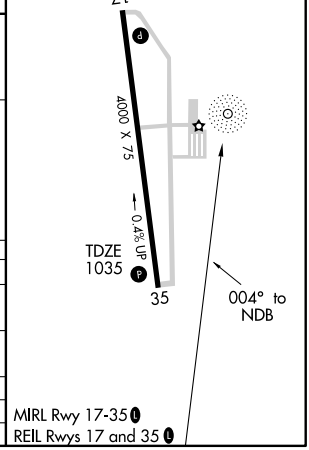
MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct EZZ NDB and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	1860-1 825 (900-1)	1860-1¼ 825 (900-1¼)	NA	
CIRCLING	1860-1 820 (900-1)	1860-1¼ 820 (900-1¼)	NA	
CEHGA FIX MINIMUMS				
S-35	1640-1 605 (600-1)		NA	
CIRCLING	1740-1 700 (700-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

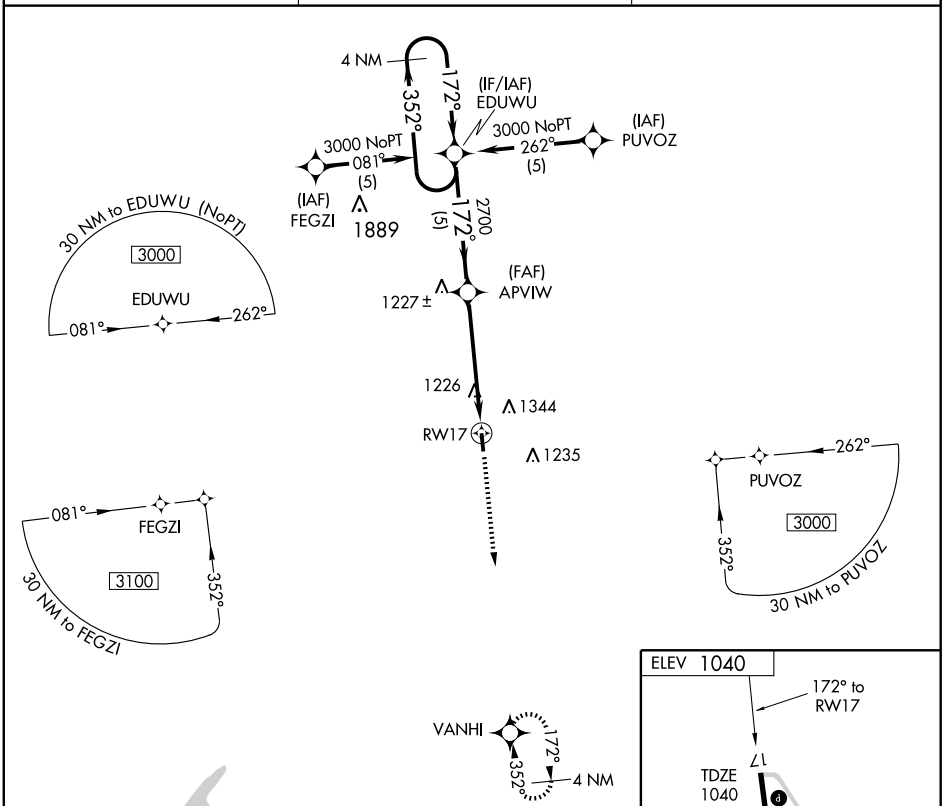
WAAS	APP CRS	Rwy Idg	4000
CH 82017	172°	TDZE	1040
W17A		Apt Elev	1040

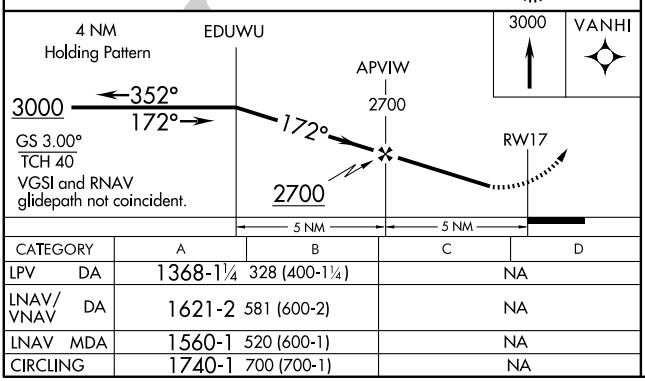
RNAV (GPS) RWY 17
CAMERON MEMORIAL (EZZ)

Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

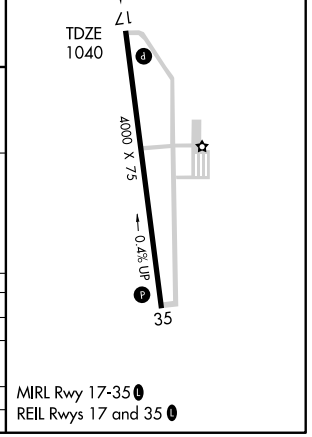
MISSED APPROACH: Climb to 3000 direct VANHI and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1368-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1621-2	581 (600-2)	NA	
LNAV MDA	1560-1	520 (600-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	



MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

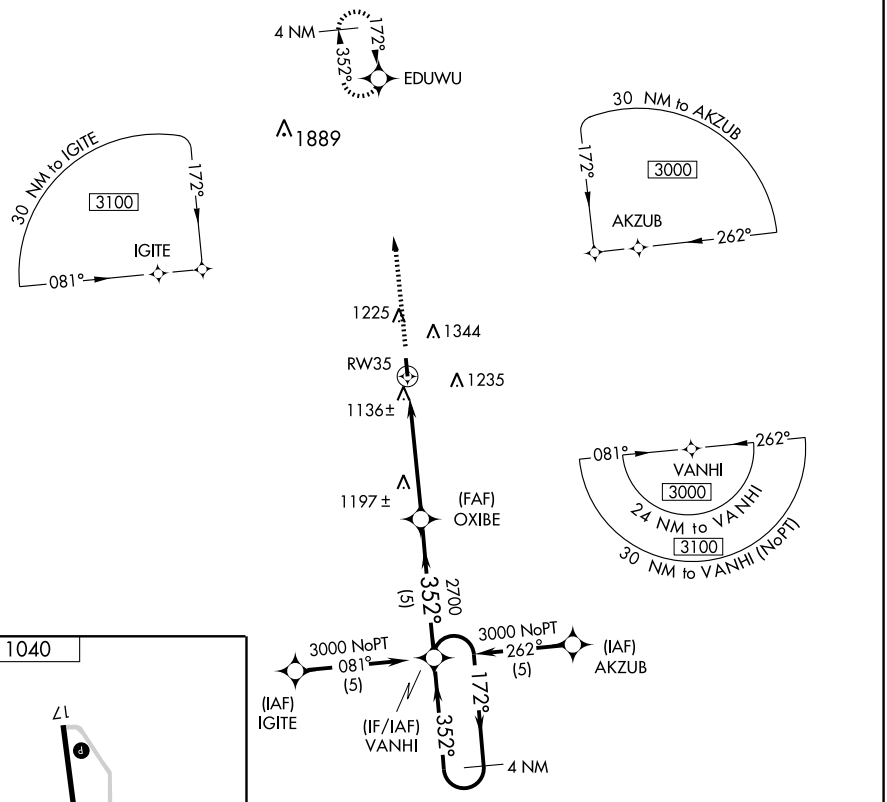
WAAS	APP CRS	Rwy ldg	4000
CH 77717	352°	TDZE	1035
W35A		Apt Elev	1040

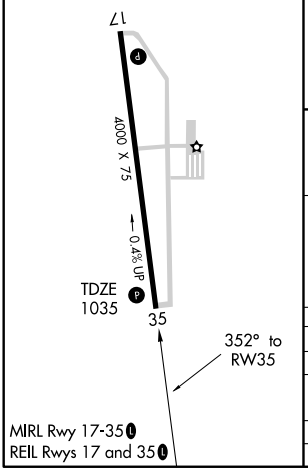
RNAV (GPS) RWY 35
CAMERON MEMORIAL (EZZ)

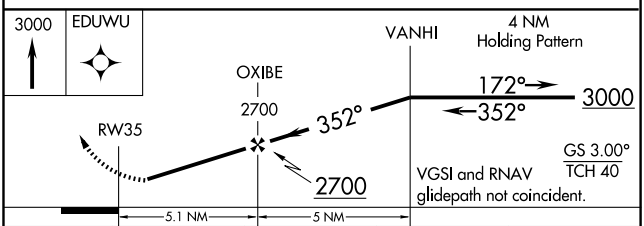
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct EDUWU and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 307.35	121.6	122.8 (CTAF) L







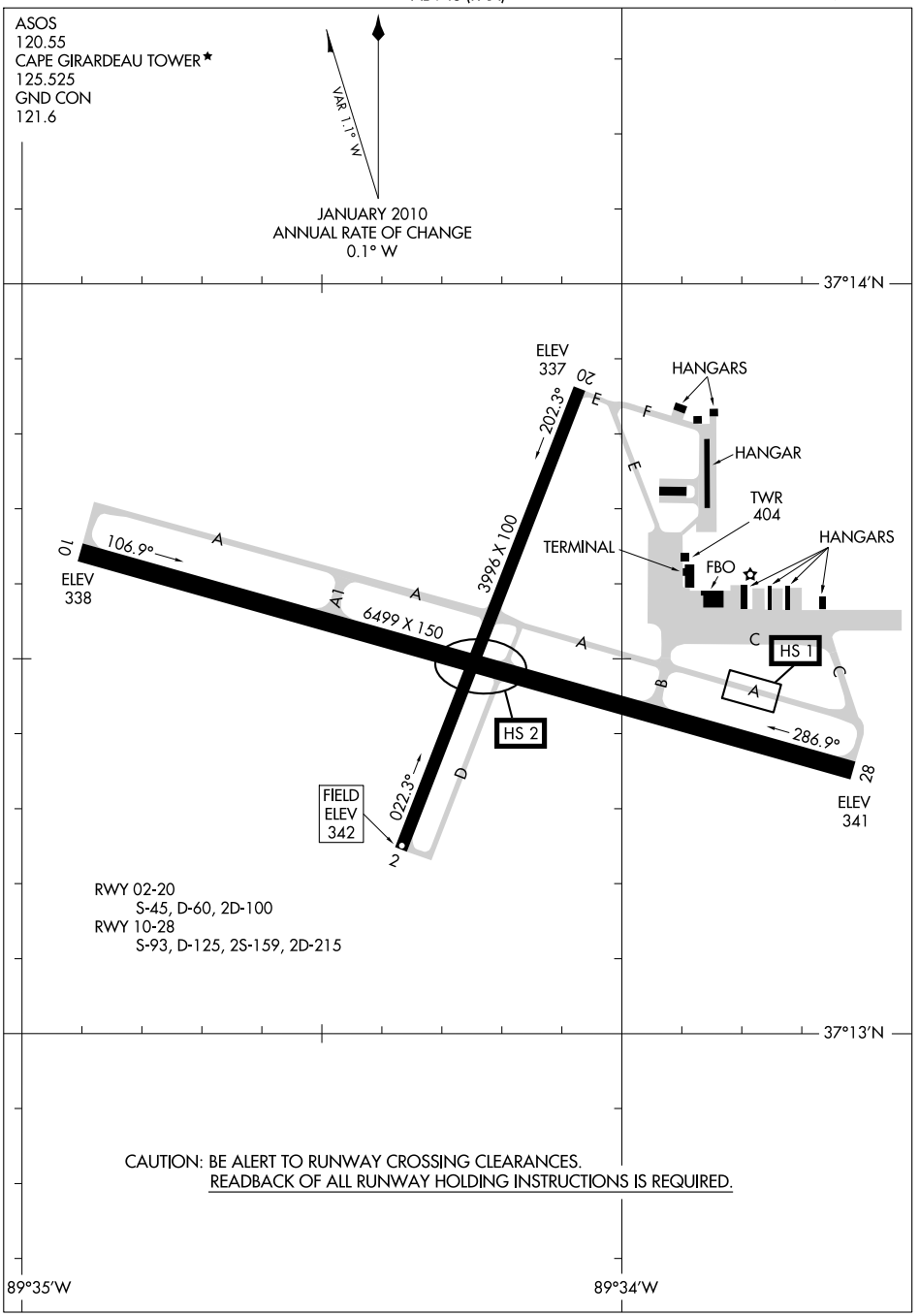
CATEGORY	A	B	C	D
LPV DA	1363-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	1515-1¾	480 (500-1¾)	NA	
LNAV MDA	1520-1	485 (500-1)	NA	
CIRCLING	1740-1	700 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-943 (FAA)

CAPE GIRARDEAU RGNL (CGI)
CAPE GIRARDEAU, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

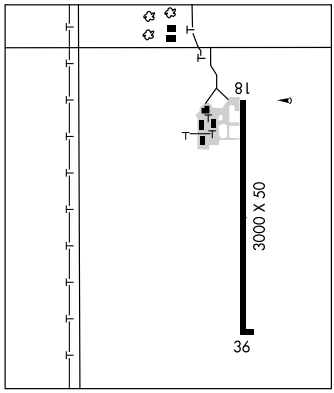
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

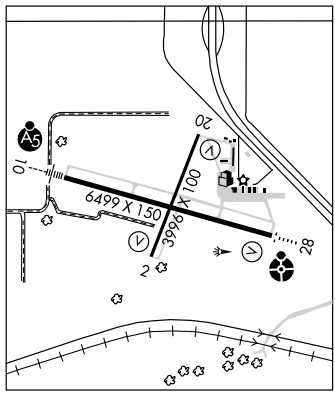
CAPE GIRARDEAU, MISSOURI
CAPE GIRARDEAU RGNL (CGI)

10266

CAMPBELL MUNI (34M) 3 E UTC−6(−5DT) N36°29.16′ W90°00.94′ **ST. LOUIS**
284 NOTAM FILE STL **L–16H**
RWY 18–36: H3000X50 (ASPH) LIRL (NSTD)
RWY 18: Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Crop dusting acft on and invof arpt. Rwy 18–36 NSTD LIRL, Rwy 18 thld lgts incorrectly spaced. All apron and twy pavement in poor condition with numerous cracks, loose aggregate, fod.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 228° 6.5 NM to fld. 280/3E.



CAPE GIRARDEAU RGNL (CGI) 5 SW UTC−6(−5DT) N37°13.52′ W89°34.25′ **ST LOUIS**
342 B S4 **FUEL** 100LL, JET A OX 3 Class III, ARFF Index A NOTAM FILE CGI **H–5D, L–16H**
RWY 10–28: H6499X150 (CONC–GRVD) S–93, D–125, 2S–159, 2D–215 HIRL **IAP, AD**
RWY 10: MALSR.
RWY 28: ODALS. VASI(V4L)—GA 3.0° TCH 38′. Tree.
RWY 02–20: H3996X100 (ASPH–CONC) S–45, D–60, 2D–100 MIRL
RWY 02: VASI(V4L)—GA 4.0° TCH 52′. Tree.
RWY 20: VASI(V4L)—GA 3.0° TCH 45′.
AIRPORT REMARKS: Attended Mon–Sat 1100–0400Z‡, Sun 1200–0400Z‡. For svc after hrs call 573–335–6631 Mon–Sat, 573–335–6632 Sun. Northern 100′ Twy C not visible fm twr. As a Class III arpt, CLOSED to air carrier ops with more than 30 passenger seats. Ctc arpt manager 573–334–6230 for information. ACTIVATE MALSR Rwy 10 and ODALS Rwy 28—CTAF.
WEATHER DATA SOURCES: ASOS 120.55 (573) 335–3811.
COMMUNICATIONS: CTAF 125.525 **UNICOM** 122.95
RCO 122.1R 112.9T (ST LOUIS RADIO)
RCO 122.4 (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
TOWER 125.525 (1300–2300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–2300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.
(L) VOR/DME 112.9 CGI Chan 76 N37°13.65′ W89°34.34′ at fld. 340/1E.
DUTCH NDB (LOM) 248 CG N37°15.21′ W89°42.04′ 103° 6.5 NM to fld.
ILS/DME 109.5 I–CGI Chan 32 Rwy 10 LOM DUTCH NDB. ILS unmonitored when twr clsd. LOC back course unusable byd 20° left of course.
COMM/NAV/WEATHER REMARKS: Cape Girardeau RCO frequency 121.5 unmonitored 0000–1200Z‡.



CAPT BEN SMITH AIRFIELD–MONROE CITY (See MONROE CITY)

CARDINAL N38°45.16′ W90°21.65′ NOTAM FILE STL **ST. LOUIS**
(H)VORW/DME 116.45 CSX Chan 111(Y) at Lambert–St Louis Intl. 530/0E. **H–5D, L–27B, A**
VOR/DME unusable 164°–234° byd 15 NM blo 3,000′, 164°–234° byd 24NM blo 4,500′.
DME portion unusable:
027°–033° byd 30 NM blo 4,500′
041°–138° byd 25 NM blo 4,500′
164°–234° byd 15 NM blo 4,500′
300°–016° byd 33 NM blo 4,500′.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

ILS or LOC RWY 10

CAPE GIRARDEAU RGNL (CGI)

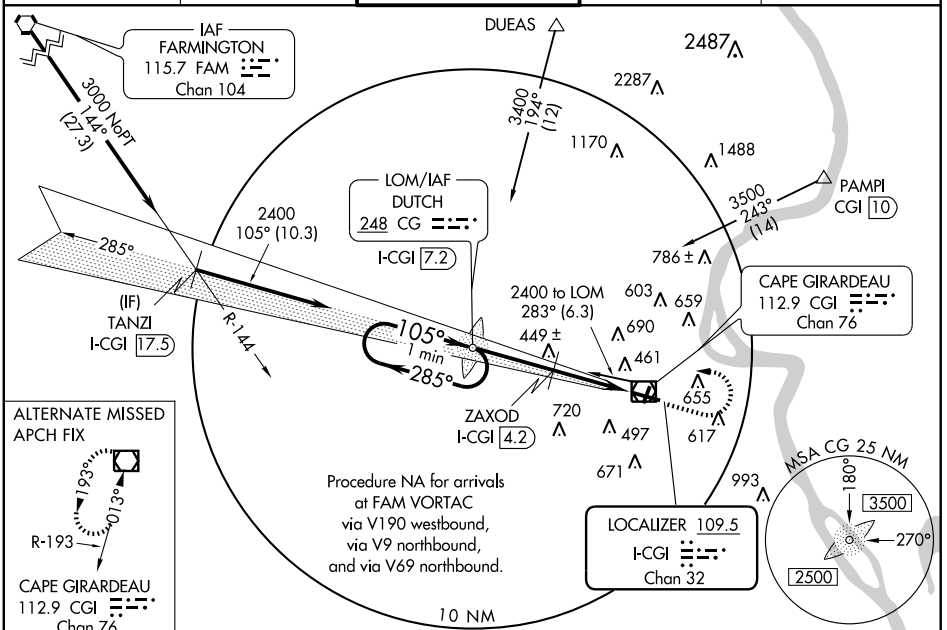
LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	105°	TDZE	338
Chan 32		Apt Elev	342

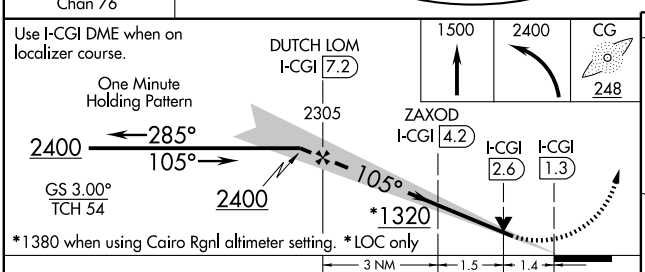
When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all DA 48 feet, increase all MDA 60 feet, increase ZAXOD fix minimums Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting. ADF Required.

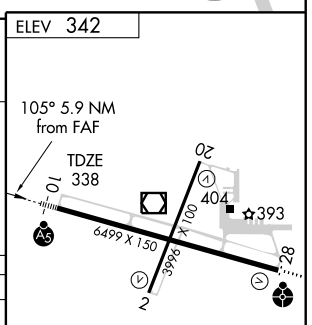
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







CATEGORY	A	B	C	D
S-ILS 10	538-½ 200 (200-½)			
S-LOC 10	1320-¾ 982 (1000-¾)	1320-1 982 (1000-1)	1320-2½ 982 (1000-2½)	
CIRCLING	1320-1¼ 978 (1000-1¼)	1320-1½ 978 (1000-1½)	1320-3 978 (1000-3)	
ZAXOD FIX MINIMUMS				
S-LOC 10	860-½ 522 (600-½)		860-1 522 (600-1)	860-1¼ 522 (600-1¼)
CIRCLING	860-1 518 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-CGI	APP CRS	Rwy Idg	6499
109.5	285°	TDZE	341
Chan 32		Apt Elev	342

LOC/DME BC RWY 28

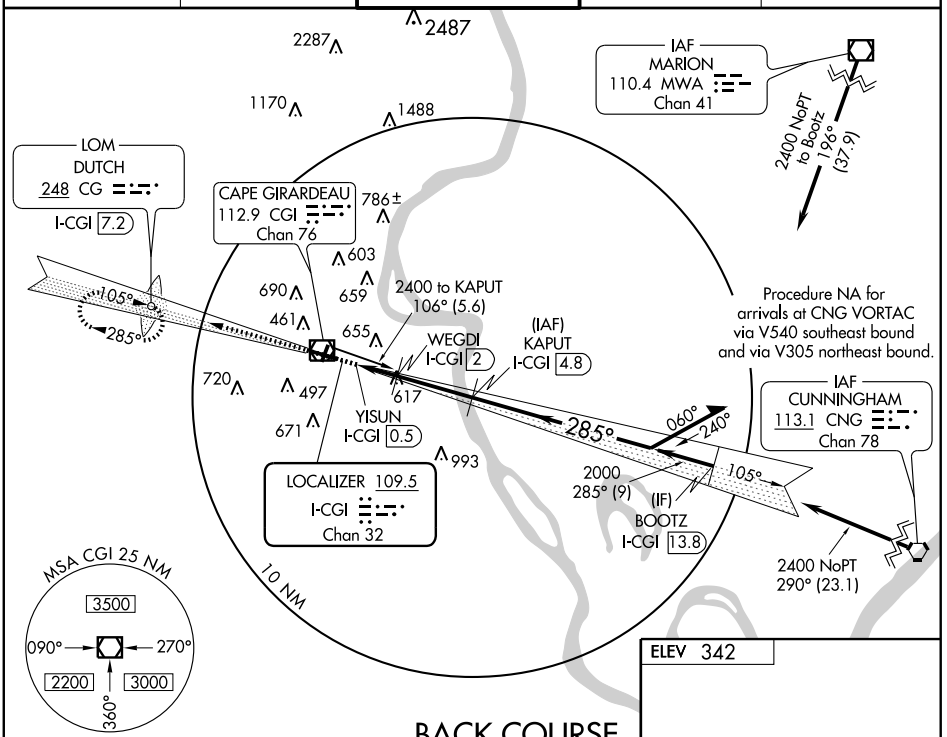
CAPE GIRARDEAU RGNL (CGI)

Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Cairo Rgnl altimeter setting and increase all MDA 60 feet and increase Circling Cats C, D visibility ¼ mile. VDP NA when using Cairo Rgnl altimeter setting.

ODALS

MISSED APPROACH: Climb to 2400 via I-CGI front course to DUTCH LOM/I-CGI 7.2 DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER ★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95



NC-3, 21 OCT 2010 to 18 NOV 2010

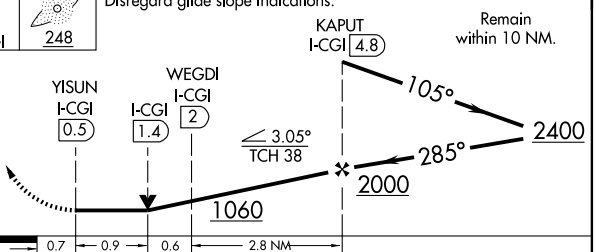
NC-3, 21 OCT 2010 to 18 NOV 2010

BACK COURSE

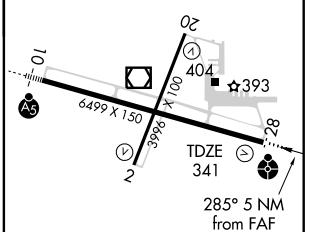
2400 I-CGI

CG 248

Use I-CGI DME when on localizer course.
Disregard glide slope indications.



ELEV 342



CATEGORY	A	B	C	D
S-28	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	880-1 538 (600-1)	960-1 618 (700-1)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

WAAS	APP CRS	Rwy Idg	6499
CH 61399	105°	TDZE	338
W10A		Apt Elev	342

RNAV (GPS) RWY 10

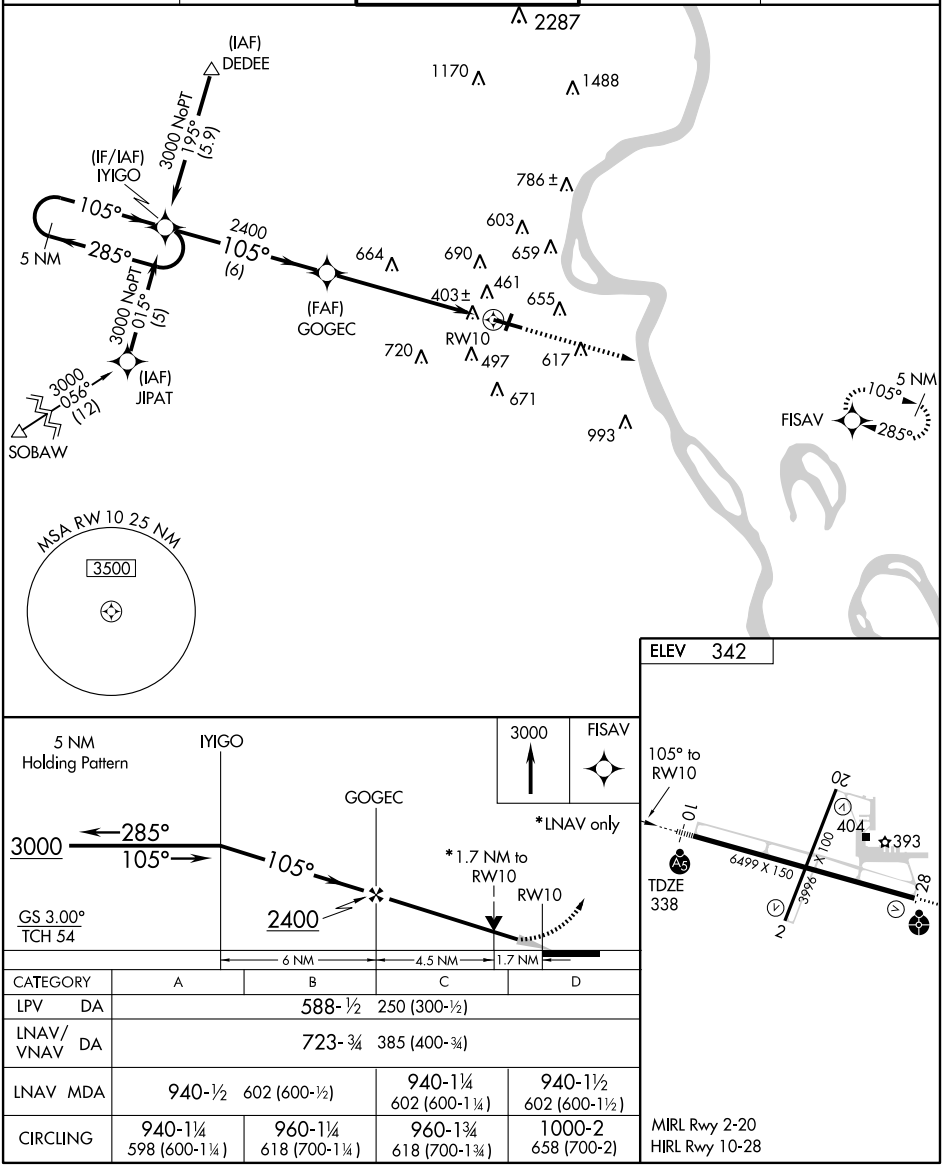
CAPE GIRARDEAU RGNL (CGI)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
For inoperative MALSR increase LPV all Cats. visibility to ¾.

MALSR

MISSED APPROACH: Climb to 3000 direct FISAV and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95



CATEGORY	A	B	C	D
LPV DA	588-½	250 (300-½)		
LNAV/VNAV DA	723-¾	385 (400-¾)		
LNAV MDA	940-½	602 (600-½)	940-1¼ 602 (600-1¼)	940-1½ 602 (600-1½)
CIRCLING	940-1¼ 598 (600-1¼)	960-1¼ 618 (700-1¼)	960-1¾ 618 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6499
CH 90199	285°	TDZE	341
W28A		Apt Elev	342

RNAV (GPS) RWY 28

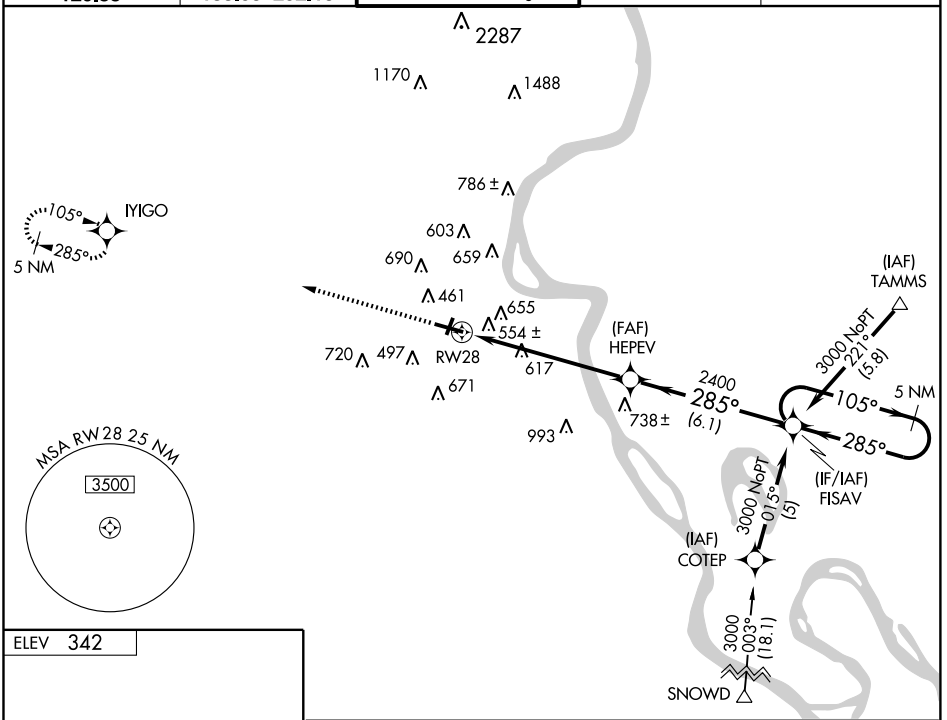
CAPE GIRARDEAU RGNL (CGI)

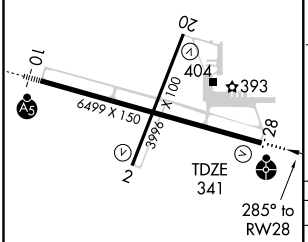
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -15°C (5°F).
If local altimeter setting not received, use Carbondale, IL altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV and VDP NA with Carbondale altimeter setting.
Inoperative table does not apply to LPV, LNAV/VNAV, and LNAV Cat. C.

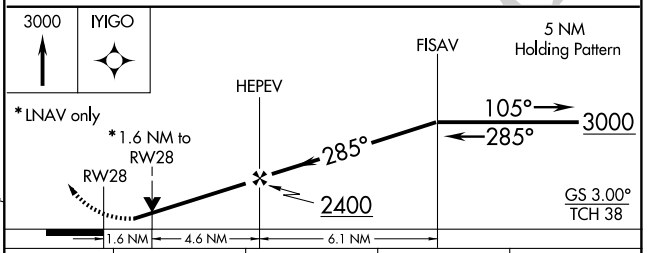
ODALS

MISSED APPROACH: Climb to 3000 direct IYIGO and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF)	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	718-1¼ 377 (400-1¼)			
LNAV/VNAV DA	948-2¼ 607 (700-2¼)			
LNAV MDA	880-¾ 539 (600-¾)		880-1½ 539 (600-1½)	880-1¾ 539 (600-1¾)
CIRCLING	960-2 ¼ 618 (700-2¼)			1000-2¼ 658 (700-2¼)

MIRL Rwy 2-20
HIRL Rwy 10-28

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

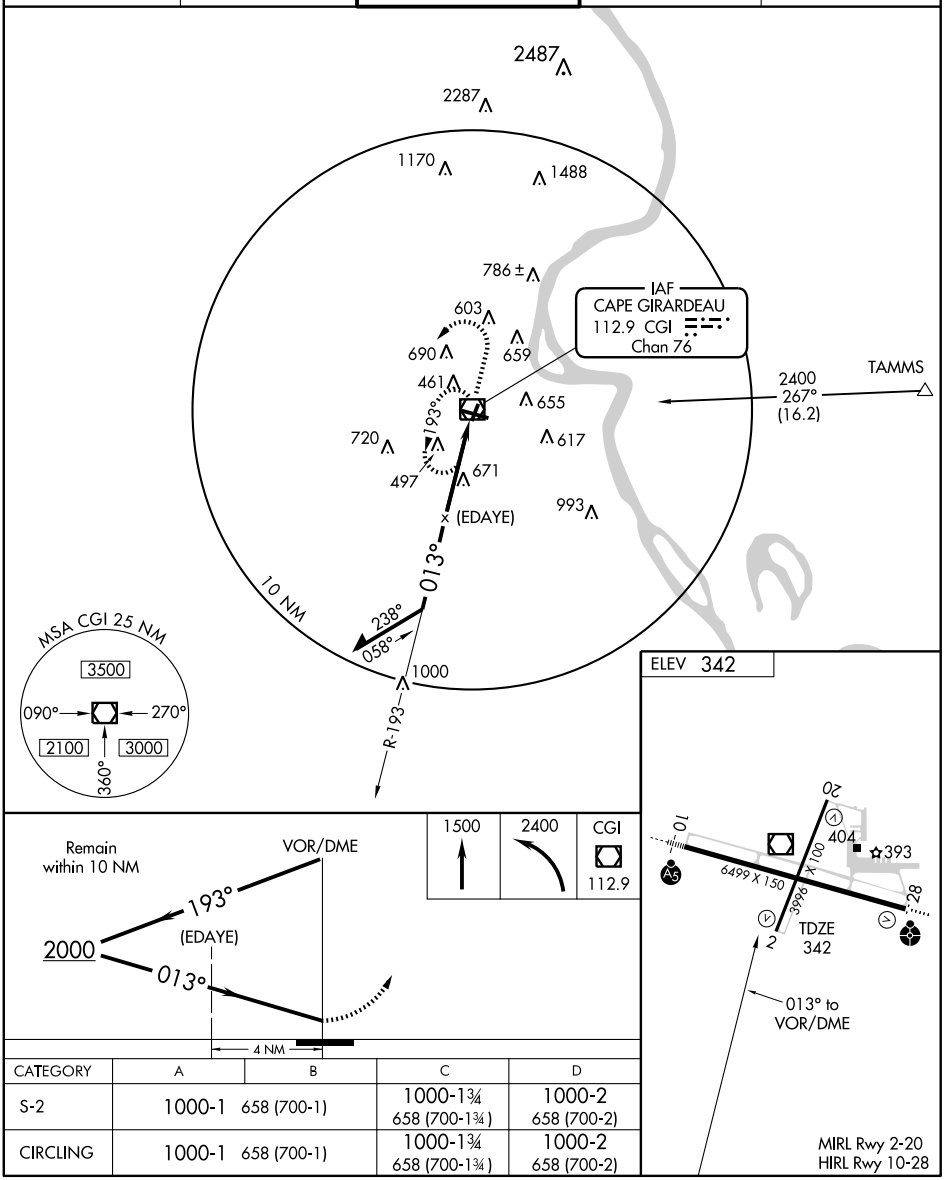
VOR/DME CGI	APP CRS	Rwy Idg 3996
112.9	013°	TDZE 342
Chan 76		Apt Elev 342

VOR or GPS RWY 2

CAPE GIRARDEAU RGNL (CGI)

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-2	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)
CIRCLING	1000-1	658 (700-1)	1000-1¾ 658 (700-1¾)	1000-2 658 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CGI	APP CRS	Rwy Idg 6499
112.9	098°	TDZE 338
Chan 76		Apt Elev 342

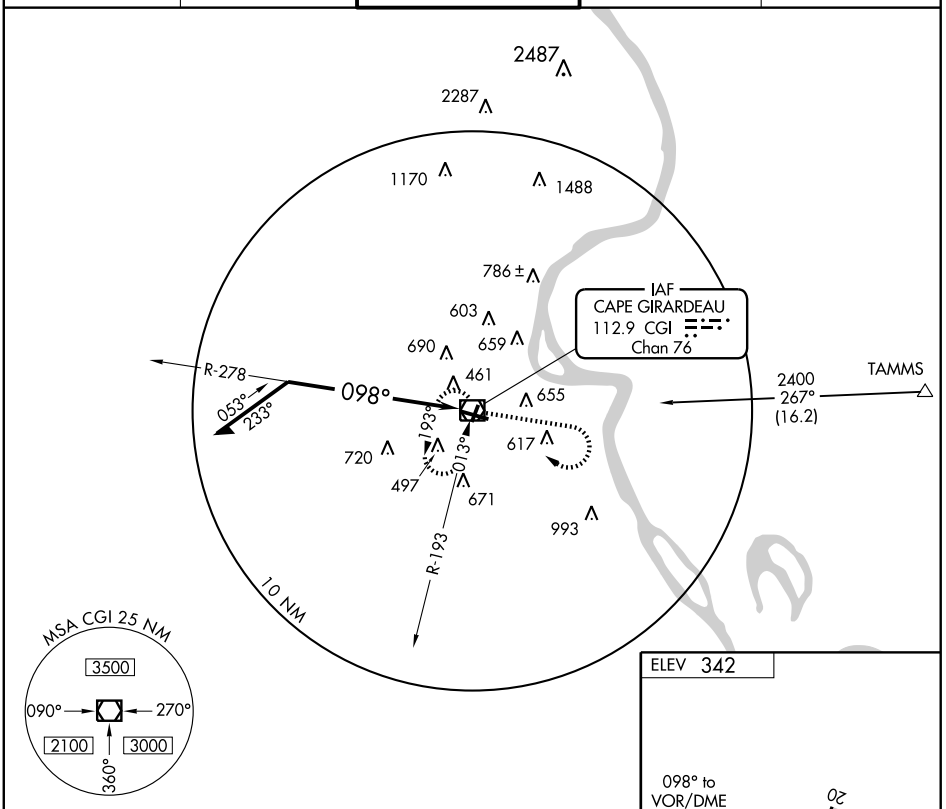
VOR RWY 10

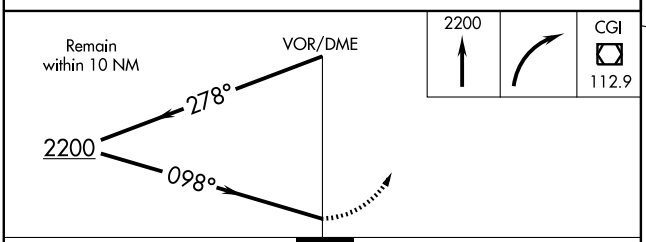
CAPE GIRARDEAU RGNL (CGI)

MALSR

MISSED APPROACH: Climb to 2200 then right turn direct CGI VOR/DME and hold.

ASOS	MEMPHIS CENTER	CAPE GIRARDEAU TOWER★	GND CON	UNICOM
120.55	133.65 292.15	125.525 (CTAF) L	121.6	122.95







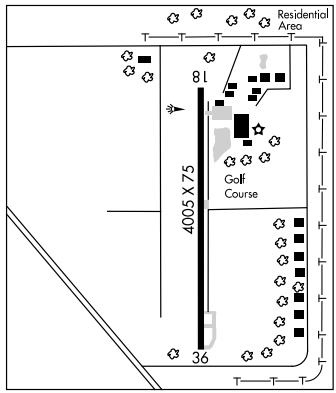
CATEGORY	A	B	C	D
S-10	980-½ 642 (700-½)		980-1¼ 642 (700-1¼)	980-1½ 642 (700-1½)
CIRCLING	980-1 638 (700-1)		980-1¾ 638 (700-1¾)	1000-2 658 (700-2)

MIRL Rwy 2-20
HIRL Rwy 10-28

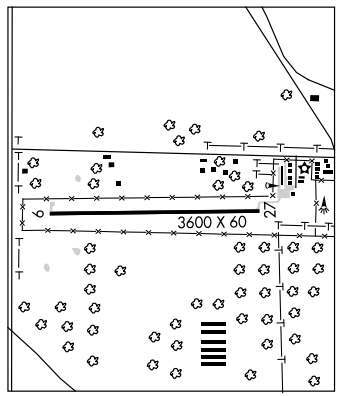
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CARROLLTON MEM (K26) 3 S UTC−6(−5DT) N39°18.73′ W93°30.39′ KANSAS CITY
670 B **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H2600X50 (ASPH–AFSC) MIRL
RWY 18: Brush. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. Fuel self–serve fuel with credit card. Low level crops within 60′ of rwy centerline. MIRL Rwy 18–36 preset on low ints.
COMMUNICATIONS: CTAF 122.9

CARUTHERSVILLE MEM (MØ5) 1 SW UTC−6(−5DT) N36°10.15′ W89°40.59′ ST LOUIS
268 B **FUEL** 100LL, JET A NOTAM FILE STL L–16H
RWY 18–36: H4005X75 (ASPH) MIRL IAP
RWY 18: Trees. Rgt tfc. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 294° 19.6 NM to fld. 380/3E. **HIWAS.**



CASSVILLE MUNI (94K) 2 NW UTC−6(−5DT) N36°41.85′ W93°54.03′ KANSAS CITY
1482 B S2 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 09–27: H3600X60 (ASPH) S–8 MIRL 0.3% up W IAP
RWY 09: Tree. **RWY 27:** P-line.
AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09–27 —CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. ST LOUIS
NDB (MHW) 208 CHQ at Mississippi Co. L–16H

WAAS	APP CRS	Rwy Idg	4005
CH 78109	179°	TDZE	268
W18A		Apt Elev	268

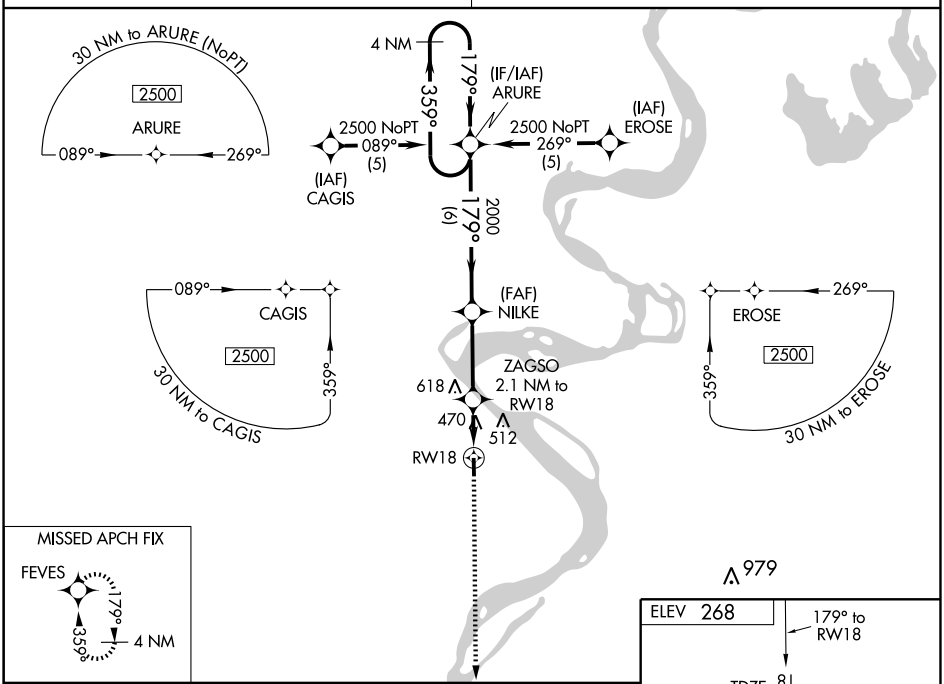
RNAV (GPS) RWY 18
CARUTHERSVILLE MEMORIAL (M05)

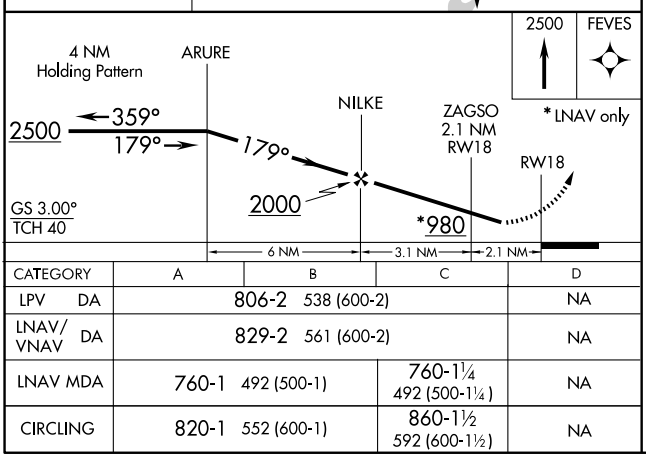
Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

NA

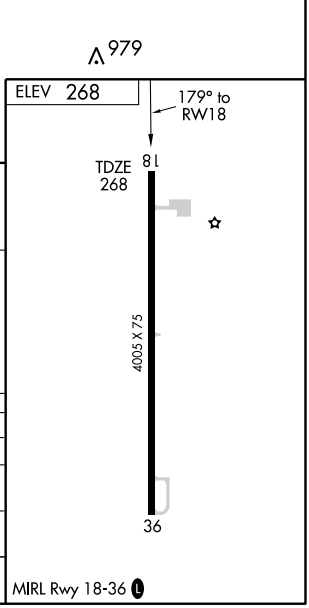
MISSED APPROACH: Climb to 2500 direct FEVES and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L





CATEGORY	A	B	C	D
LPV DA	806-2 538 (600-2)			NA
LNAV/VNAV DA	829-2 561 (600-2)			NA
LNAV MDA	760-1 492 (500-1)		760-1¼ 492 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4005
CH 77609	359°	TDZE	266
W36A		Apt Elev	268

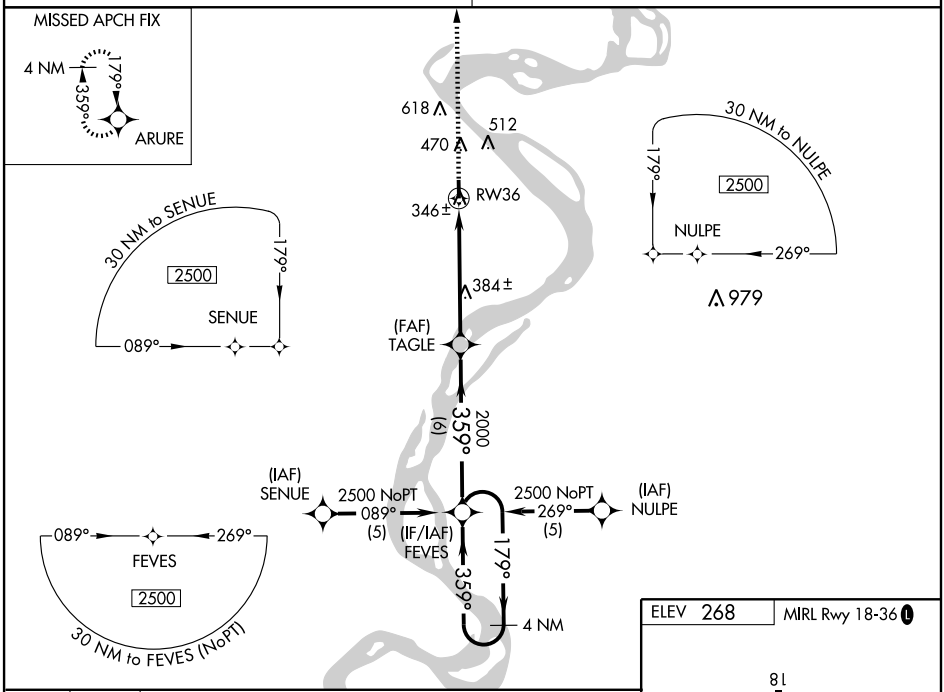
RNAV (GPS) RWY 36
CARUTHERSVILLE MEMORIAL (M05)

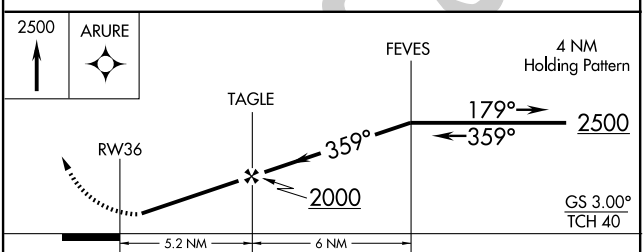
T
NA

Baro-VNAV NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Blytheville Muni altimeter setting; when not received, use Dyersburg altimeter setting and increase all DA 11 feet and all MDA 20 feet. Increase Circling Cat C visibility ¼ mile.

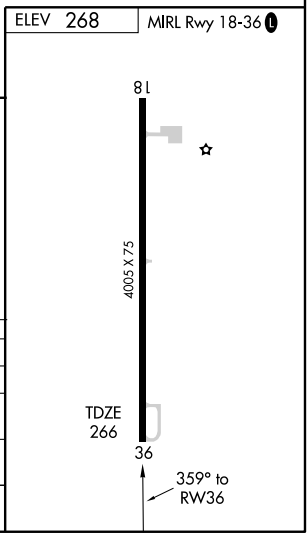
MISSED APPROACH: Climb to 2500 direct ARURE and hold.

MEMPHIS CENTER	CTAF
134.65 316.15	122.9 L





CATEGORY	A	B	C	D
LPV DA	631-1¼ 365 (400-1¼)			NA
LNAV/VNAV DA	695-1½ 429 (500-1½)			NA
LNAV MDA	680-1 414 (500-1)		680-1¼ 414 (500-1¼)	NA
CIRCLING	820-1 552 (600-1)		860-1½ 592 (600-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAW	APP CRS	Rwy Idg	4005
111.2	150°	TDZE	268
Chan 49		Apt Elev	268

VOR/DME RWY 18

CARUTHERSVILLE MEMORIAL (M05)

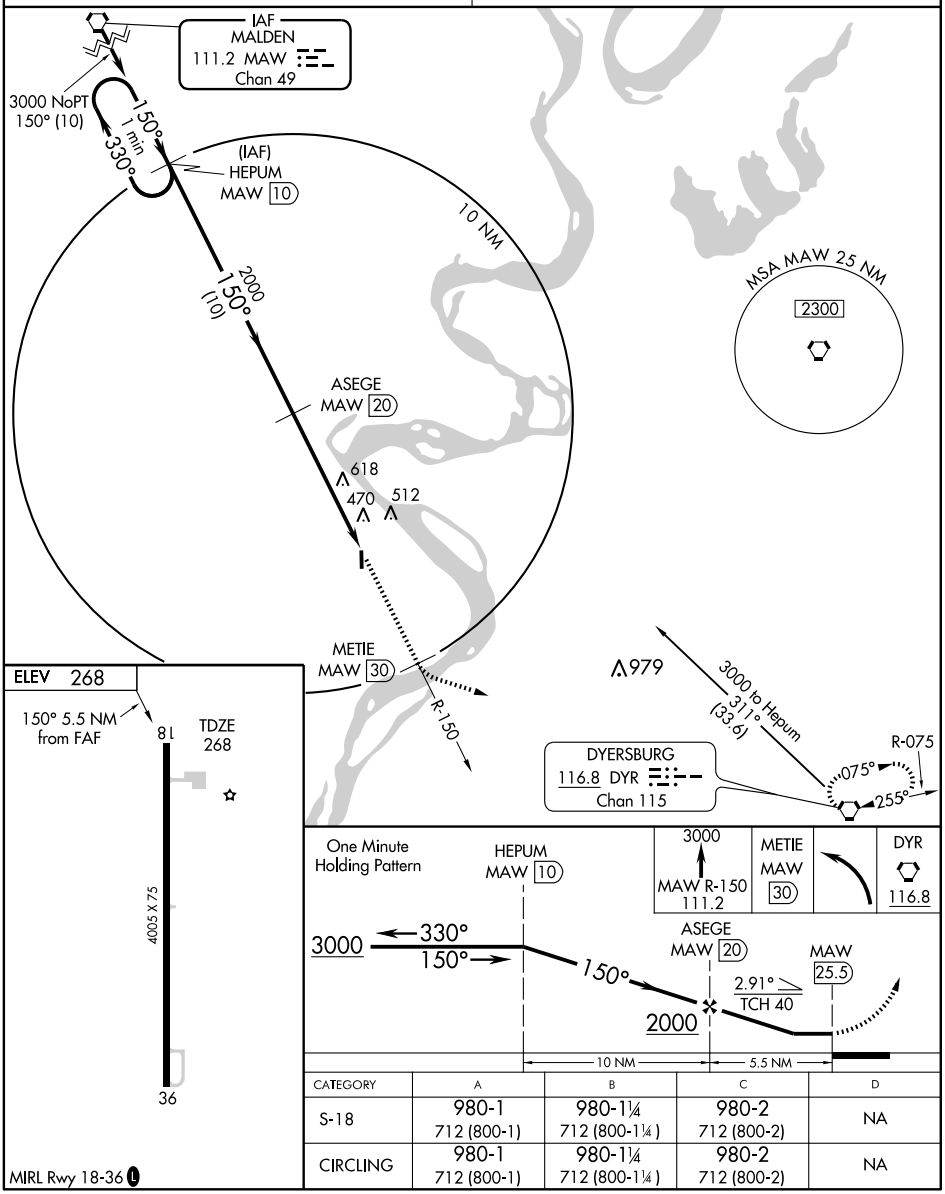
NA

Use Dyersburg Muni altimeter setting.

MISSED APPROACH: Climb to 3000 via MAW VORTAC R-150 to METIE/MAW 30 DME, then left turn direct DYR VORTAC and hold.

MEMPHIS CENTER
134.65 316.15

CTAF
122.9 L

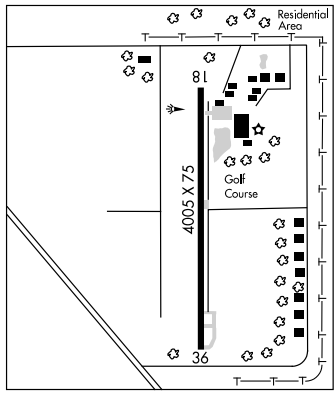


CATEGORY	A	B	C	D
S-18	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA
CIRCLING	980-1 712 (800-1)	980-1¼ 712 (800-1¼)	980-2 712 (800-2)	NA

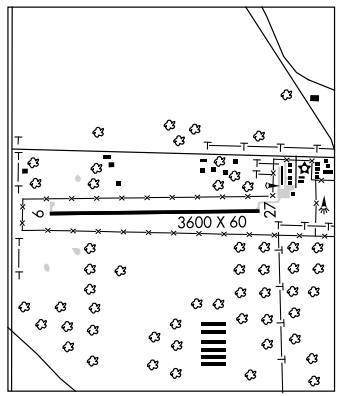
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CARROLLTON MEM (K26) 3 S UTC−6(−5DT) N39°18.73′ W93°30.39′ KANSAS CITY
670 B **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H2600X50 (ASPH–AFSC) MIRL
RWY 18: Brush. **RWY 36:** P–line.
AIRPORT REMARKS: Unattended. Fuel self–serve fuel with credit card. Low level crops within 60′ of rwy centerline. MIRL Rwy 18–36 preset on low ints.
COMMUNICATIONS: CTAF 122.9

CARUTHERSVILLE MEM (MØ5) 1 SW UTC−6(−5DT) N36°10.15′ W89°40.59′ ST LOUIS
268 B **FUEL** 100LL, JET A NOTAM FILE STL L–16H
RWY 18–36: H4005X75 (ASPH) MIRL IAP
RWY 18: Trees. Rgt tfc. **RWY 36:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. 100LL fuel avbl 24 hrs. Crop dusting acft on and invof arpt. Rough ground in rwy safety area on sides and both ends of runway. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 134.65
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 294° 19.6 NM to fld. 380/3E. **HIWAS.**



CASSVILLE MUNI (94K) 2 NW UTC−6(−5DT) N36°41.85′ W93°54.03′ KANSAS CITY
1482 B S2 **FUEL** 100LL NOTAM FILE COU L–16F
RWY 09–27: H3600X60 (ASPH) S–8 MIRL 0.3% up W IAP
RWY 09: Tree. **RWY 27:** P-line.
AIRPORT REMARKS: Unattended. 100LL self svc avbl with credit card only. For fuel call phone number on terminal building. ACTIVATE MIRL Rwy 09–27 —CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 101° 27.2 NM to fld. 1200/7E.



CHARLES B WHEELER DOWNTOWN (See KANSAS CITY)

CHARLESTON N36°50.70′ W89°21.41′ NOTAM FILE STL. ST LOUIS
NDB (MHW) 208 CHQ at Mississippi Co. L–16H

RNAV (GPS) RWY 9

CASSVILLE MUNI (94K)

APP CRS	Rwy Idg	3600
088°	TDZE	1482
	Apt Elev	1482

NA DME/DME RNP-0.3 NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

MISSED APPROACH: Climb to 4000 direct FEXOK and on track 034° to JENKY and hold, continue climb-in-hold to 4000.

SPRINGFIELD APP CON	CTAF
124.95 318.2	122.9 L

Procedure NA for arrivals at JENKY on V63-527 Northeast bound.

NEOSHO EOS

3000 102° (15.3)

(IAF) WADUD

Procedure NA for arrivals on EOS VOR/DME airway radials 052 CW 111.

3000 NoPT 178° (5)

(IF/IAF) ZURES

088° 268° 4 NM

3000 088° (6.1)

(FAF) INAGE

HIRLA 2 NM to RW09

1627± 1737 RW09 1616± 1614 1681

034°

FEXOK 1816

1878 1745

3100 266° (18.9)

4 NM 027° 207°

JENKY

3000 NoPT 358° (5)

(IAF) JASAB

MSA RW09 25 NM 3200

3000 357° (22)

Procedure NA for arrivals on RZC VORTAC airway radials 025 CW 048.

RAZORBACK RZC

2186

ELEV 1482

4 NM Holding Pattern

4000	FEXOK	tr 034°	JENKY

088° to RW09

3600 X 60

0.3% UP

27

TDZE 1482

ZURES INAGE 3.04° TCH 40 HIRLA 2 NM to RW09

3000 268° 088° 088° 3000 RW09 2160

6.1 NM 2.6 NM 2 NM

CATEGORY	A	B	C	D
LNAV MDA	1960-1	478 (500-1)	1960-1¼ 478 (500-1¼)	NA
CIRCLING	2000-1	518 (600-1)	2000-1½ 518 (600-1½)	NA

MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME EOS	APP CRS	Rwy Idg 3600
117.3	102°	TDZE 1482
Chan 120		Apt Elev 1482

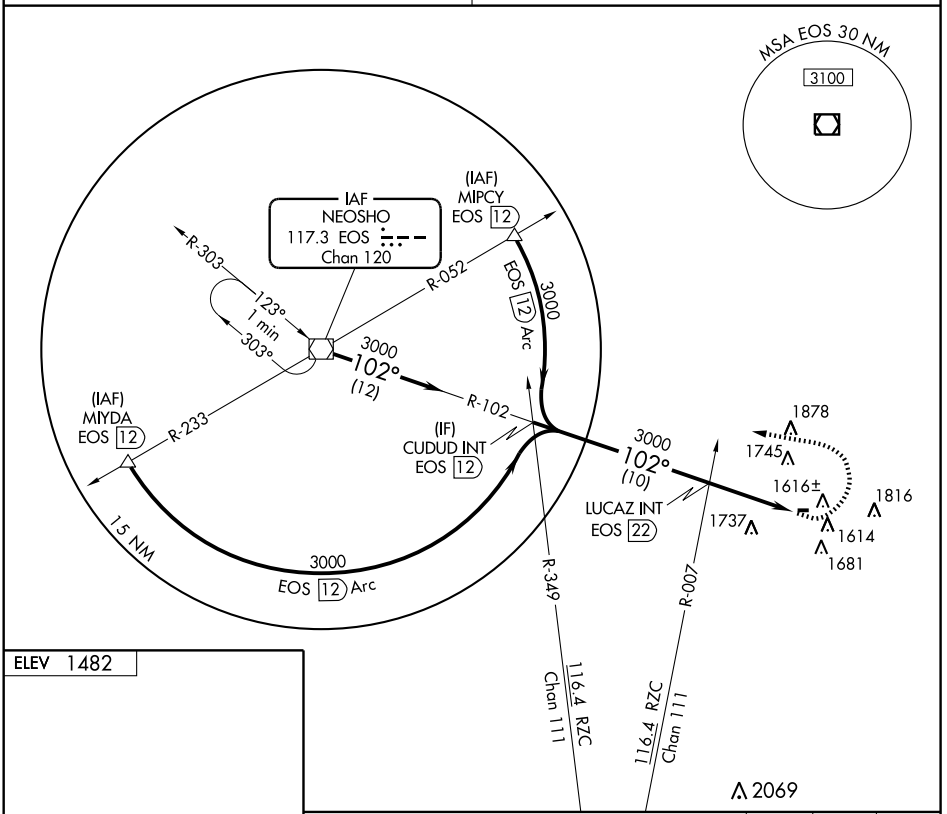
VOR RWY 9
CASSVILLE MUNI (94K)

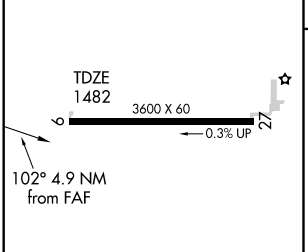
T
NA
Visibility reduction by helicopters NA. Use Monett altimeter setting; when not received, use Rogers altimeter setting.

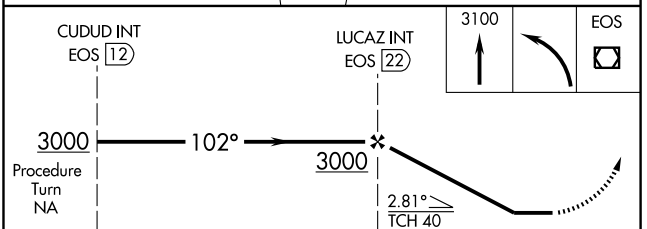
MISSED APPROACH: Climb to 3100 then left turn direct EOS VOR/DME and hold.

SPRINGFIELD APP CON
124.95 318.2

CTAF
122.9 L







MIRL Rwy 9-27 L

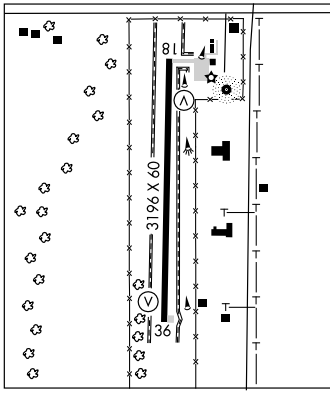
FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-9	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA
CIRCLING	2060-1 578 (600-1)	2060-1¼ 578 (600-1¼)	2060-1½ 578 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

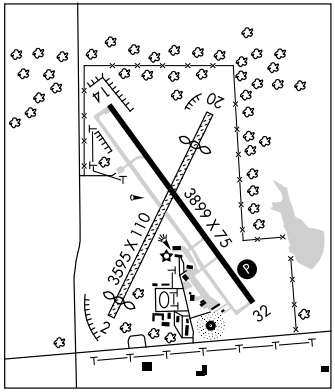
CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC−6(−5DT) N36°50.53′ W89°21.58′ — ST LOUIS
313 B NOTAM FILE STL — L–16H
RWY 18–36: H3196X60 (ASPH–AFSC) S–12.5 MIRL (NSTD) — IAP
RWY 18: VASI(V2L)—GA 3.0° TCH 25′. Road.
RWY 36: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18–36 numerous cracks with + 1–2 ft tall weeds on all edges of rwy pavement. Rwy 18–36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too close to rwy ends. No yellow edge lgts last 1600′ Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18–36 preset on med ints; to increase ints—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52′ W88°50.22′ 246° 27.1 NM to fld. 480/3E.
CHARLESTON NDB (MHW) 208 CHQ N36°50.70′ W89°21.41′ at fld. NOTAM FILE STL.



CHILLICOTHE MUNI (CHT) 3 E UTC−6(−5DT) N39°46.92′ W93°29.78′ — KANSAS CITY

783 B **FUEL** 100LL NOTAM FILE COU — L–27A
RWY 14–32: H3899X75 (ASPH) S–15 MIRL 0.5% up NW — IAP
RWY 14: Trees. **RWY 32:** PAPI(P4R)—GA 3.5° TCH 44′. Road.
RWY 02–20: 3595X110 (TURF) 0.4% up NE
RWY 02: Thld dsplcd 190′. Pole.
RWY 20: Thld dsplcd 390′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02–20, incorrect terrain grades and crops. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660–646–5270. Rwy 02–20 surface rolling and uneven. Rwy 02–20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (660) 646–0713.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 237° 46.8 NM to fld. 985/6E. **HIWAS.**
NDB (MHW) 375 CHT N39°46.63′ W93°29.65′ at fld. NOTAM FILE COU.



NDB CHQ 208	APP CRS 009°	Rwy Idg 3196 TDZE 313 Apt Elev 313

NDB or GPS RWY 36

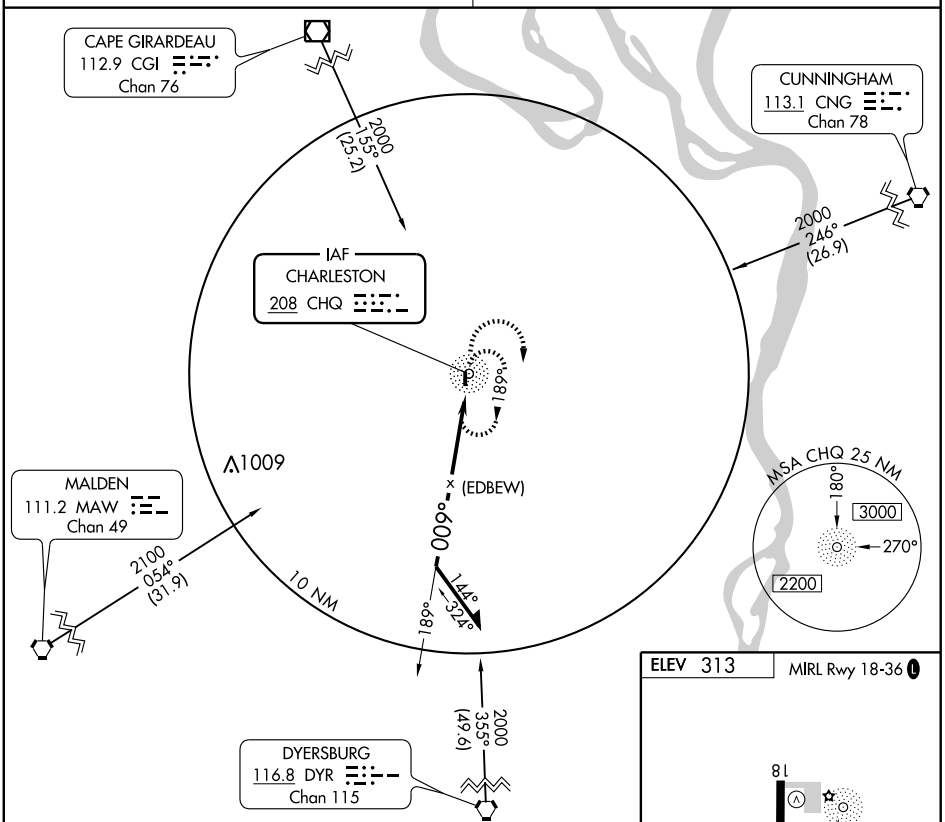
CHARLESTON/MISSISSIPPI COUNTY (CHQ)

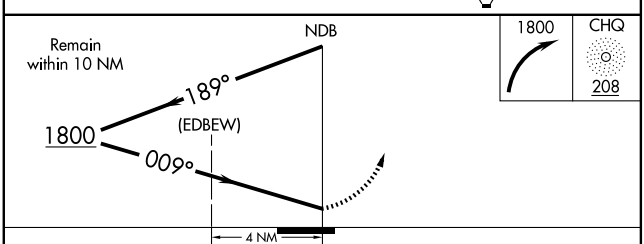
NA

Use Cape Girardeau altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 in CHQ NDB holding pattern.

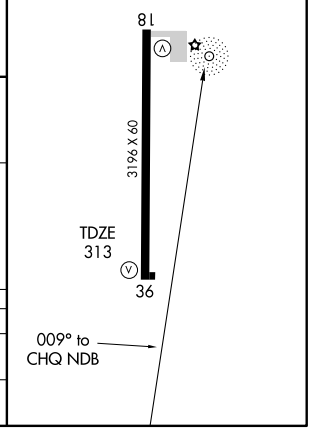
MEMPHIS CENTER	CTAF
133.65 292.15	122.9 (L)





CATEGORY	A	B	C	D
S-36	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	NA

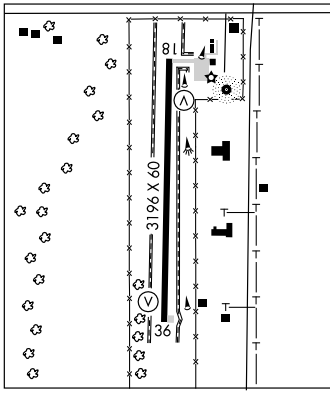
ELEV 313 MIRL Rwy 18-36 (L)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

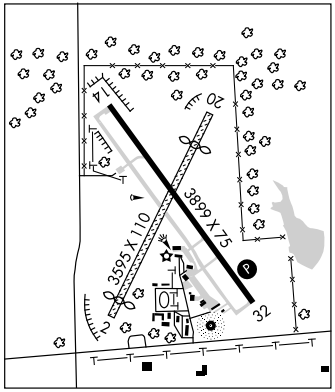
CHARLESTON

MISSISSIPPI CO (CHQ) 4 S UTC−6(−5DT) N36°50.53′ W89°21.58′ — ST LOUIS
313 B NOTAM FILE STL — L–16H
RWY 18–36: H3196X60 (ASPH–AFSC) S–12.5 MIRL (NSTD) — IAP
RWY 18: VASI(V2L)—GA 3.0° TCH 25′. Road.
RWY 36: VASI(V2L)—GA 3.0° TCH 25′. Tree.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Ultralight and crop dusting acft on and invof arpt. Crops within rwy primary surface and rwy safety area at Rwy 36 end. Rwy 18–36 numerous cracks with + 1–2 ft tall weeds on all edges of rwy pavement. Rwy 18–36 NSTD MIRL, 6 thld lgts Rwy 36. Thld lights located too close to rwy ends. No yellow edge lgts last 1600′ Rwy 36. Rwy 18 and Rwy 36 VASI OTS indef. Rotating bcn OTS indef. MIRL Rwy 18–36 preset on med ints; to increase ints—CTAF.
COMMUNICATIONS: CTAF 122.9
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE PAH.
CUNNINGHAM (L) VORTACW 113.1 CNG Chan 78 N37°00.52′ W88°50.22′ 246° 27.1 NM to fld. 480/3E.
CHARLESTON NDB (MHW) 208 CHQ N36°50.70′ W89°21.41′ at fld. NOTAM FILE STL.



CHILLICOTHE MUNI (CHT) 3 E UTC−6(−5DT) N39°46.92′ W93°29.78′ — KANSAS CITY

783 B **FUEL** 100LL NOTAM FILE COU — L–27A
RWY 14–32: H3899X75 (ASPH) S–15 MIRL 0.5% up NW — IAP
RWY 14: Trees. **RWY 32:** PAPI(P4R)—GA 3.5° TCH 44′. Road.
RWY 02–20: 3595X110 (TURF) 0.4% up NE
RWY 02: Thld dsplcd 190′. Pole.
RWY 20: Thld dsplcd 390′. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Ultralight acft on and invof arpt. Wildlife and geese on and invof arpt. NSTD rwy safety area byd both ends of Rwy 02–20, incorrect terrain grades and crops. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 660–646–5270. Rwy 02–20 surface rolling and uneven. Rwy 02–20 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy. ACTIVATE PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.175 (660) 646–0713.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 237° 46.8 NM to fld. 985/6E. **HIWAS.**
NDB (MHW) 375 CHT N39°46.63′ W93°29.65′ at fld. NOTAM FILE COU.



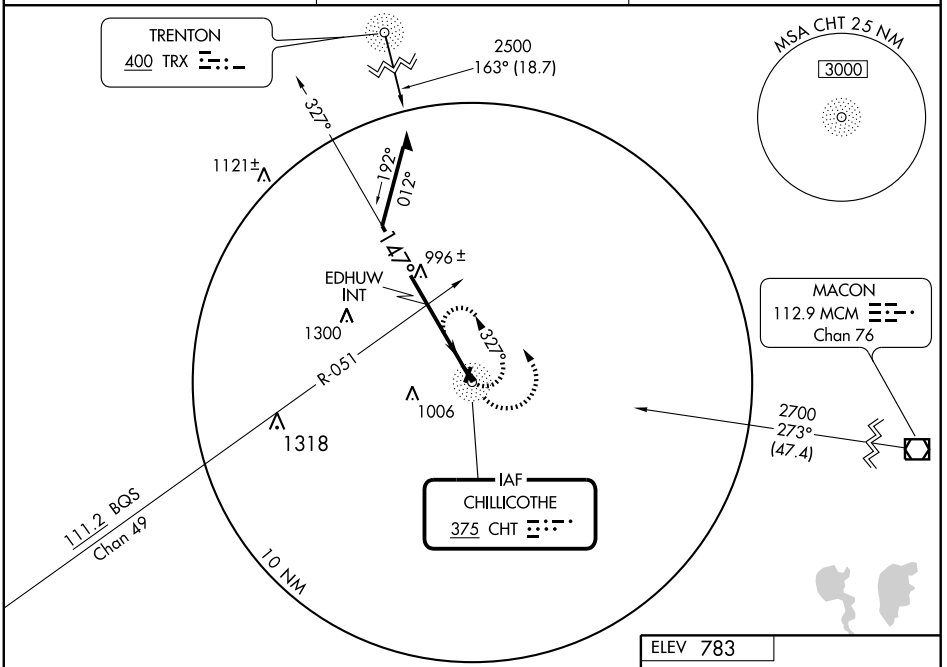
NDB CHT	APP CRS	Rwy Idg	3899
375	147°	TDZE	783
		Apt Elev	783

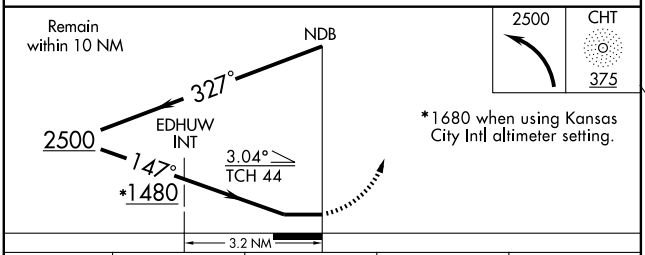
NDB RWY 14
CHILLICOTHE MUNI (CHT)

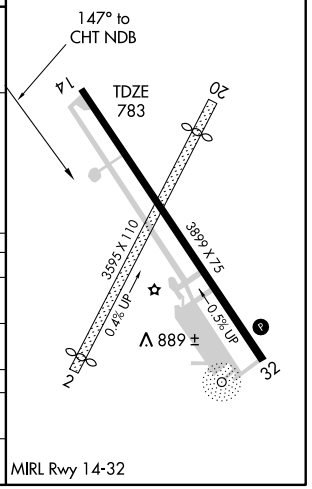
T A NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet, increase S-14 Cats A and B and Circling Cats A and B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 in CHT NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-14	1480-1	697 (700-1)	NA	
CIRCLING	1480-1	697 (700-1)	NA	
EDHUW FIX MINIMUMS				
S-14	1300-1	517 (600-1)	NA	
CIRCLING	1300-1	517 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	3899
140°	TDZE	783
	Apt Elev	783

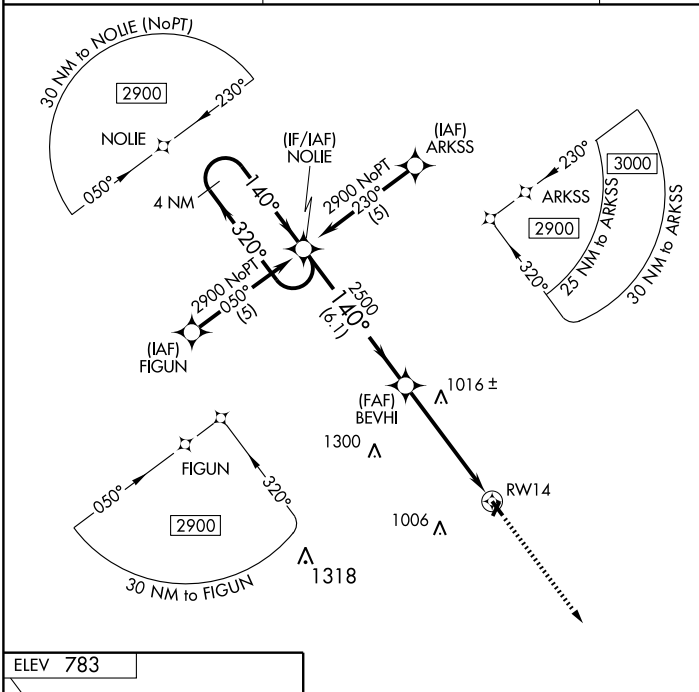
RNAV (GPS) RWY 14

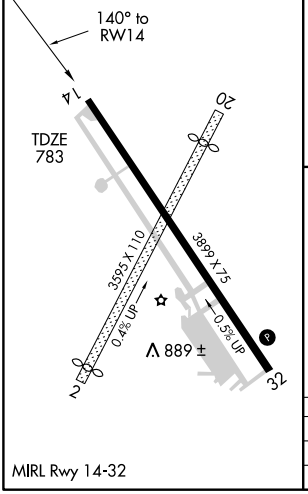
CHILLICOTHE MUNI (CHT)

NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDA 200 feet.

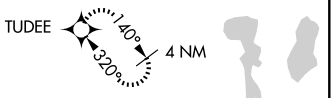
MISSED APPROACH: Climb to 2900 direct TUDEE and hold.

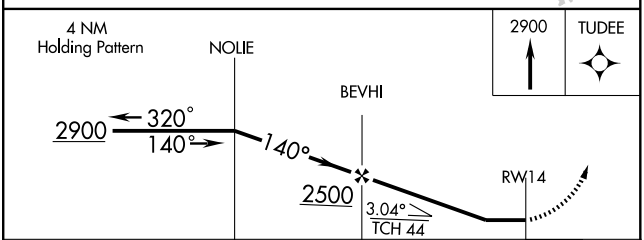
AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





MIRL Rwy 14-32





CATEGORY	A	B	C	D
LNAV MDA	1280-1	497 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	3899
CH 70413	320°	TDZE	782
W32A		Apt Elev	783

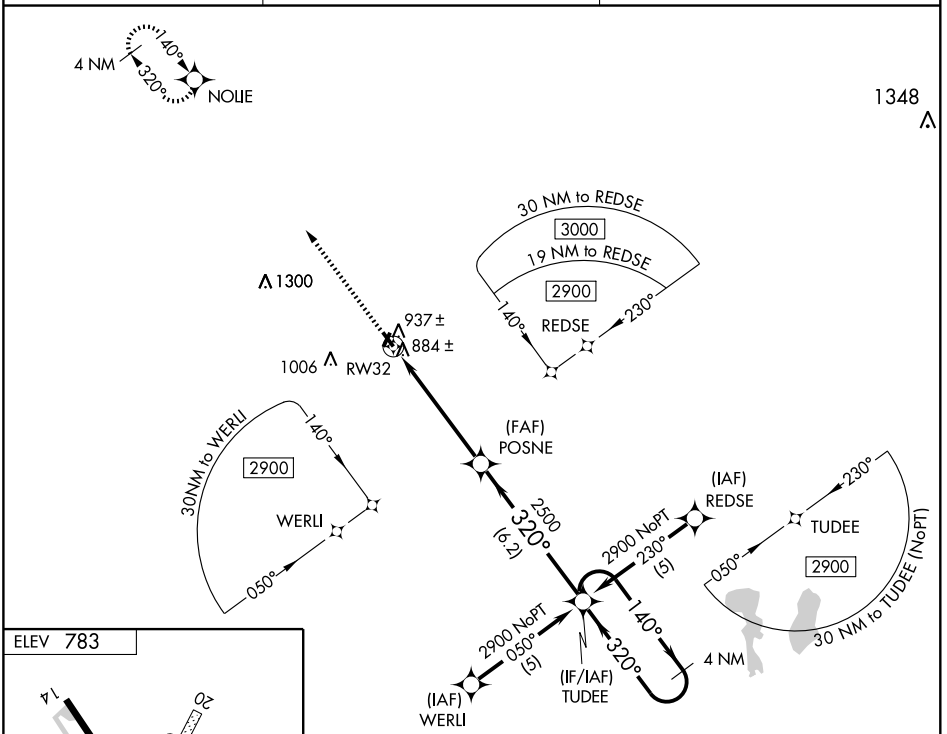
RNAV (GPS) RWY 32

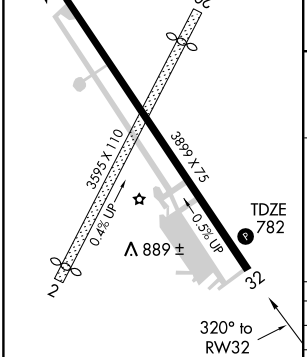
CHILLICOTHE MUNI (CHT)

▼ ⚠ NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 181 feet and all MDA 200 feet, and increase LPV all Cats visibility ¾ mile and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting.

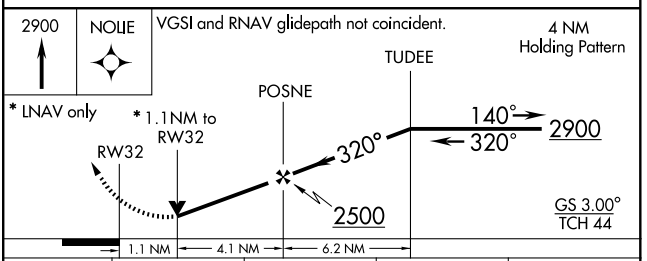
MISSED APPROACH: Climb to 2900 direct NOLIE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
118.175	125.25 381.5	122.8 (CTAF) L





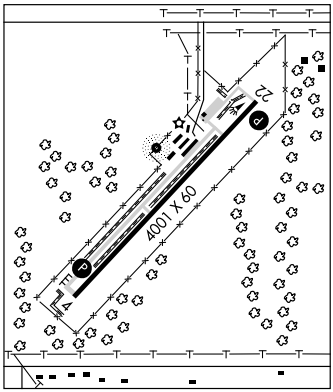
MIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	1148-1¼	366 (400-1¼)	NA	
LNAV/VNAV DA	1154-1½	372 (400-1½)	NA	
LNAV MDA	1200-1	418 (500-1)	NA	
CIRCLING	1280-1	497 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

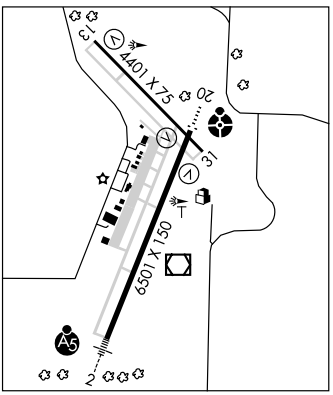
CLINTON MEM (GLY) 4 E UTC−6(−5DT) N38°21.40′ W93°41.05′ KANSAS CITY
822 B S3 **FUEL** 100LL, JET A NOTAM FILE COU L–27A
RWY 04–22: H4001X60 (ASPH) S–12.5, D–16 MIRL IAP
RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
AIRPORT REMARKS: Attended May–Oct Wed–Mon 1400–0100Z‡, Nov–Apr Wed–Mon 1400–0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04–22 dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 04–22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF. Bcn avbl after 0600Z‡ by prior request—Call 660–885–8889.
WEATHER DATA SOURCES: AWOS–3 120.475 (660) 885–3851.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 075° 38.3 NM to fld. 890/7E.
HIWAS.
GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′ at fld.



COLUMBIA RGNL (COU) 10 SE UTC−6(−5DT) N38°49.09′ W92°13.18′ KANSAS CITY
889 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU H–5D, L–27B
RWY 02–20: H6501X150 (CONC–GRVD) S–92, D–125, 2S–159, 2D–215 HIRL IAP, AD
RWY 02: MALSR.
RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 13–31: H4401X75 (ASPH) S–24, D–24 MIRL
RWY 13: REIL. VASI(V2L)–GA 3.0° TCH 44′. Road.
RWY 31: REIL. VASI(V2L)–GA 3.15° TCH 33′.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	6050
RWY 13	02–20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817–5061 or (573) 817–5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon request with 48 hrs PPR call (573) 817–5061 or (573) 817–5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02–20 MIRL Rwy 13–31, MALSR Rwy 02 and ODALS Rwy 20—119.3.
WEATHER DATA SOURCES: ASOS (573) 499–1400. **HIWAS** 110.2 COU.
COMMUNICATIONS: CTAF 119.3 **ATIS** 128.45 **UNICOM** 122.95
RCO 122.65 122.2 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 119.3 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 188° 18.2 NM to fld. 920/6E.
(L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ at fld. 883/3E. **HIWAS.**
ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.7 I–COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500′.
COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.



COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. KANSAS CITY
NDB (LOM) 404 SG 016° 4.2 NM to Springfield–Branson Natl. Unmonitored.

COUNTY MEM (See NEW MADRID)

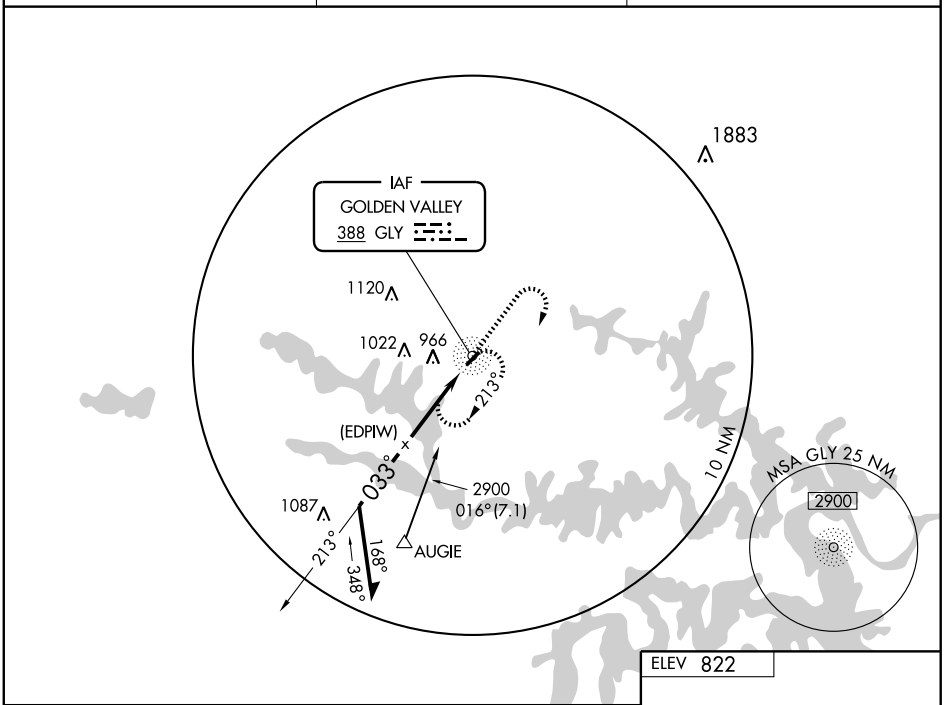
NDB GLY 388	APP CRS 033°	Rwy Idg 4001 TDZE 821 Apt Elev 822

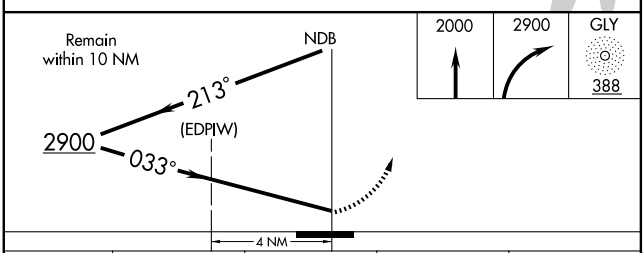
NDB or GPS RWY 4
CLINTON MEMORIAL (GLY)

⚠ NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct GLY NDB and hold.

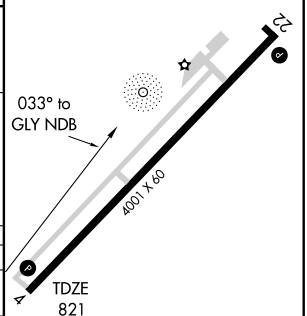
AWOS-3	WHITEMAN APP CON★	UNICOM
120.475	127.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	1440-1	619 (700-1)	1440-1¾ 619 (700-1¾)	NA
CIRCLING	1440-1	618 (700-1)	1440-1¾ 618 (700-1¾)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-4	1540-1	719 (800-1)	1540-2 719 (800-2)	NA
CIRCLING	1540-1	718 (800-1)	1540-2 718 (800-2)	NA

ELEV 822



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

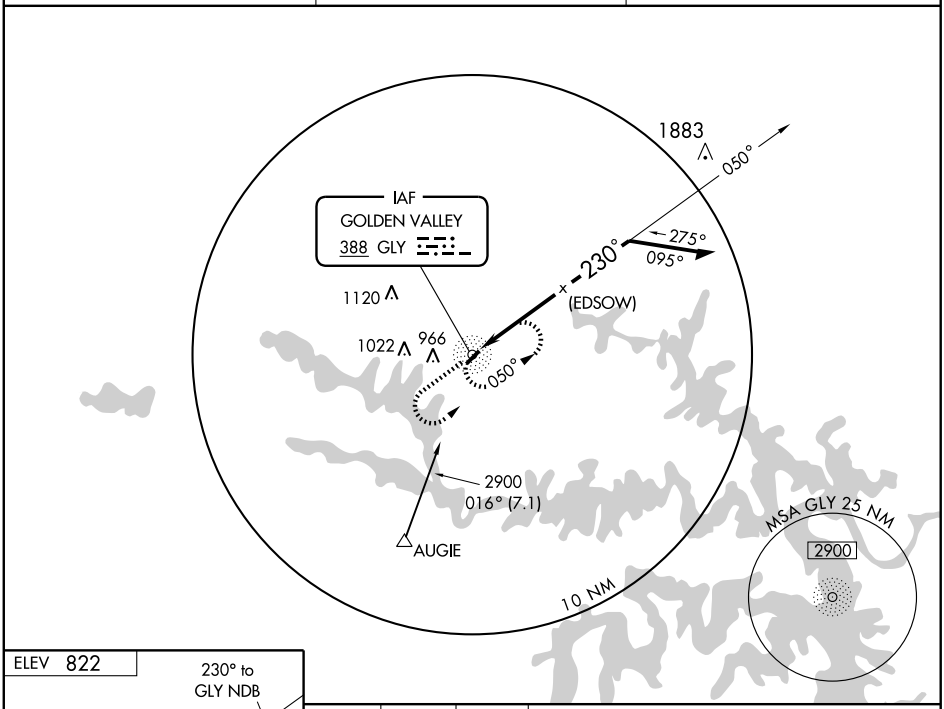
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

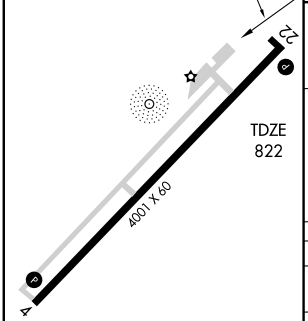
NDB GLY 388	APP CRS 230°	Rwy Idg 4001 TDZE 822 Apt Elev 822

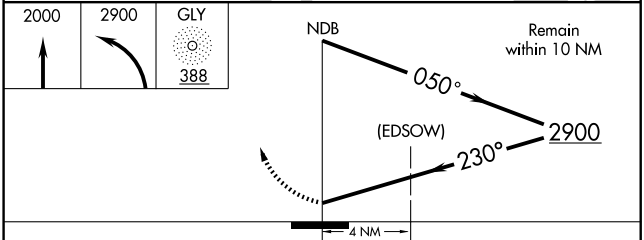
NDB or GPS RWY 22
CLINTON MEMORIAL (GLY)

⚠ NA Obtain local altimeter setting on CTAF; when not received use Whiteman AFB altimeter setting.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct GLY NDB and hold.

AWOS-3	WHITEMAN APP CON★	UNICOM
120.475	127.45	122.8 (CTAF) L



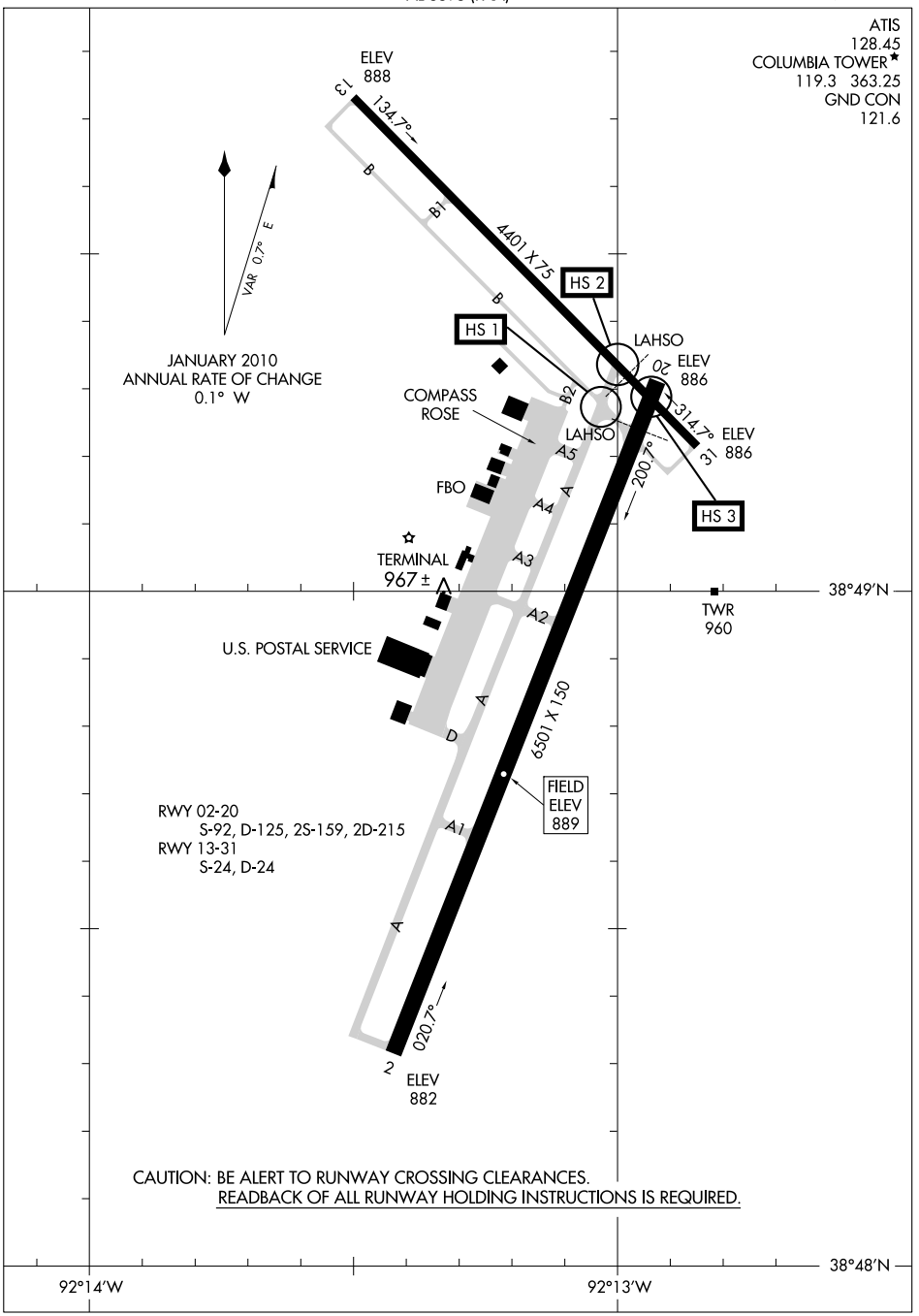




CATEGORY	A	B	C	D
S-22	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
CIRCLING	1400-1	578 (600-1)	1400-1½ 578 (600-1½)	NA
WHITEMAN AFB ALTIMETER SETTING MINIMUMS				
S-22	1500-1	678 (700-1)	1500-2 678 (700-2)	NA
CIRCLING	1500-1	678 (700-1)	1500-2 678 (700-2)	NA

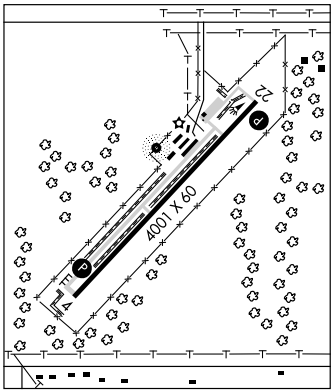
REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

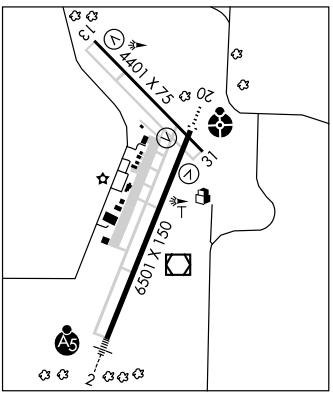
CLINTON MEM (GLY) 4 E UTC−6(−5DT) N38°21.40′ W93°41.05′ KANSAS CITY
822 B S3 **FUEL** 100LL, JET A NOTAM FILE COU L–27A
RWY 04–22: H4001X60 (ASPH) S–12.5, D–16 MIRL IAP
RWY 04: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
RWY 22: REIL. PAPI(P4L)—GA 3.5° TCH 39′. Trees.
AIRPORT REMARKS: Attended May–Oct Wed–Mon 1400–0100Z‡, Nov–Apr Wed–Mon 1400–0000Z‡. Fuel avbl 24 hrs. MIRL Rwy 04–22 dusk–0300Z‡, after 0300Z‡ ACTIVATE MIRL Rwy 04–22—CTAF. ACTIVATE REIL Rwy 04 and Rwy 22, PAPI Rwy 04 and Rwy 22—CTAF. Bcn avbl after 0600Z‡ by prior request—Call 660–885–8889.
WEATHER DATA SOURCES: AWOS–3 120.475 (660) 885–3851.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 075° 38.3 NM to fld. 890/7E.
HIWAS.
GOLDEN VALLEY NDB (MHW) 388 GLY N38°21.54′ W93°41.08′ at fld.



COLUMBIA RGNL (COU) 10 SE UTC−6(−5DT) N38°49.09′ W92°13.18′ KANSAS CITY
889 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE COU H–5D, L–27B
RWY 02–20: H6501X150 (CONC–GRVD) S–92, D–125, 2S–159, 2D–215 HIRL IAP, AD
RWY 02: MALSR.
RWY 20: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 39′.
RWY 13–31: H4401X75 (ASPH) S–24, D–24 MIRL
RWY 13: REIL. VASI(V2L)–GA 3.0° TCH 44′. Road.
RWY 31: REIL. VASI(V2L)–GA 3.15° TCH 33′.
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 02	13–31	6050
RWY 13	02–20	3500

AIRPORT REMARKS: Attended continuously. Class I, ARFF Index A. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats, call safety officer (573) 817–5061 or (573) 817–5064. ARFF Index B is provided. ARFF Index C level equipment avbl upon request with 48 hrs PPR call (573) 817–5061 or (573) 817–5064. RVR touchdown Rwy 02 avbl. When twr clsd ACTIVATE HIRL Rwy 02–20 MIRL Rwy 13–31, MALSR Rwy 02 and ODALS Rwy 20—119.3.
WEATHER DATA SOURCES: ASOS (573) 499–1400. **HIWAS** 110.2 COU.
COMMUNICATIONS: CTAF 119.3 **ATIS** 128.45 **UNICOM** 122.95
RCO 122.65 122.2 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 119.3 (1300–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 188° 18.2 NM to fld. 920/6E.
(L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ at fld. 883/3E. **HIWAS.**
ZODIA NDB (LOM) 407 CO N38°43.00′ W92°16.10′ 018° 6.5 NM to fld. Unmonitored when twr clsd.
ILS/DME 110.7 I–COU Chan 44 Rwy 02 LOM ZODIA NDB. LOM unmonitored when twr clsd. Back course unusable byd 10 NM below 3500′.
COMM/NAV/WEATHER REMARKS: Ctc Columbia Radio for airport advisory service on 119.3 when twr is clsd.



COOLE N37°10.81′ W93°25.03′ NOTAM FILE SGF. KANSAS CITY
NDB (LOM) 404 SG 016° 4.2 NM to Springfield–Branson Natl. Unmonitored.

COUNTY MEM (See NEW MADRID)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	018°	TDZE	889
Chan 44		Apt Elev	889

ILS or LOC/DME RWY 2

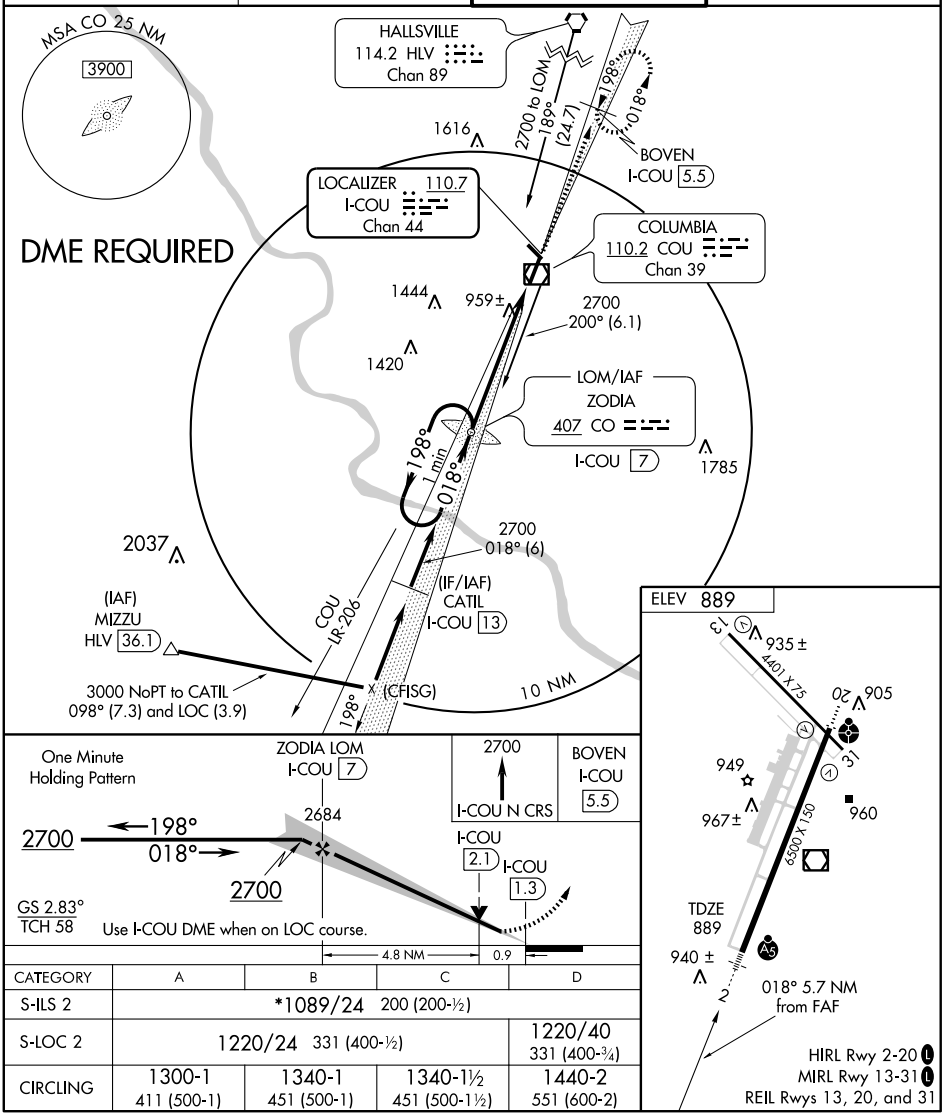
COLUMBIA RGNL (COU)

For inoperative MALSR, increase S-LOC 2 Cat D visibility to RVR 5000.
When local altimeter setting not received, use Jefferson City altimeter setting and increase all DA/MDA 80 feet and increase S-LOC 2 Cat C visibility to 4000 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.
VDP NA when using Jefferson City altimeter setting.
For inoperative MALSR when using Jefferson City altimeter setting, increase S-ILS 2 all Cats visibility to 1 mile. DME required.

MALSR

MISSED APPROACH: Climb to 2700 via I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
S-ILS 2	*1089/24 200 (200-½)			
S-LOC 2	1220/24 331 (400-½)			1220/40 331 (400-¾)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

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LOC/DME I-COU	APP CRS	Rwy Idg	6500
110.7	198°	TDZE	889
Chan 44		Apt Elev	889

AL-5595 (FAA)

LOC/DME BC RWY 20

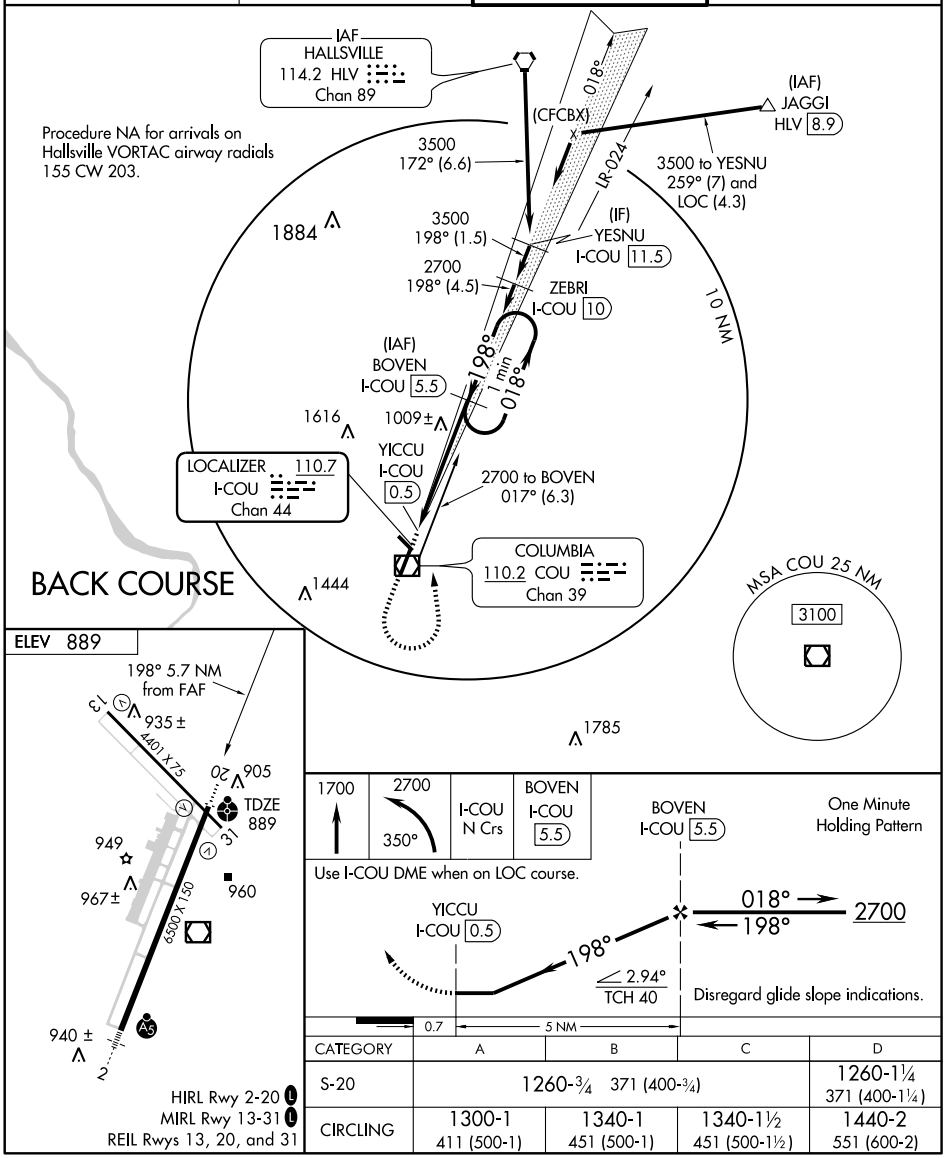
COLUMBIA RGNL (COU)

When local altimeter setting not received, use Jefferson City altimeter setting and increase all MDA 80 feet and increase visibility S-LOC 20 Cat C ½ mile and Cat D ¼ mile.

ODALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 2700 via heading 350° and I-COU north course to BOVEN/I-COU 5.5 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

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AL-5595 (FAA)

RNAV (GPS) RWY 2

COLUMBIA RGNL (COU)

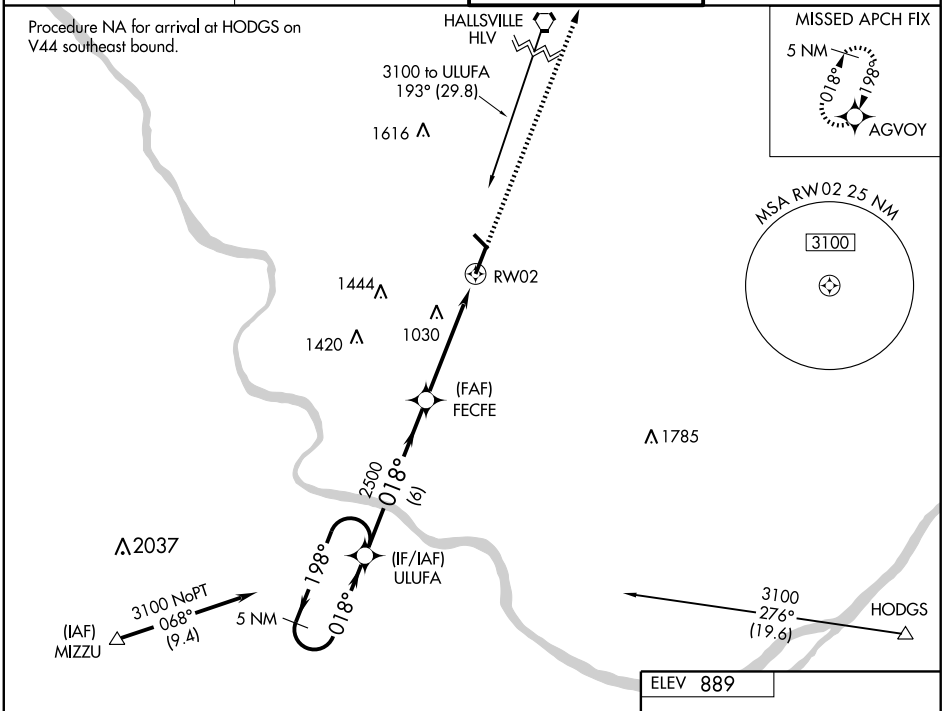
WAAS	APP CRS	Rwy Idg	6500
CH 77599	018°	TDZE	889
W02A		Apt Elev	889

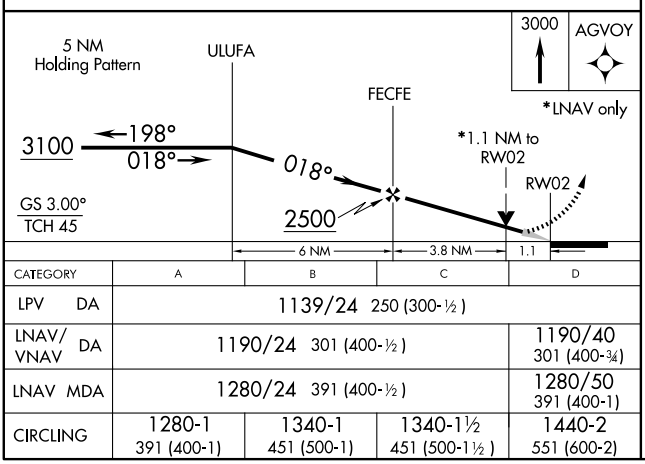
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16°C (3°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000.

MALSR

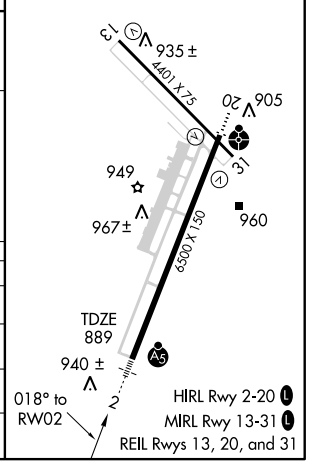
MISSED APPROACH: Climb to 3000 direct AGVOY and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER *	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
LPV DA	1139/24 250 (300-½)			
LNAV/VNAV DA	1190/24 301 (400-½)			1190/40 301 (400-¾)
LNAV MDA	1280/24 391 (400-½)			1280/50 391 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



38°49′ N-92°13′ W

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AL-5595 (FAA)

RNAV (GPS) RWY 13

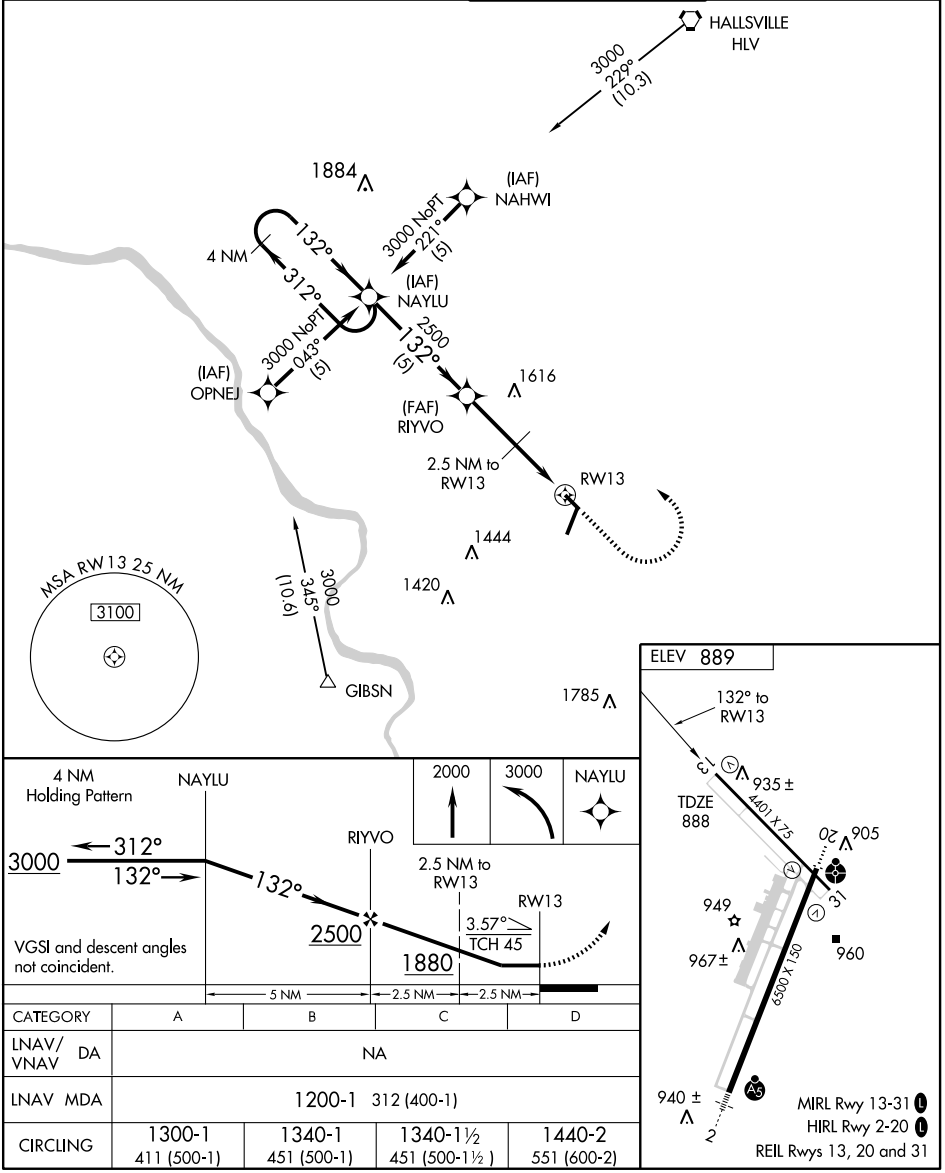
COLUMBIA RGNL (COU)

APP CRS	Rwy Idg	4401
132°	TDZE	888
	Apt Elev	889

GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



CATEGORY	A	B	C	D
LNAV/ VNAV DA	NA			
LNAV MDA	1200-1 312 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

38°49'N - 92°13'W

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AL-5595 (FAA)

WAAS	APP CRS	Rwy Idg	6500
CH 93599	198°	TDZE	889
W20A		Apt Elev	889

RNAV (GPS) RWY 20

COLUMBIA RGNL (COU)

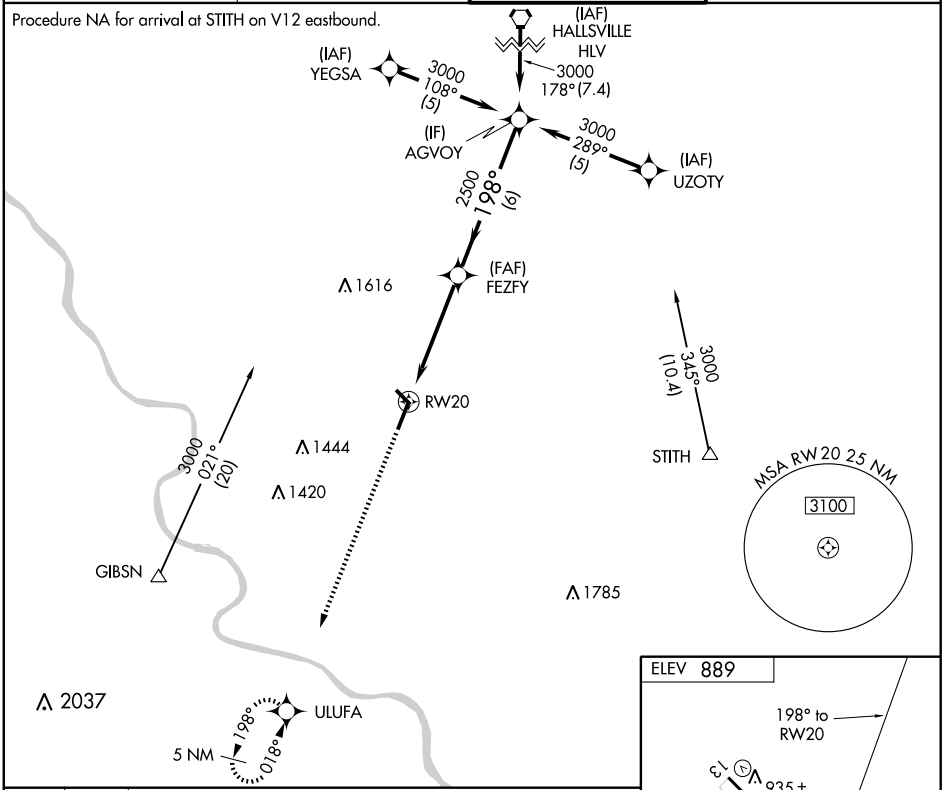
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16°C (3°F).
Inoperative table does not apply to LPV.

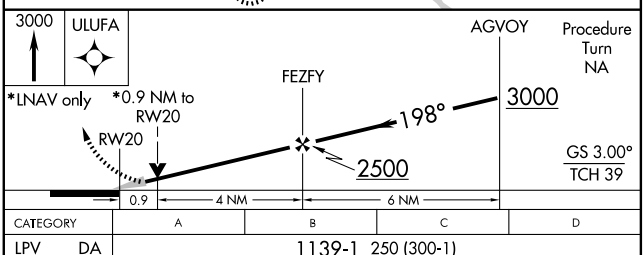
ODALS

MISSED APPROACH: Climb to 3000 direct ULUFA and hold.

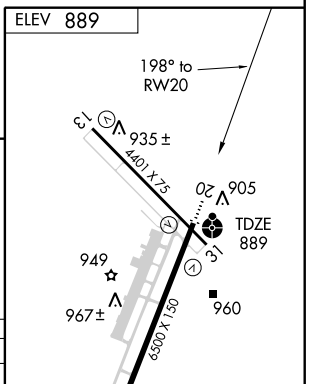
ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6

Procedure NA for arrival at STITH on V12 eastbound.





CATEGORY	A	B	C	D
LPV DA	1139-1 250 (300-1)			
LNAV/VNAV DA	1185-¾ 296 (300-¾)			1185-1 296 (300-1)
LNAV MDA	1220-¾ 331 (400-¾)			1220-1 331 (400-1)
CIRCLING	1280-1 391 (400-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)



38° 49′ N-92° 13′ W

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RNAV (GPS) RWY 31

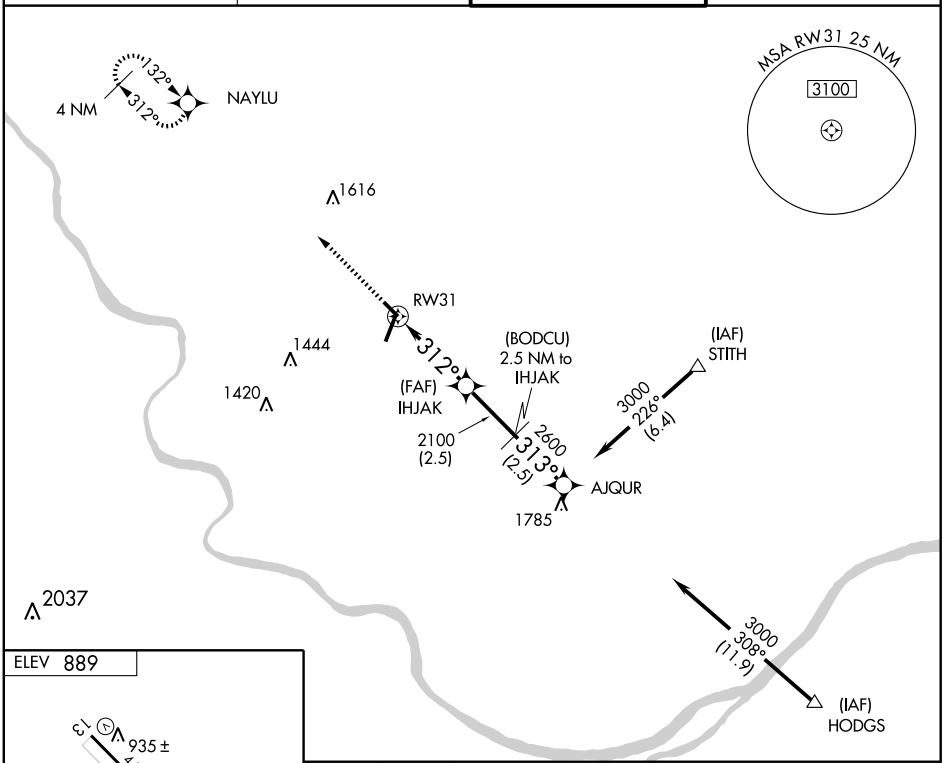
COLUMBIA RGNL (COU)

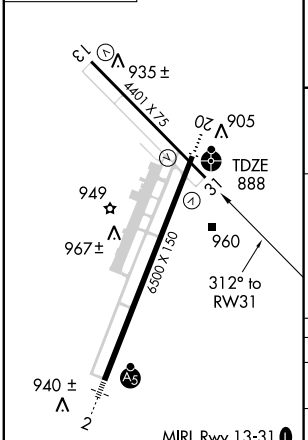
APP CRS	Rwy Idg	4401
312°	TDZE	888
	Apt Elev	889

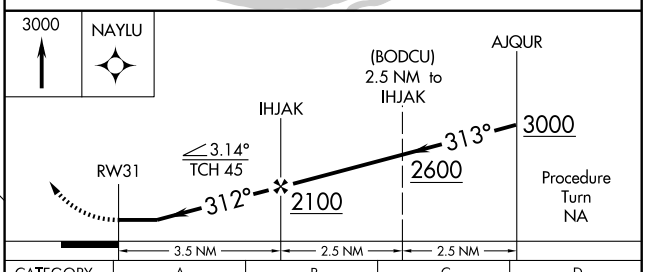
GPS or RNP- 0.3 required.
NA DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct NAYLU WP and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) Ⓛ 363.25	121.6







CATEGORY	A	B	C	D
LNAV/VNAV DA	NA			
LNAV MDA	1220-1 332 (400-1)			
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
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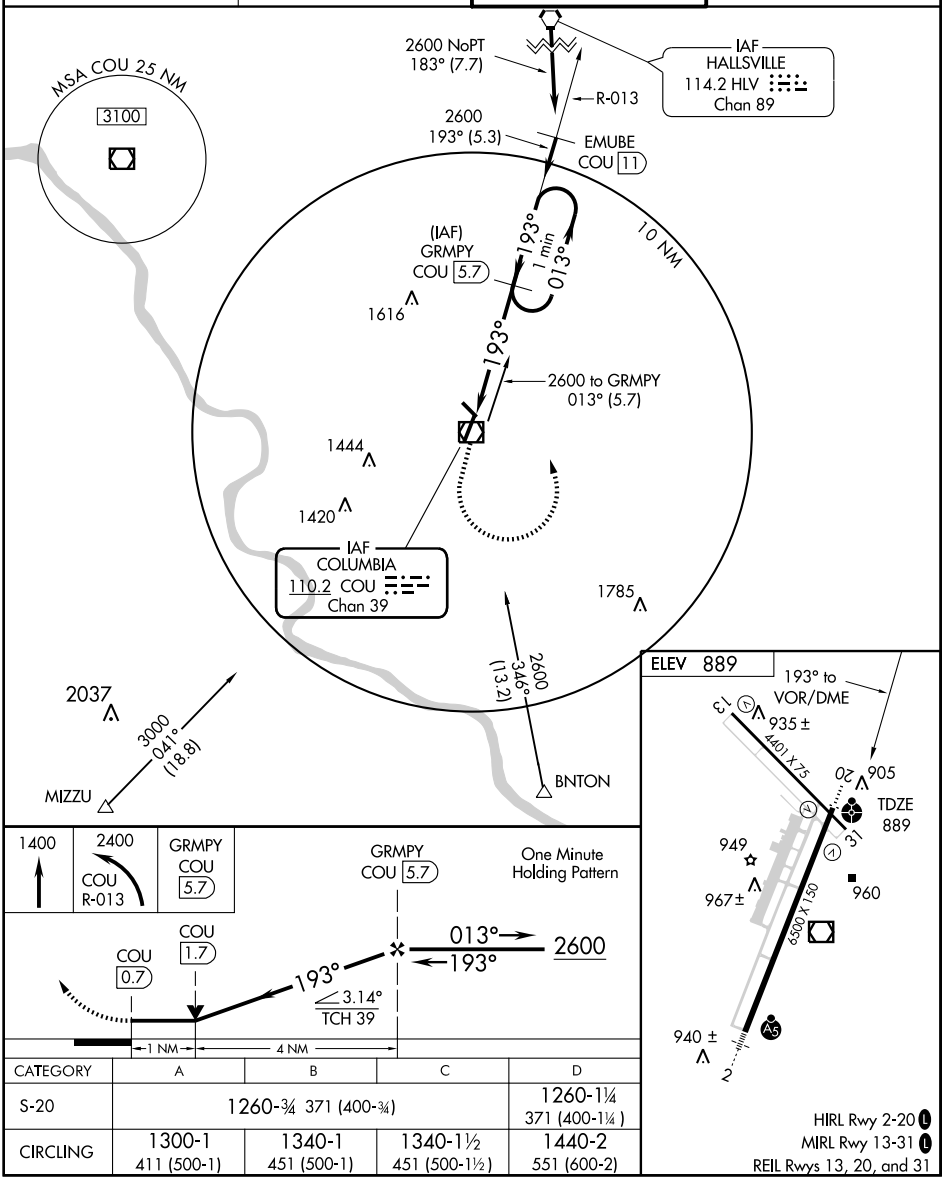
VOR/DME COU 110.2 Chan 39	APP CRS 193°	Rwy Idg 6500 TDZE 889 Apt Elev 889

VOR/DME RWY 20

COLUMBIA RGNL (COU)

	ODALS	MISSED APPROACH: Climb to 1400 then climbing left turn to 2400 via COU VOR/DME R-013 to GRMPY/5.7 DME and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) (L) 363.25	121.6



CATEGORY	A	B	C	D
S-20	1260-¾ 371 (400-¾)			1260-1¼ 371 (400-1¼)
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	1440-2 551 (600-2)

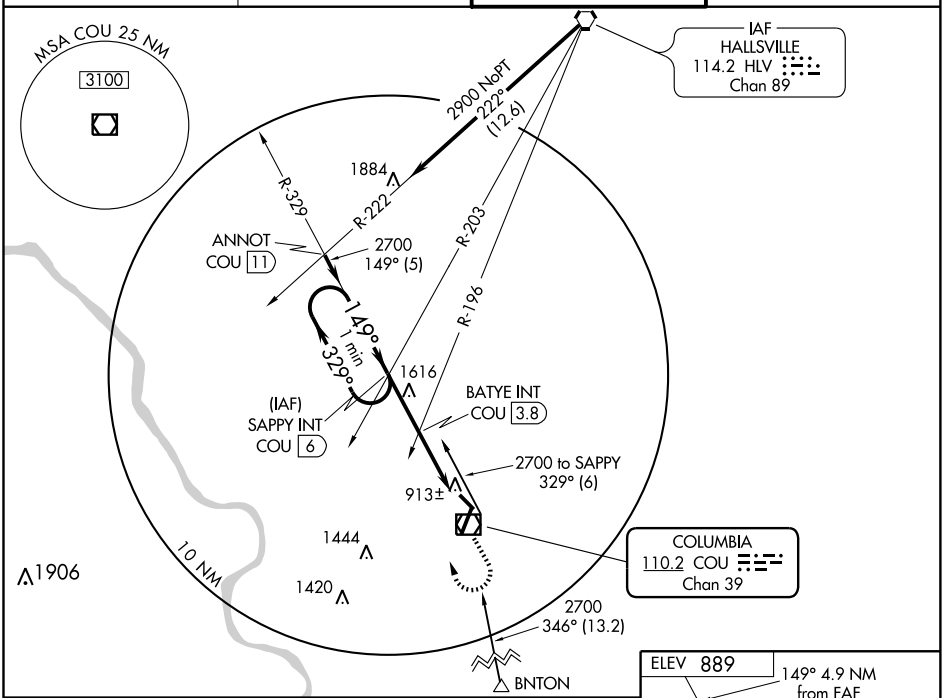
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

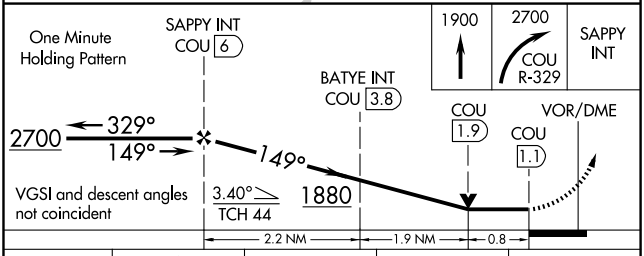
VOR/DME COU	APP CRS	Rwy Idg 4401
110.2	149°	TDZE 888
Chan 39		Apt Elev 889

VOR RWY 13
COLUMBIA RGNL (COU)

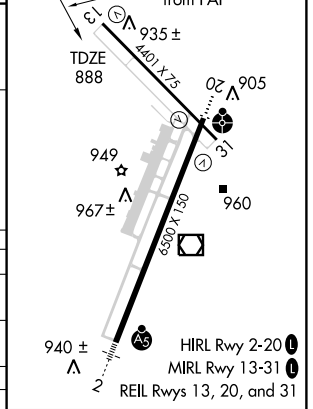
MISSED APPROACH: Climb to 1900 then climbing right turn to 2700 via COU VOR/DME R-329 to SAPPY INT and hold.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6





CATEGORY	A	B	C	D
S-13	1880-1¼ 992 (1000-1¼)	1880-1½ 992 (1000-1½)	1880-3 992 (1000-3)	NA
CIRCLING	1880-1¼ 991 (1000-1¼)	1880-1½ 991 (1000-1½)	1880-3 991 (1000-3)	NA
BATYE FIX MINIMUMS				
S-13	1200-1 312 (400-1)			NA
CIRCLING	1300-1 411 (500-1)	1340-1 451 (500-1)	1340-1½ 451 (500-1½)	NA



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 21 OCT 2010 to 18 NOV 2010
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VOR/DME COU 110.2 Chan 39	APP CRS 196°	Rwy Idg 6500 TDZE 889 Apt Elev 889

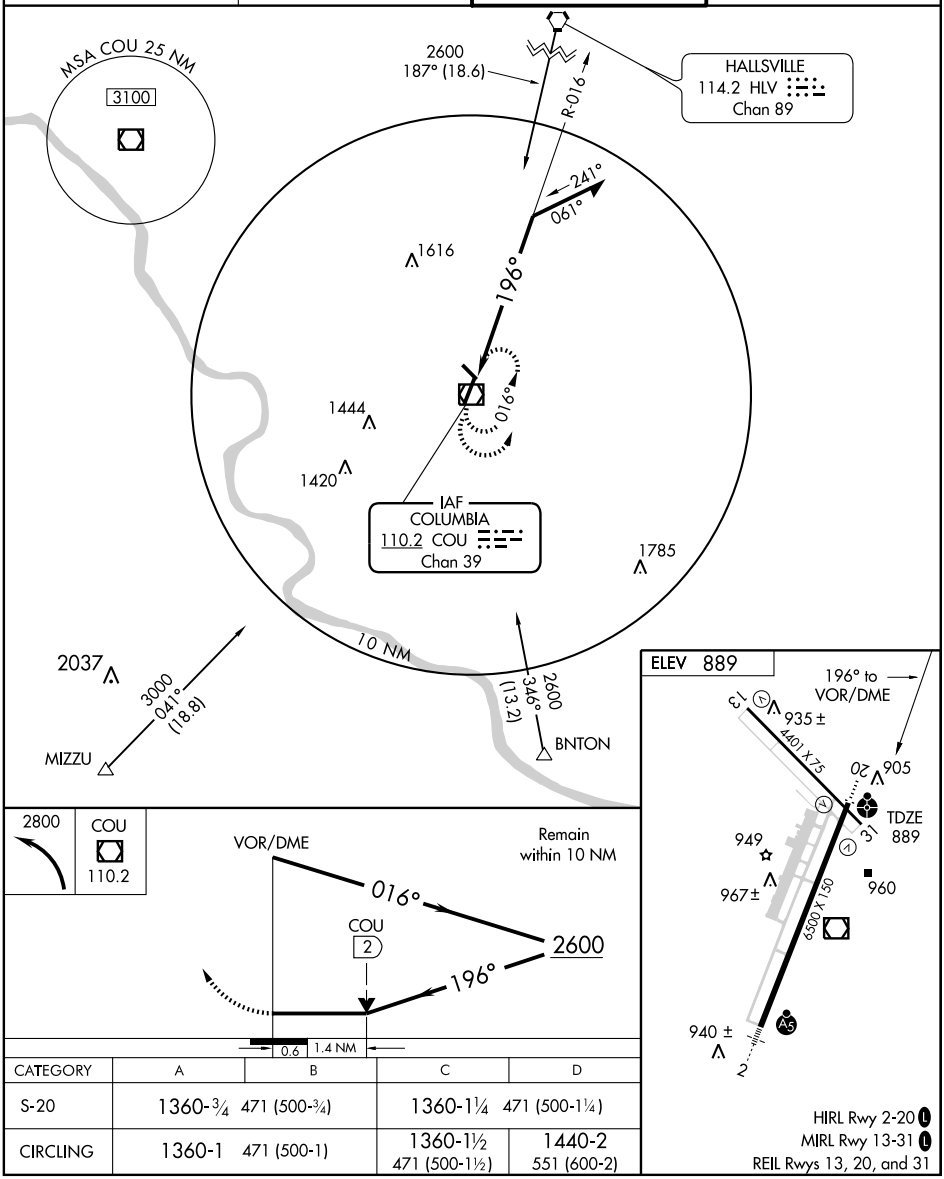
VOR RWY 20
COLUMBIA RGNL (COU)

Inoperative table does not apply to Cat C.

ODALS

MISSED APPROACH: Climbing left turn to 2800 in COU VOR/DME holding pattern.

ATIS	MIZZU APP CON	COLUMBIA TOWER ★	GND CON
128.45	124.375 353.7	119.3 (CTAF) L 363.25	121.6



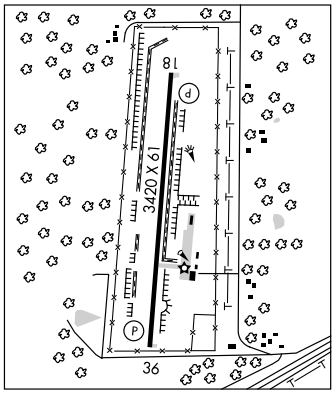
CATEGORY	A	B	C	D
S-20	1360-¾ 471 (500-¾)		1360-1¼ 471 (500-1¼)	
CIRCLING	1360-1 471 (500-1)		1360-1½ 471 (500-1½)	1440-2 551 (600-2)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20, and 31

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CREVE COEUR (See ST LOUIS)

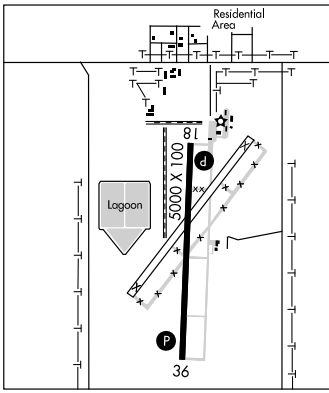
CUBA MUNI (UBX) 1 NW UTC−6(−5DT) N38°04.13′ W91°25.73′ KANSAS CITY
1023 B S4 **FUEL** 100LL NOTAM FILE STL L–16G
RWY 18–36: H3420X61 (ASPH) S–12.5 MIRL
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Sun 1830–2230Z‡, Mon–Wed 1430–2230Z‡, Fri–Sat 1430–2230Z‡. Fuel avbl 24 hrs a day, call number posted at fueling area. Powerplant and airframe repairs irregular schedule. Rwy 36 CLOSED to touch and go ldgs. Rwy 18 REIL OTS indef. Rwy 36 REIL OTS indef. MIRL Rwy 18–36 preset on low ints, to increase ints ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.
VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 105° 14.1 NM to fld. 1110/6E.



DEARBORN

TRIPLE R (ØC1) 2 S UTC−6(−5DT) N39°29.27′ W94°46.87′ KANSAS CITY
1000 S4 **FUEL** 100LL NOTAM FILE COU
RWY 02–20: 2375X35 (ASPH–TRTD) LIRL (NSTD)
RWY 02: Tower.
AIRPORT REMARKS: Attended irregularly. Call arpt manager to verify attendance. Rwy 02–20 pavement broken with loose rocks on rwy. NSTD rwy safety areas byd each rwy end, terrain grades and insufficient length and width. Rwy 02–20 NSTD LIRL, and thld lgts; thld lgts not aligned with edge lgts. Thld lgts OTS indef. ACTIVATE LIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7

DEXTER MUNI (DXE) 2 SE UTC−6(−5DT) N36°46.53′ W89°56.48′ ST LOUIS
304 B S2 **FUEL** 100LL, JET A NOTAM FILE STL H–6J, L–16H
RWY 18–36: H5000X100 (ASPH) S–30 MIRL IAP
RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
AIRPORT REMARKS: Attended irregularly. 24–hr automatic credit card for fuel. Ultralight activity on and invof arpt. Model airplane activity on and invof arpt. Crop dusting acft on and invof arpt. Rwy 18–36 various areas with cracks and grass and weeds growing in them. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
MEMPHIS CENTER APP/DEP CON 133.65.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 351° 13.3 NM to fld. 280/3E.



DOGWOOD N37°01.41′ W92°52.62′ NOTAM FILE COU. KANSAS CITY
(L) VORTAC 109.4 DGD Chan 31 102° 9.9 NM to Ava Bill Martin Mem. 1600/6E. L–16G
RCO 122.1R 109.4T (COLUMBIA RADIO)

WAAS	APP CRS	Rwy Idg	5000
Ch 62808	182°	TDZE	304
W18A		Apt Elev	304

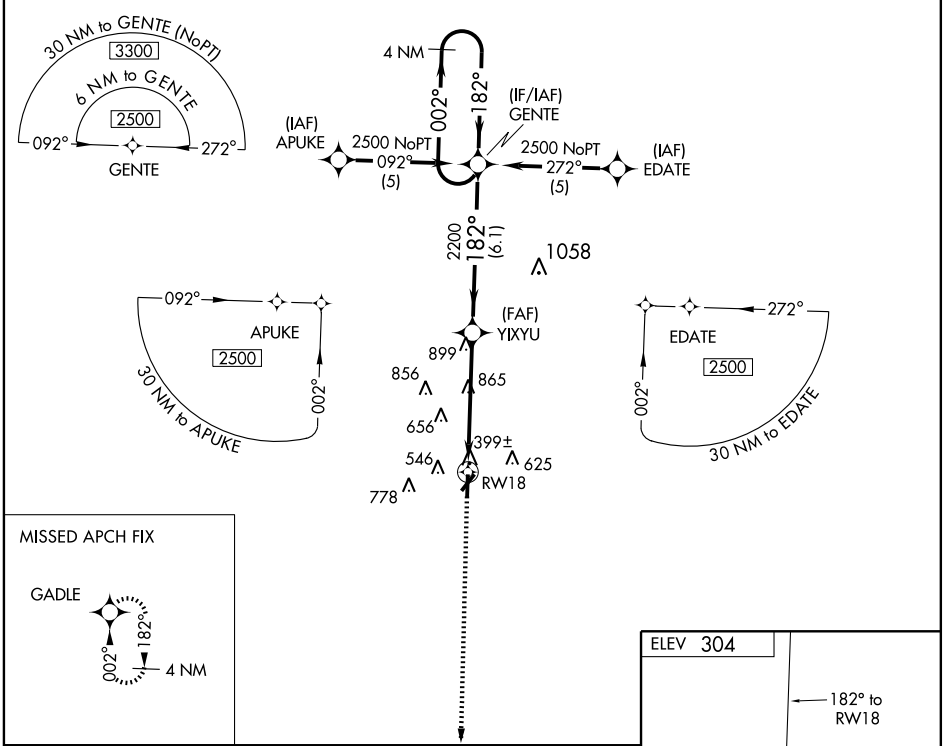
RNAV (GPS) RWY 18
DEXTER MUNI (DXE)

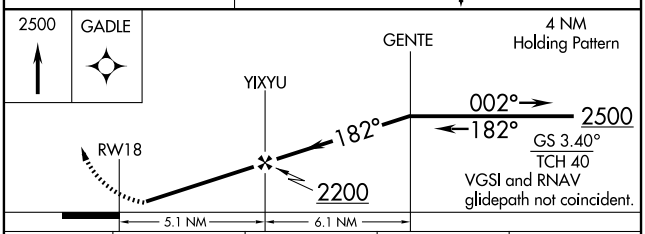
BARO-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats and increase all MDA 40 feet. Visibility reduction by helicopters NA.

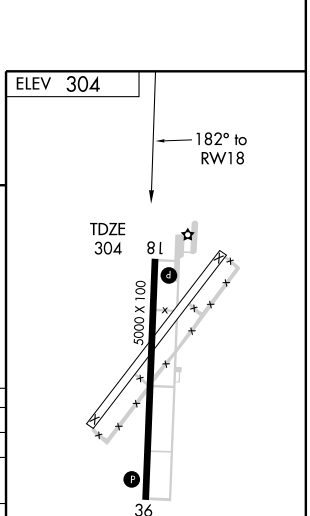
NA

MISSED APPROACH: Climb to 2500 direct GADLE and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	724-1¼ 420 (500-1¼)			NA
LNAV/ VNAV DA	854-1¾ 550 (600-1¾)			NA
LNAV MDA	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA
CIRCLING	1200-1¼ 896 (900-1¼)		1200-2¾ 896 (900-2¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
Ch 50507	002°	TDZE	298
W36A		Apt Elev	304

RNAV (GPS) RWY 36

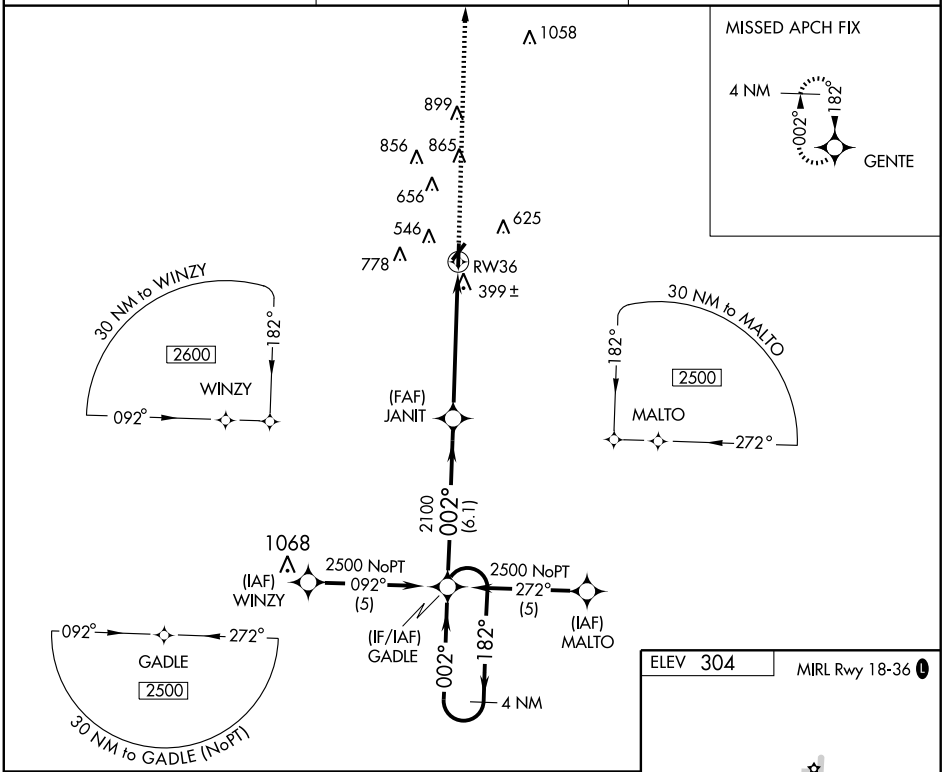
DEXTER MUNI (DXE)

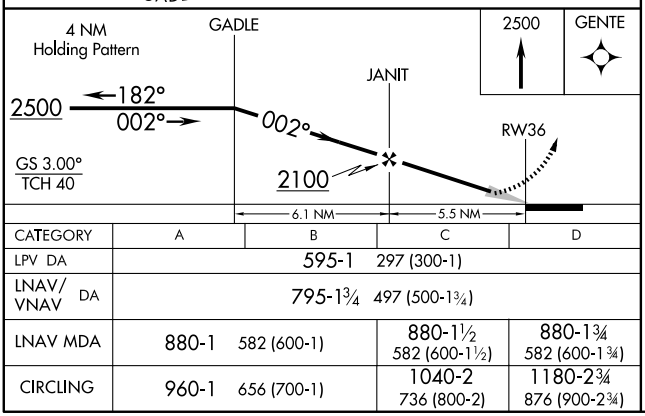
T A NA

Baro-VNAV NA. DME/DME RNP- 0.3 NA.
Use Poplar Bluff altimeter setting, when not recieved use Cape Girardeau Rgnl altimeter setting and increase all DA 33 feet and LPV visibilities ¼ mile all Cats, increase all MDA 40 feet and LNAV and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GENTE and hold.

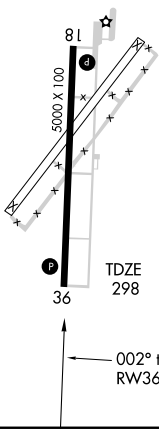
POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	595-1 297 (300-1)			
LNAV/VNAV DA	795-1¾ 497 (500-1¾)			
LNAV MDA	880-1 582 (600-1)		880-1½ 582 (600-1½)	880-1¾ 582 (600-1¾)
CIRCLING	960-1 656 (700-1)		1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

ELEV 304 MIRL Rwy 18-36 L



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAW 111.2 Chan 49	APP CRS 351°	Rwy Idg 5000 TDZE 298 Apt Elev 304

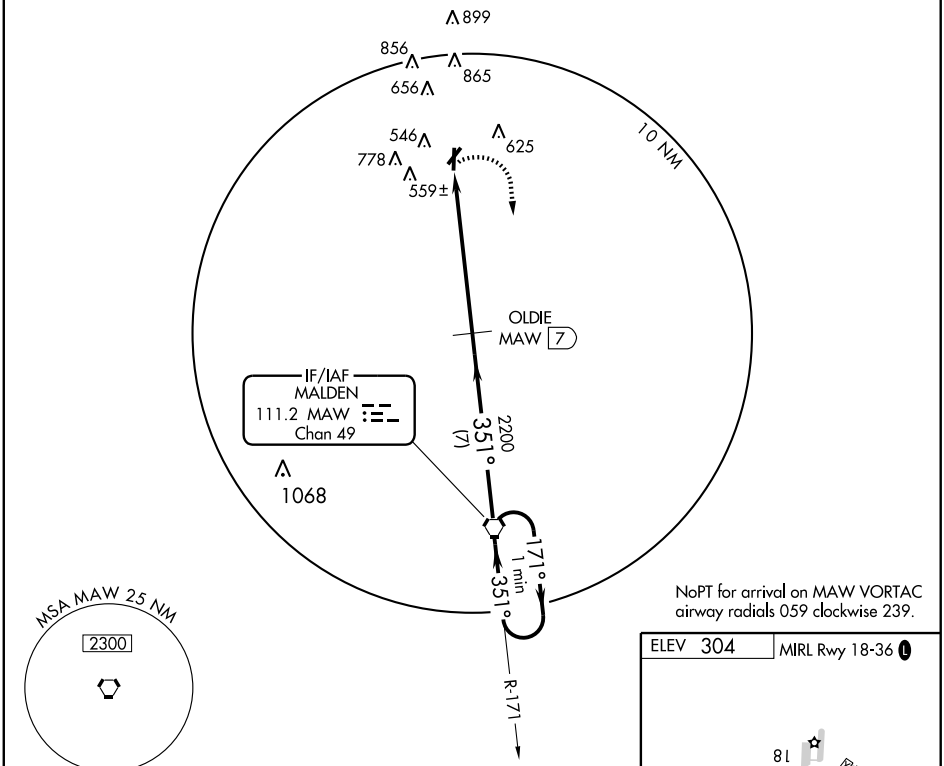
VOR/DME RWY 36

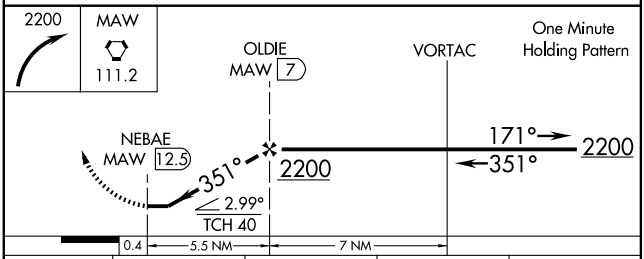
DEXTER MUNI (DXE)

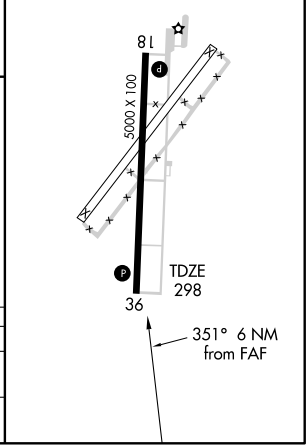
T A NA Use Poplar Bluff altimeter setting, when not received, use Cape Girardeau Rgnl altimeter setting and increase all MDA 40 feet and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2200 direct MAW VORTAC and hold.

POPLAR BLUFF ASOS	MEMPHIS CENTER	UNICOM
124.225	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	920-1	622 (700-1)	920-1¾ 622 (700-1¾)	920-2 622 (700-2)
CIRCLING	960-1	656 (700-1)	1040-2 736 (800-2)	1180-2¾ 876 (900-2¾)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ELTON HENSLEY MEM (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COU. OMAHA

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM. L–10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC−6(−5DT) N39°20.23′ W94°11.86′ KANSAS CITY

997 B NOTAM FILE COU L–27A, A

RWY 01–19: H2000X47 (ASPH–AFSC) S–4 LIRL (NSTD) IAP

RWY 01: Tree. **RWY 19:** Trees.

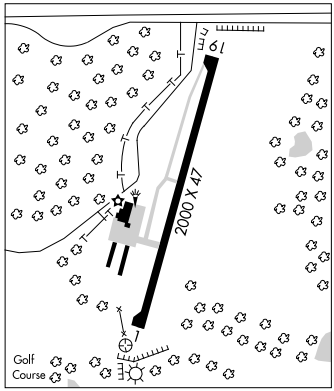
AIRPORT REMARKS: Attended 1600Z‡–dusk. Wildlife on and invof arpt. Rwy 01–19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150′ long, located too close to rwy end. Loose gravel length of twy. Rwy 01–19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 341° 14.9 NM to fld. 878/7E.



FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM. ST LOUIS

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. **HIWAS.** H–5D, L–16H

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RGNL (FAM) 1 S UTC−6(−5DT) N37°45.66′ W90°25.72′ ST. LOUIS

946 B S4 **FUEL** 100LL, JET A NOTAM FILE FAM L–16H

RWY 02–20: H4222X75 (CONC) S–30 MIRL 0.8% up N IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 223′. Trees. Rgt tfc. **RWY 20:** Tree.

AIRPORT REMARKS: Attended 1330–2300Z‡. Helicopter activity on and invof airfield. 100′ x 75′ full strength conc safety area southwest end, 590′ by 16′ asph safety area northeast end, not full strength. Crane unknown 50′ AGL adjacent to apron. Rwy 02–20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–756–4502. Rwy 02 560′ overrun unusable. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.275 (573) 756–6042. **HIWAS** 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

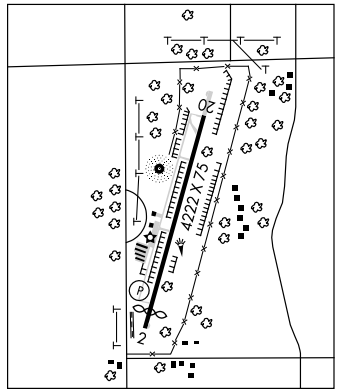
RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 299° 10.6 NM to fld. 1220/1E. **HIWAS.**

PERRINE NDB (MHW) 367 PRI N37°45.84′ W90°25.72′ at fld. Unmonitored.



VORTAC ANX 114.0 Chan 87	APP CRS 161°	Rwy Idg 2000 TDZE 998 Apt Elev 998

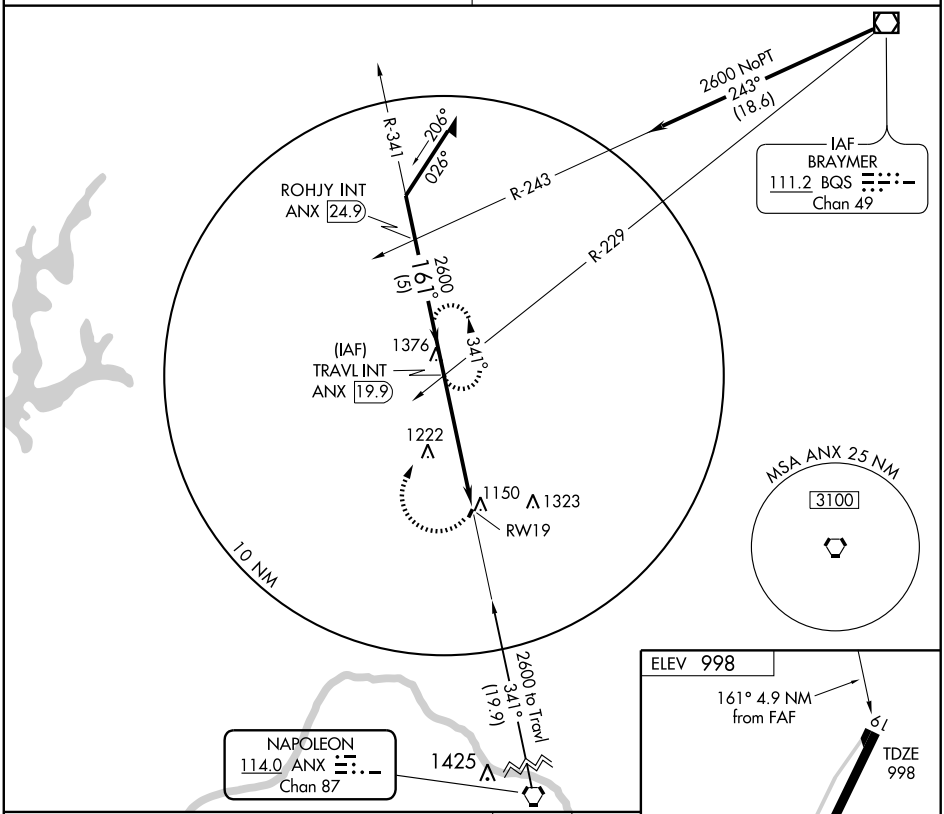
VOR or GPS RWY 19

EXCELSIOR SPRINGS MEMORIAL (3EX)

Use Charles B. Wheeler Downtown altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 2600 via ANX R-341 to TRAVL INT and hold.

KANSAS CITY APP CON	UNICOM
118.4 294.7	122.7 (CTAF)



CATEGORY	A	B	C	D
S-19	1620-1	622 (700-1)	NA	
CIRCLING	1620-1	622 (700-1)	NA	

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ELTON HENSLEY MEM (See FULTON)

EMVILLE N40°20.90′ W94°54.93′ NOTAM FILE COU. OMAHA

NDB (MHW) 317 EVU at Northwest Missouri Rgnl. Unmonitored. Unusable byd 15 NM. L–10J

EXCELSIOR SPRINGS MEM (3EX) 1 E UTC−6(−5DT) N39°20.23′ W94°11.86′ KANSAS CITY

997 B NOTAM FILE COU L–27A, A

RWY 01–19: H2000X47 (ASPH–AFSC) S–4 LIRL (NSTD) IAP

RWY 01: Tree. **RWY 19:** Trees.

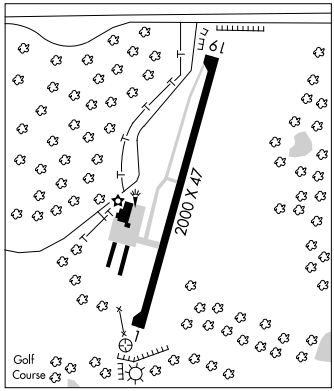
AIRPORT REMARKS: Attended 1600Z‡–dusk. Wildlife on and invof arpt. Rwy 01–19 isolated areas with grass and weeds growing in cracks. Insufficient rwy safety area at Rwy 01 end. Trees, brush, fence, NSTD grade, golf course. Rwy 19 rwy thld markings not 150′ long, located too close to rwy end. Loose gravel length of twy. Rwy 01–19 NSTD LIRL; incorrect spacing of thld lgts.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 341° 14.9 NM to fld. 878/7E.



FARMINGTON N37°40.41′ W90°14.04′ NOTAM FILE FAM. ST LOUIS

(H) VORTAC 115.7 FAM Chan 104 299° 10.7 NM to Farmington Rgnl. 1220/1E. **HIWAS.** H–5D, L–16H

HIWAS out of svc indefinitely.

RCO 122.1R 115.7T (ST LOUIS RADIO)

RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RGNL (FAM) 1 S UTC−6(−5DT) N37°45.66′ W90°25.72′ ST. LOUIS

946 B S4 **FUEL** 100LL, JET A NOTAM FILE FAM L–16H

RWY 02–20: H4222X75 (CONC) S–30 MIRL 0.8% up N IAP

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Thld dsplcd 223′. Trees. Rgt tfc. **RWY 20:** Tree.

AIRPORT REMARKS: Attended 1330–2300Z‡. Helicopter activity on and invof airfield. 100′ x 75′ full strength conc safety area southwest end, 590′ by 16′ asph safety area northeast end, not full strength. Crane unknown 50′ AGL adjacent to apron. Rwy 02–20 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–756–4502. Rwy 02 560′ overrun unusable. ACTIVATE MIRL Rwy 02–20 and REIL Rwy 02—CTAF. PAPI Rwy 02 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.275 (573) 756–6042. **HIWAS** 115.7 FAM.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 115.7T (ST LOUIS RADIO)

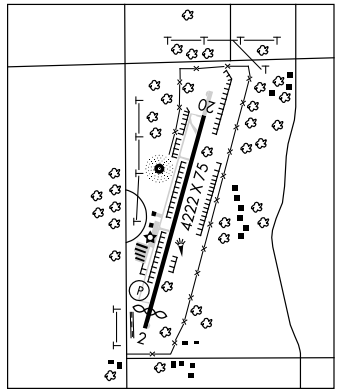
RCO 122.3 (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

(H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 299° 10.6 NM to fld. 1220/1E. **HIWAS.**

PERRINE NDB (MHW) 367 PRI N37°45.84′ W90°25.72′ at fld. Unmonitored.



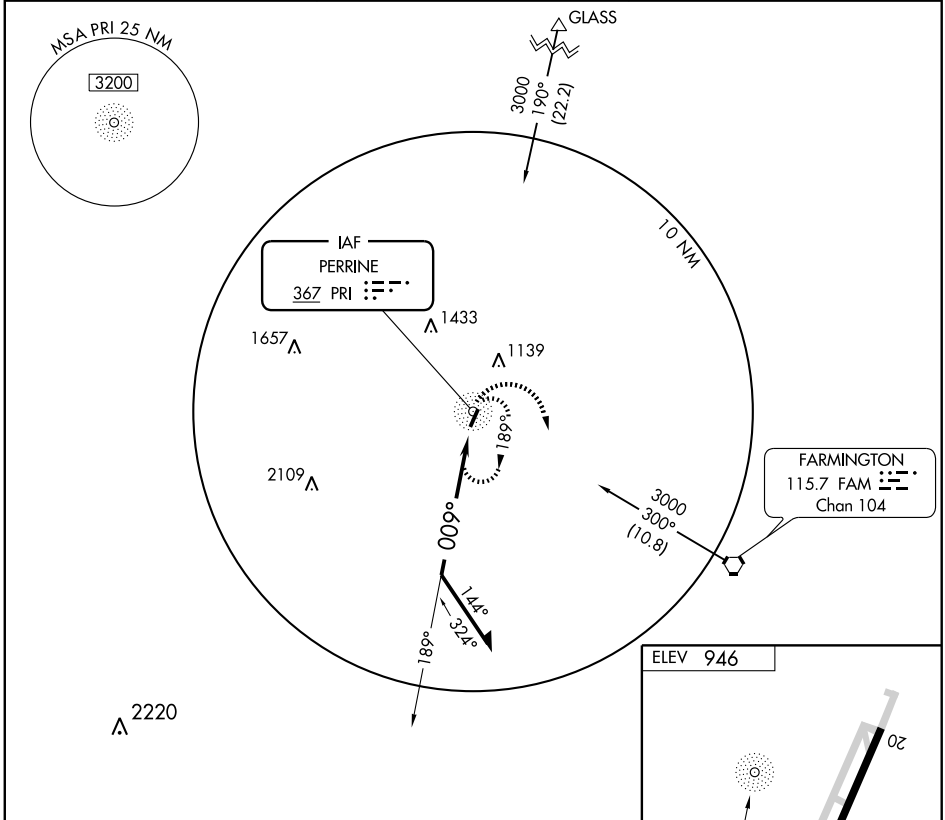
NDB PRI	APP CRS		
367	009°	Rwy Idg	3999
		TDZE	946
		Apt Elev	946

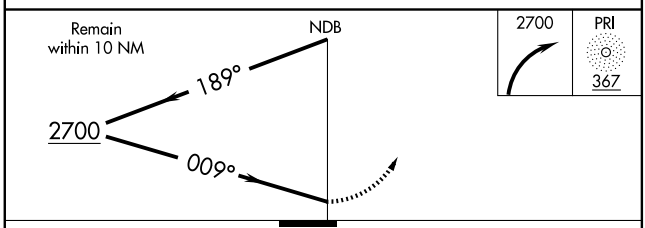
NDB RWY 2
FARMINGTON RGNL (FAM)

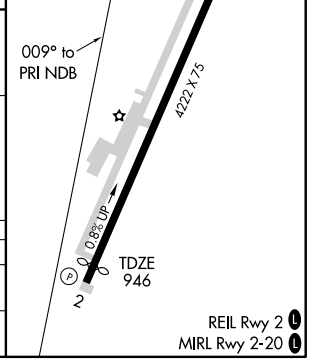
NA

MISSED APPROACH: Climbing right turn to 2700 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-2	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	
CIRCLING	2000-1¼ 1054 (1100-1¼)	2000-1½ 1054 (1100-1½)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 20

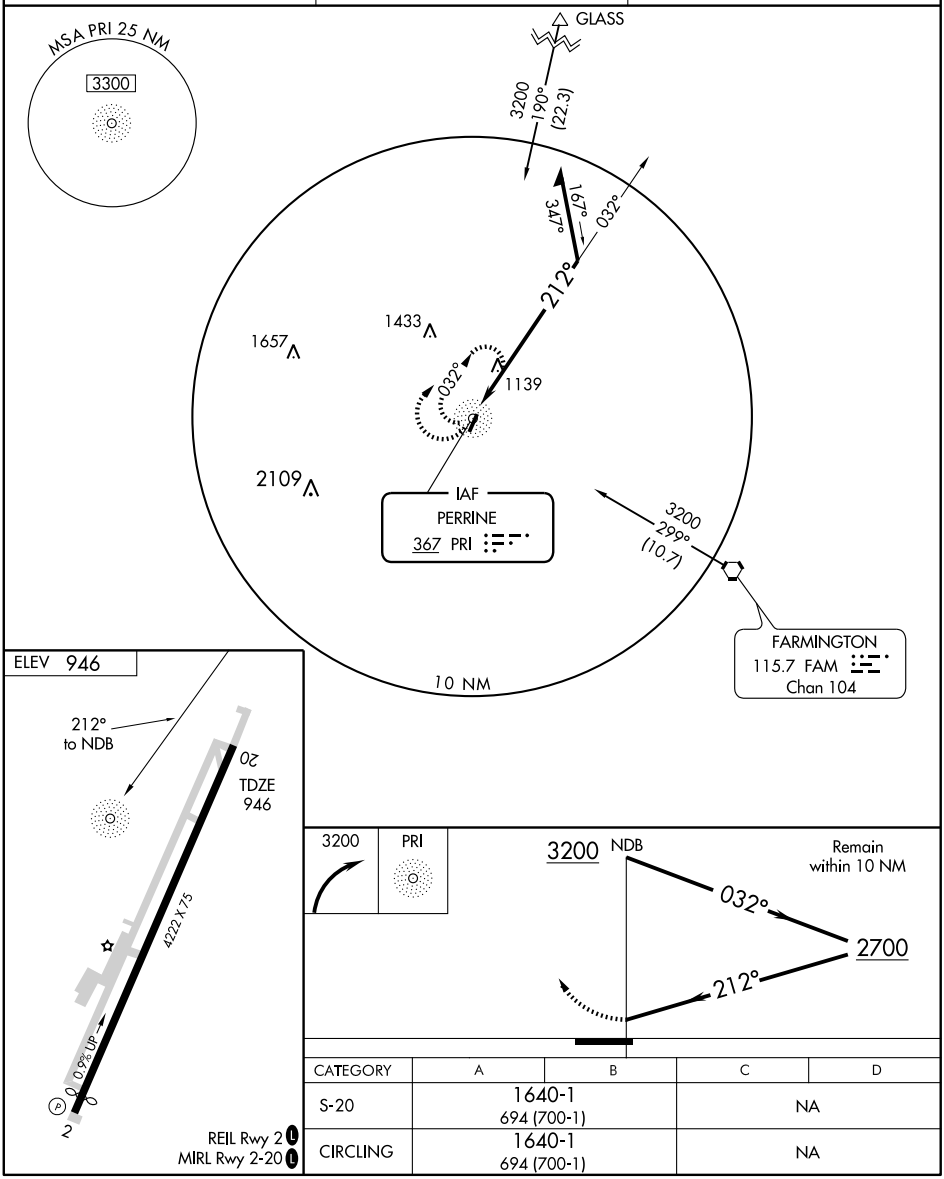
FARMINGTON RGNL (FAM)

NDB PRI	APP CRS		
367	212°	Rwy Idg	4222
		TDZE	946
		Apt Elev	946

▼ Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 160 feet and S-20 and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3200 in PRI NDB holding pattern.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1640-1 694 (700-1)		NA	
CIRCLING	1640-1 694 (700-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

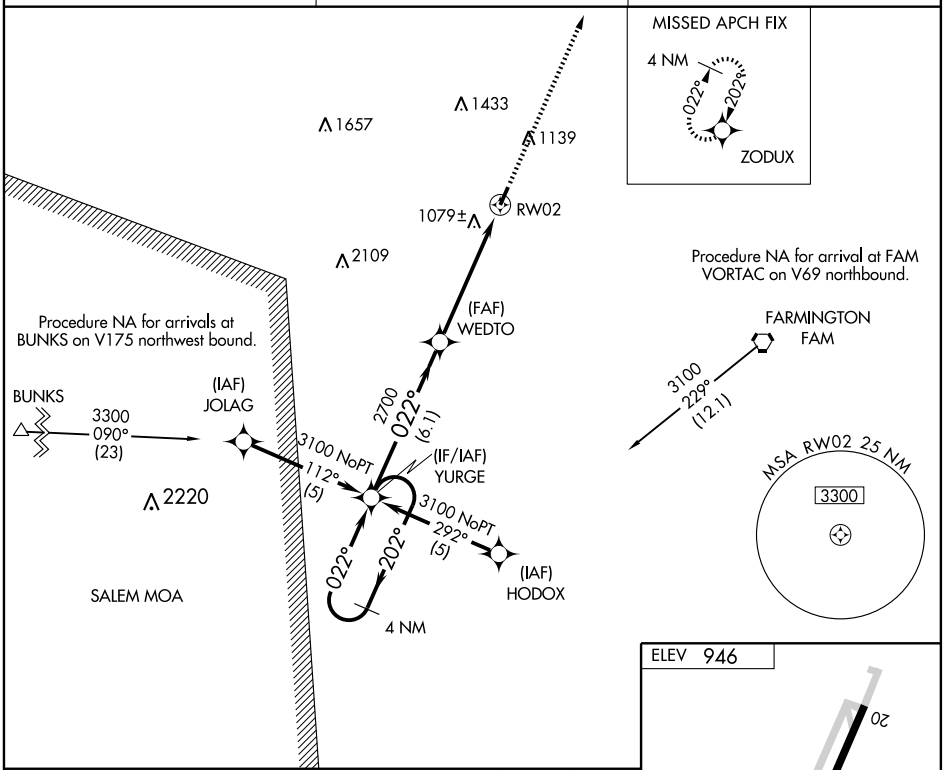
WAAS	APP CRS	Rwy Idg	3999
CH 61019	022°	TDZE	929
W02A		Apt Elev	946

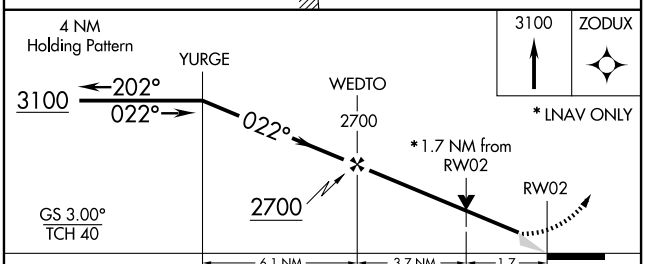
RNAV (GPS) RWY 2
FARMINGTON RGNL (FAM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA whe using Sparta altimeter setting. When local altimeter setting not received, use Sparta altimeter setting and increase all DA 154 feet and all MDA 160 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile.

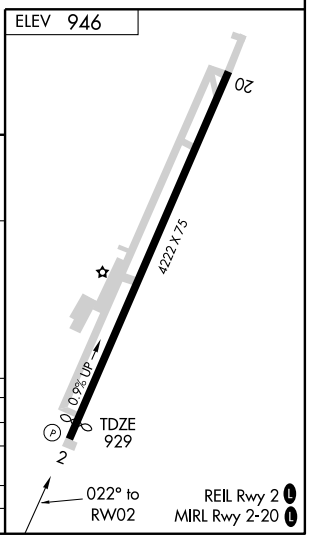
MISSED APPROACH: Climb to 3100 direct ZODUX and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1179-1	250 (300-1)	NA	
LNAV/VNAV DA	1479-2	550 (600-2)	NA	
LNAV MDA	1500-1	571 (600-1)	NA	
CIRCLING	1500-1	554 (600-1)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 20

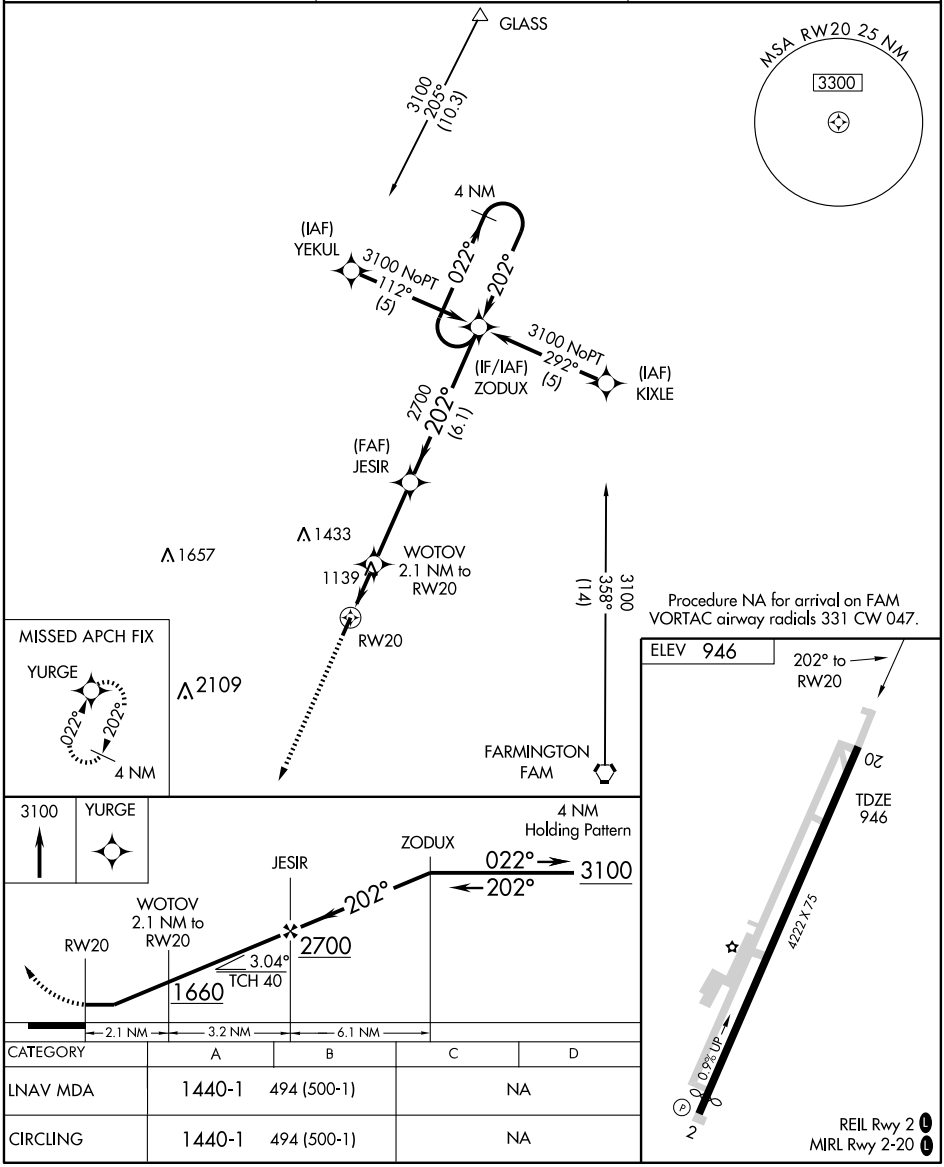
FARMINGTON RGNL (FAM)

APP CRS	Rwy Idg	4222
202°	TDZE	946
	Apt Elev	946

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sparta altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3100 direct YURGE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	494 (500-1)	NA	
CIRCLING	1440-1	494 (500-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

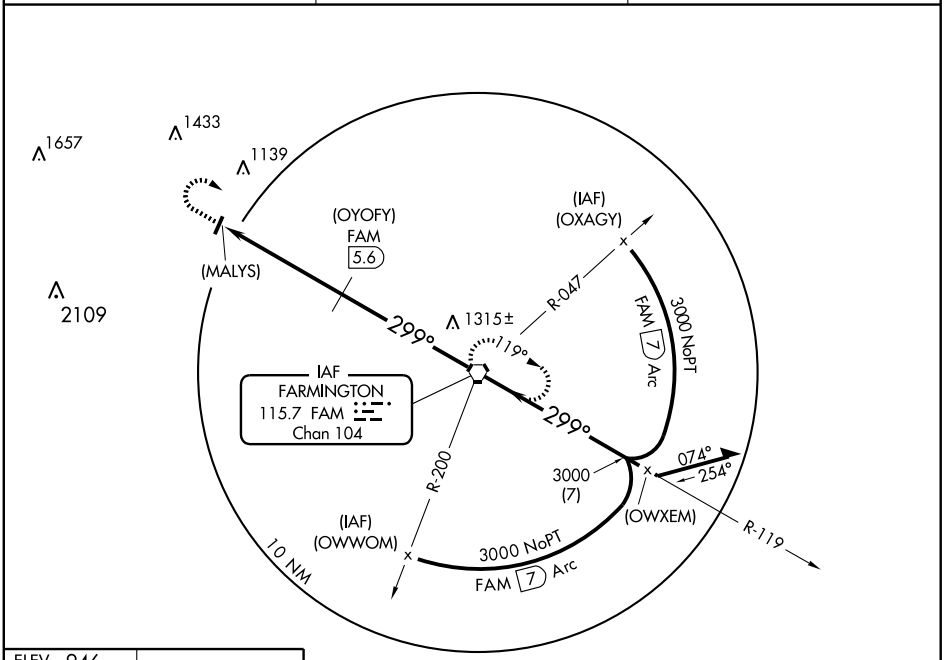
VORTAC FAM 115.7 Chan 104	APP CRS 299°	Rwy Idg N/A TDZE N/A Apt Elev 946

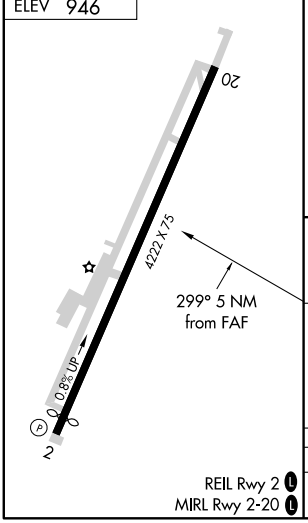
VOR/DME or GPS-A
FARMINGTON RGNL (FAM)

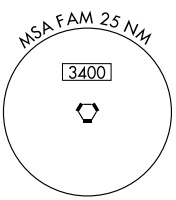
NA

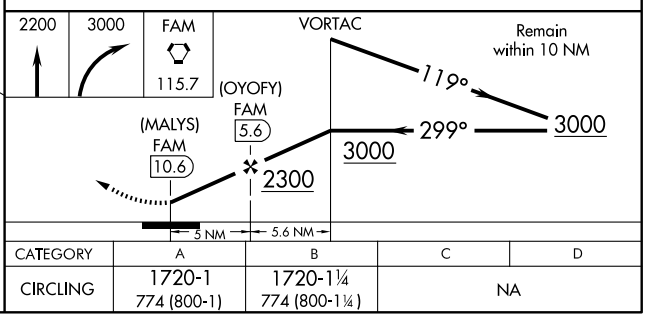
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct FAM VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.275	127.47 291.7	122.8 (CTAF) L





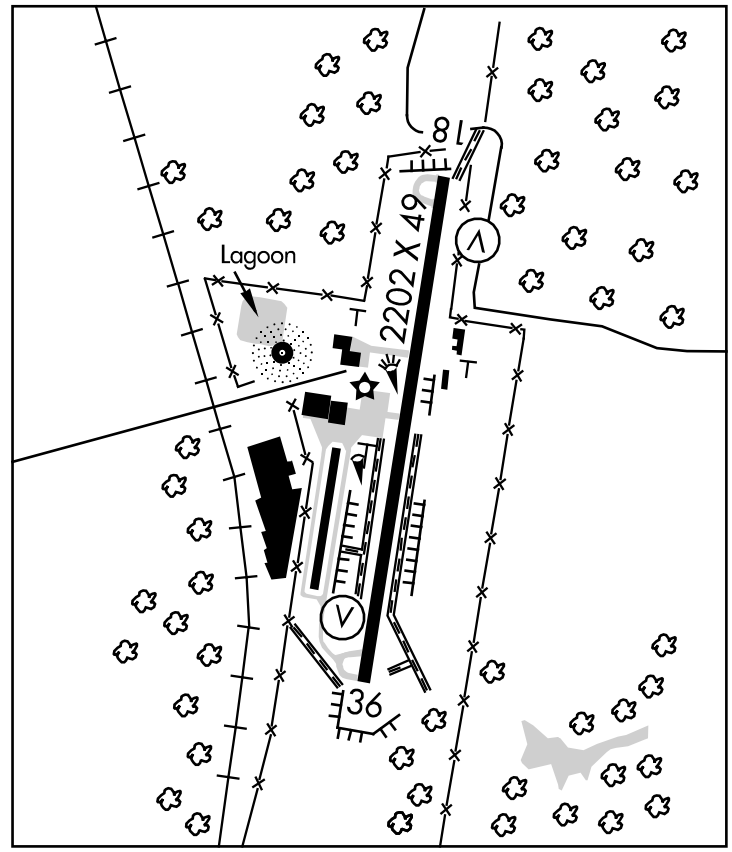




CATEGORY	A	B	C	D
CIRCLING	1720-1 774 (800-1)	1720-1¼ 774 (800-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FESTUS MEM (FES) 2 S UTC−6(−5DT) N38°11.70′ W90°23.13′ **ST LOUIS**
433 B S6 **FUEL** 100LL NOTAM FILE STL **L–16H**
RWY 18–36: H2202X49 (ASPH–AFSC) S–8 MIRL (NSTD) **IAP**
RWY 18: SAVASI(S2L). Trees.
RWY 36: REIL. SAVASI(S2L). Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel available 24 hr with credit card. NSTD rwy safety area byd each rwy end, Rwy 18 has large drop off 118′ from rwy end, Rwy 36 has rolling and steep terrain. Rwy 18 NSTD npi markings, incorrect spacing of markings. Obstructed by grass and weeds. Rwy 36 NSTD npi markings, incorrect spacing of markings. Rwy 18–36 pavement has grass growing in cracks and loose aggregate. Rwy 18–36 NSTD MIRL; incorrect spacing of thld lgts and edge lgts in middle section of rwy. Rwy 18 VASI OTS indef. Rwy 36 VASI OTS indef. Rwy 36 REIL too close to rwy edge. ACTIVATE NSTD MIRL Rwy 18–36, REIL Rwy 36—CTAF. VASI Rwy 18 and Rwy 36 opr 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 346° 32.1 NM to fld. 1220/1E. **HIWAS.**
NDB (MHW) 269 FES N38°11.75′ W90°23.26′ at fld. NOTAM FILE STL. Monitored 1400–0200Z‡, by prior arrangement with Multi-Aero Inc.



FLOYD W JONES LEBANON (See LEBANON)

FLYING BAR H RANCH (See SPRINGFIELD)

FORISTELL N38°41.66′ W90°58.27′ NOTAM FILE STL. **ST LOUIS**
(L) VORTACW 110.8 FTZ Chan 45 184° 6.5 NM to Washington Rgnl 818/5E. **H–5D, L–27B, A**

FORNEY N37°44.55′ W92°08.34′ NOTAM FILE TBN. **KANSAS CITY**
(L) VOR 110.0 TBN at Waynesville ST. Robert Rgnl Forney Fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends. **L–16G**

NDB or GPS RWY 36

FESTUS MEMORIAL (FES)

NDB FES 269	APP CRS 357°	Rwy Idg 2202 TDZE 431 Apt Elev 433

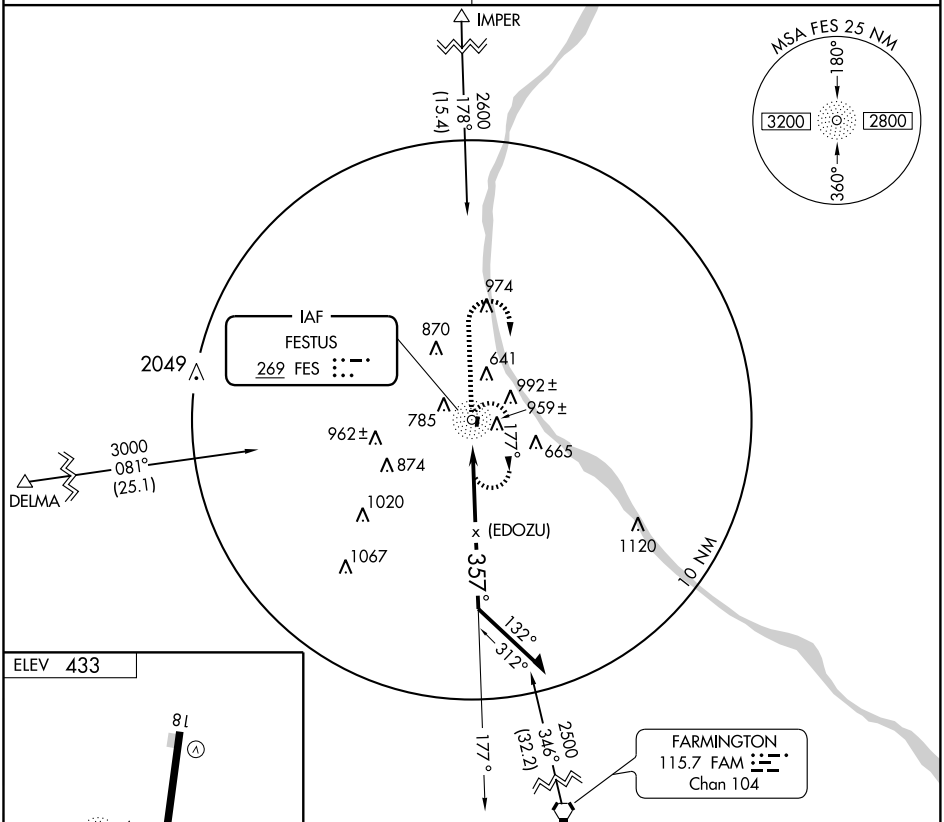
NA

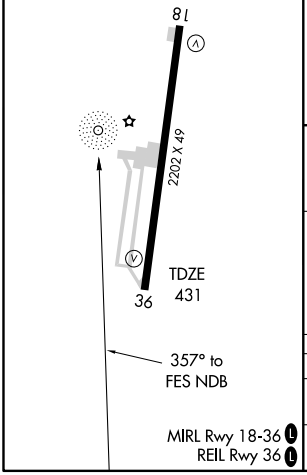
Use Lambert-St. Louis Intl altimeter setting.

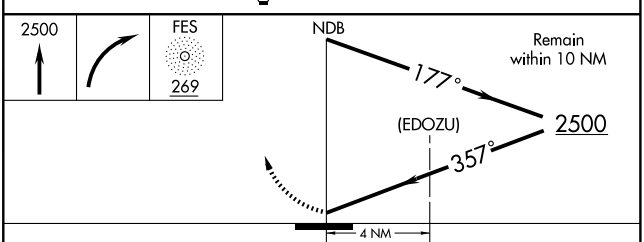
MISSED APPROACH: Climb to 2500 then right turn direct FES NDB and hold.

KANSAS CITY CENTER
128.35 284.67

UNICOM
122.7 (CTAF) L

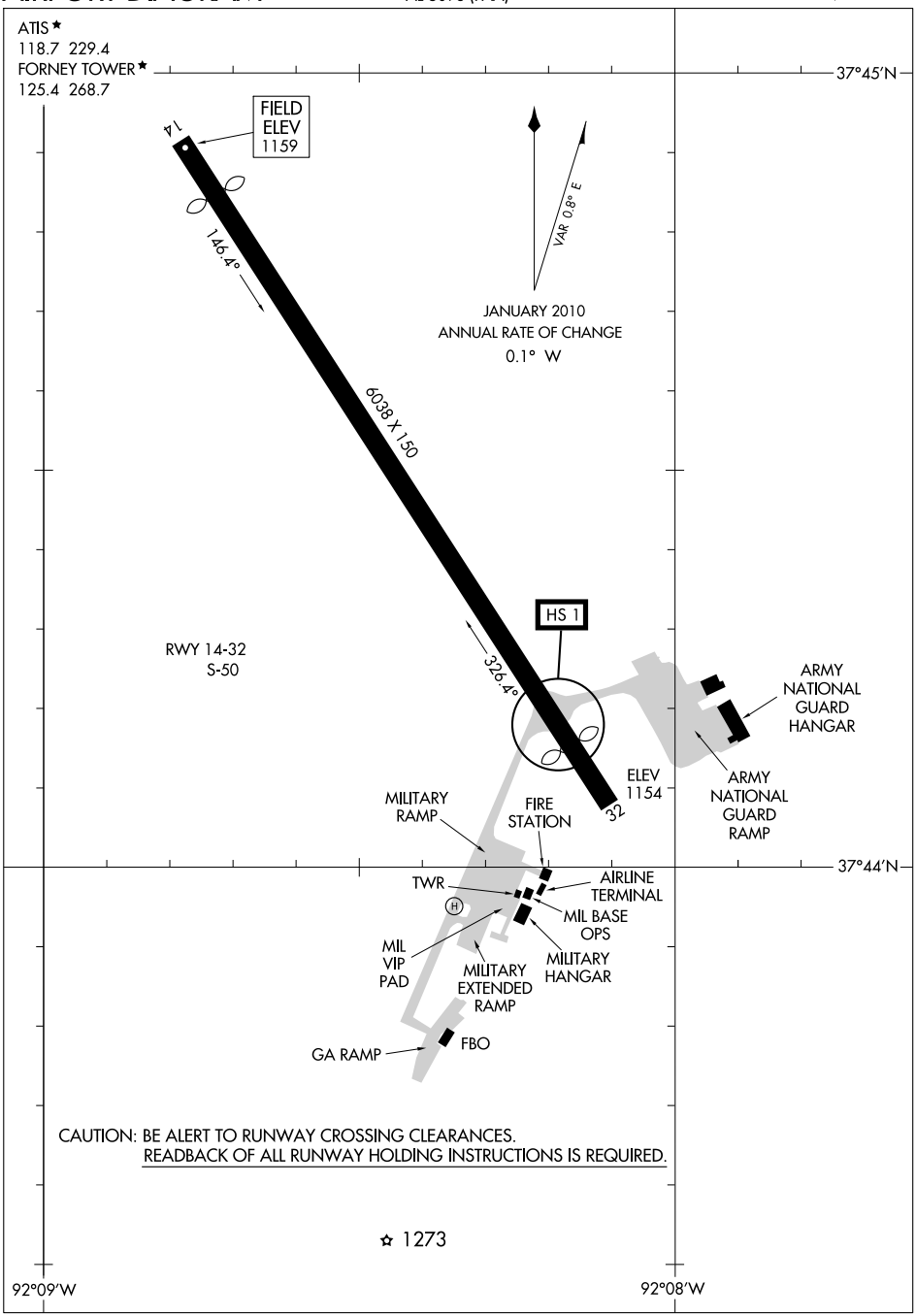






CATEGORY	A	B	C	D
S-36	1520-1¼ 1089 (1100-1¼)	1520-1½ 1089 (1100-1½)	NA	
CIRCLING	1520-1¼ 1087 (1100-1¼)	1520-1½ 1087 (1100-1½)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



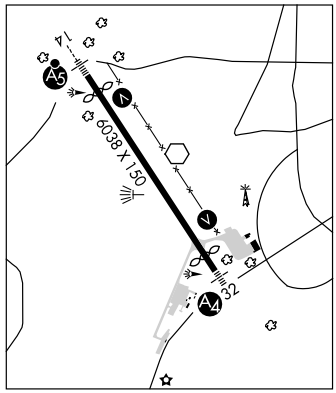
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FORT LEONARD WOOD

WAYNESVILLE–ST ROBERT RGNL FORNEY FLD (TBN)(KTBN) CIV/MIL 0 SW UTC−6(−5DT)

KANSAS CITY
H–5D, L–16G
IAP, AD

N37°44.50′ W92°08.44′
1159 B **FUEL** 100LL, JET A NOTAM FILE TBN
RWY 14–32: H6038X150 (ASPH) S–50 HIRL
RWY 14: MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36′. Thld dsplcd 501′. Pole.
RWY 32: MALS. REIL. VASI(V2R)—GA 2.9° TCH 36′. Thld dsplcd 526′. Road. Rgt tfc.



MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon–Fri 1230–2130Z‡ except holidays, operating time for Code 6 and above. (NC–100LL, Jet A avbl 1400–2300Z‡ C573–329–4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡ excluding holidays. Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSR and VASI and REIL Rwy 14 and MALS, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581–0165/4819, C573–596–0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon–Fri 1200–0300Z‡, Sat 1300–2100Z‡, Sun 1700–0100Z‡. Weather forecast not avbl local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775, C866–223–2398 (toll free), fax DSN 781–3493 or C318–456–3493, web site https://ows.barksdale.af.mil/.

WEATHER DATA SOURCES: ASOS (C573) 596–6959.

COMMUNICATIONS: CTAF 125.4 **ATIS** 118.7 229.4 (Mon–Fri 1200–0300Z‡ except holidays)
FORNEY TOWER 125.4 268.7 (Mon–Fri 1200–0300Z‡ except holidays) **FORNEY OPS** 40.95 237.5
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

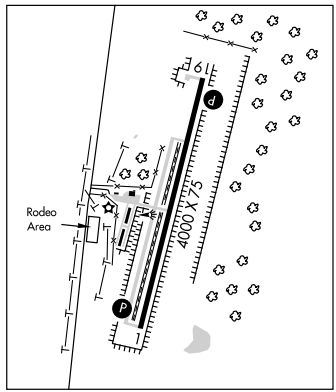
AIRSPACE: CLASS D svc Mon–Fri 1200–0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.
FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.31′ 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.
BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
ILS/DME 110.9 I–TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon–Fri 1200–0300Z‡, weekends and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC−6(−5DT) N37°36.35′ W90°17.24′

ST LOUIS
L–16H
IAP

880 B S3 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 01–19: H4000X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI (P4L)—GA 3.0° TCH 40′.
RWY 19: PAPI(P4L)—GA 3.0° TCH 42′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-TBN	APP CRS	Rwy Idg	5537
110.9	144°	TDZE	1158
Chan 46		Apt Elev	1159

FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

ILS or LOC RWY 14

When local altimeter setting not received, use Rolla/Vichy altimeter setting.
VDP NA when using Rolla/Vichy altimeter setting.
For inoperative MALSR, increase S-LOC-14 Cat. D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 via TBN R-324 to PIMEW Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7

Transition to PIMEW INT requires use of SHY R-111 and VIH R-237.
Transition to GIJOE INT requires use of TBN R-323 and VIH R-224.

IAF SUNSHINE 108.4 SHY Chan 21

3000 NoPT 111° (16.9)

(IF) PIMEW INT I-TBN 13

3000 144° (6.7)

VICHY 117.7 VIH Chan 124

3000 224° (30.9)

(IAF) GIJOE OM I-TBN 6.3

3000 to GIJOE 323° (5.8)

FORNEY 110.0 TBN

LOCALIZER 110.9 I-TBN Chan 46

MSA TBN 25 NM 2900

10 NM

1730

R-4501H R-4501F R-4501A R-4501B R-44501E R-4501C,D

BUCKHORN 391 BHN

CANNON A MOA

LINDBERGH A MOA

NC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 1159 HIRL Rwy 14-32 L REIL Rwys 14 and 32 L

TDZE 1158

144° 5.3 NM from FAF

6038 X 150

1208±

1249

1250

1273

Remain within 10 NM

GIJOE OM I-TBN 6.3

3000 144° 3000

324° 2931

I-TBN 1.8

I-TBN 1

GS 3.00° TCH 49

1700 3000 TBN R-324 PIMEW INT

4.5 NM 0.8

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY	A	B	C	D
S-ILS 14	1358-½ 200 (200-½)			
S-LOC 14	1480-½ 322 (400-½)			1480-¾ 322 (400-¾)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA/VICHY ALTIMETER SETTING MINIMUMS				
S-ILS 14	1427-½ 269 (300-½)			
S-LOC 14	1540-½ 382 (400-½)			1540-¾ 382 (400-¾)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

NDB BHN	APP CRS	Rwy Idg	5537
391	143°	TDZE	1158
		Apt Elev	1159

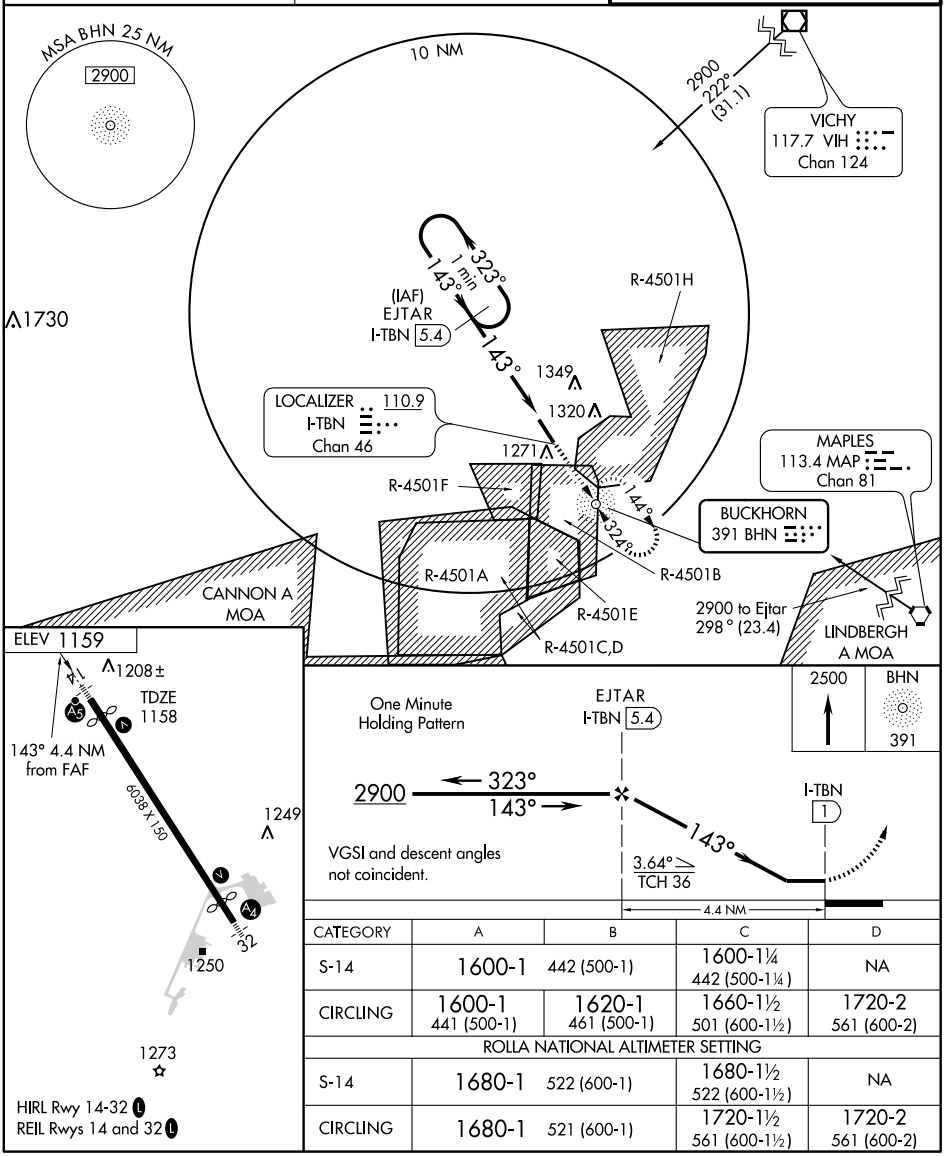
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) NDB/DME RWY 14

NA When Forney control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or H in use. Simultaneous reception of I-TBN DME and BHN NDB required. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2500 direct BHN NDB and hold.

ATIS★	KANSAS CITY CENTER	FORNEY TOWER★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7



CATEGORY	A	B	C	D
S-14	1600-1	442 (500-1)	1600-1¼ 442 (500-1¼)	NA
CIRCLING	1600-1 441 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-14	1680-1	522 (600-1)	1680-1½ 522 (600-1½)	NA
CIRCLING	1680-1	521 (600-1)	1720-1½ 561 (600-1½)	1720-2 561 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

NDB BHN	APP CRS	Rwy Idg	5512
391	324°	TDZE	1153
		Apt Elev	1159

FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

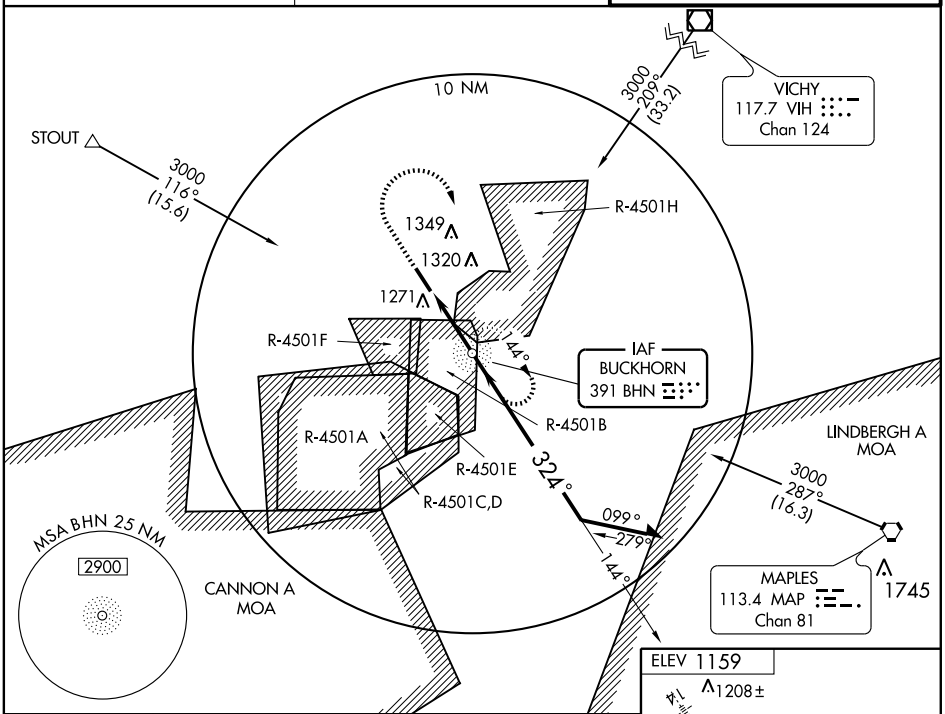
NDB RWY 32

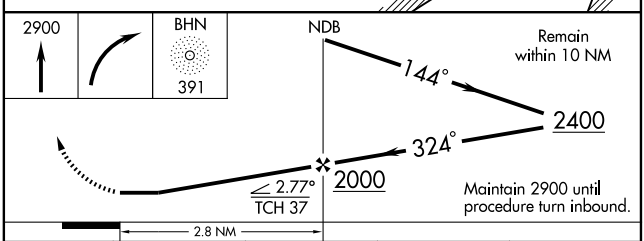
⚠ When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

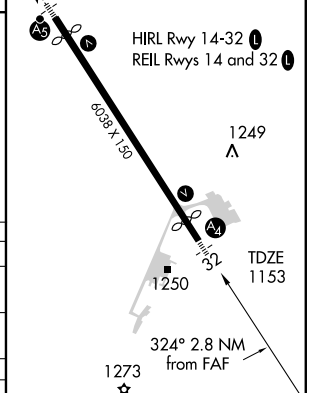
MALS

MISSED APPROACH: Climb to 2900 then right turn direct BHN NDB and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1660-1 507 (600-1)		1660-1½ 507 (600-1½)	
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5537
Chan 53499	144°	TDZE	1158
W14A		Apt Elev	1159

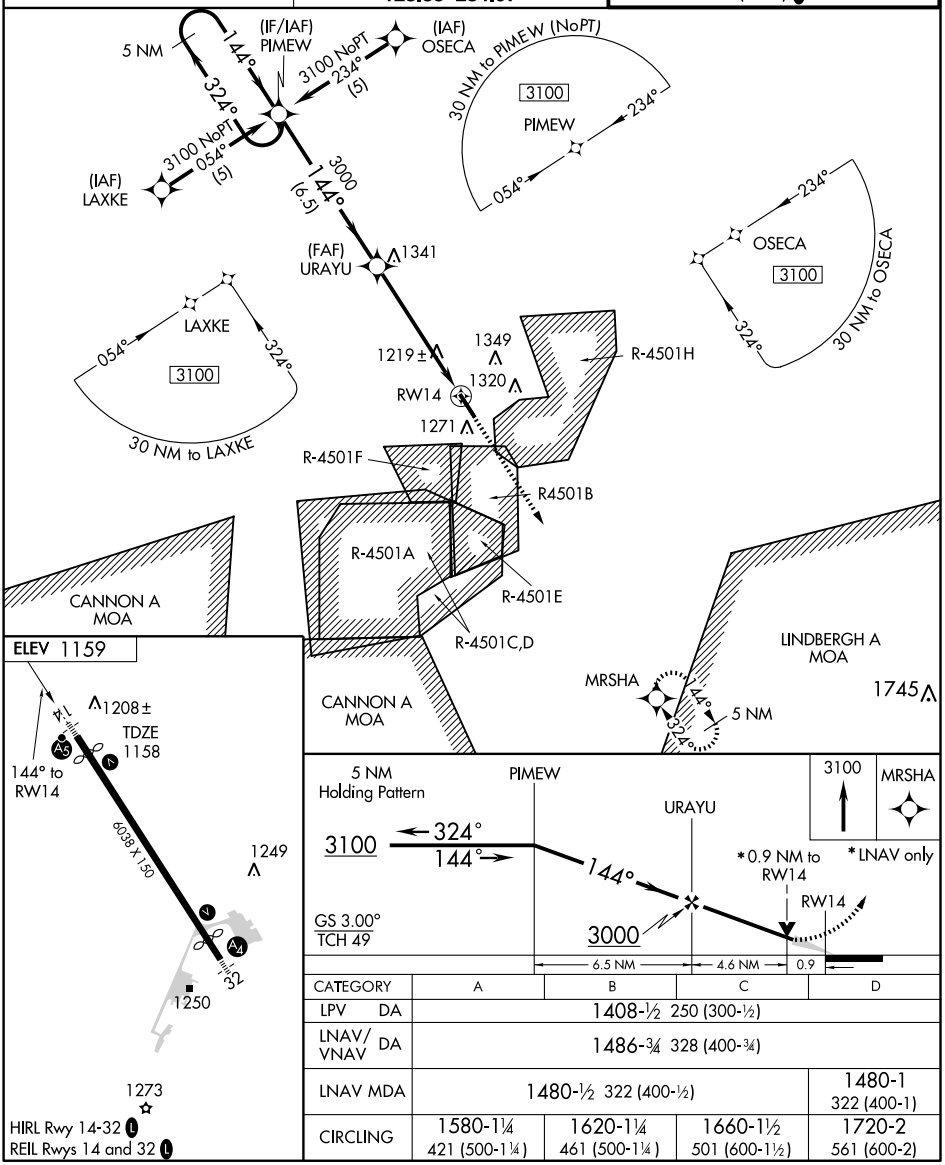
FT. LEONARD WOOD/ WAYNESVILLE-ST.ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 14

DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats. Inoperative table does not apply to LNAV Cat. D.

MALSR

MISSED APPROACH: Climb to 3100 direct MRSHA and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7



CATEGORY	A	B	C	D
LPV DA	1408-½ 250 (300-½)			
LNAV/ VNAV DA	1486-¾ 328 (400-¾)			
LNAV MDA	1480-½ 322 (400-½)			1480-1 322 (400-1)
CIRCLING	1580-1¼ 421 (500-1¼)	1620-1¼ 461 (500-1¼)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 99499 W32A	APP CRS 324°	Rwy Idg 5512 TDZE 1153 Apt Elev 1159

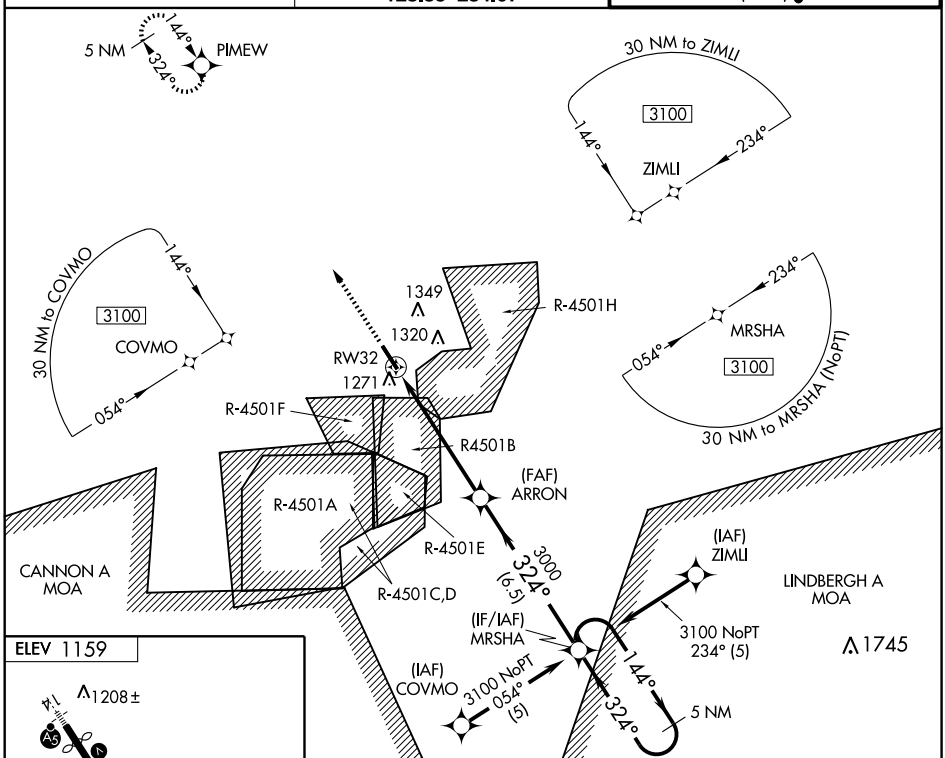
FT. LEONARD WOOD/ WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN) RNAV (GPS) RWY 32

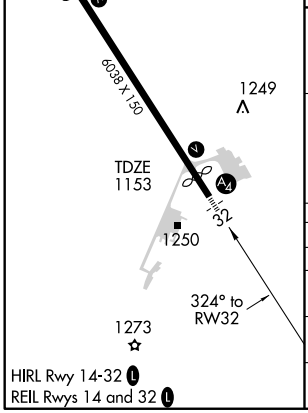
DME/DME RNP-0.3 NA. Baro-VNAV NA below -17°C (2°F). When local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all DAs/MDAs 80′ and all visibilities ¼ mile. VDP and Baro-VNAV NA when using Rolla/Vichy altimeter setting. Inoperative table does not apply.

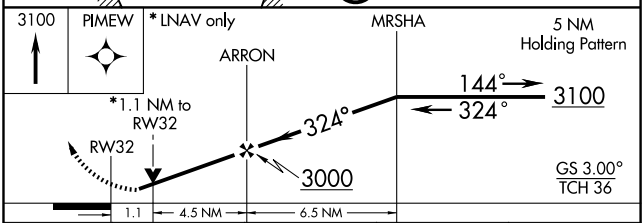
MALS

MISSED APPROACH: Climb to 3100 direct PIMEW and hold.

ATIS *	KANSAS CITY CENTER	FORNEY TOWER *
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
LPV DA	1403/50 250 (300-1)			
LNAV/ VNAV DA	1541-1½ 388 (400-1½)			
LNAV MDA	1540/50 387 (400-1)			1540/60 387 (400-1¼)
CIRCLING	1580-1½ 421 (500-1½)	1620-1½ 461 (500-1½)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR TBN	APP CRS	Rwy Idg	5537
110.0	135°	TDZE	1158
		Apt Elev	1159

VOR RWY 14

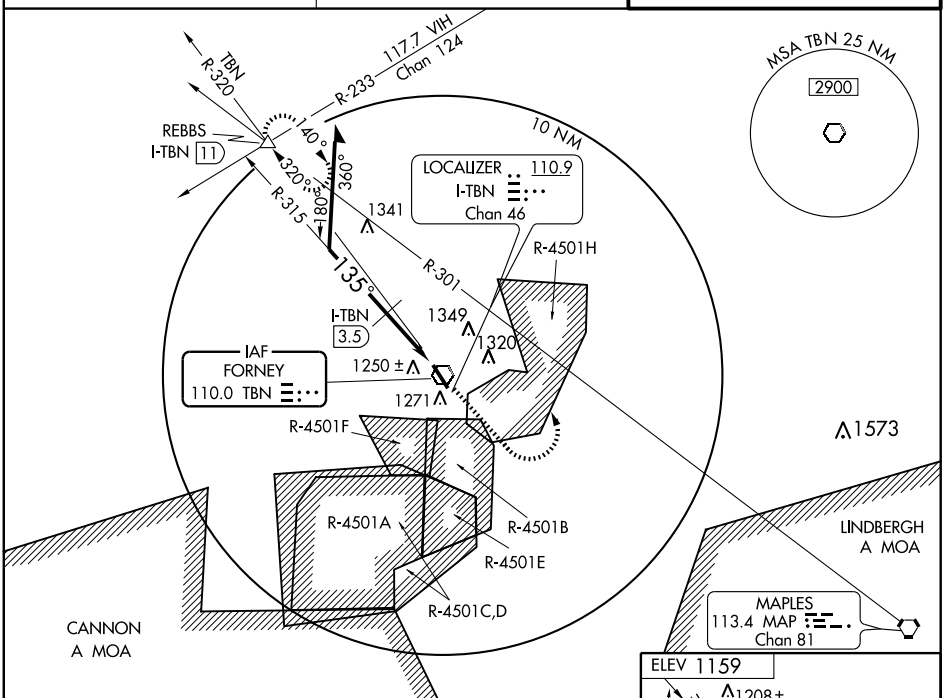
FT. LEONARD WOOD/
WAYNESVILLE-ST. ROBERT RGNL FORNEY FIELD (TBN)

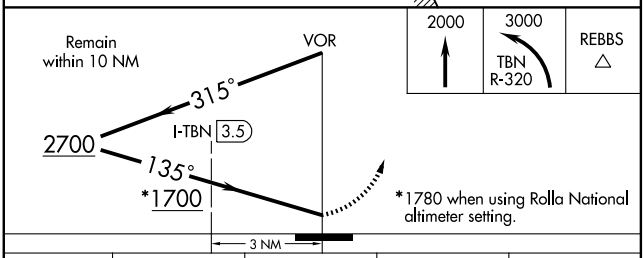
⚠ When control tower closed, use Rolla National altimeter setting: Increase all MDAs 80 feet and all visibilities ½ mile. Procedure not authorized when R-4501B or R-4501H in use.

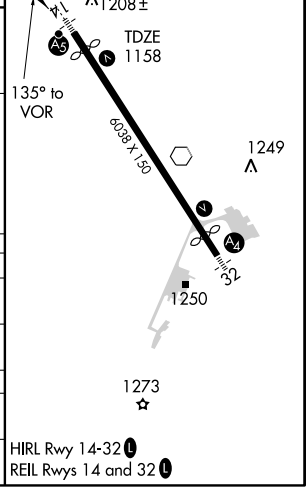
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-14	1700-1 542 (600-1)		1700-1½ 542 (600-1½)	1700-1¾ 542 (600-1¾)
CIRCLING	1700-1 541 (600-1)		1700-1½ 541 (600-1½)	1720-2 561 (600-2)
DME MINIMUMS				
S-14	1500-1 342 (400-1)			
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR TBN	APP CRS	Rwy Idg	5512
110.0	326°	TDZE	1153
		Apt Elev	1159

VOR RWY 32

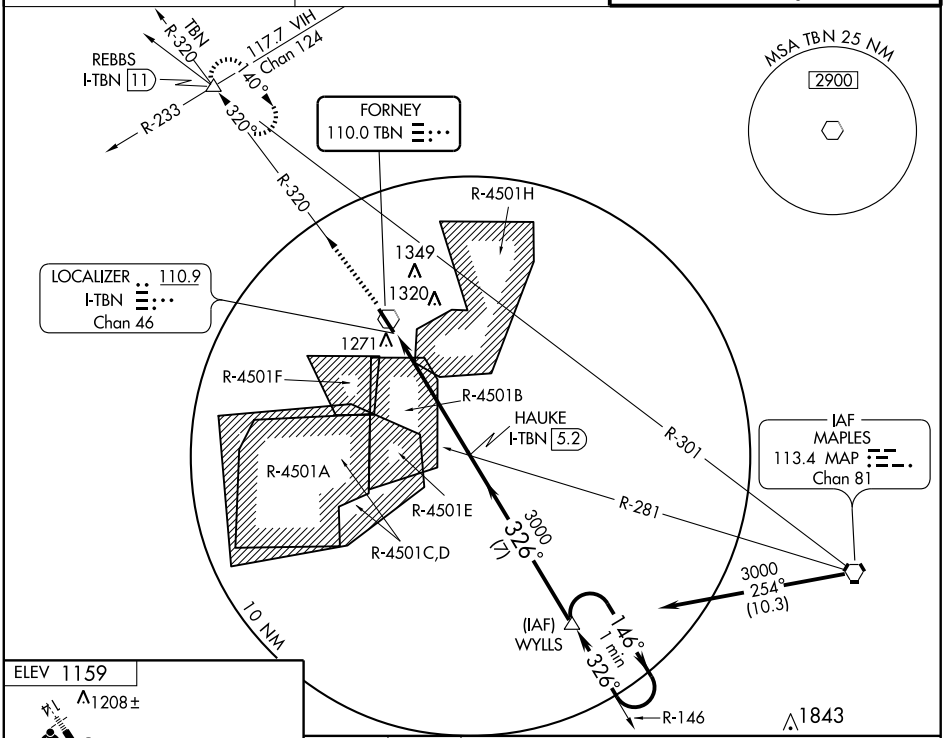
FT. LEONARD WOOD/ WAYNESVILLE ST. ROBERT RGNL FORNEY FIELD (TBN)

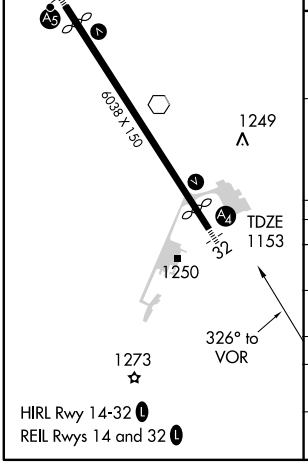
⚠ When control tower closed, use Rolla National altimeter setting. Procedure not authorized when R-4501B or R-4501H in use.

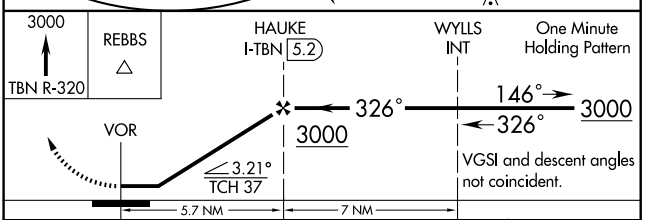
MALS

MISSED APPROACH: Climb to 3000 via TBN R-320 to REBBS Int and hold.

ATIS ★	KANSAS CITY CENTER	FORNEY TOWER ★
118.7 229.4	128.35 284.67	125.4 (CTAF) L 268.7







CATEGORY	A	B	C	D
S-32	1580-1 427 (500-1)		1580-1¼ 427 (500-1¼)	1580-1½ 427 (500-1½)
CIRCLING	1580-1 421 (500-1)	1620-1 461 (500-1)	1660-1½ 501 (600-1½)	1720-2 561 (600-2)
ROLLA NATIONAL ALTIMETER SETTING				
S-32	1640-1 487 (500-1)		1640-1¼ 487 (500-1¼)	1640-1½ 487 (500-1½)
CIRCLING	1660-1 501 (600-1)		1720-1½ 561 (600-1½)	1720-2 561 (600-2)

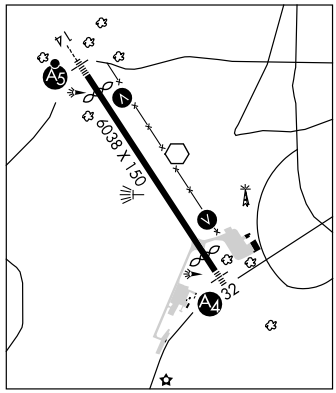
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

FORT LEONARD WOOD

WAYNESVILLE–ST ROBERT RGNL FORNEY FLD (TBN)(KTBN) CIV/MIL 0 SW UTC−6(−5DT)

KANSAS CITY
H–5D, L–16G
IAP, AD

N37°44.50′ W92°08.44′
1159 B **FUEL** 100LL, JET A NOTAM FILE TBN
RWY 14–32: H6038X150 (ASPH) S–50 HIRL
RWY 14: MALSR. REIL. VASI(V2L)—GA 2.9° TCH 36′. Thld dsplcd 501′. Pole.
RWY 32: MALS. REIL. VASI(V2R)—GA 2.9° TCH 36′. Thld dsplcd 526′. Road. Rgt tfc.



MILITARY SERVICE: FUEL PPR rqr Mil JP8 avbl Mon–Fri 1230–2130Z‡ except holidays, operating time for Code 6 and above. (NC–100LL, Jet A avbl 1400–2300Z‡ C573–329–4216.) 24 hr self svc with credit card.

AIRPORT REMARKS: Attended Mon–Fri 1200–0300Z‡ excluding holidays. Rwy 32 touchdown rwy visual range avbl. Surface visibility limited by tree line from E to S to W. Rwy 14 MALSR OTS indef. When twr clsd ACTIVATE HIRL Rwy 14–32, MALSR and VASI and REIL Rwy 14 and MALS, VASI and REIL Rwy 32—125.4.

MILITARY REMARKS: RSTD PPR for all transient military acft DSN 581–0165/4819, C573–596–0165/4819. **MISC** Weather observer augmented, edited or manual as required Mon–Fri 1200–0300Z‡, Sat 1300–2100Z‡, Sun 1700–0100Z‡. Weather forecast not avbl local. Remote briefing svc avbl 26 OWS Barksdale AFB DSN 781–4775, C318–456–4775, C866–223–2398 (toll free), fax DSN 781–3493 or C318–456–3493, web site https://ows.barksdale.af.mil/.

WEATHER DATA SOURCES: ASOS (C573) 596–6959.

COMMUNICATIONS: CTAF 125.4 **ATIS** 118.7 229.4 (Mon–Fri 1200–0300Z‡ except holidays)
FORNEY TOWER 125.4 268.7 (Mon–Fri 1200–0300Z‡ except holidays) **FORNEY OPS** 40.95 237.5
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35 284.67

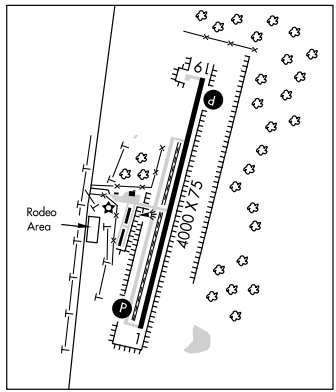
AIRSPACE: CLASS D svc Mon–Fri 1200–0300Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE TBN.
FORNEY (L)VOR 110.0 TBN N37°44.55′ W92°08.34′ at fld. VOR unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.31′ 292° 19.1 NM to fld. 1370/6E. **HIWAS.** NOTAM FILE COU.
BUCKHORN NDB (MH) 391 BHN N37°41.85′ W92°06.23′ 323° 3.2 NM to fld. Unmonitored Mon–Fri 0300–1200Z‡, 24 hrs holidays and weekends.
ILS/DME 110.9 I–TBN Chan 46 Rwy 14. Unmonitored when twr clsd (Mon–Fri 1200–0300Z‡, weekends and holidays.)

FREDERICKTOWN RGNL (H88) 3 N UTC−6(−5DT) N37°36.35′ W90°17.24′

ST LOUIS
L–16H
IAP

880 B S3 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 01–19: H4000X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI (P4L)—GA 3.0° TCH 40′.
RWY 19: PAPI(P4L)—GA 3.0° TCH 42′. Trees.



AIRPORT REMARKS: Attended Mon–Fri 1330–2200Z‡. For svc after hrs call number posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 211° 4.8 NM to fld. 1220/1E. **HIWAS.**

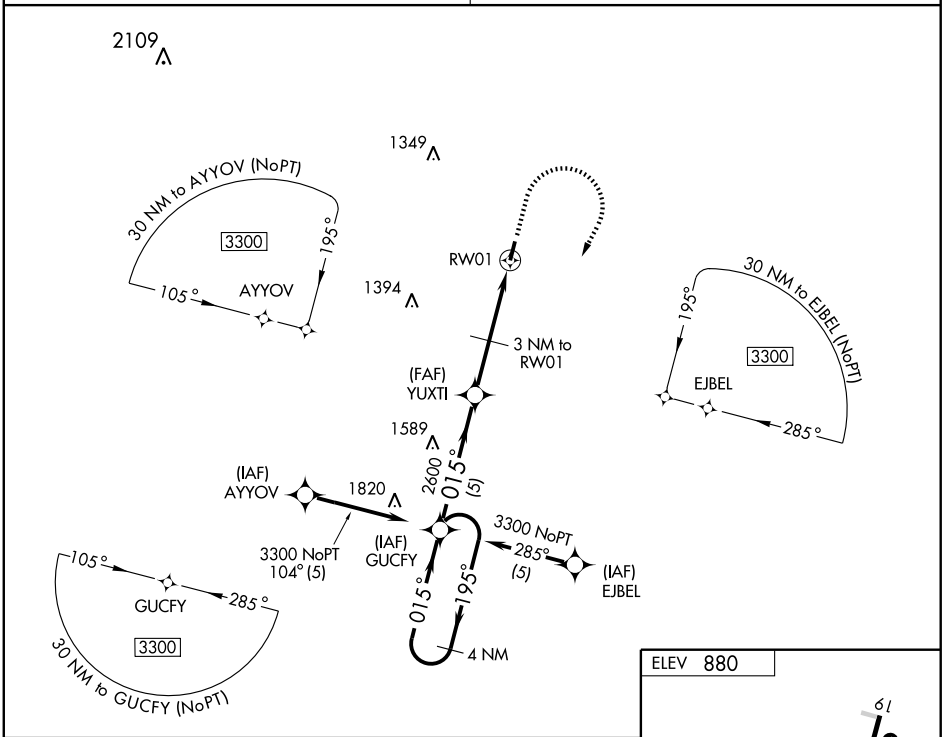
APP CRS	Rwy Idg	4000
015°	TDZE	880
	Apt Elev	880

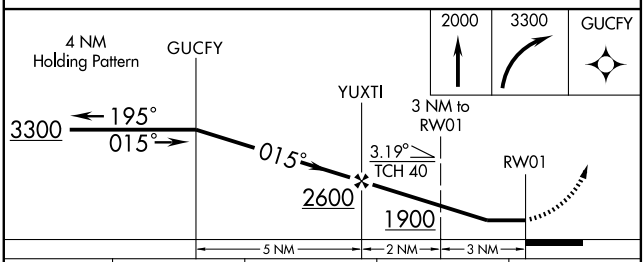
RNAV (GPS) RWY 1
FREDERICKTOWN RGNL (H88)

Use Farmington Regional altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

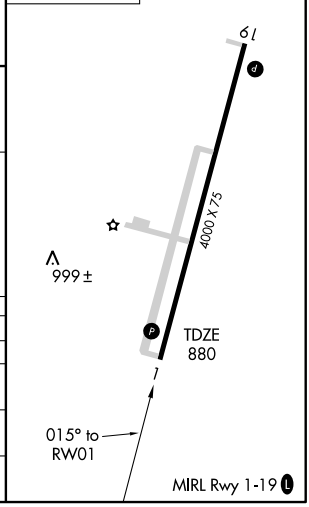
MISSED APPROACH: Climb to 2000 then climbing right turn to 3300 direct GUCFY WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1300-1 420 (500-1)		NA	
CIRCLING	1420-1 540 (600-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
195°	TDZE	880
	Apt Elev	880

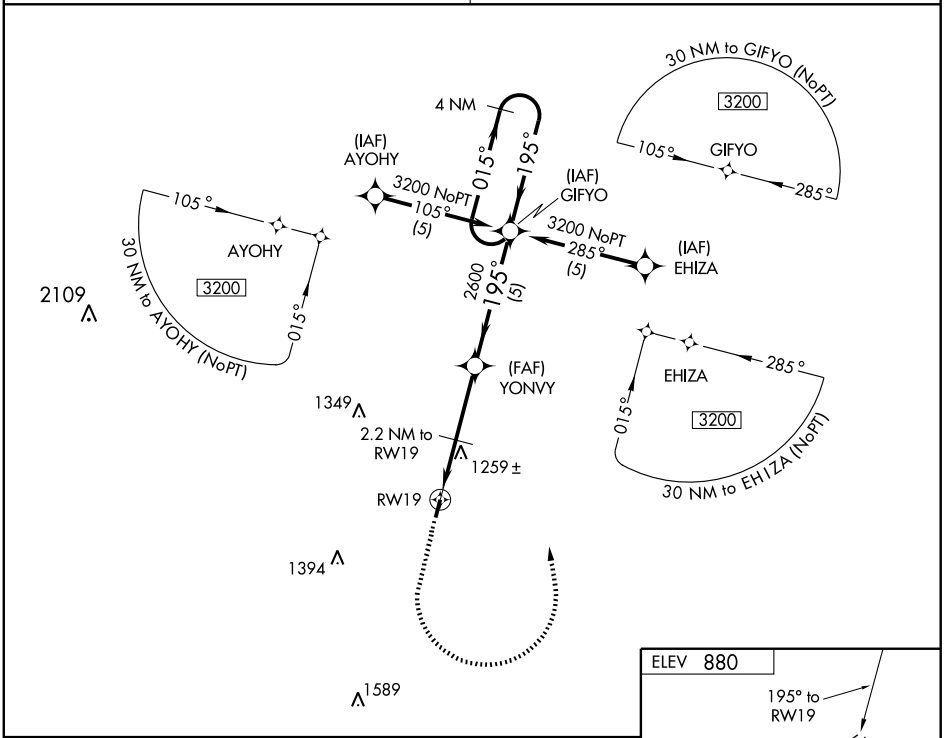
RNAV (GPS) RWY 19

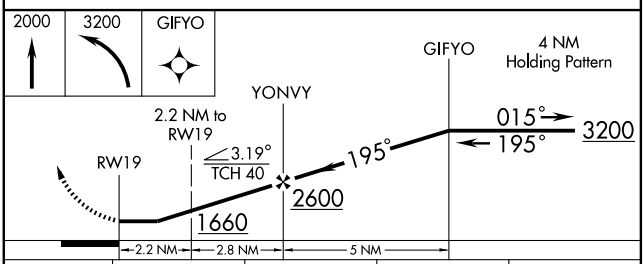
FREDERICKTOWN RGNL (H88)

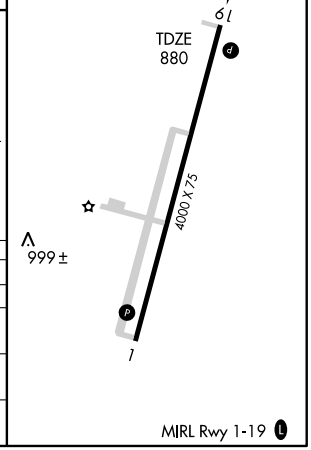
T
NA Use Farmington Regional altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GIFYO WP and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1560-1 680 (700-1)		NA	
CIRCLING	1560-1 680 (700-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 1

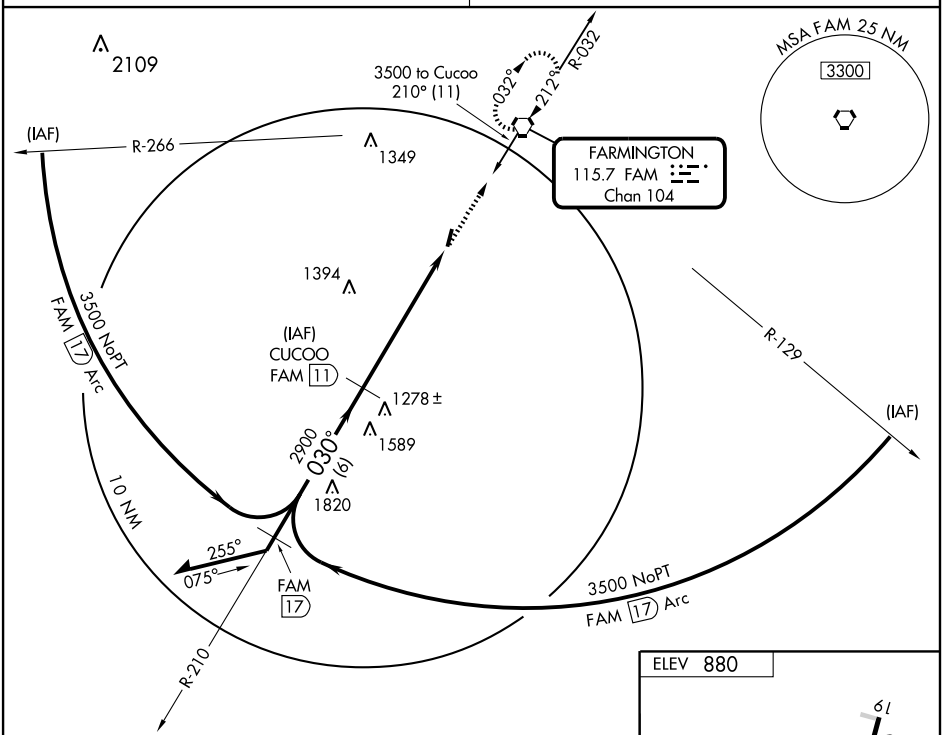
FREDERICKTOWN RGNL (H88)

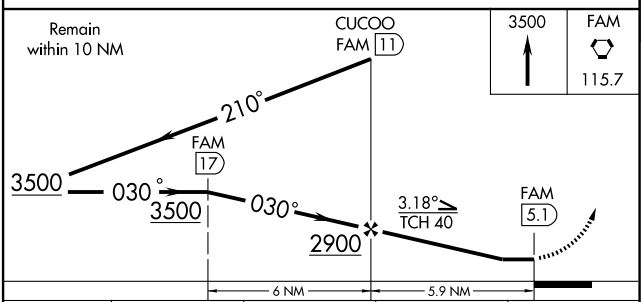
APP CRS	Rwy Idg	4000
030°	TDZE	880
	Apt Elev	880

Use Farmington Regional altimeter setting.

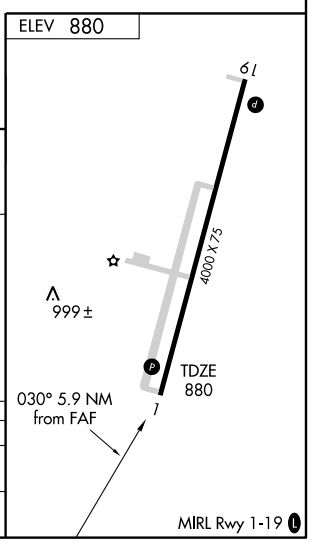
MISSED APPROACH: Climb to 3500 direct FAM VORTAC and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1500-1	620 (700-1)	NA	
CIRCLING	1500-1	620 (700-1)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR RWY 19

FREDERICKTOWN RGNL (H88)

APP CRS	Rwy Idg	4000
212°	TDZE	880
	Apt Elev	880

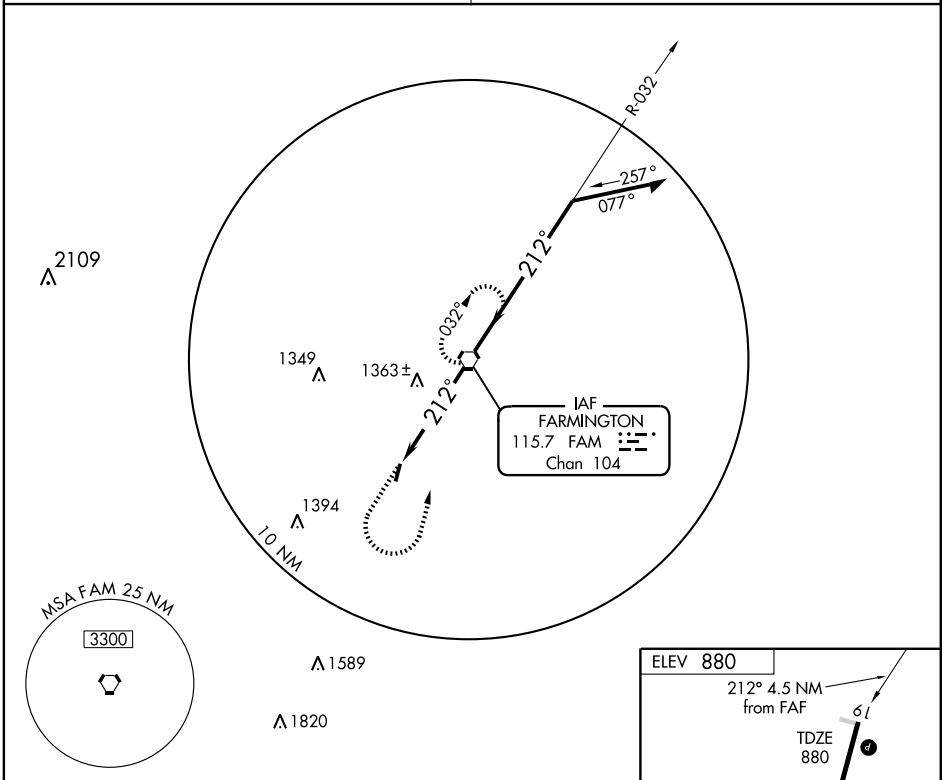
NA

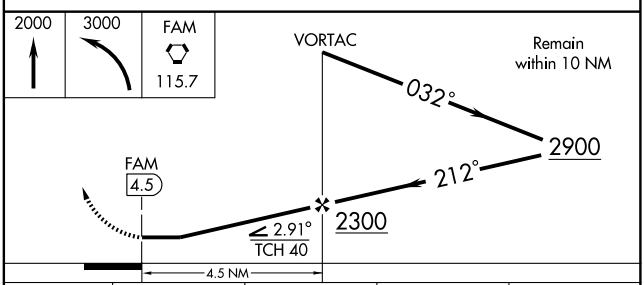
Use Farmington Regional altimeter setting.

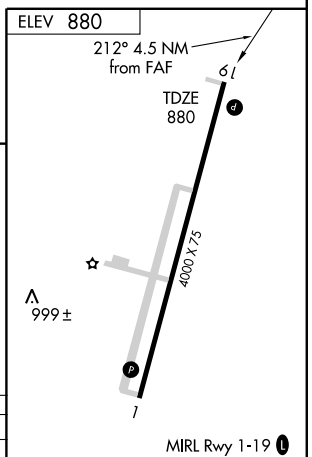
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct FAM VORTAC and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	
CIRCLING	1660-1 780 (800-1)	1660-1¼ 780 (800-1¼)	NA	

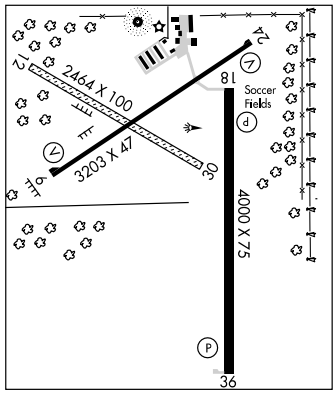
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

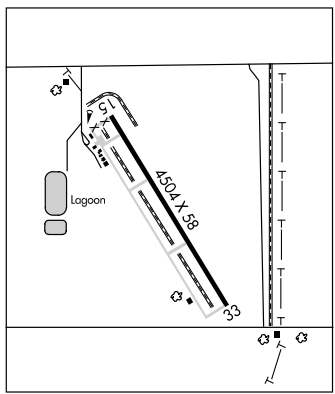
FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC−6(−5DT) N38°50.29′ W92°00.16′ KANSAS CITY
886 B S4 **FUEL** 100LL NOTAM FILE COU L–27B
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Trees.
RWY 06–24: H3203X47 (ASPH) S–30 MIRL
RWY 06: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Tree.
RWY 24: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Road.
RWY 12–30: 2464X100 (TURF) 0.5% up NW
RWY 12: Tree. **RWY 30:** P–line.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Ultralight activity on and invof arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06–24 width variance 47–50′. Rwy 12–30 marked with large yellow cones. Rwy 18–36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573–642–6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 078° 10.2 NM to fld. 883/3E.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65′ W92°13.10′ 154° 17.5 NM to fld. 920/6E.
GUTHRIE NDB (MHW) 317 FTT N38°50.57′ W92°00.28′ at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC−6(−5DT) N36°36.75′ W92°23.99′ KANSAS CITY
1070 B NOTAM FILE COU
RWY 01–19: 1895X100 (TURF) LIRL
RWY 01: Thld dsplcd 640′. Trees. **RWY 19:** Thld dsplcd 400′. Trees.
RWY 16–34: 1645X60 (TURF)
RWY 16: Thld dsplcd 945′. Trees. **RWY 34:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and invof arpt. Rwy 01–19 and Rwy 16–34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01–19. Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16–34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4′ metal fence posts along east rwy edge for the first half of Rwy 16–34. Rotating bcn located 3700′ SW of Rwy 34 thld. Rwy 01–19 boundary lgts. Rwy 16–34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC−6(−5DT) N36°26.63′ W89°54.23′ ST LOUIS
268 NOTAM FILE STL L–16H
RWY 15–33: H4504X58 (ASPH) IAP
RWY 15: Pole. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. Rwy N–S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15–33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15–33 width varies from 58–60′.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 174° 6.7 NM to fld. 280/3E.



APP CRS	Rwy Idg	3205
056°	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 6

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

DME/DME RNP -0.3 NA.
NA
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 direct KRUPE and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

Procedure NA for arrivals at HLV VORTAC airway radials 155 CW 203.

HALLSVILLE HLV

1884

2800 198° (19.5)

4 NM 056° 236° KRUPE

1302

1244 1140 1315

1140

RW06

(IAF) JAGUV

2800 NoPT 146° (5)

(FAF) EDPAH

OBEBE 2.2 NM to RW06

2500 056° (6.2)

(IF/IAF) VICEE

056° 236° 4 NM

2800 NoPT 326° (5)

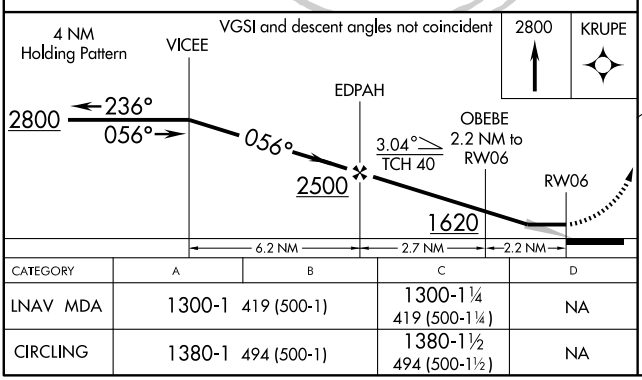
(IAF) WENIS

1785

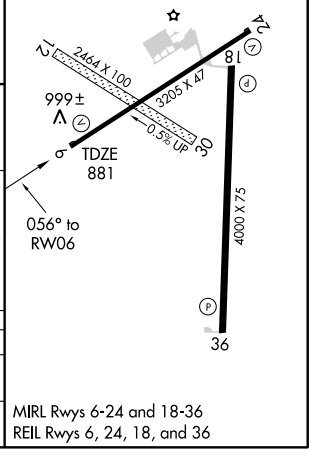
MSA RW06 25 NM 3100

2800 291° (12.8) HODGS

Procedure NA for arrivals at HODGS via V44 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	1300-1 419 (500-1)		1300-1¼ 419 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA



MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 42611	181°	TDZE	881
W18A		Apt Elev	886

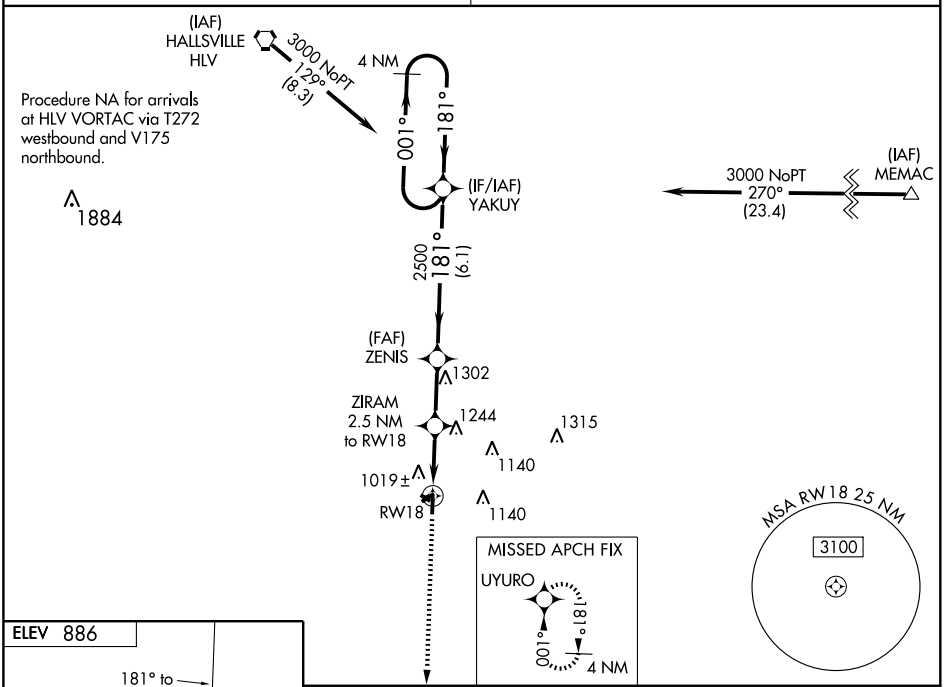
RNAV (GPS) RWY 18

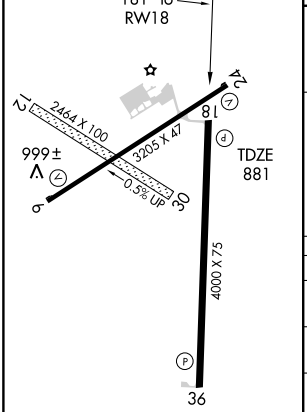
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

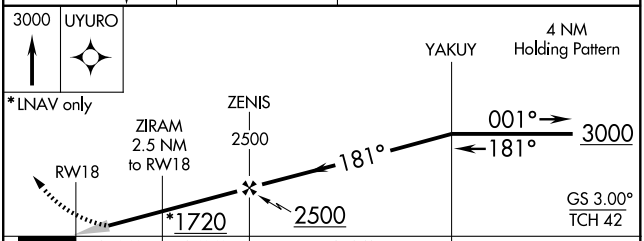
T A NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct UYURO and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/VNAV DA	1313-1½ 432 (500-1½)			NA
LNAV MDA	1520-1 639 (700-1)		1520-1¾ 639 (700-1¾)	NA
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS		
236°	Rwy Idg	3205
	TDZE	881
	Apt Elev	886

RNAV (GPS) RWY 24

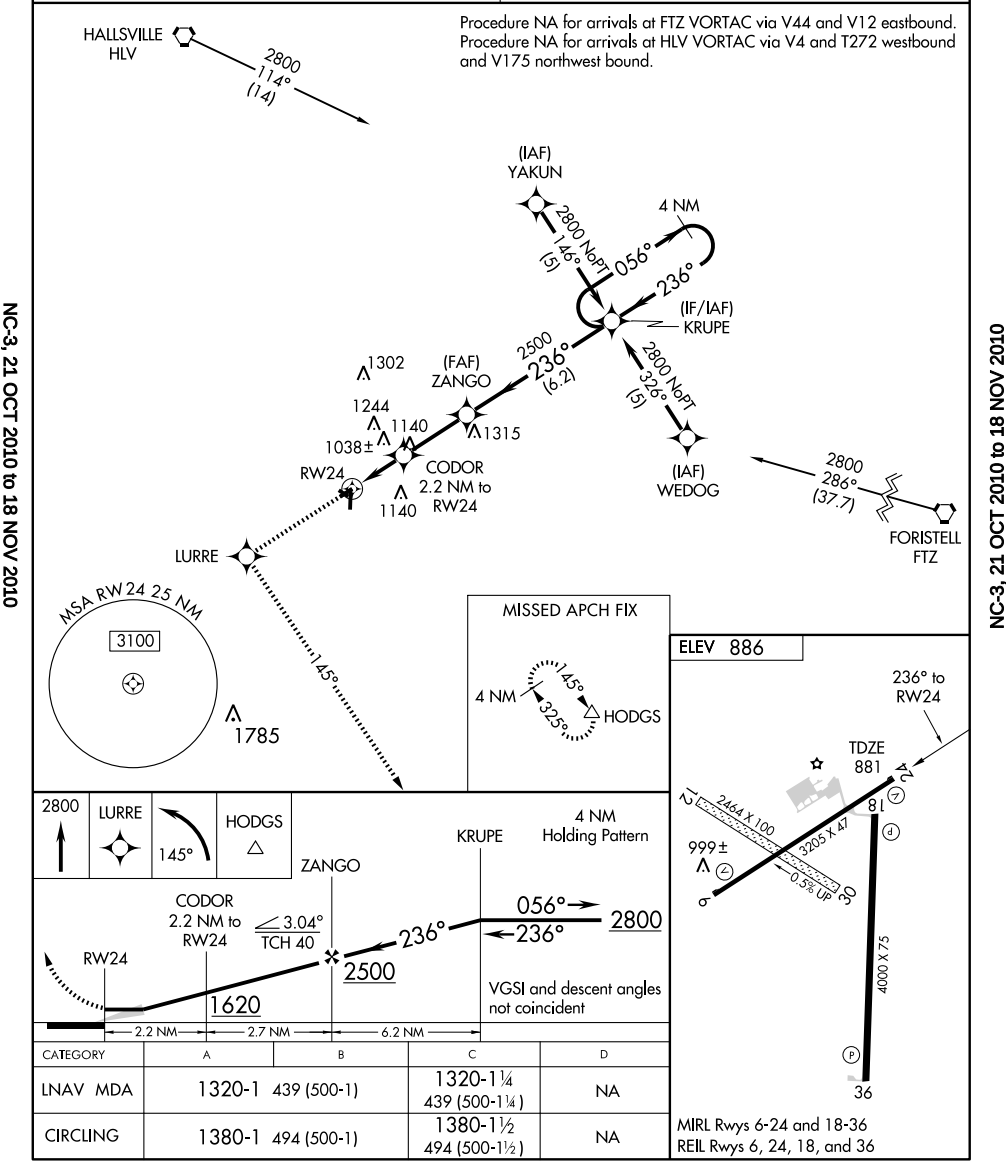
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

DME/DME RNP -0.3 NA.
Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all MDA 80 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct LURRE and left turn via 145° track to HODGS and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)

Procedure NA for arrivals at FTZ VORTAC via V44 and V12 eastbound. Procedure NA for arrivals at HLV VORTAC via V4 and T272 westbound and V175 northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	1320-1 439 (500-1)		1320-1¼ 439 (500-1¼)	NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

MIRL Rwys 6-24 and 18-36
REIL Rwys 6, 24, 18, and 36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 86811	001°	TDZE	881
W36A		Apt Elev	886

RNAV (GPS) RWY 36

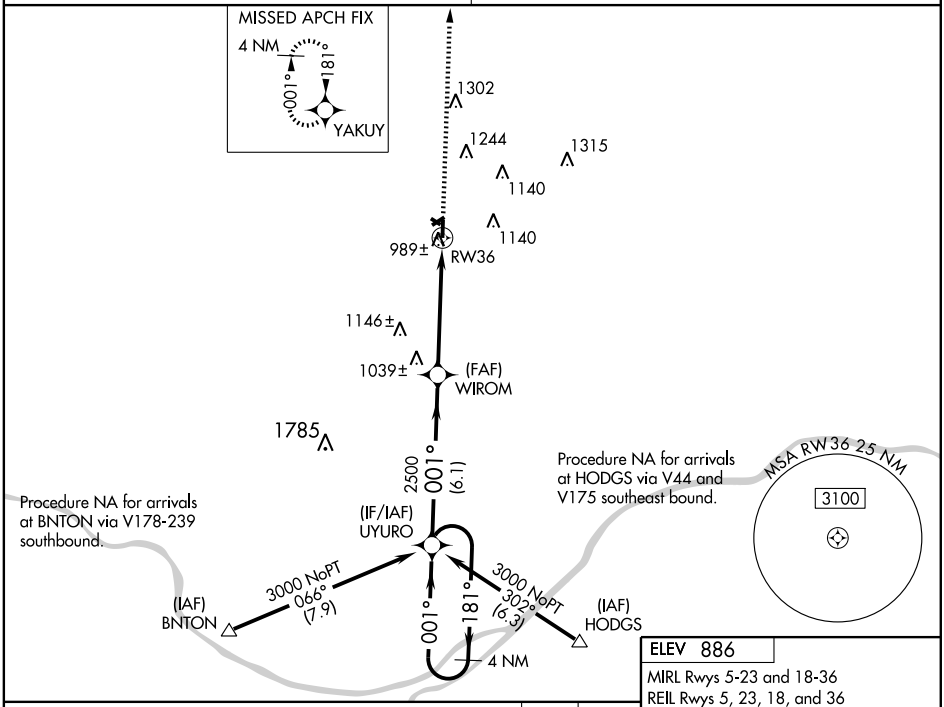
FULTON/ ELTON HENSLEY MEMORIAL (FTT)

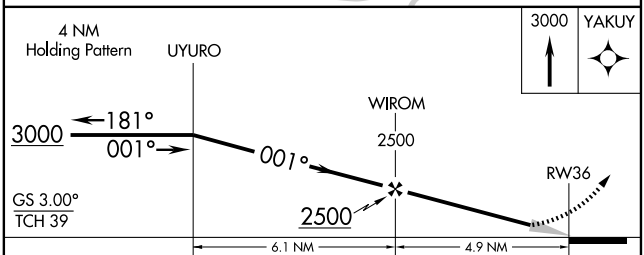
T NA Baro-VNAV NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Use Columbia altimeter setting; when not received, use Jefferson City altimeter setting and increase all DA 62 feet, all MDA 80 feet, increase LPV and LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile.

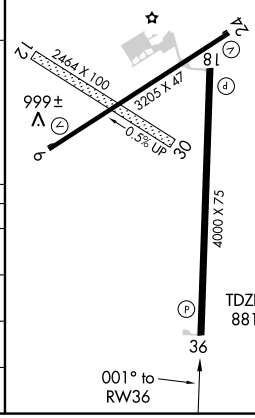
MISSED APPROACH: Climb to 3000 direct YAKUY and hold.

MIZZU APP CON **124.375 353.7**

UNICOM **122.7** (CTAF)







CATEGORY	A	B	C	D
LPV DA	1155-1 274 (300-1)			NA
LNAV/ VNAV DA	1283-1½ 402 (400-1½)			NA
LNAV MDA	1280-1 399 (400-1)			NA
CIRCLING	1380-1 494 (500-1)		1380-1½ 494 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HLV 114.2 Chan 89	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 886

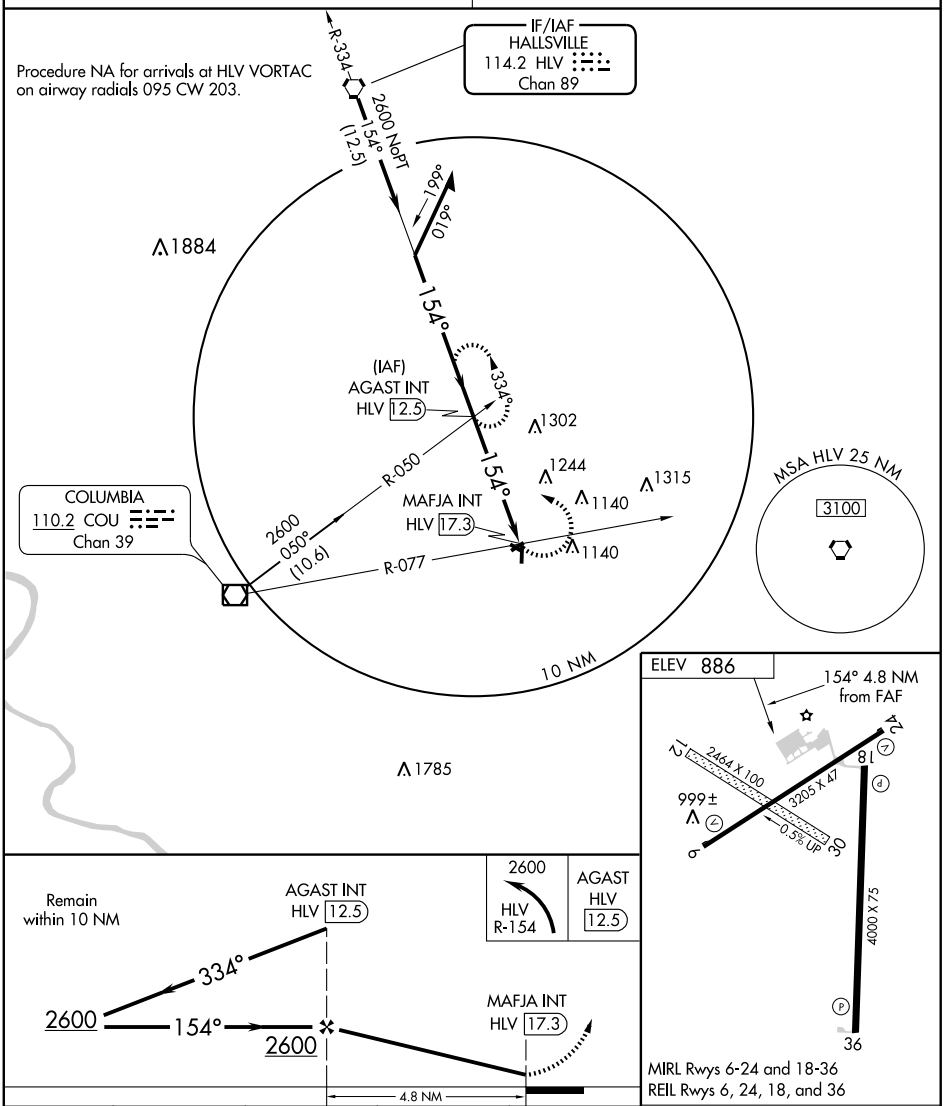
VOR-A

FULTON/ ELTON HENSLEY MEMORIAL (FTT)

NA — Use Columbia altimeter setting; when not received use Jefferson City altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2600 via HLV VORTAC R-154 to AGAST INT/12.5 DME and hold.

MIZZU APP CON	UNICOM
124.375 353.7	122.7 (CTAF)



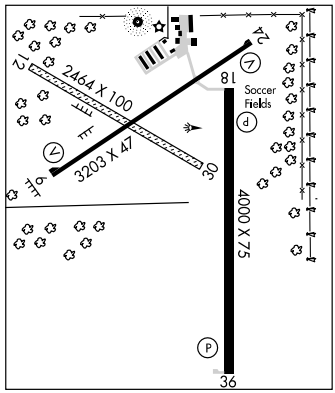
CATEGORY	A	B	C	D
CIRCLING	1520-1 634 (700-1)		1520-1¾ 634 (700-1¾)	NA

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

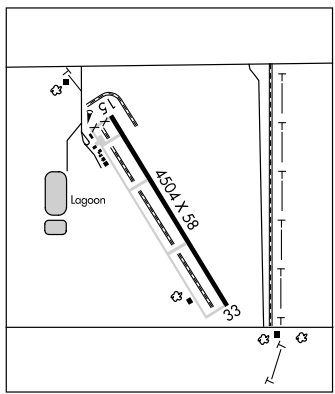
FULTON

ELTON HENSLEY MEM (FTT) 3 SW UTC−6(−5DT) N38°50.29′ W92°00.16′ KANSAS CITY
886 B S4 **FUEL** 100LL NOTAM FILE COU L–27B
RWY 18–36: H4000X75 (CONC) S–12.5 MIRL IAP
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Road.
RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Trees.
RWY 06–24: H3203X47 (ASPH) S–30 MIRL
RWY 06: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Tree.
RWY 24: REIL. SAVASI(S2L)—GA 3.9° TCH 19′. Road.
RWY 12–30: 2464X100 (TURF) 0.5% up NW
RWY 12: Tree. **RWY 30:** P–line.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Ultralight activity on and invof arpt. Insufficient rwy safety area length byd Rwy 06 end, large drop off. Rwy 06–24 width variance 47–50′. Rwy 12–30 marked with large yellow cones. Rwy 18–36 limited by arpt manager to 12,500 pounds single wheel gear. For acft exceeding 12,500 pounds single wheel gear, ctc arpt manager on 573–642–6222. Rwy 24 VASI OTS indef. Rwy 18 and Rwy 36 PAPI OTS indef. REIL Rwy 06 and Rwy 24 OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MIZZU APP/DEP CON** 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 078° 10.2 NM to fld. 883/3E.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N38°48.65′ W92°13.10′ 154° 17.5 NM to fld. 920/6E.
GUTHRIE NDB (MHW) 317 FTT N38°50.57′ W92°00.28′ at fld. OTS indef. SHUTDOWN



GAINESVILLE MEM (H27) 2 NE UTC−6(−5DT) N36°36.75′ W92°23.99′ KANSAS CITY
1070 B NOTAM FILE COU
RWY 01–19: 1895X100 (TURF) LIRL
RWY 01: Thld dsplcd 640′. Trees. **RWY 19:** Thld dsplcd 400′. Trees.
RWY 16–34: 1645X60 (TURF)
RWY 16: Thld dsplcd 945′. Trees. **RWY 34:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. Ultralight and crop dusting acft on and invof arpt. Rwy 01–19 and Rwy 16–34 marked with large yellow cones. Dsplcd thlds marked with 3 large yellow cones on each side of rwy for Rwy 01–19. Dsplcd thld marked with 3 large yellow cones on west side for Rwy 16–34. All rwys have brush, trees, roads, buildings, utility poles and many other objects in apch areas and rwy safety areas. Very short roll out distances from dsplcd thlds to rwy ends. Mobile home trailers and +4′ metal fence posts along east rwy edge for the first half of Rwy 16–34. Rotating bcn located 3700′ SW of Rwy 34 thld. Rwy 01–19 boundary lgts. Rwy 16–34 restricted to ldg ops only. ACTIVATE LIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF 122.9

GIDEON MEM (M85) 1 SE UTC−6(−5DT) N36°26.63′ W89°54.23′ ST LOUIS
268 NOTAM FILE STL L–16H
RWY 15–33: H4504X58 (ASPH) IAP
RWY 15: Pole. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. Rwy N–S CLOSED, used for flying of model planes. North twy to Rwy 15 thld closed, S Twy N of Rwy 33 thld CLOSED. Crop dusting and ultralight acft on and invof arpt. Hazardous pavement conditions exist at this airport and farming operations are very close to pavement edges. Exercise caution when using this facility. Rwy 15–33 has areas of uneven asph where rwy is rolling and uneven, loose aggregate, and grass growing in cracks. Rwy 15 NSTD npi markings, centerline continous line. Rwy 33 NSTD basic markings centerline continous line. Rwy 15–33 width varies from 58–60′.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 174° 6.7 NM to fld. 280/3E.



VORTAC MAW 111.2 Chan 49	APP CRS 175°	Rwy Idg 4504 TDZE 268 Apt Elev 268

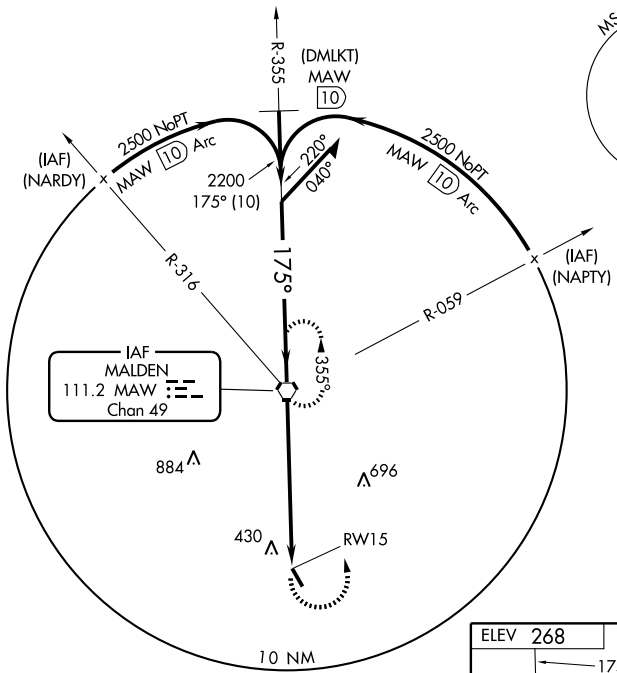
VOR or GPS RWY 15

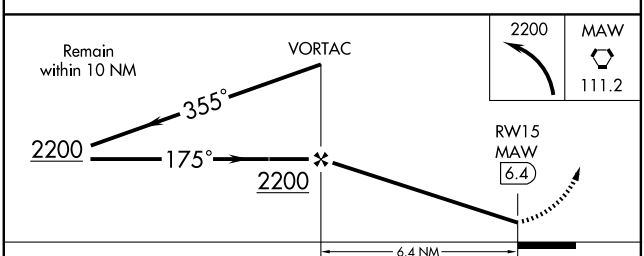
GIDEON MEMORIAL (M85)

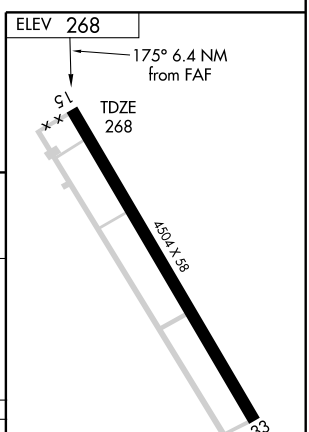
NA Procedure not authorized at night. Use Dyersburg, TN altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	CTAF
135.625	133.65 292.15	122.9







CATEGORY	A	B	C	D
S-15	820-1	552 (600-1)	820-1½ 552 (600-1½)	820-1¾ 552 (600-1¾)
CIRCLING	860-1	592 (600-1)	860-1½ 592 (600-1½)	860-2 592 (600-2)

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

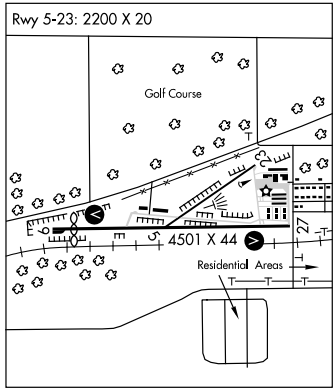
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

GOLDEN VALLEY N38°21.54′ W93°41.08′ NOTAM FILE COU — KANSAS CITY L–27A
NDB (MHW) 388 GLY at Clinton Mem.

GOULD PETERSON MUNI (See TARKIO)

GRAIN VALLEY

EAST KANSAS CITY (3GV) 0 N UTC−6(−5DT) N39°00.93′ W94°12.80′ — KANSAS CITY L–27A, A IAP
835 B S2 **FUEL** 100LL, JET A NOTAM FILE COU
RWY 09–27: H4501X44 (ASPH–AFSC) S–11 RWY LGTS {NSTD)
RWY 09: REIL. VASI(V4L)—GA 3.5° TCH 46′. Thld dsplcd 300′. Railroad. Rgt tfc.
RWY 27: VASI(V4L)—GA 3.5° TCH 46′. Railroad.
RWY 05–23: H2200X20 (ASPH) S–11 0.7% up NE
RWY 05: Railroad. **RWY 23:** Tree. Rgt tfc.



AIRPORT REMARKS: Attended 1400Z‡–dusk. Numerous objects affecting navigable airspace around each rwy. Exercise caution when using this facility. NSTD rwy safety area lengths byd each rwy end. Insufficient lengths, incorrect terrain grades. No rwy safety area byd Rwy 27 and Rwy 05 ends. Migratory waterfowl on and invof arpt. Rwy 09–27 cracks with grass and weeds growing in them. Rwy 05–23 steep slope 60–235′ NE of Rwy 05 thld. Rwy 05 and Rwy 23 NSTD npi markings; small numbers; no thld bars and incorrect size and spacing of centerline. Rwy 05 NSTD basic markings; small numbers; incorrect size and spacing of centerline. Rwy 05–23 width variance 20–25′. Rwy 09 NSTD dsplcd thld markings; small arrow head; incorrect spacing of arrows and thld bar. Rwy 09–27 NSTD precision instrument rwy markings; no aiming point; small rwy thld; touchdown and centerline markings and incorrect spacing. Rwy 09–27 NSTD MIRL; no yellow edge lgts last 2000′ Rwy 09 and Rwy 27 all edge lgts located 13–15′ from pavement edge; only 6 thld lgts Rwy 27 and located 18–20′ East of thld. Rwy 09–27 width variance 44–45′. ACTIVATE MIRL Rwy 09–27, VASI Rwy 09 and Rwy 27, REIL Rwy 09—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 121.3
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 213° 6.2 NM to fld. 878/7E.

GRAND GLAIZE—OSAGE BEACH (See OSAGE BEACH)

GREENSFIELD (See MOSCOW MILLS)

GUTHRIE N38°50.57′ W92°00.28′ NOTAM FILE COU. — KANSAS CITY L–27B
NDB (MHW) 317 FTT at Elton Hensley Mem. OTS indef. SHUTDOWN

HALLSVILLE N39°06.81′ W92°07.69′ NOTAM FILE COU. — KANSAS CITY H–5D, L–27B
(L) VORTAC 114.2 HLV Chan 89 074° 14.7 NM to Mexico Mem. 920/6E.
RCO 122.1R 114.2T (COLUMBIA RADIO)

APP CRS	Rwy Idg	4206
088°	TDZE	818
	Apt Elev	835

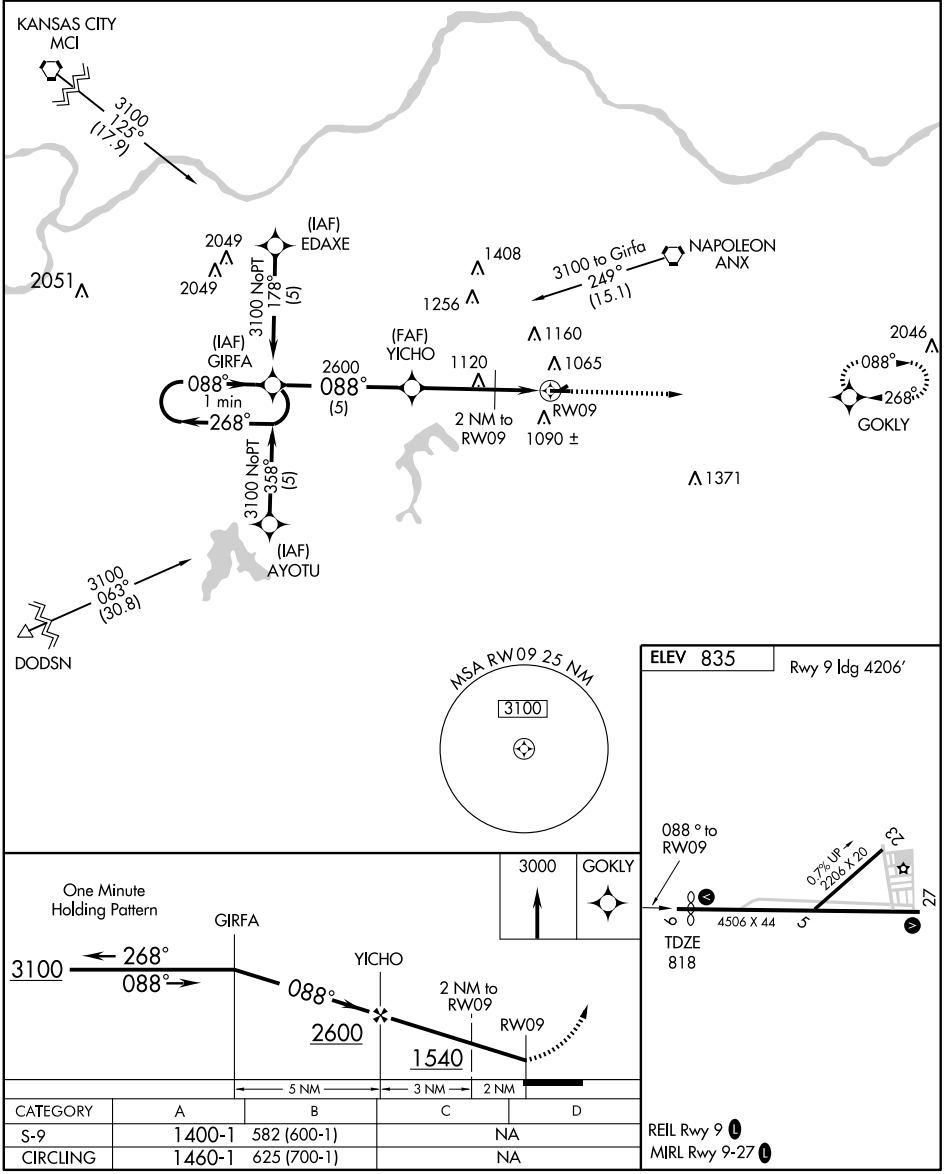
GPS RWY 9

GRAIN VALLEY/ EAST KANSAS CITY (3GV)

NA	MISSED APPROACH: Climb to 3000 direct GOKLY WP and hold.
Use Charles B. Wheeler Downtown Airport altimeter setting.	

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-9	1400-1	582 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

APP CRS	Rwy Idg	4506
268°	TDZE	818
	Apt Elev	835

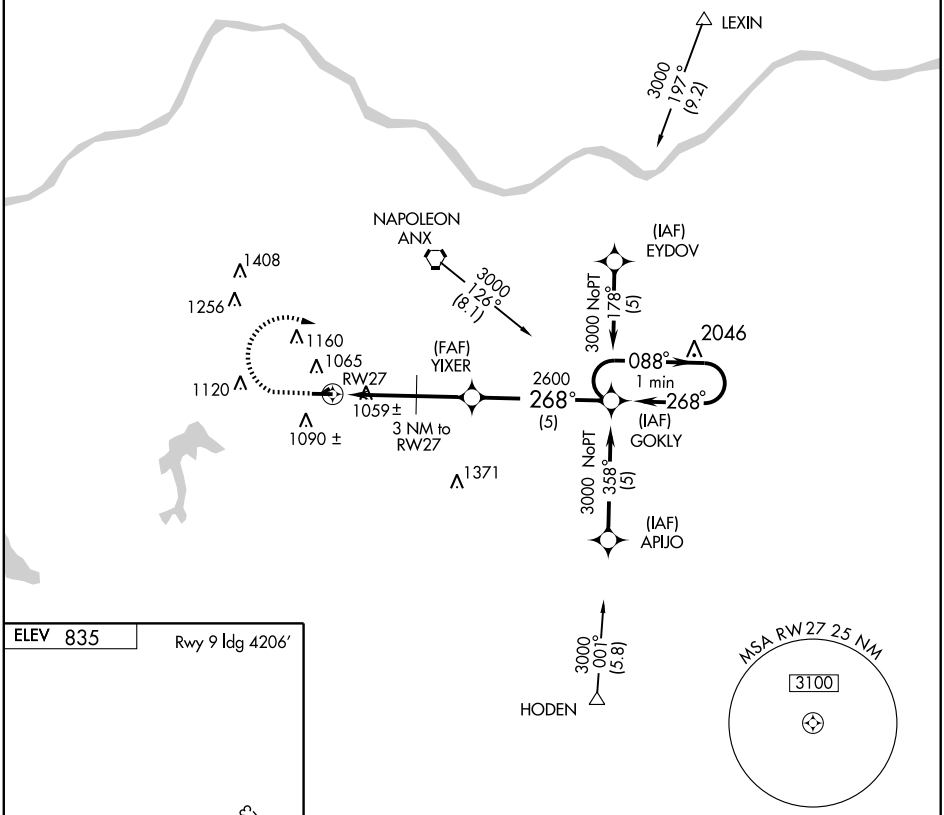
GPS RWY 27

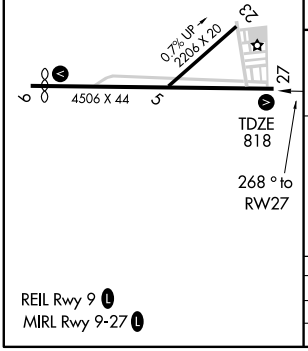
GRAIN VALLEY/EAST KANSAS CITY (3GV)

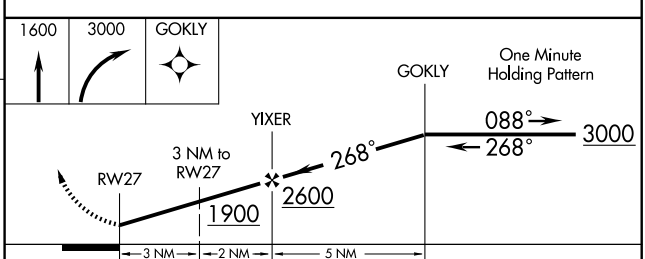
Use Charles B. Wheeler Downtown Airport altimeter setting.
⚠ NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1380-1	562 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ANX 114.0 Chan 87	APP CRS 264°	Rwy Idg 4506 TDZE 818 Apt Elev 835

VOR/DME RNAV RWY 27

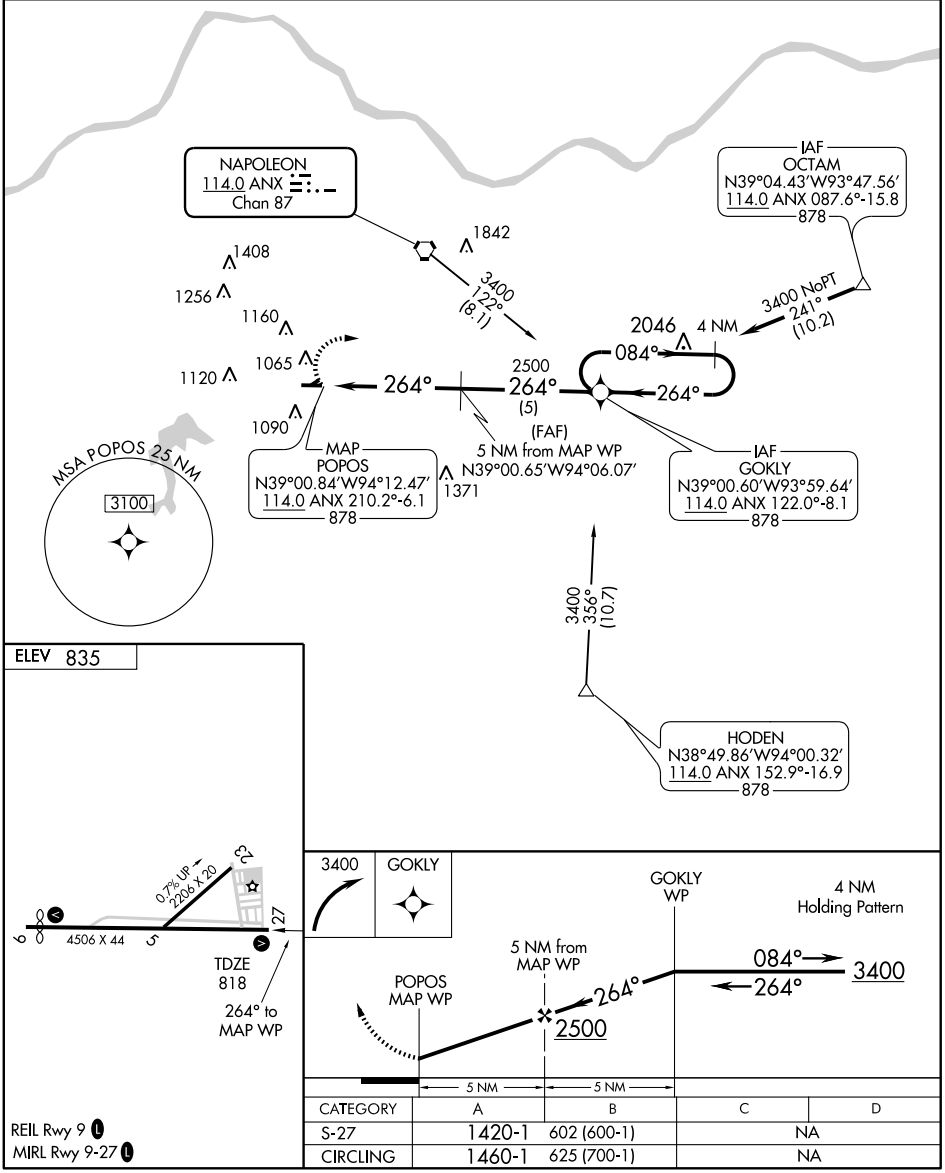
GRAIN VALLEY/EAST KANSAS CITY (3GV)

NA Use Charles B. Wheeler Downtown Airport altimeter setting.

MISSED APPROACH: Climbing right turn to 3400 direct GOKLY WP and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-27	1420-1	602 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

REIL Rwy 9 L
MIRL Rwy 9-27 L

VORTAC ANX 114.0 Chan 87	APP CRS 212°	Rwy Idg 2206 TDZE 835 Apt Elev 835

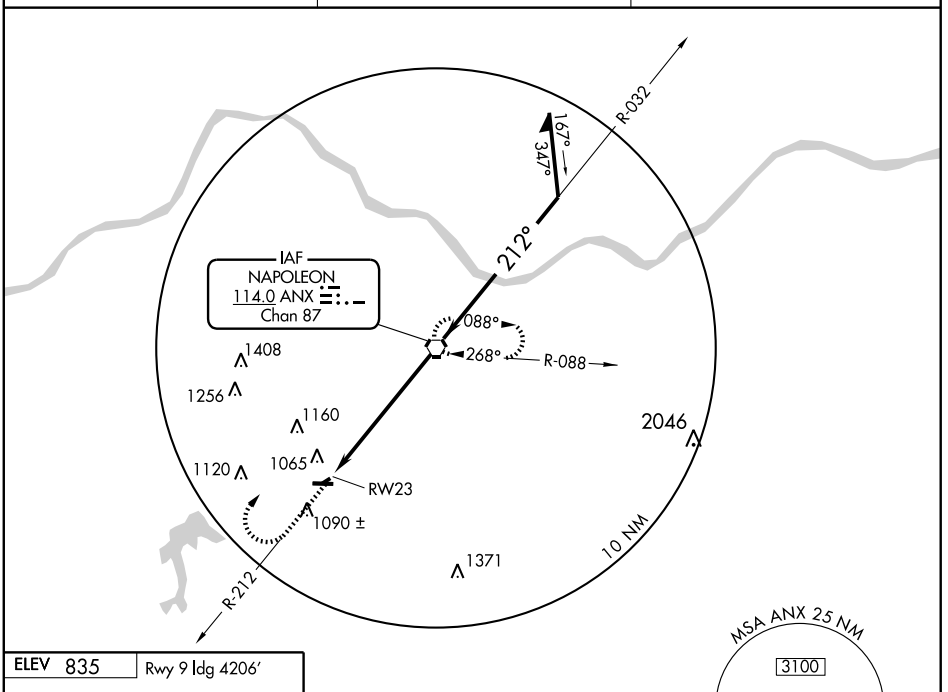
VOR or GPS RWY 23

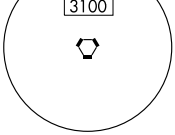
GRAIN VALLEY/EAST KANSAS CITY (3GV)

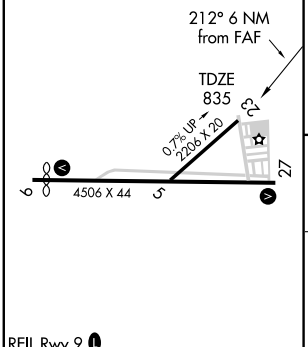
Use Charles B. Wheeler Downtown Airport altimeter setting.
Straight-in minimums Rwy 23 not authorized at night.
⚠ NA

MISSED APPROACH: Climb to 1600 via ANX R-212 then climbing right turn to 2900 direct ANX VORTAC and hold.

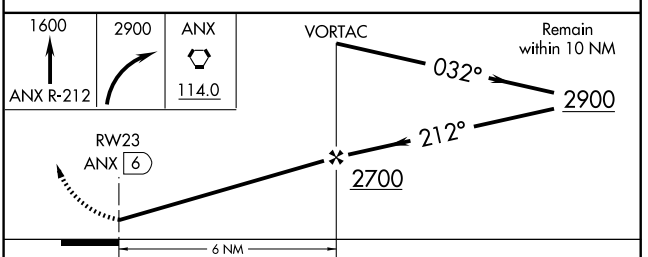
KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4 294.7	121.3	122.8 (CTAF) L







REIL Rwy 9 L
MIRL Rwy 9-27 L

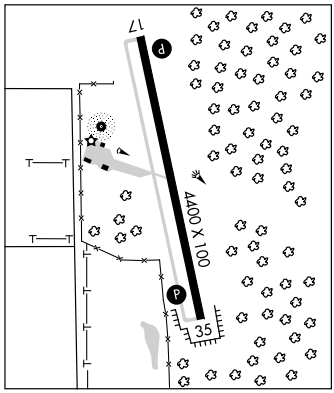


FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-23	1400-1	565 (600-1)	NA	
CIRCLING	1460-1	625 (700-1)	NA	

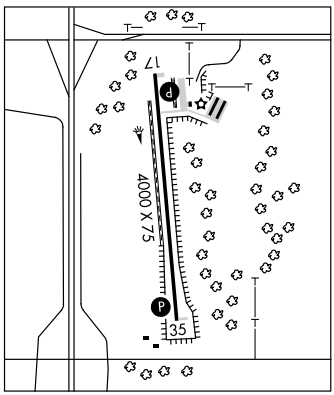
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HANNIBAL RGNL (HAE) 4 NW UTC−6(−5DT) N39°43.51′ W91°26.63′ KANSAS CITY
769 B S4 **FUEL** 100LL, JET A NOTAM FILE STL L–27B
RWY 17–35: H4400X100 (CONC) S–12 MIRL IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.775 (573) 221–2584.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 221° 10.6 NM to fld. 710/5E. **HIWAS.**
NDB (MHW) 411 HAE N39°43.64′ W91°26.91′ at fld. NOTAM FILE STL.



HARRISONVILLE

LAWRENCE SMITH MEM (LRY) 3 S UTC−6(−5DT) N38°36.61′ W94°20.61′ KANSAS CITY
915 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 17–35: H4000X75 (ASPH) S–12.5, MIRL 1.0% up N IAP
RWY 17: PAPI(P4L)—GA 4.0° TCH 27′. Tree. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 35: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun irregularly. 24–hr self svc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (816) 380–5936.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 012° 21.4 NM to fld. 890/7E. **HIWAS.**



HARRY S TRUMAN DAM AND RESERVOIR SPB (See WARSAW)

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28) 2 E UTC−6(−5DT) N36°13.46′ W89°43.73′ ST LOUIS
268 S4 NOTAM FILE STL
RWY 18–36: 3420X175 (TURF)
RWY 18: Thld dsplcd 305′. Sign. **RWY 36:** Thld dsplcd 80′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18–36 north 475′ of rwy 155′ wide. Rwy 18–36 625′ by 20′ asph 450′ south of Rwy 18 thld 20′ to 5′ east of centerline. Rwy 18–36 white non–frangible reflectors mark edge of rwy, rwy ends not marked.
COMMUNICATIONS: CTAF 122.9

NDB RWY 35

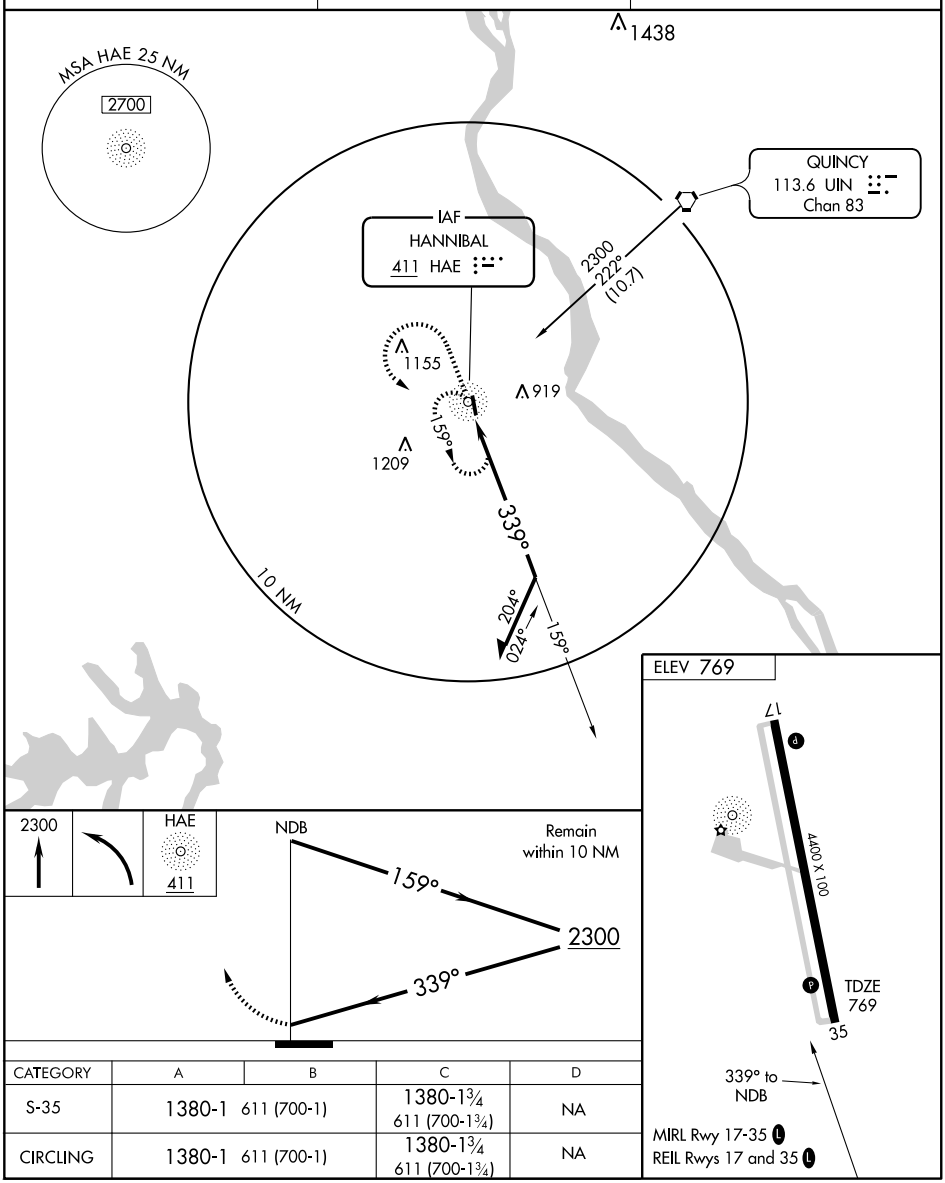
HANNIBAL RGNL (HAE)

HAE NDB	APP CRS	Rwy Idg	4400
411	339°	TDZE	769
		Apt Elev	769

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Quincy altimeter setting and increase all MDA 60 feet and Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct HAE NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA
CIRCLING	1380-1	611 (700-1)	1380-1¾ 611 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 62812	170°	TDZE	769
W17A		Apt Elev	769

RNAV (GPS) RWY 17

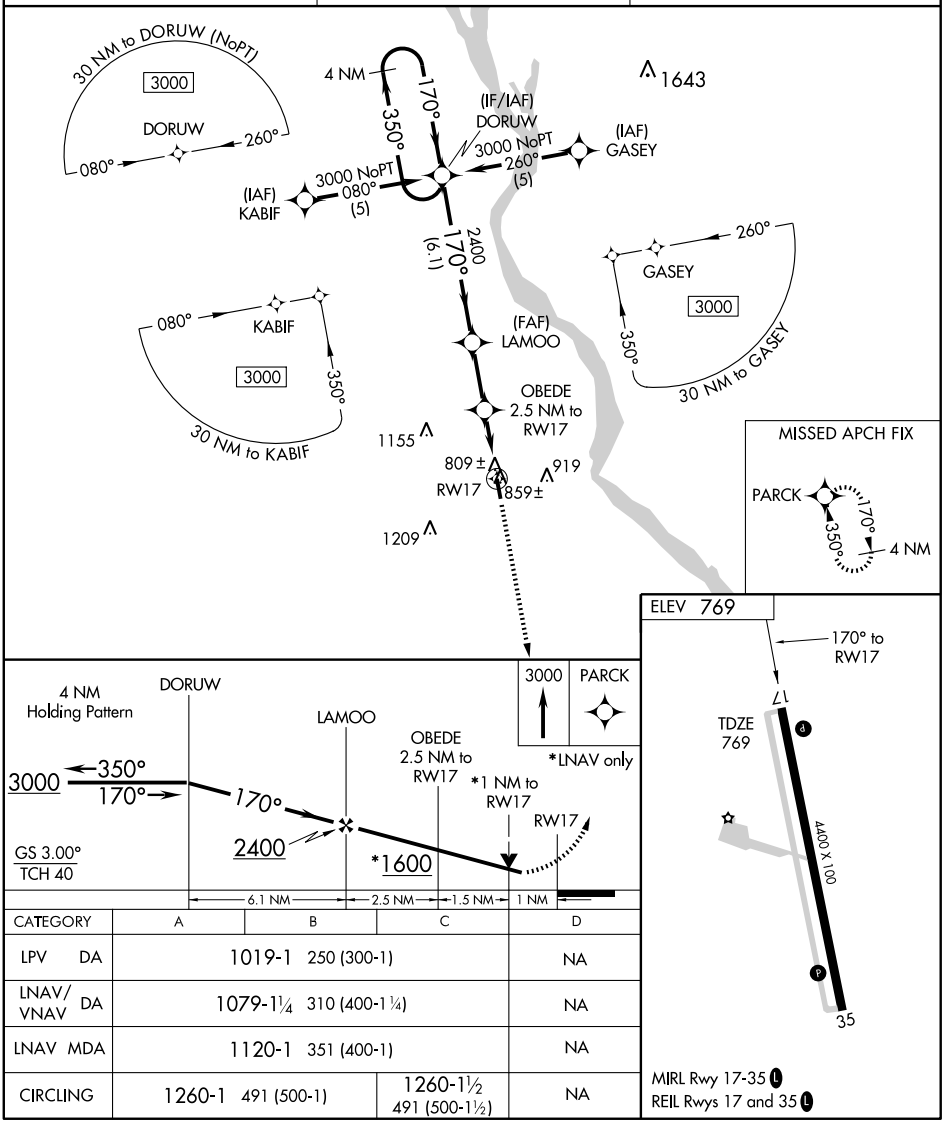
HANNIBAL RGNL (HAE)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.
Baro-VNAV and VDP NA when using Quincy altimeter setting.

MISSED APPROACH: Climb to 3000 direct PARCK and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1019-1	250 (300-1)		NA
LNAV/VNAV DA	1079-1¼	310 (400-1¼)		NA
LNAV MDA	1120-1	351 (400-1)		NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4400
CH 72612	350°	TDZE	769
W35A		Apt Elev	769

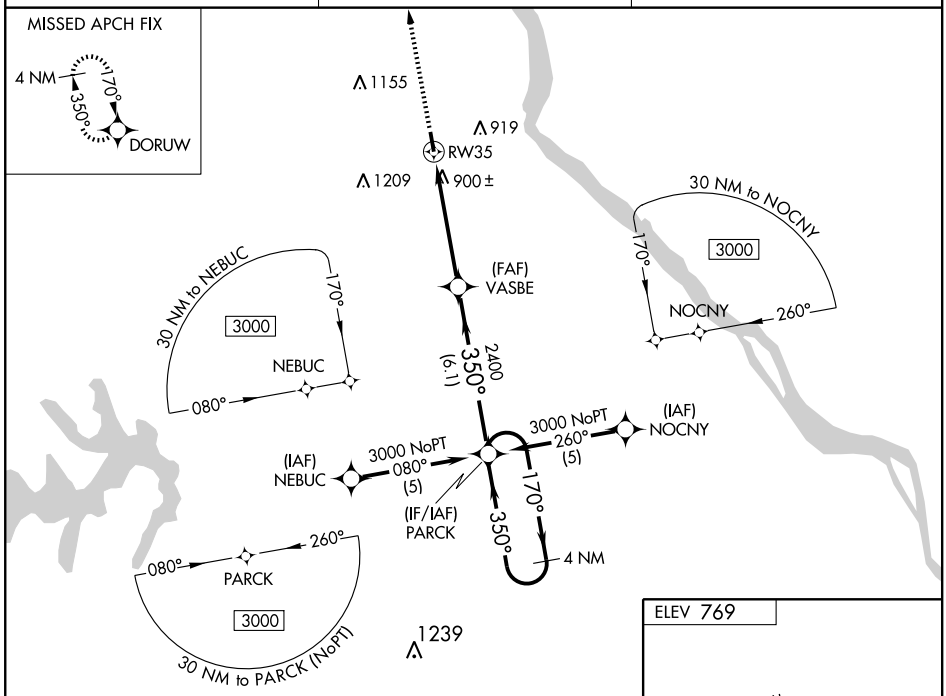
RNAV (GPS) RWY 35

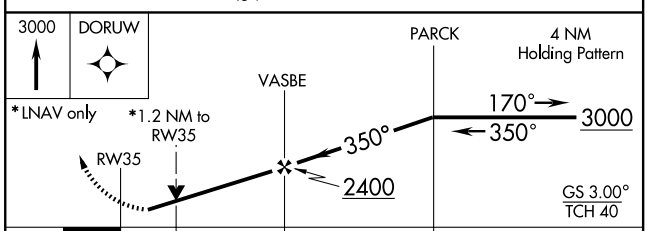
HANNIBAL RGNL (HAE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Quincy altimeter setting and increase all DA 41 feet, all MDA 60 feet.
Baro-VNAV and VDP NA when using Quincy, IL altimeter setting.

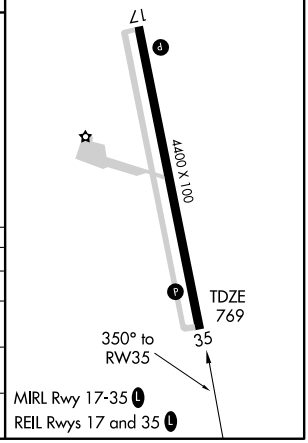
MISSED APPROACH: Climb to 3000 direct DORUW and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1019-1 250 (300-1)			NA
LNAV/VNAV DA	1242-1¾ 473 (500-1¾)			NA
LNAV MDA	1200-1 431 (500-1)		1200-1¼ 431 (500-1¼)	NA
CIRCLING	1260-1 491 (500-1)		1260-1½ 491 (500-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN 113.6 Chan 83	APP CRS 221°	Rwy Idg N/A TDZE N/A Apt Elev 769

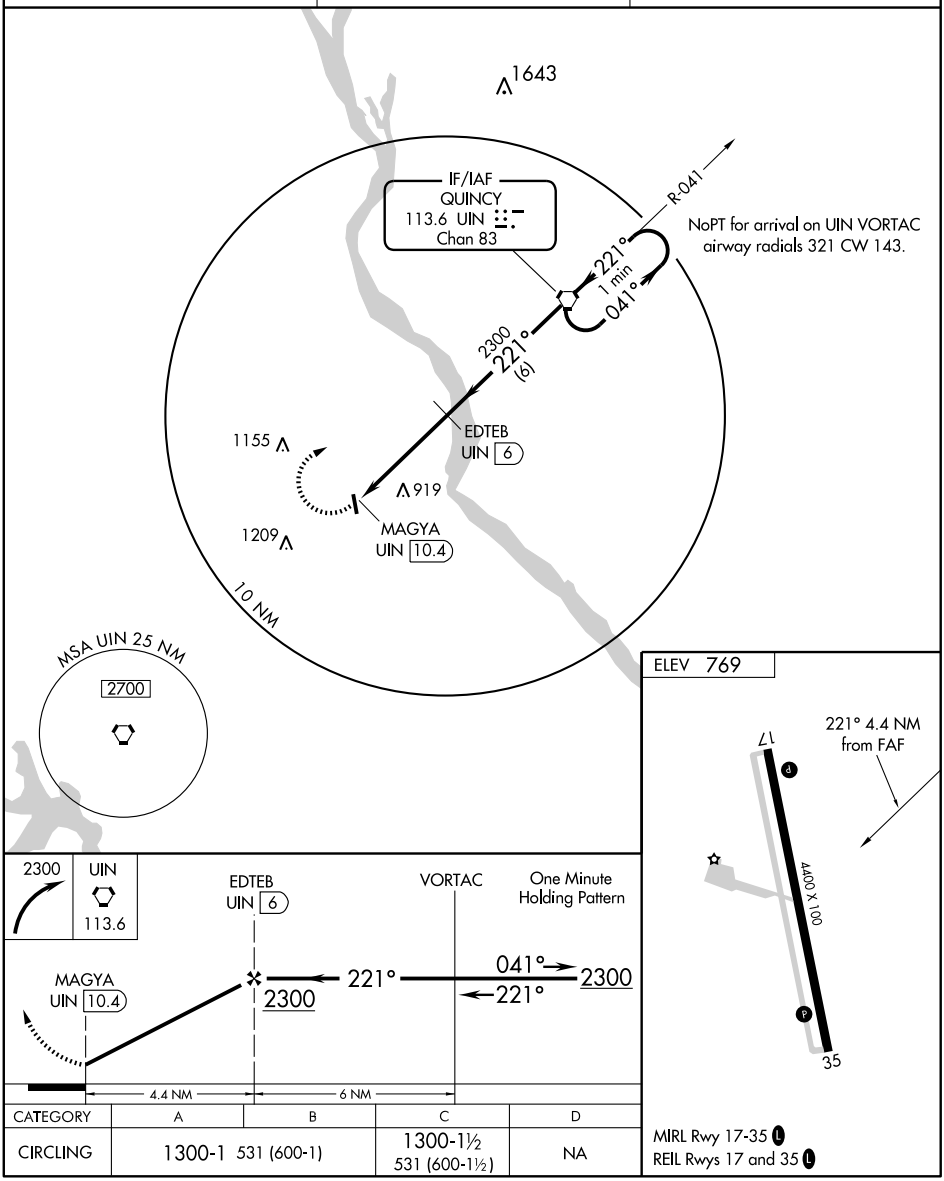
VOR/DME-A
HANNIBAL RGNL (HAE)

When local altimeter setting not received, use Quincy altimeter setting, increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 2300 direct UIN VORTAC and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
120.775	135.525 319.9	122.8 (CTAF) L

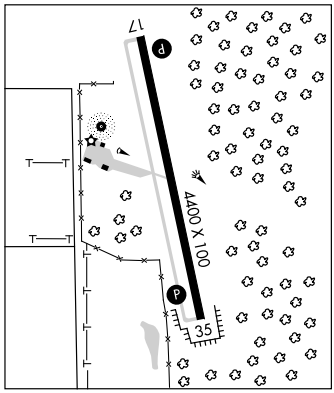


CATEGORY	A	B	C	D
CIRCLING	1300-1 531 (600-1)		1300-1½ 531 (600-1½)	NA

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

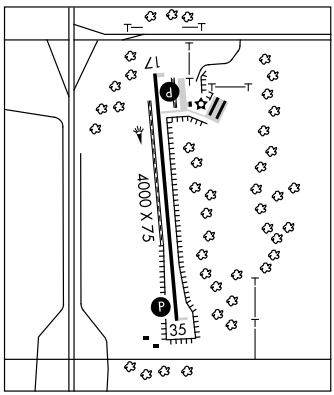
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HANNIBAL RGNL (HAE) 4 NW UTC−6(−5DT) N39°43.51′ W91°26.63′ KANSAS CITY
769 B S4 **FUEL** 100LL, JET A NOTAM FILE STL L–27B
RWY 17–35: H4400X100 (CONC) S–12 MIRL IAP
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Maintain clear of hospital area when departing Rwy 17. ACTIVATE MIRL Rwy 17–35, REIL Rwy 17 and Rwy 35, PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.775 (573) 221–2584.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 221° 10.6 NM to fld. 710/5E. **HIWAS.**
NDB (MHW) 411 HAE N39°43.64′ W91°26.91′ at fld. NOTAM FILE STL.



HARRISONVILLE

LAWRENCE SMITH MEM (LRY) 3 S UTC−6(−5DT) N38°36.61′ W94°20.61′ KANSAS CITY
915 B **FUEL** 100LL NOTAM FILE COU L–27A
RWY 17–35: H4000X75 (ASPH) S–12.5, MIRL 1.0% up N IAP
RWY 17: PAPI(P4L)—GA 4.0° TCH 27′. Tree. Rgt tfc.
RWY 35: PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
RWY 35: TORA–4000 TODA–4000 ASDA–4000 LDA–4000
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun irregularly. 24–hr self svc fuel. Be alert to parachute ops on and invof arpt. Air ambulance helicopter ops on and invof arpt. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (816) 380–5936.
COMMUNICATIONS: CTAF/UNICOM 123.0
KANSAS CITY CENTER APP/DEP CON 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 012° 21.4 NM to fld. 890/7E. **HIWAS.**



HARRY S TRUMAN DAM AND RESERVOIR SPB (See WARSAW)

HARRY S. TRUMAN RGNL (See BATES CITY)

HAYTI

MID CONTINENT (M28) 2 E UTC−6(−5DT) N36°13.46′ W89°43.73′ ST LOUIS
268 S4 NOTAM FILE STL
RWY 18–36: 3420X175 (TURF)
RWY 18: Thld dsplcd 305′. Sign. **RWY 36:** Thld dsplcd 80′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Crop dusting acft on and invof arpt. Farm road crosses middle of rwy. NSTD rwy safety area byd each rwy end, insufficient length, roads, and crops. Rwy 18–36 north 475′ of rwy 155′ wide. Rwy 18–36 625′ by 20′ asph 450′ south of Rwy 18 thld 20′ to 5′ east of centerline. Rwy 18–36 white non–frangible reflectors mark edge of rwy, rwy ends not marked.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4000
173°	TDZE	915
	Apt Elev	915

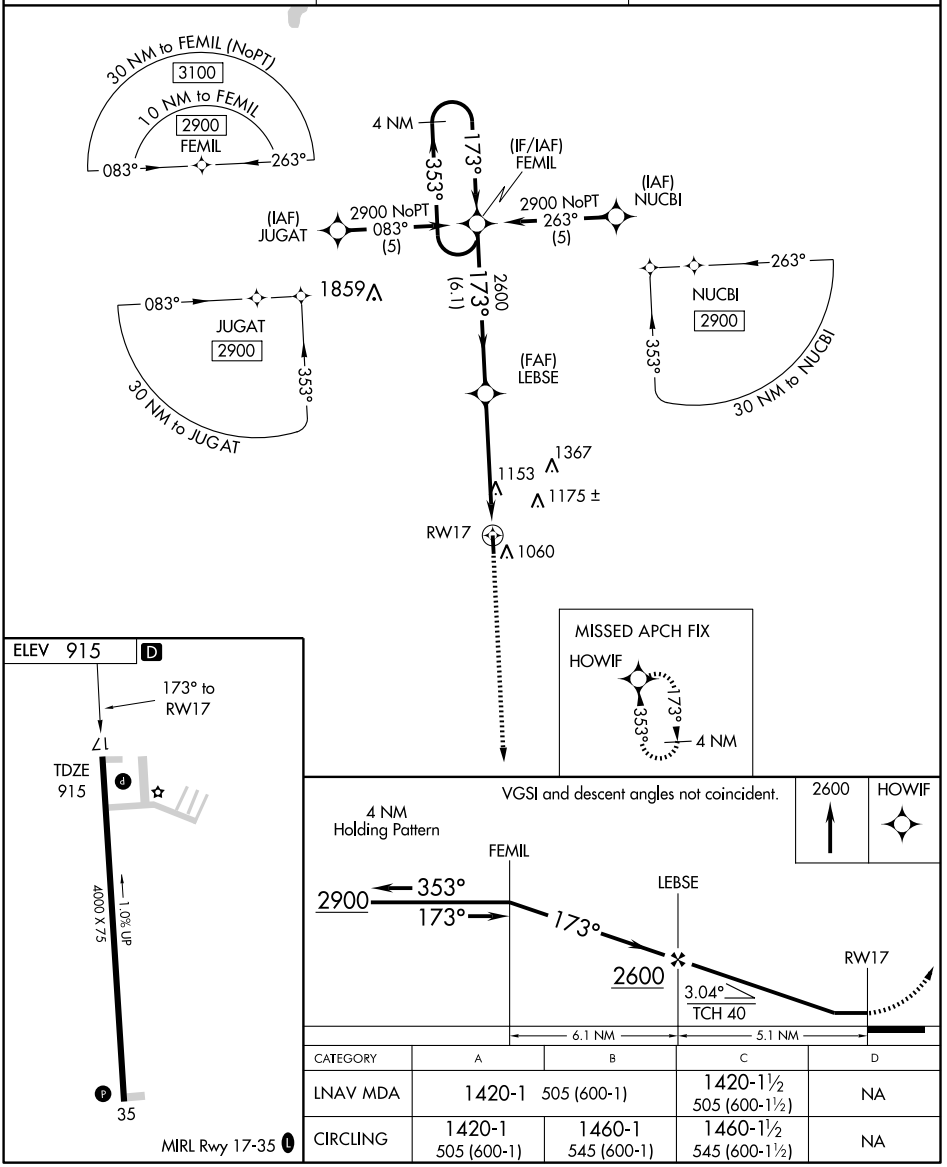
RNAV (GPS) RWY 17

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDAs 100 feet, and visibility Cat. C ¼ mile.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2600 direct HOWIF and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1420-1 505 (600-1)		1420-1½ 505 (600-1½)	NA
CIRCLING	1420-1 505 (600-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4000
CH 69406	353°	TDZE	900
W35A		Apt Elev	915

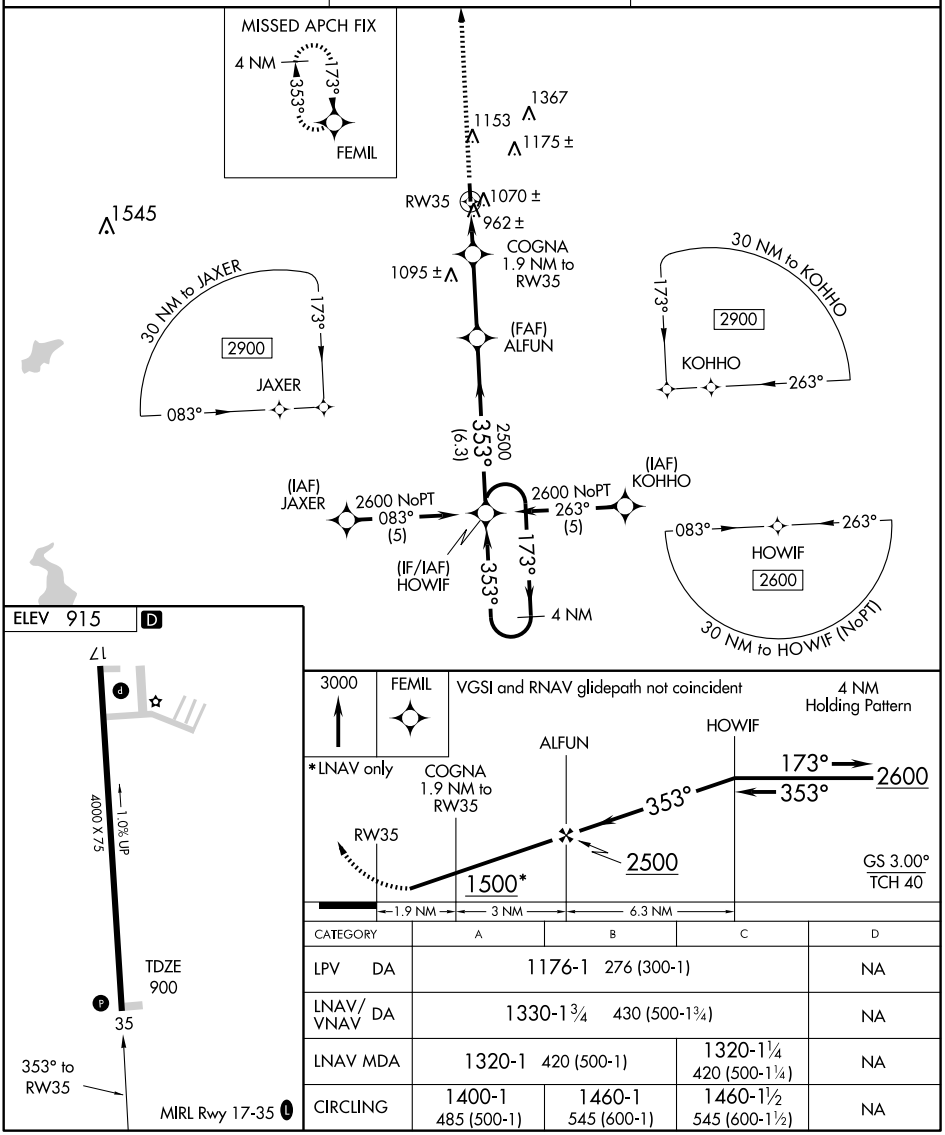
RNAV (GPS) RWY 35

HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

BARO-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 98 feet and all MDAs 100 feet, and visibility LPV all Cats ½ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cat C ¼ mile, and Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEMIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1176-1 276 (300-1)			NA
LNAV/VNAV DA	1330-1¾ 430 (500-1¾)			NA
LNAV MDA	1320-1 420 (500-1)		1320-1¼ 420 (500-1¼)	NA
CIRCLING	1400-1 485 (500-1)	1460-1 545 (600-1)	1460-1½ 545 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
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VORTAC BUM 115.9 Chan 106	APP CRS 012°	Rwy Idg 4000 TDZE 900 Apt Elev 915

VOR/DME RWY 35

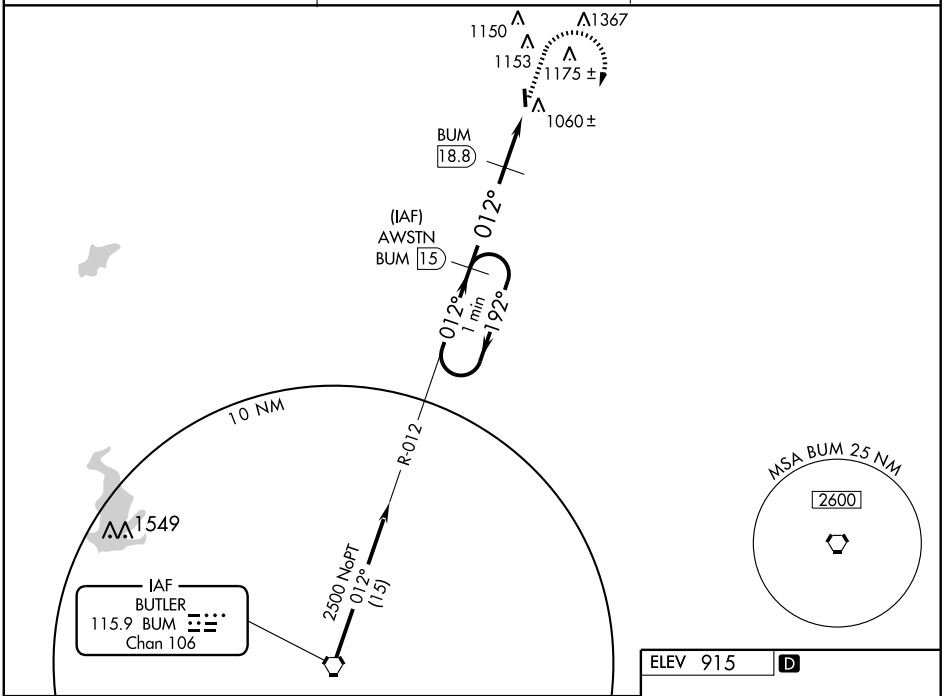
HARRISONVILLE/LAWRENCE SMITH MEMORIAL (LRY)

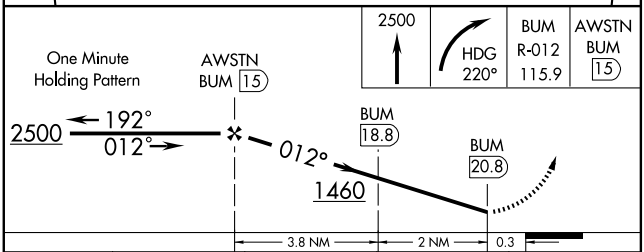
Obtain local altimeter setting on CTAF; when not received, use Charles B. Wheeler Downtown altimeter setting.

NA

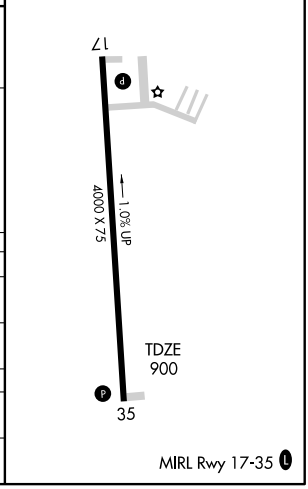
MISSED APPROACH: Climb to 2500 then right turn via heading 220° and R-012 to AWSTN and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.975	125.55 327.0	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-35	1320-1 420 (500-1)	1320-1¼ 420 (500-1¼)	1320-1½ 420 (500-1½)	NA
CIRCLING	1420-1 505 (600-1)	1500-1¼ 585 (600-1¼)	1500-1½ 585 (600-1½)	NA
CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS				
S-35	1400-1 500 (500-1)	1400-1¼ 500 (500-1¼)	1400-1½ 500 (500-1½)	NA
CIRCLING	1520-1 605 (700-1)	1600-1¼ 685 (700-1¼)	1600-1½ 685 (700-1½)	NA



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HERMANN MUNI (63M) 3 NW UTC−6(−5DT) N38°42.31′ W91°29.43′ KANSAS CITY

507 B NOTAM FILE STL L–27B

RWY 07–25: H3198X50 (ASPH) MIRL

RWY 25: PAPI(P2L)—GA 3.0° TCH 20′. P–line. Rgt tfc.

AIRPORT REMARKS: Unattended. Birds on and invof arpt. Be alert to large agricultural irrigation system during spring and summer months, approximately 300′–400′ from Rwy 25 end. NSTD rwy safety area clearing beyond each rwy end, road and crops at Rwy 25 end, crops at Rwy 07 end. ACTIVATE MIRL Rwy 07–25 and PAPI Rwy 25—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 267° 24.4 NM to fld. 818/5E.

HIGGINSVILLE INDUSTRIAL MUNI (HIG) 2 E UTC−6(−5DT) N39°04.35′ W93°40.64′ KANSAS CITY

840 B S4 **FUEL** 100LL NOTAM FILE COU L–27A IAP

RWY 16–34: H4400X75 (ASPH) S–12.5, D–16 MIRL

1.0% up NW

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Ground.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 39′. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 16: TORA–4400 TODA–4400 ASDA–4400 LDA–4400

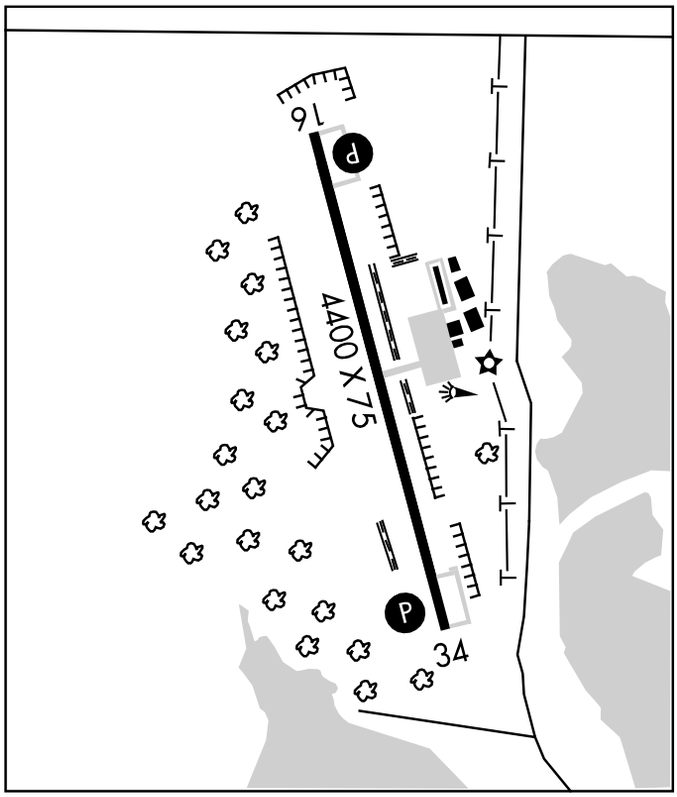
RWY 34: TORA–4400 TODA–4400 ASDA–4400 LDA–4400

AIRPORT REMARKS: Attended Sep–Apr 1400–2300Z‡, May–Aug 1300–0100Z‡. For svc after hrs, call numbers posted on terminal door. Wildlife on and invof arpt. ACTIVATE MIRL RWY 16–34, PAPI Rwy 16 and Rwy 34, and REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 087° 21.1 NM to fld. 878/7E.



HORNERSVILLE MEM (37M) 2 W UTC−6(−5DT) N36°02.46′ W90°09.05′ ST LOUIS

248 B NOTAM FILE STL

RWY 18–36: H2648X47 (ASPH)

RWY 18: P–line. **RWY 36:** Trees.

AIRPORT REMARKS: Unattended. Rwy 18–36 daytime ops only. Night ops not recommended at this arpt. Be alert to large irrigation system on west side of rwy. Crop dusting operations on and invof arpt. Rwy 18–36 width variance 47–50′. Rotating beacon OTS indefinitely.

COMMUNICATIONS: CTAF 122.9

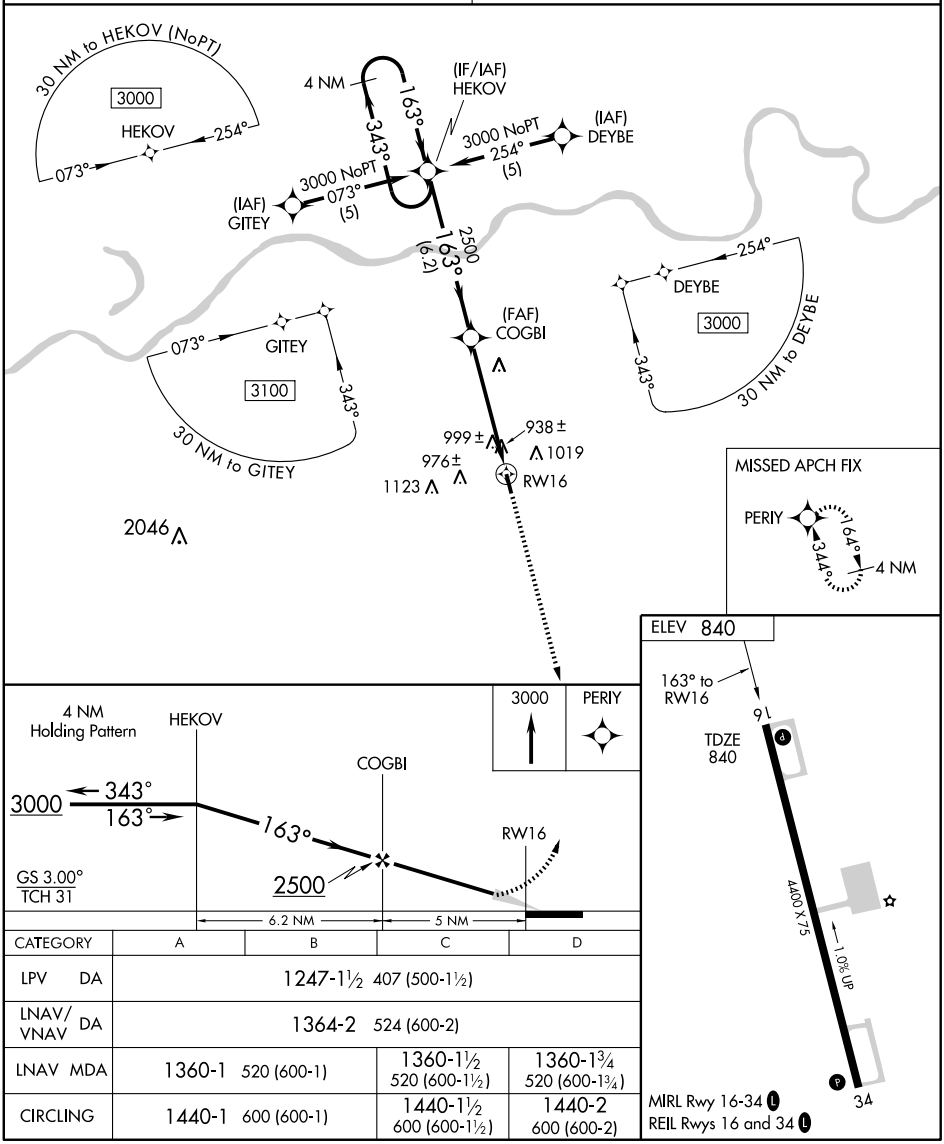
WAAS	APP CRS	Rwy Idg	4400
CH 86601	163°	TDZE	840
W16A		Apt Elev	840

RNAV (GPS) RWY 16
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

DME/DME RNP- 0.3 NA. Baro-VNAV NA.
NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV DA to 1293, LNAV/VNAV to 1410 and all MDAs 60 feet, increase LPV all Cats. and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct PERIY and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1247-1½ 407 (500-1½)			
LNAV/VNAV DA	1364-2 524 (600-2)			
LNAV MDA	1360-1 520 (600-1)		1360-1½ 520 (600-1½)	1360-1¾ 520 (600-1¾)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

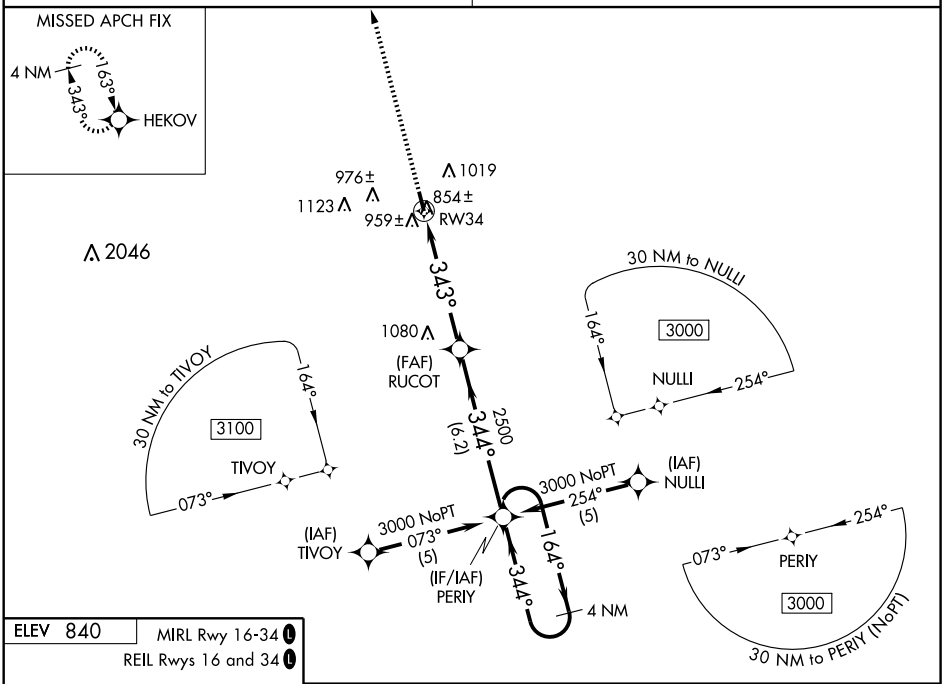
WAAS	APP CRS	Rwy Idg	4400
CH 45901	343°	TDZE	826
W34A		Apt Elev	840

RNAV (GPS) RWY 34
HIGGINSVILLE INDUSTRIAL MUNI (HIG)

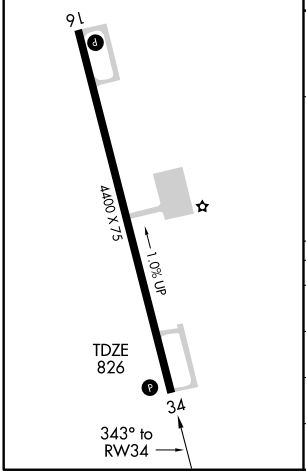
T DME/DME RNP-0.3 NA. Baro-VNAV NA.
A NA Use Whiteman Air Force Base altimeter setting; if not received, use Lee's Summit Muni altimeter setting and increase LPV to 1190, LNAV/VNAV to 1329 and all MDAs 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cat. C and D and Circling Cat. C visibilities ¼ mile.

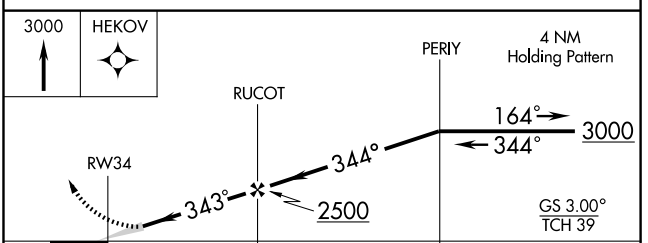
MISSED APPROACH: Climb to 3000 direct HEKOV and hold.

KANSAS CITY CENTER	UNICOM
135.575 323.15	122.8 (CTAF) L



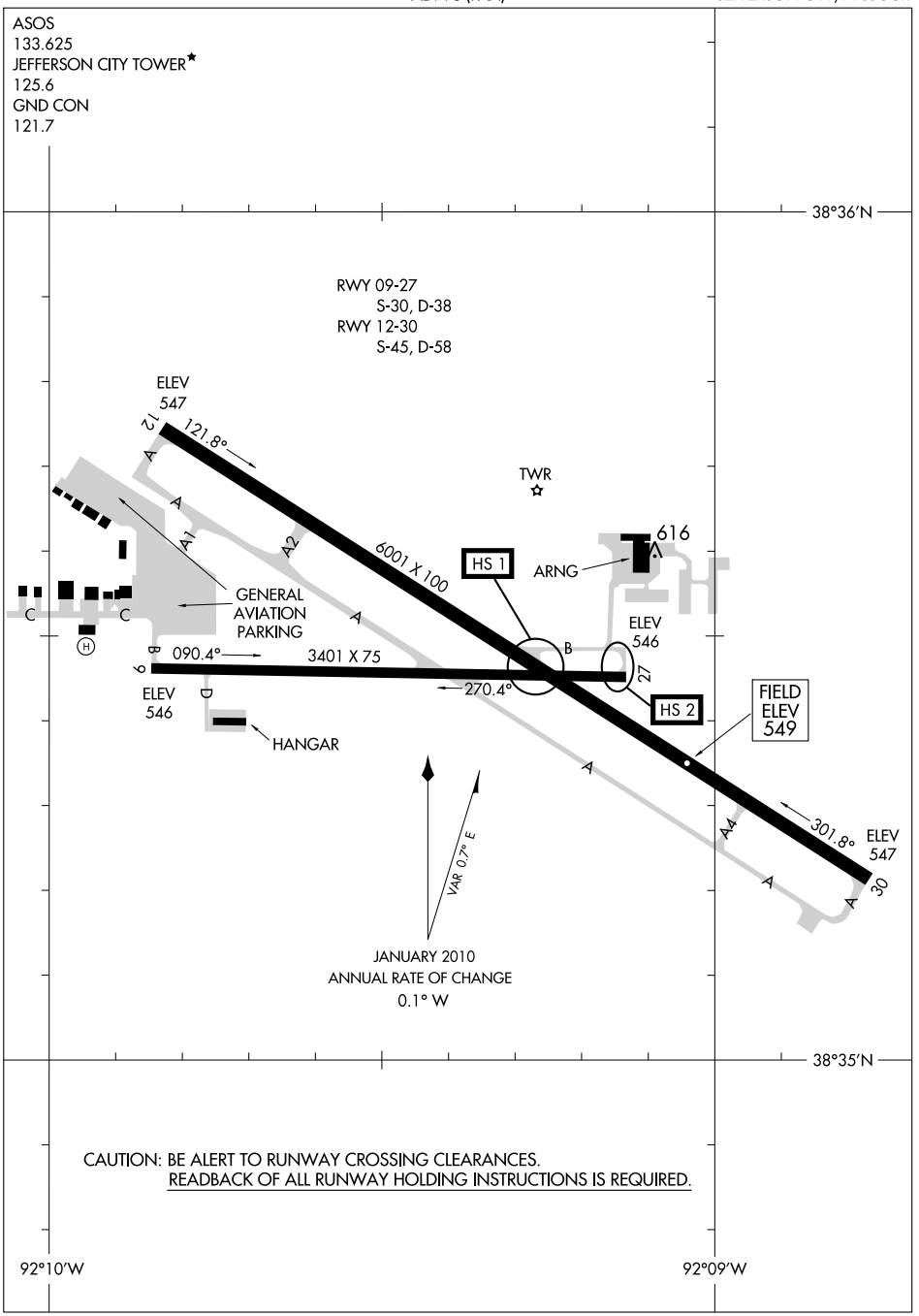
ELEV 840
MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L





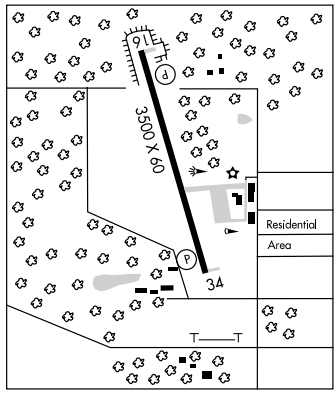
CATEGORY	A	B	C	D
LPV DA	1144-1¼ 318 (400-1¼)			
LNAV/VNAV DA	1283-1¾ 457 (500-1¾)			
LNAV MDA	1300-1 474 (500-1)		1300-1¼ 474 (500-1¼)	1300-1½ 474 (500-1½)
CIRCLING	1440-1 600 (600-1)		1440-1½ 600 (600-1½)	1440-2 600 (600-2)

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NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

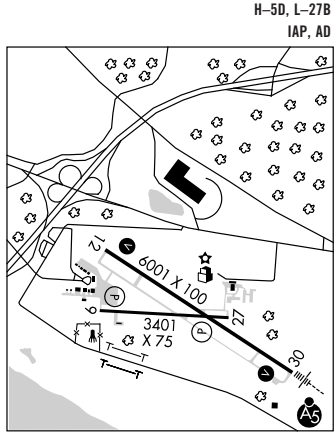
HOUSTON MEM (M48) 1 NW UTC−6(−5DT) N37°19.81′ W91°58.39′ KANSAS CITY
1196 B S2 **FUEL** 100LL NOTAM FILE COU L–16G
RWY 16–34: H3500X60 (CONC) S–12.5 MIRL 0.8% up NW
RWY 16: REIL. PAPI(P2L)—GA 4.0° TCH 43′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 4.0° TCH 39′. Trees.
AIRPORT REMARKS: Attended irregularly. For attendant from 1400–2300Z‡ call 417–967–3348, after 2300Z‡ call 417–967–4165. For fuel Mon–Fri call 417–967–3348; Sat–Sun and evenings call 417–967–4165. Wildlife on and invof arpt. Crop dusting acft and ultralight activity on and invof arpt. NSTD rotating bcn, lens not green and clear. MIRL Rwy 16–34 preset on low ints. ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 204° 17.9 NM to fld. 1370/6E. **HIWAS.**



HUGGY N39°18.12′ W94°51.07′ NOTAM FILE UNO. KANSAS CITY
NDB (LOM) 416 RN 087° 6.4 NM to Kansas City Intl. Unmonitored.

HUTTON N36°52.28′ W91°54.00′ NOTAM FILE UNO. KANSAS CITY
(L) VORW/DME 111.6 HUW Chan 53 at West Plains Muni. 1220/2E. L–16G

JEFFERSON CITY MEM (JEF) 2 NE UTC−6(−5DT) N38°35.47′ W92°09.37′ KANSAS CITY
549 B S4 **FUEL** 100LL, JET A NOTAM FILE JEF H–5D, L–27B
RWY 12–30: H6001X100 (ASPH) S–45, D–58 HIRL IAP, AD
RWY 12: REIL. VASI(V4L)—GA 3.5° TCH 55′. Tree.
RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 50′.
RWY 09–27: H3401X75 (CONC) S–30, D–38 MIRL
RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 25′. Tree.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Tree.
AIRPORT REMARKS: Attended 1230–0230Z‡. Light to moderate bird activity invof arpt. Entrances to E and S hangers, not visible by twr. Twy A1, A2 connectors open. Rwy 27 REIL OTS indef. REIL Rwy 12 unavbl when twr clsd. When twr clsd ACTIVATE HIRL Rwy 12–30, VASI Rwy 12 and Rwy 30 and MALSR Rwy 30 and Twy A lgts—CTAF.
WEATHER DATA SOURCES: ASOS 133.625 (573) 635–9266.
COMMUNICATIONS: CTAF 125.6 **UNICOM** 122.95
RCO 122.25 (COLUMBIA RADIO)
Ⓡ **MIZZU APP/DEP CON** 124.375
TOWER 125.6 (1200–0330Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1200–0330Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
COLUMBIA (L) VORW/DME 110.2 COU Chan 39 N38°48.65′ W92°13.10′ 164° 13.5 NM to fld. 883/3E. **HIWAS.**
NOAH NDB (MHW) 515 ONH N38°38.23′ W92°14.69′ 120° 5.0 NM to fld. NOTAM FILE JEF.
ALGOA NDB (MHW/LOM) 397 JE N38°32.89′ W92°04.32′ 300° 4.7 NM to fld. NOTAM FILE JEF.
ILS/DME 110.5 I–JEF Chan 42 Rwy 30. Class IE. LOM ALGOA NDB. Unmonitored when twr clsd. Back course marker co–located with NDB ONH.



JERRY SUMNERS SR AURORA MUNI (See AURORA)

JESSE VIERTEL MEM (See BOONVILLE)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-JEF	APP CRS	Rwy Idg	6001
110.5	300°	TDZE	549
Chan 42		Apt Elev	549

ILS or LOC RWY 30

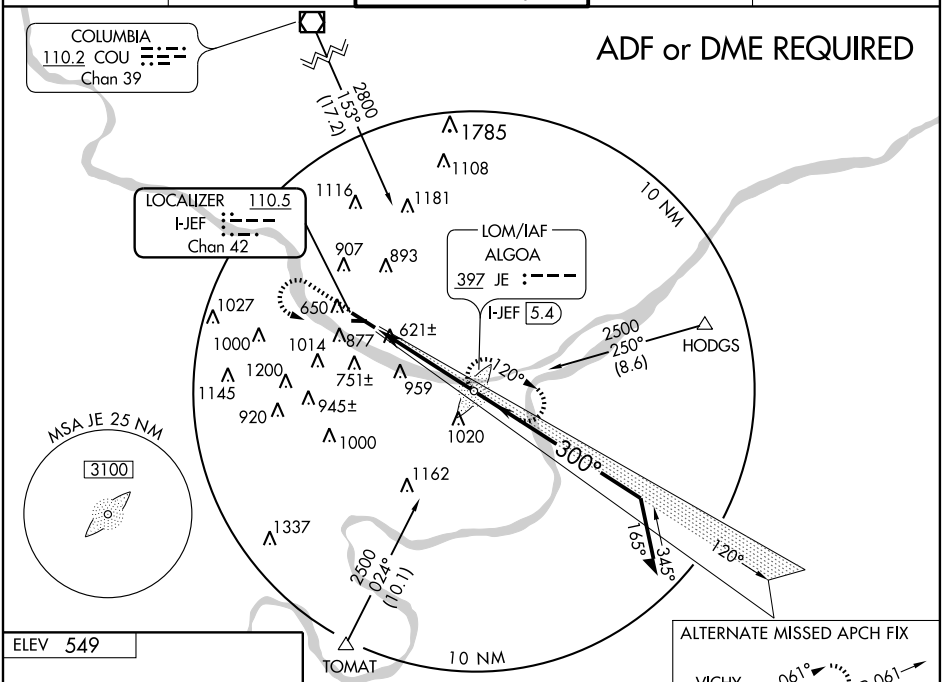
JEFFERSON CITY MEMORIAL (JEF)

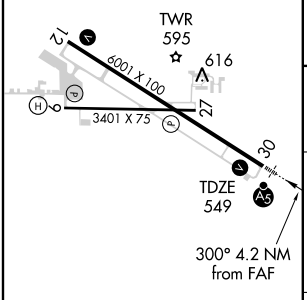
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet.
VDP NA when using Columbia Rgnl altimeter setting.
For inoperative MALSR, increase S-LOC 30 Cat D visibility to 1 mile.
ADF required.

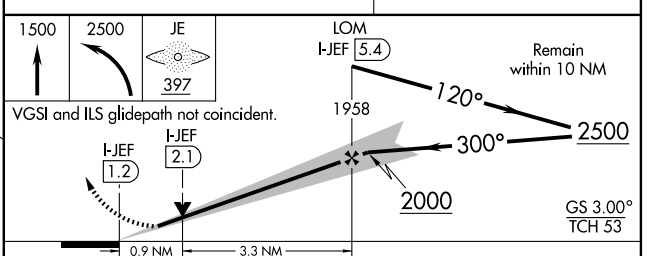
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ALGOA LOM and hold, continue climb-in-hold to 2500.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95







REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-ILS 30	749-½ 200 (200-½)			
S-LOC 30	880-½ 331 (400-½)			880-¾ 331 (400-¾)
CIRCLING	1280-1 731 (800-1)		1280-2 731 (800-2)	1320-2½ 771 (800-2½)

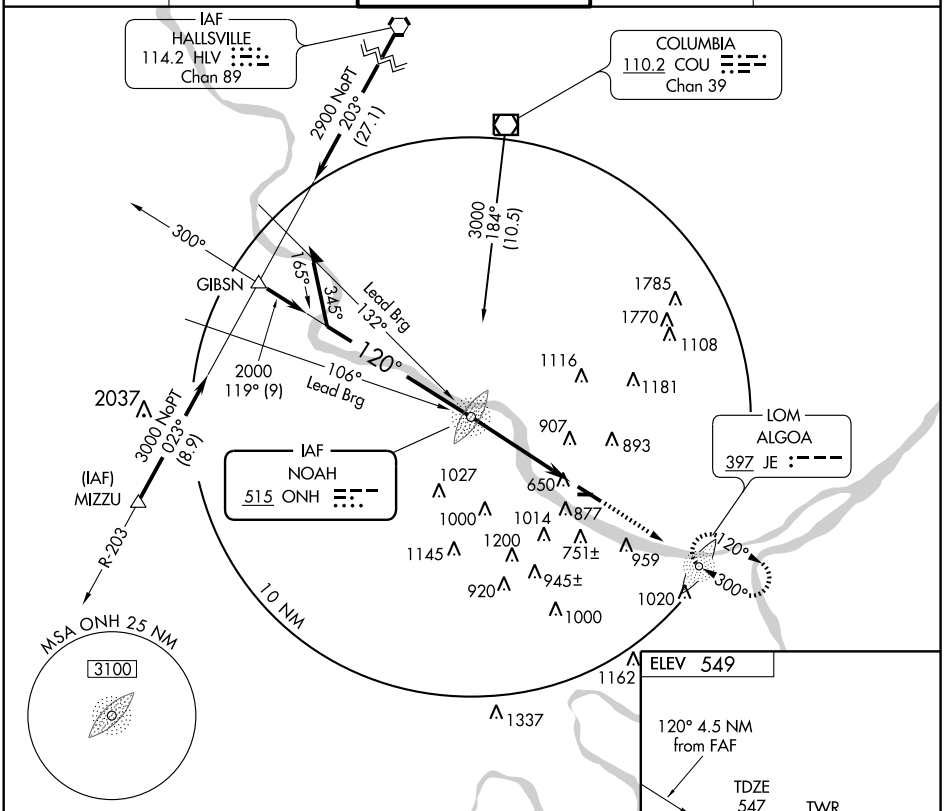
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB ONH	APP CRS	Rwy Idg	6001
515	120°	TDZE	547
		Apt Elev	549

NDB RWY 12
JEFFERSON CITY MEMORIAL (JEF)

MISSED APPROACH: Climb to 2500 direct JE LOM and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95



REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

CATEGORY	A	B	C	D
S-12	1240-1	693 (700-1)	1240-2 693 (700-2)	1240-2¼ 693 (700-2¼)
CIRCLING	1240-1	691 (700-1)	1240-2 691 (700-2)	1320-2½ 771 (800-2½)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 49005 W12A	APP CRS 119°	Rwy Idg 6001 TDZE 547 Apt Elev 549

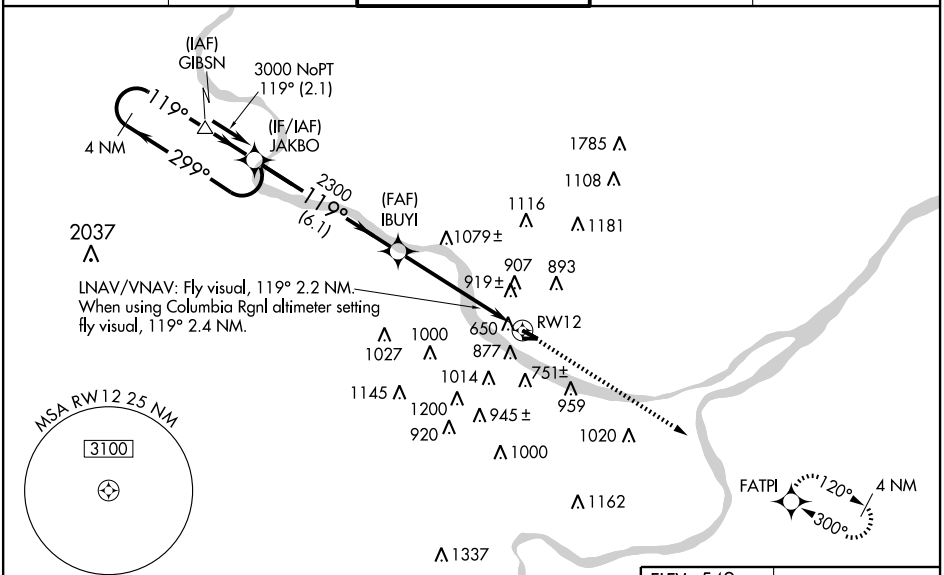
RNAV (GPS) RWY 12
JEFFERSON CITY MEMORIAL (JEF)

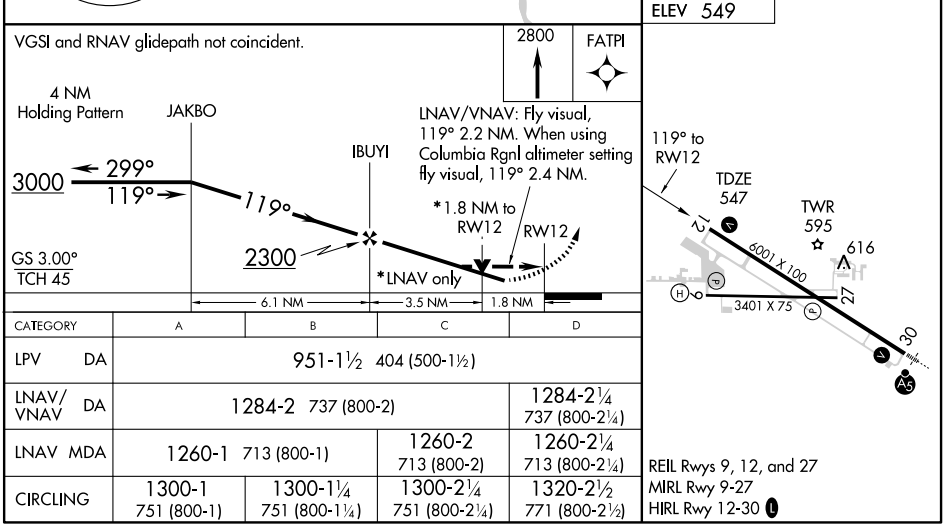
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DA/MDA 80 feet; and increase LPV all Cats visibility ¼ mile, LNAV/VNAV Cats C and D visibility ½ mile, LNAV Cats B, C and D visibility ¼ mile and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MISSED APPROACH: Climb to 2800 direct FATPI and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95





CATEGORY	A	B	C	D
LPV DA	951-1½ 404 (500-1½)			
LNAV/VNAV DA	1284-2 737 (800-2)			1284-2¼ 737 (800-2¼)
LNAV MDA	1260-1 713 (800-1)		1260-2 713 (800-2)	1260-2¼ 713 (800-2¼)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

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WAAS	APP CRS	Rwy Idg	6001
CH 86410	300°	TDZE	549
W30A		Apt Elev	549

RNAV (GPS) RWY 30

JEFFERSON CITY MEMORIAL (JEF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

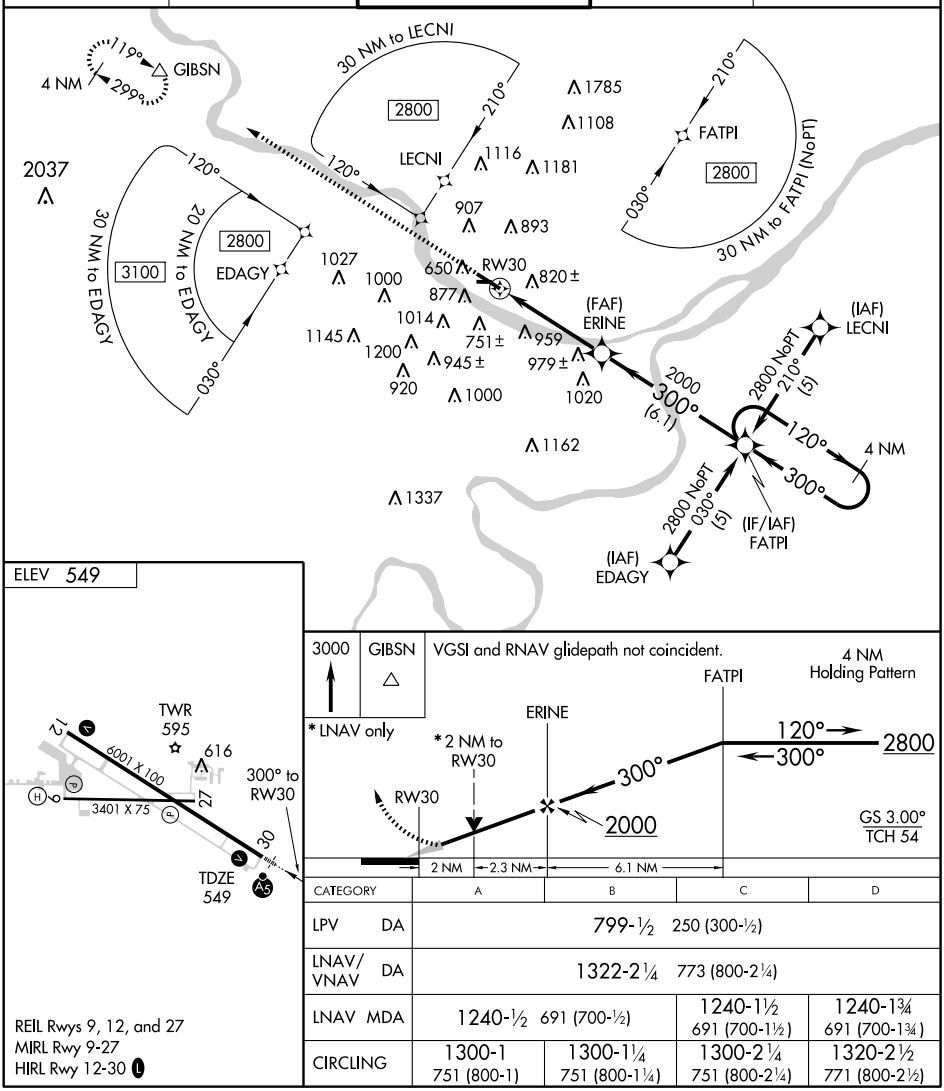
When local altimeter setting not received, use Columbia Rgnl altimeter settting and increase all DA/MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats B, C, and D, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, when using Columbia Rgnl altimeter setting increase LPV all Cats visibility to 1¼.

Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct GIBSN and hold.

ASOS	MIZZU APP CON	JEFFERSON CITY TOWER ★	GND CON	UNICOM
133.625	124.375 353.7	125.6 (CTAF) L	121.7	122.95

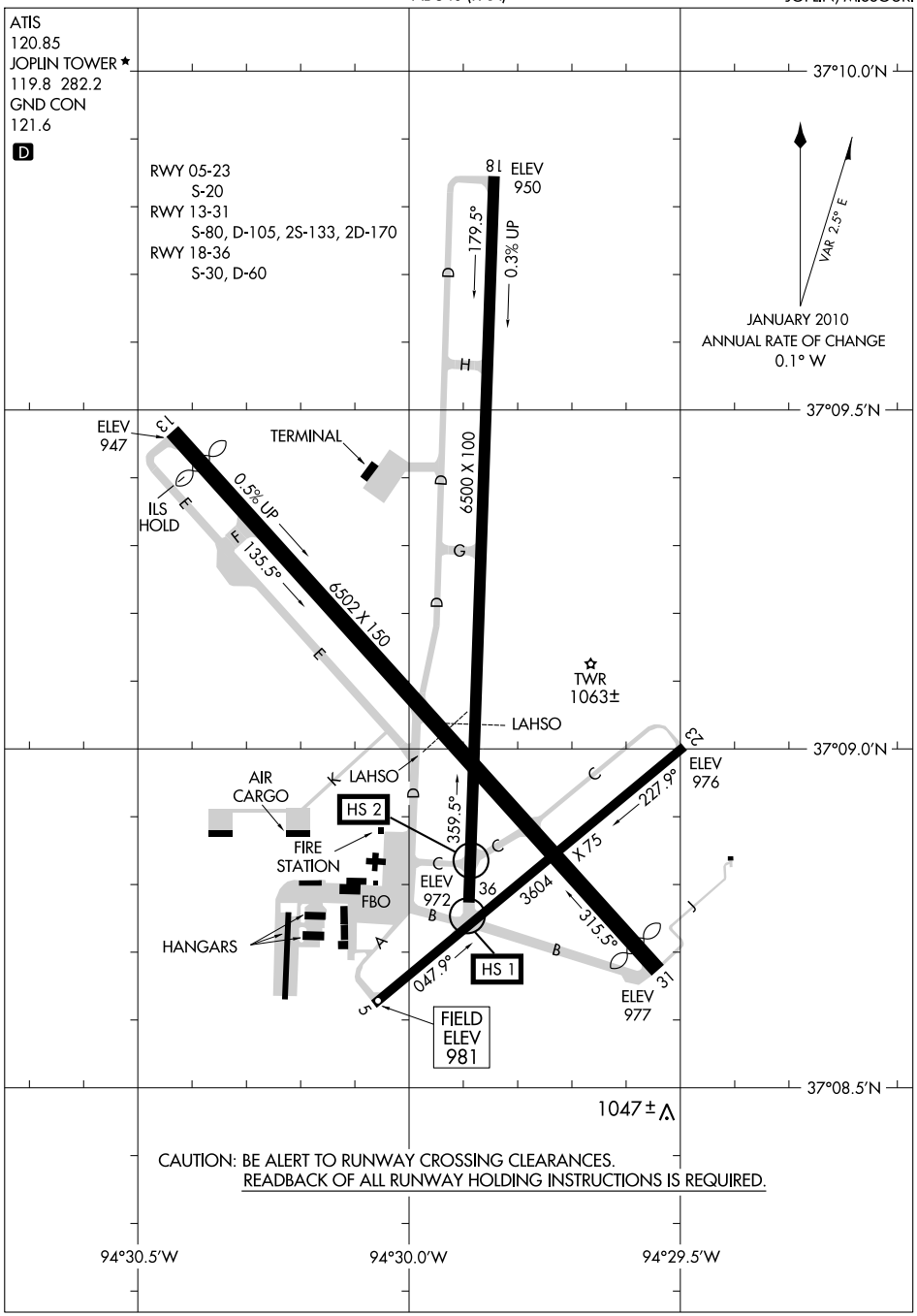


ELEV 549

REIL Rwys 9, 12, and 27
MIRL Rwy 9-27
HIRL Rwy 12-30 L

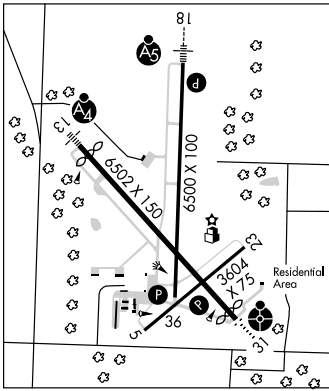
CATEGORY	A	B	C	D
LPV DA	799-½ 250 (300-½)			
LNAV/VNAV DA	1322-2¼ 773 (800-2¼)			
LNAV MDA	1240-½ 691 (700-½)		1240-1½ 691 (700-1½)	1240-1¾ 691 (700-1¾)
CIRCLING	1300-1 751 (800-1)	1300-1¼ 751 (800-1¼)	1300-2¼ 751 (800-2¼)	1320-2½ 771 (800-2½)

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NC-3, 21 OCT 2010 to 18 NOV 2010

JOPLIN RGNL (JLN) 4 N UTC−6(−5DT) N37°09.11′ W94°29.90′ KANSAS CITY
981 B S4 **FUEL** 100LL, JET A OX 2 Class II, ARFF Index A NOTAM FILE JLN H–6I, L–16F
RWY 13–31: H6502X150 (ASPH–GRVD) S–80, D–105, 2S–133, 2D–170 HIRL 0.5% up SE IAP, AD
RWY 13: MALSF. Thld dsplcd 387′. Tree.
RWY 31: ODALS. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 300′. Tree.
RWY 18–36: H6500X100 (ASPH) S–30, D–60 HIRL 0.3% up S
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 45′. Pole.
RWY 36: PAPI(P4L)—GA 3.0° TCH 45′.
RWY 05–23: H3604X75 (ASPH) S–20 MIRL
RWY 05: Tree. **RWY 23:** Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 13	18–36	3250
RWY 18	13–31	4900

RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–6502 TODA–6502 ASDA–6102 LDA–5802
RWY 31: TORA–6502 TODA–6502 ASDA–6102 LDA–5802
AIRPORT REMARKS: Attended 1100–0600Z‡. Birds on and invof arpt, spring and fall. PPR 48 hrs for acft carrying hazardous or explosive cargo. PPR 48 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 417–623–0262. When twr clsd ACTIVATE MIRL Rwy 05–23, HIRL Rwy 13–31 and Rwy 18–36, MALSR Rwy 18, and MALSF Rwy 13, PAPI Rwy 18 and Rwy 36, PAPI and ODALS Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS (417)623–8892. LAWRS.
COMMUNICATIONS: CTAF 119.8 **ATIS** 120.85 **UNICOM** 122.95
RCO 122.6 (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 128.6
TOWER 119.8 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 344° 18.8 NM to fld. 1200/7E.
LUNNS NDB (LOM) 344 JL N37°12.19′ W94°33.51′ 133° 4.2 NM to fld. Unmonitored.
ILS 110.3 I–JLN Rwy 13 LOM LUNNS NDB. Outer marker unmonitored.
ILS/DME 108.9 I–JQX Chan 26 Rwy 18. Class IE. LOC unusable byd 25° W of course blo 2800′. ILS unmonitored 0300–1200Z‡.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not avbl at twr.

KAHOKA MUNI (ØH7) 1 E UTC−6(−5DT) N40°25.30′ W91°42.40′ CHICAGO
700 NOTAM FILE COU
RWY 10–28: 2680X115 (TURF)
RWY 10: Thld dsplcd 318′ Road. **RWY 28:** Road.
AIRPORT REMARKS: Unattended. Numerous tall objects within transitional surface along the entire south edge of Rwy 10–28. Rwy 10–28 soft after heavy rains. Call 660–727–3711 for rwy conditions. Use caution during spring and summer months due to farm irrigation system along north rwy edge. Rwy 10–28 from E thld to 800′ W of S edge rwy is 1′–2′ higher than N edge. Dsplcd thld marked with three large yellow cones on each side of rwy.
COMMUNICATIONS: CTAF 122.9

KAISER N38°05.80′ W92°33.19′ NOTAM FILE COU. KANSAS CITY
NDB (MHW) 377 AIZ at Lee C Fine Mem. Unmonitored 0100–1300Z‡. SHUTDOWN L–16G

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-JQX	APP CRS	Rwy Idg 6500
108.9	178°	TDZE 965
Chan 26		Apt Elev 981

ILS or LOC/DME RWY 18

JOPLIN RGNL (JLN)

MALSR

MISSED APPROACH: Climb to 3100 via heading 178° and EOS R-343 to EOS VOR/DME and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

ALTERNATE MISSED APCH FIX

134°
314°

LUNNS
344 JL

358°
1 min
178°
358°
178°
2600
(6)
(IAF)
MITBY INT
I-JQX 12.2
15 NM
R-063
117.6 OSW
Chan 123
1450
YUHAX
I-JQX 6.2
2049
LOM
LUNNS
344 JL
1109
1138
1240
1956 ±
2056
1239
1196
1463
LOCALIZER 108.9
I-JQX
Chan 26
MSA EOS 25 NM
3100
3100 to MITBY
348° (30.4)
R-343
R-303
123°
303°
NEOSHO
117.3 EOS
Chan 120

ELEV 981 D

178° 5 NM from FAF

18
TDZE 965
1030 ±
0.3% UP
6500 X 100
0.5% UP
6502 X 150
X75
3604
1035 ±
1063
1032 ±
1040 ±
36
31
23
05

MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L

3100 / 178°	EOS R-343 117.3	EOS 117.3

YUHAX I-JQX 6.2
MITBY INT I-JQX 12.2
One Minute Holding Pattern
I-JQX 1.3
I-JQX 2.4
2600
358°
178°
3100
178°
2600
GS 3.00°
TCH 46
1.1 NM
3.9 NM
6 NM

CATEGORY	A	B	C	D
S-ILS 18	1165/24 200 (200-½)			
S-LOC 18	1340/24 375 (400-½)			1340/40 375 (400-¾)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

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ILS or LOC/NDB RWY 13

JOPLIN RGNL (JLN)

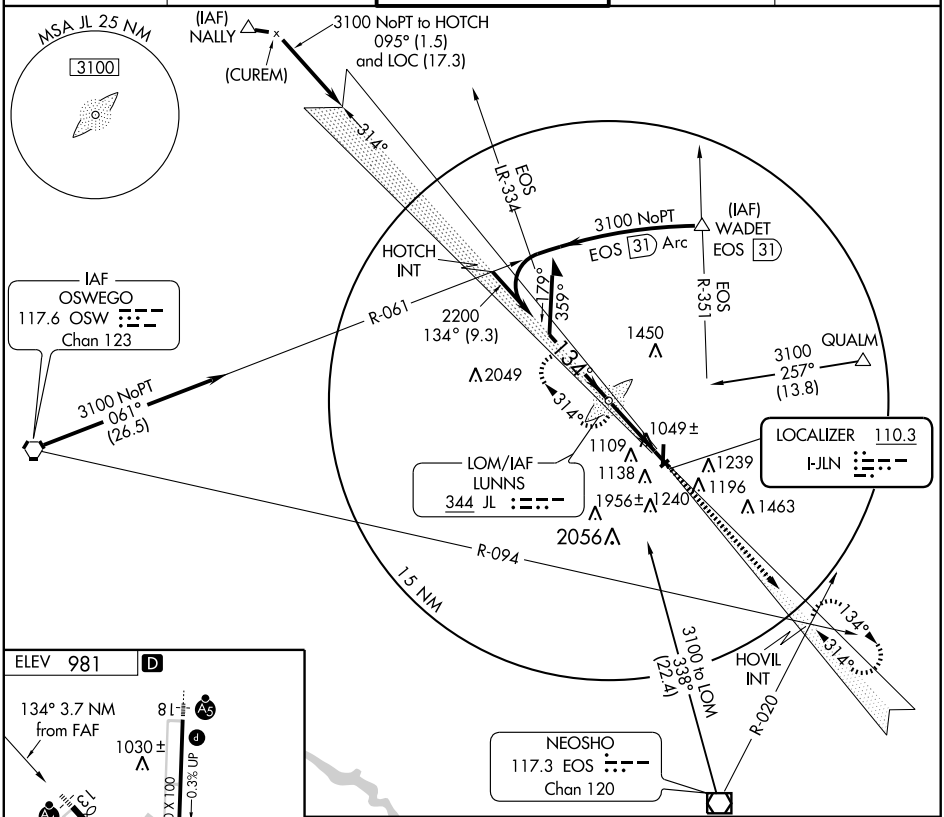
LOC I-JLN	APP CRS	Rwy Idg	5802
110.3	134°	TDZE	968
		Apt Elev	981

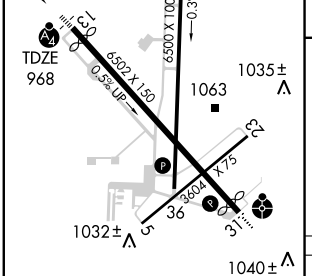
MALSF (NSTD) 1368'.

MALSF

MISSED APPROACH: Climb to 3100 via I-JLN LOC SE course to HOVIL INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

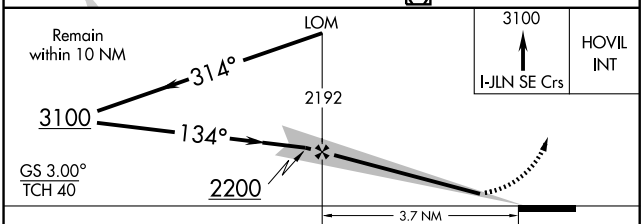




MIRL Rwy 5-23 L

HIRL Rwys 13-31 and 18-36 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 13	1168-¾ 200 (200-¾)			
S-LOC 13	1300-¾ 332 (400-¾)			1300-1 332 (400-1)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

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NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

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LOC I-JLN	APP CRS	Rwy Idg	5802
110.3	314°	TDZE	978
		Apt Elev	981

LOC BC RWY 31
JOPLIN RGNL (JLN)

ODALS (NSTD) 1438'. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3100 via I-JLN NW course to HOTCH INT and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95

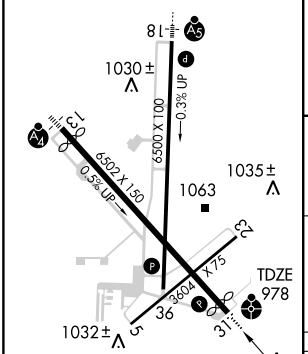
Procedure NA for arrival on EOS VOR/DME airway radials 052 CW 067.

MSA EOS 25 NM
3100

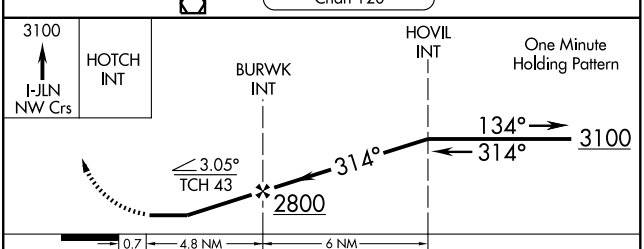
1450
2049
134°
314°
HOTCH INT
LOCALIZER 110.3
I-JLN
OSWEGO
117.6 OSW
Chan 123
R-061
1109
1138
1239
1196
3100 to HOVIL
134° (8.1)
1463
1956±
1240
DROOP
2056
3100 to HOVIL
094°
(42.8)
BURWK INT
R-094
2800
(6)
314°
134°
1 min
314°
(IF/IAF)
HOVIL INT
R-020
R-357
10 NM
134°
3100 NoPT
020°
(10.8)
IAF
NEOSHO
117.3 EOS
Chan 120

BACK COURSE

ELEV 981 D MIRL Rwy 5-23 L
HIRL Rwys 13-31 and 18-36 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-31	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

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WAAS	APP CRS	Rwy Idg	5802
CH 90109	134°	TDZE	968
W13A		Apt Elev	981

RNAV (GPS) RWY 13

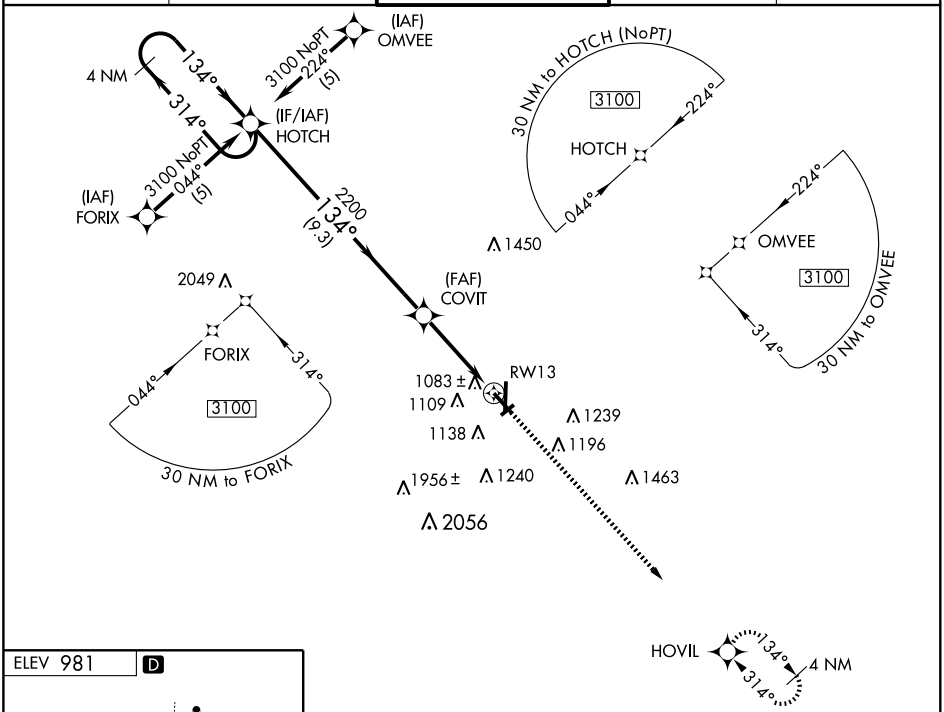
JOPLIN RGNL (JLN)

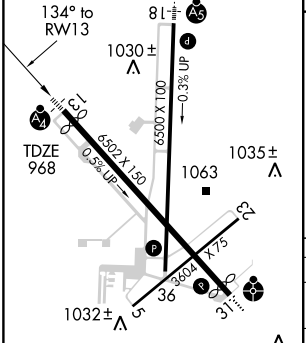
MALSF (NSTD) 1368′.
DME/DME RNP-0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F)
For inoperative MALSF, increase LPV CATS A/B/C visibility to 1.

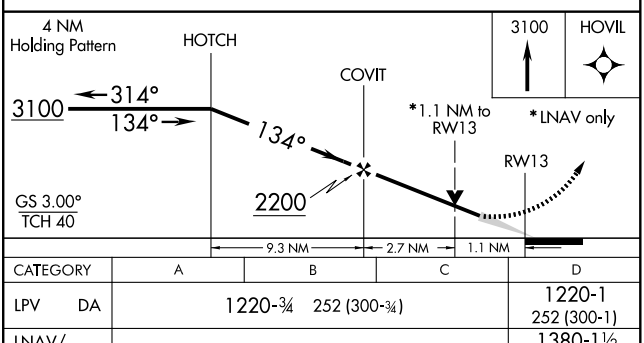
MALSF

MISSED APPROACH: Climb to 3100 direct HOVIL and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220-¾ 252 (300-¾)			1220-1 252 (300-1)
LNAV/VNAV DA	1380-1¼ 412 (400-1¼)			1380-1½ 412 (400-1½)
LNAV MDA	1340-¾ 372 (400-¾)			1340-1 372 (400-1)
CIRCLING	1460-1½ 479 (500-1½)	1500-1½ 519 (600-1½)		1540-2 559 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

JOPLIN RGNL (JLN)

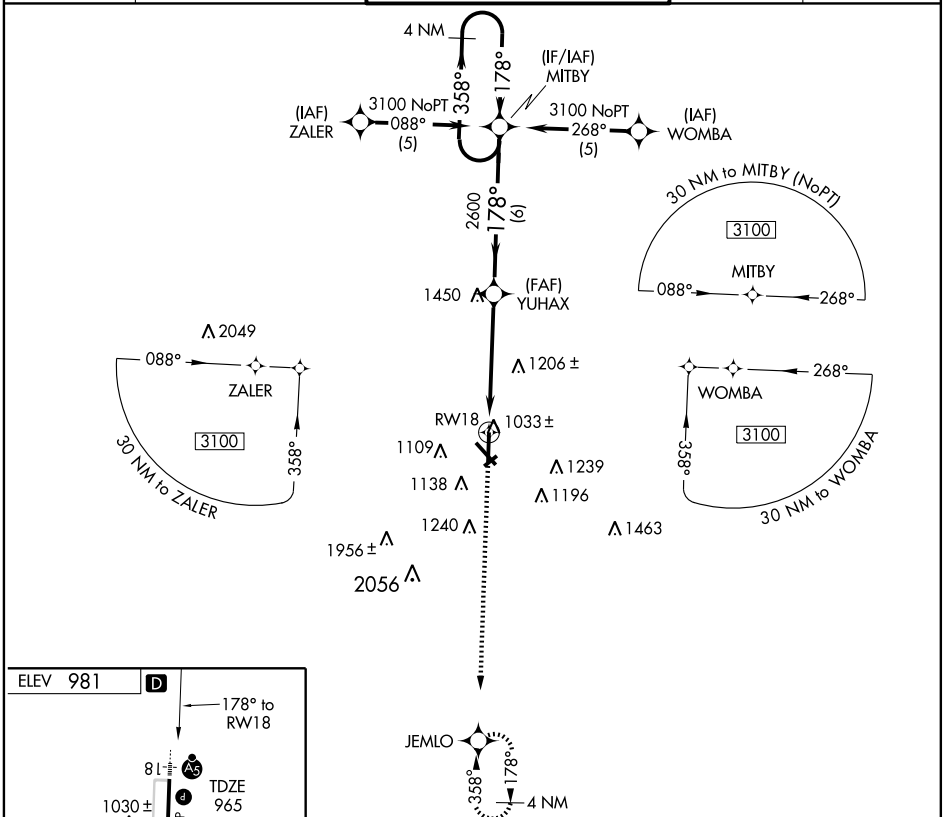
WAAS	APP CRS	Rwy Idg	6500
CH 97309	178°	TDZE	965
W18A		Apt Elev	981

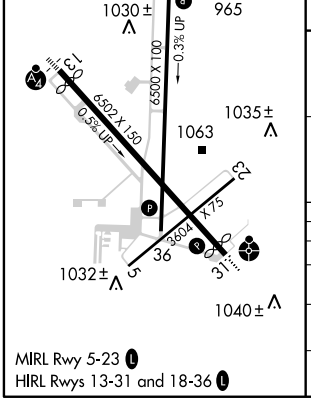
DME/DME RNP- 0.3 not authorized.
Baro-VNAV not authorized below -16°C (4°F).
For inoperative MALSR, increase LPV all CATS visibility to RVR 5000.

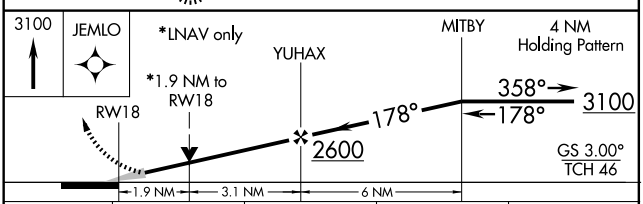
MALSR

MISSED APPROACH: Climb to 3100 direct JEMLO and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LPV DA	1220/24 255 (300-½)			
LNAV/VNAV DA	1460/60 495 (500-1¼)			
LNAV MDA	1600/24 635 (700-½)		1600/60 635 (700-1¼)	1600-1½ 635 (700-1½)
CIRCLING	1600-1¾ 619 (700-1¾)			1600-2 619 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

JOPLIN RGNL (JLN)

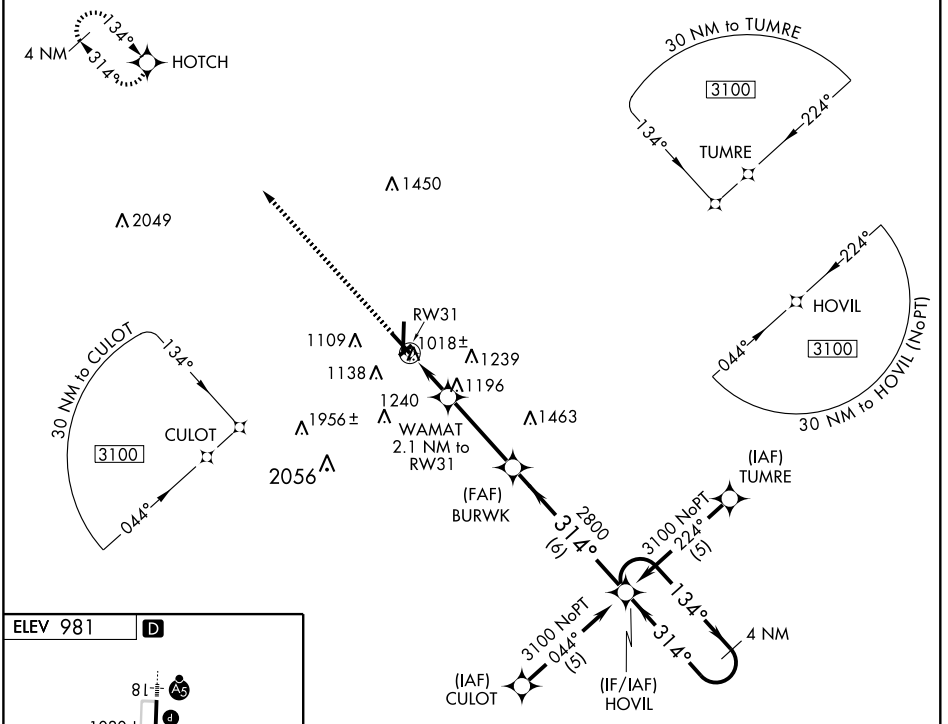
APP CRS	Rwy Idg	5802
314°	TDZE	978
	Apt Elev	981

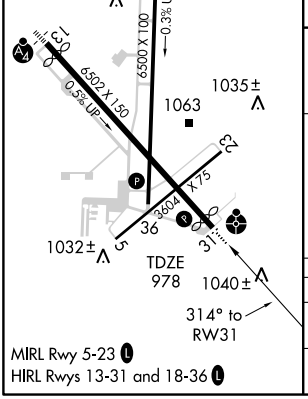
Circling to Rwy 5 not authorized at night.
DME/DME RNP-0.3 not authorized.
ODALS (NSTD) 1438'.
Inoperative table does not apply.

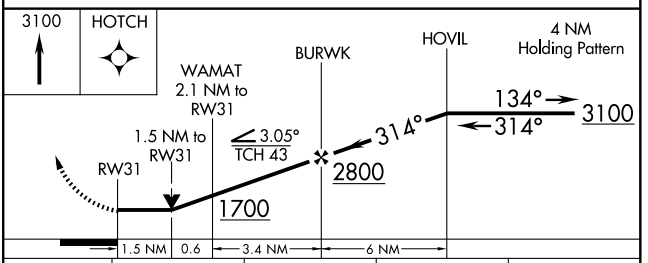
ODALS

MISSED APPROACH: Climb to 3100 direct HOTCH and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95







CATEGORY	A	B	C	D
LNAV MDA	1500-1	522 (600-1)	1500-1½ 522 (600-1½)	1500-1¾ 522 (600-1¾)
CIRCLING	1500-1	519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

JOPLIN RGNL (JLN)

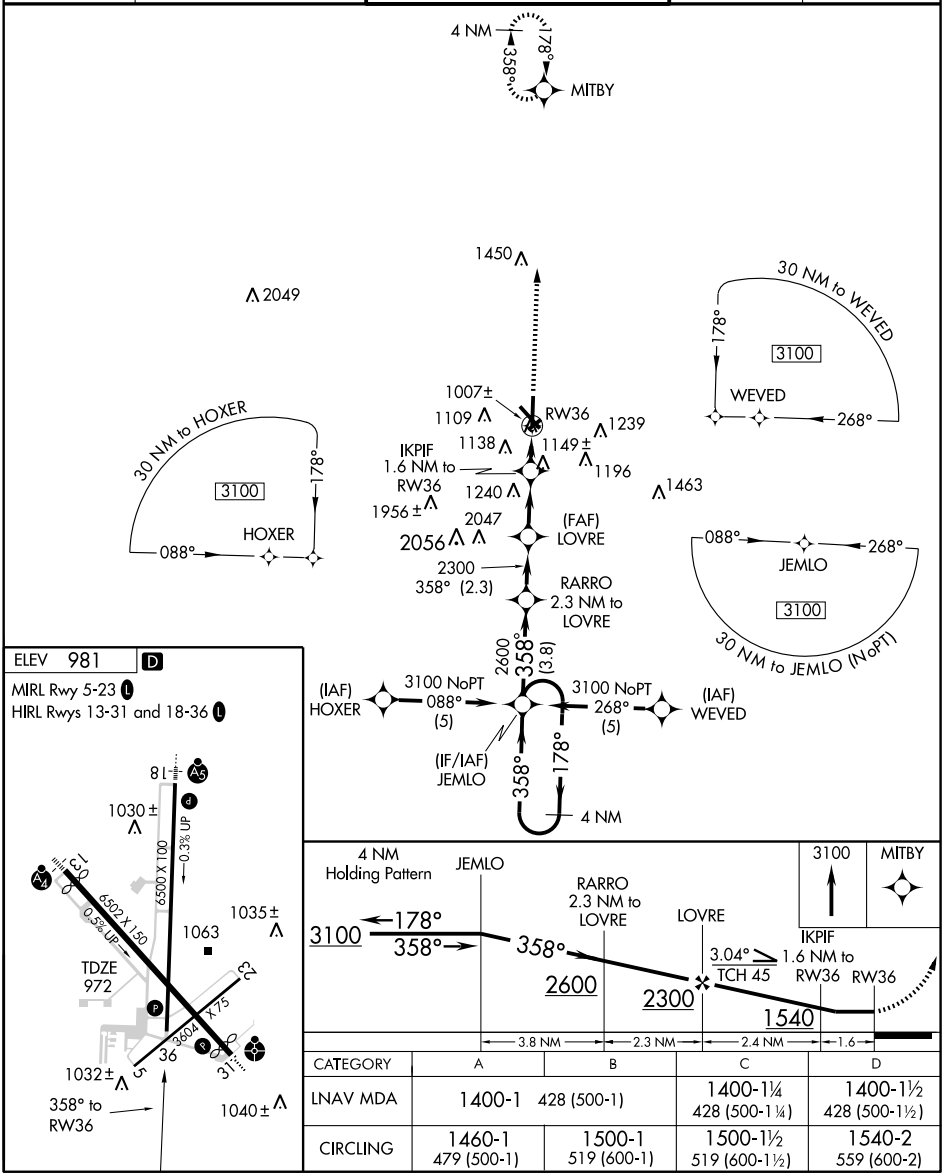
APP CRS	Rwy Idg	6500
358°	TDZE	972
	Apt Elev	981

T

DME/DME RNP- 0.3 not authorized.

MISSED APPROACH: Climb to 3100 direct MITBY and hold.

ATIS	KANSAS CITY CENTER	JOPLIN TOWER ★	GND CON	UNICOM
120.85	128.6 282.325	119.8 (CTAF) L 282.2	121.6	122.95



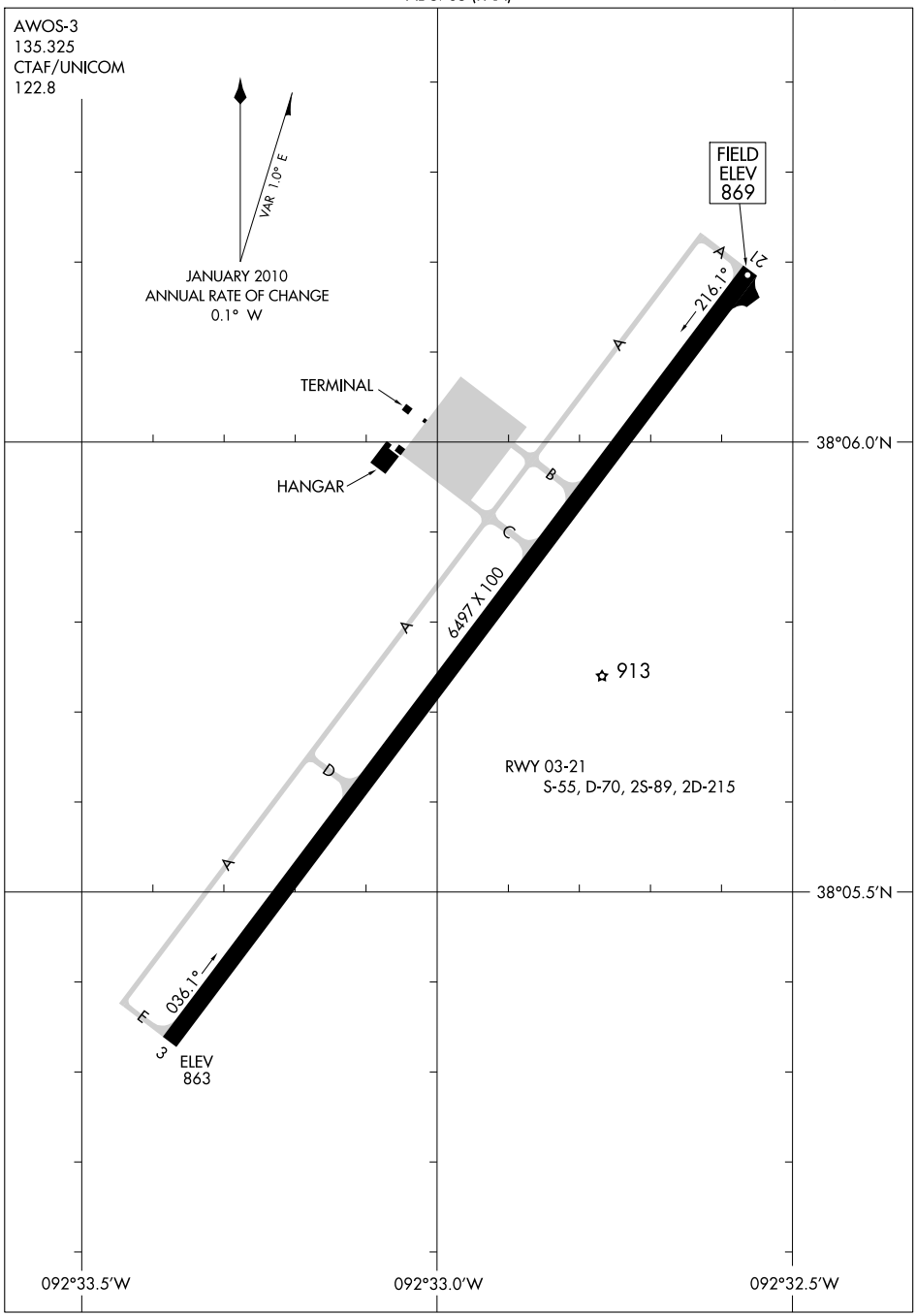
CATEGORY	A	B	C	D
LNAV MDA	1400-1 428 (500-1)		1400-1¼ 428 (500-1¼)	1400-1½ 428 (500-1½)
CIRCLING	1460-1 479 (500-1)	1500-1 519 (600-1)	1500-1½ 519 (600-1½)	1540-2 559 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5765 (FAA)

KAISER/LEE C. FINE MEMORIAL (AIZ)
KAISER/LAKE OZARK, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KAISER/LAKE OZARK, MISSOURI
KAISER/LEE C. FINE MEMORIAL (AIZ)

10210

KAISER (LAKE OZARK)

LEE C FINE MEM (AIZ) 3 SE UTC−6(−5DT) N38°05.76′ W92°32.97′

KANSAS CITY
H–5D, L–16G
IAP, AD

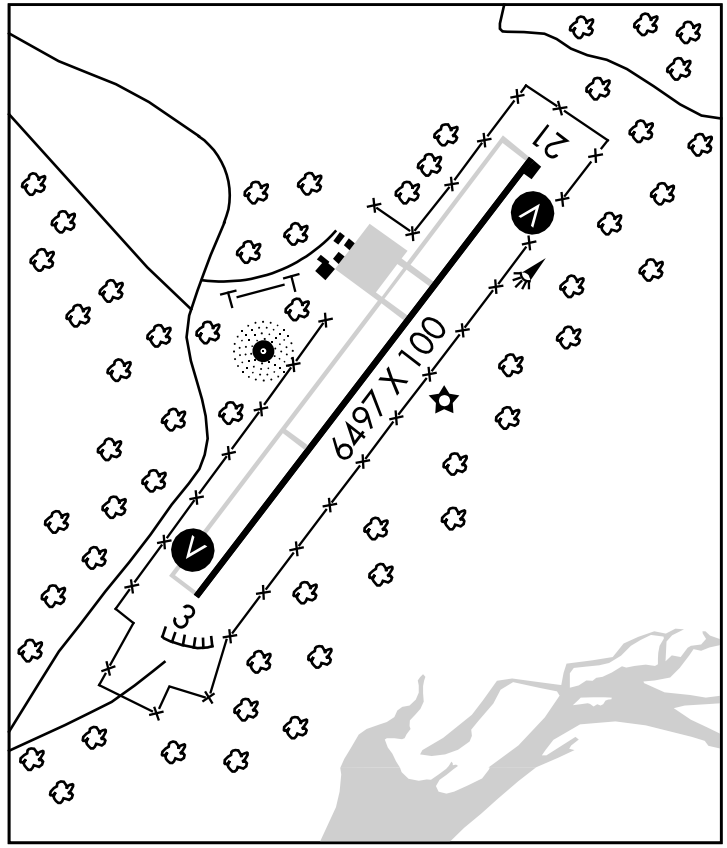
869 B **FUEL** 100LL JET A NOTAM FILE AIZ

RWY 03–21: H6497X100 (ASPH–AFSC) S–55, D–70, 2S–89, 2D–215 MIRL

RWY 03: VASI(V4L)—GA 3.0° TCH 55′. Trees.

RWY 21: VASI(V4L)—GA 3.0° TCH 42′. Trees.

AIRPORT REMARKS: Attended Oct–Apr 1400–0000Z‡, May–Sep Mon–Wed 1400–0000Z‡. Thu–Sun 1400–0200Z‡. Birds on and invof arpt. Arpt in state park. Rwy 03–21 various areas with grass and weeds growing in cracks. Banner towing on weekends from May–Sep. Parallel twy and Rwy 21 turnaround limited to acft weighing only 12,500 lbs or less. Acft over 12,500 lbs use Twys B and C only. ACTIVATE MIRL Rwy 03–21 and VASI Rwy 03 and Rwy 21—CTAF.



WEATHER DATA SOURCES: AWOS–3 135.325 (573) 348–0847.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MIZZU APP/DEP CON** 124.1

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 032° 4.2 NM to fld. 910/5E.

KAISER NDB (MHW) 377 AIZ N38°05.80′ W92°33.19′ at fld. Unmonitored 0100–1300Z‡. SHUTDOWN

ILS/DME 111.5 I–AIZ Chan 21 Rwy 21 LOC only LOC unmonitored 0100–1300Z‡.

KANSAS CITY N39°17.12′ W94°44.22′ NOTAM FILE MCI.

KANSAS CITY
H–5C, L–10J, A

(H) VORTAC 113.25 MCI Chan 79Y 051° 1.3 NM to Kansas City Intl. 1017/5E.

RCO 122.65 122.1R, 113.25T (COLUMBIA RADIO)

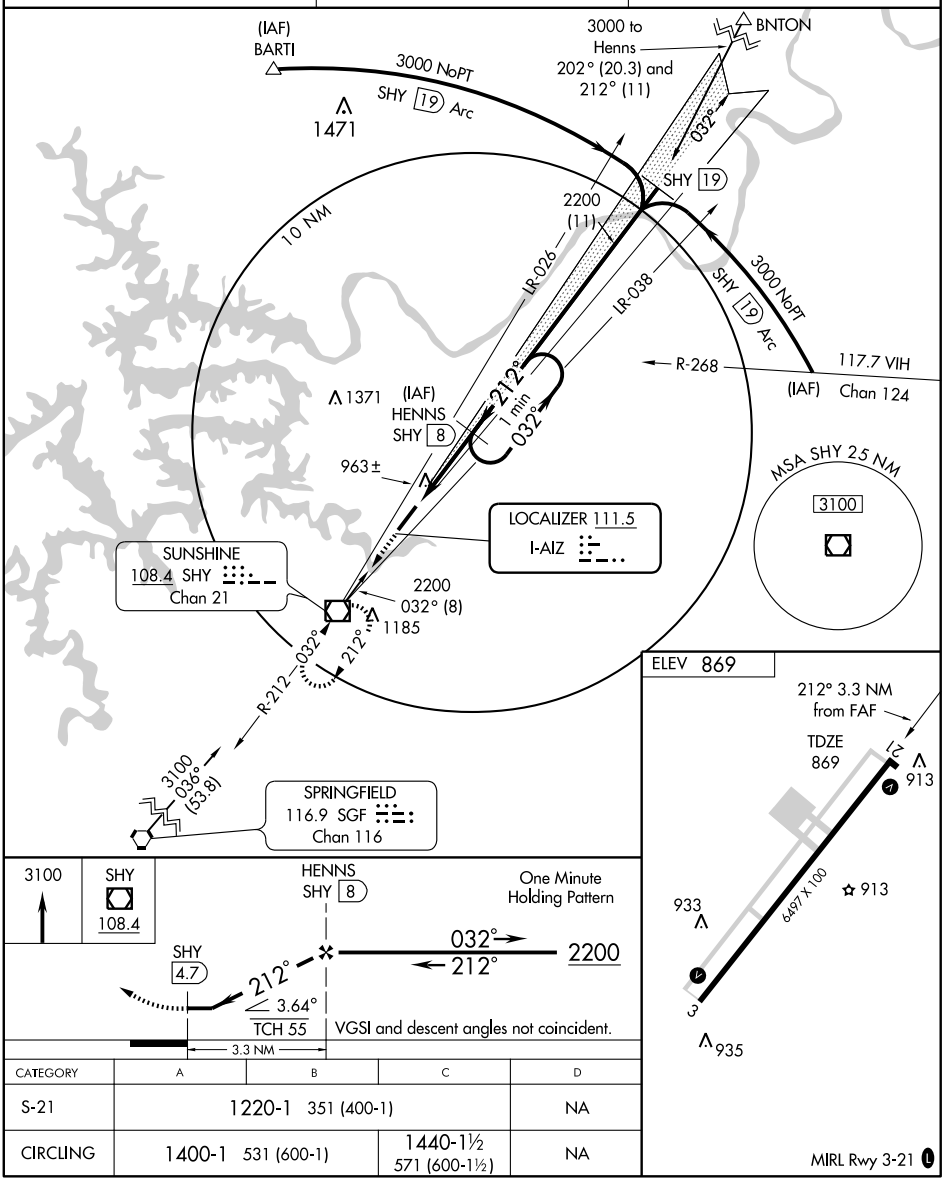
LOC I-AIZ	APP CRS	Rwy Idg	6497
111.5	212°	TDZE	869
		Apt Elev	869

LOC/DME RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-21	1220-1 351 (400-1)			NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

MIRL Rwy 3-21 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6497
CH 65901	032°	TDZE	863
W03A		Apt Elev	869

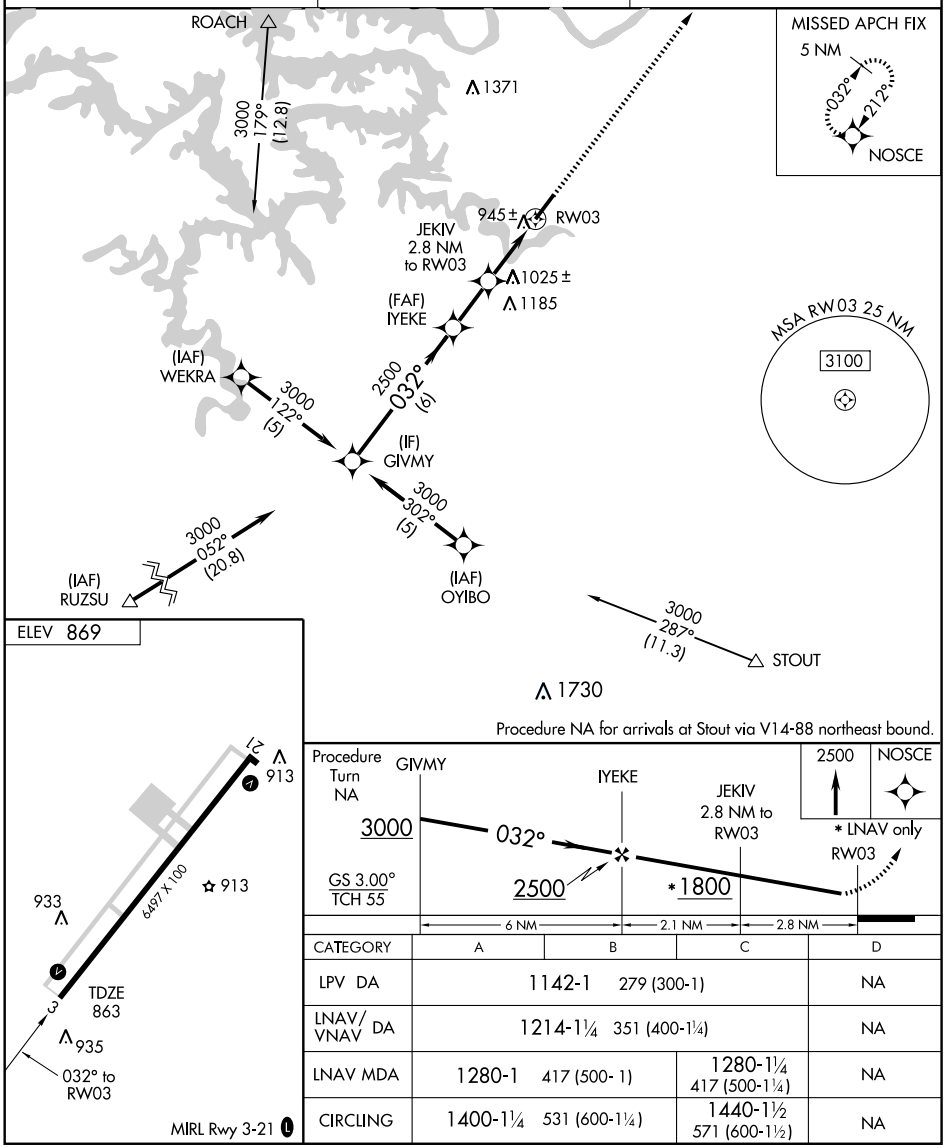
RNAV (GPS) RWY 3

KAISER/LEE C FINE MEMORIAL (AIZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F).
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. Baro-VNAV NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, straight-in/circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 2500 direct NOSCE and hold.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF)



Procedure NA for arrivals at Stout via V14-88 northeast bound.

CATEGORY	A	B	C	D
LPV DA	1142-1 279 (300-1)			NA
LNAV/VNAV DA	1214-1¼ 351 (400-1¼)			NA
LNAV MDA	1280-1 417 (500- 1)		1280-1¼ 417 (500-1¼)	NA
CIRCLING	1400-1¼ 531 (600-1¼)		1440-1½ 571 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6497
212°	TDZE	869
	Apt Elev	869

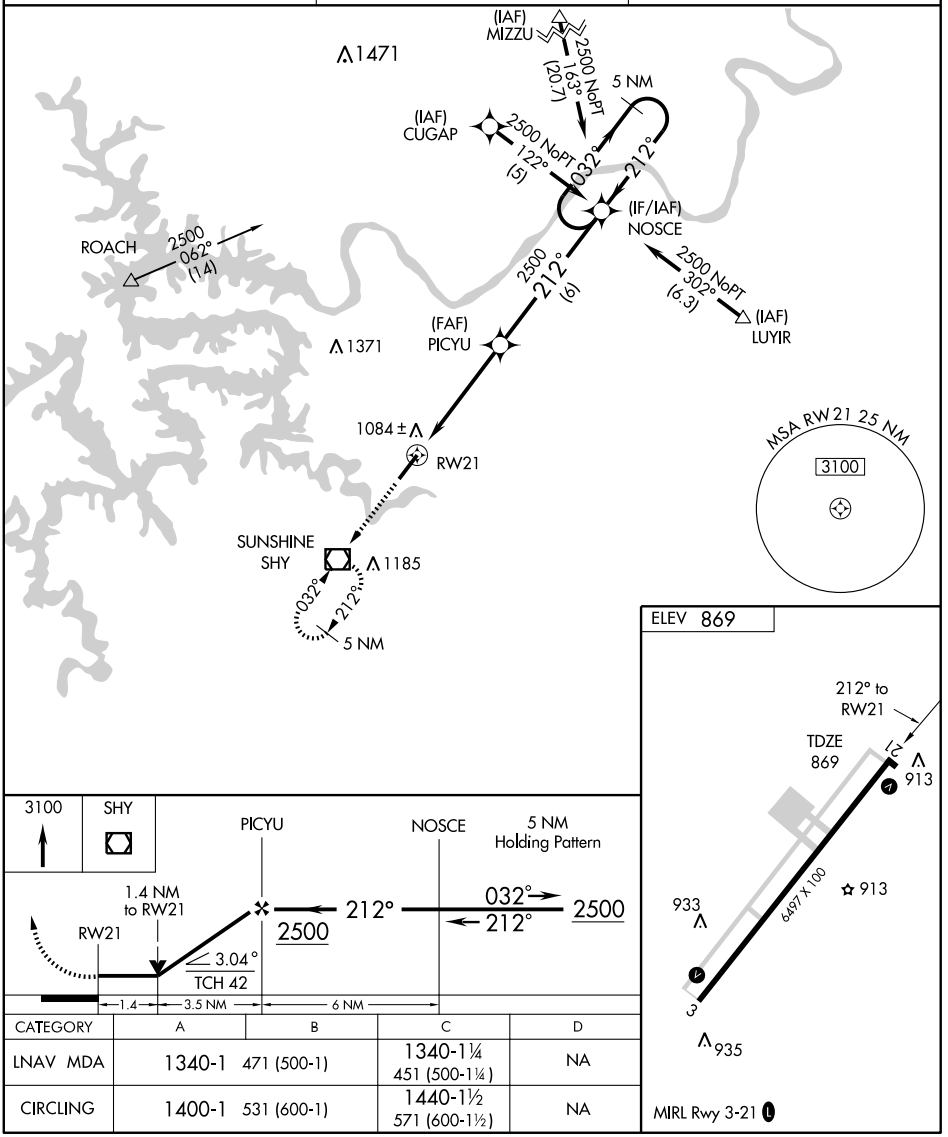
RNAV (GPS) RWY 21

KAISER/ LEE C. FINE MEMORIAL (AIZ)

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet.
VDP NA when using Rolla/Vichy altimeter setting.
When VGSI inoperative, circling Rwy 3 NA at night.

MISSED APPROACH: Climb to 3100 direct SHY VOR/DME and hold, continue climb-in-hold to 3100.

AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1 471 (500-1)		1340-1¼ 451 (500-1¼)	NA
CIRCLING	1400-1 531 (600-1)		1440-1½ 571 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SHY 108.4 Chan 21	APP CRS 032°	Rwy Idg 6497 TDZE 863 Apt Elev 869

VOR RWY 3

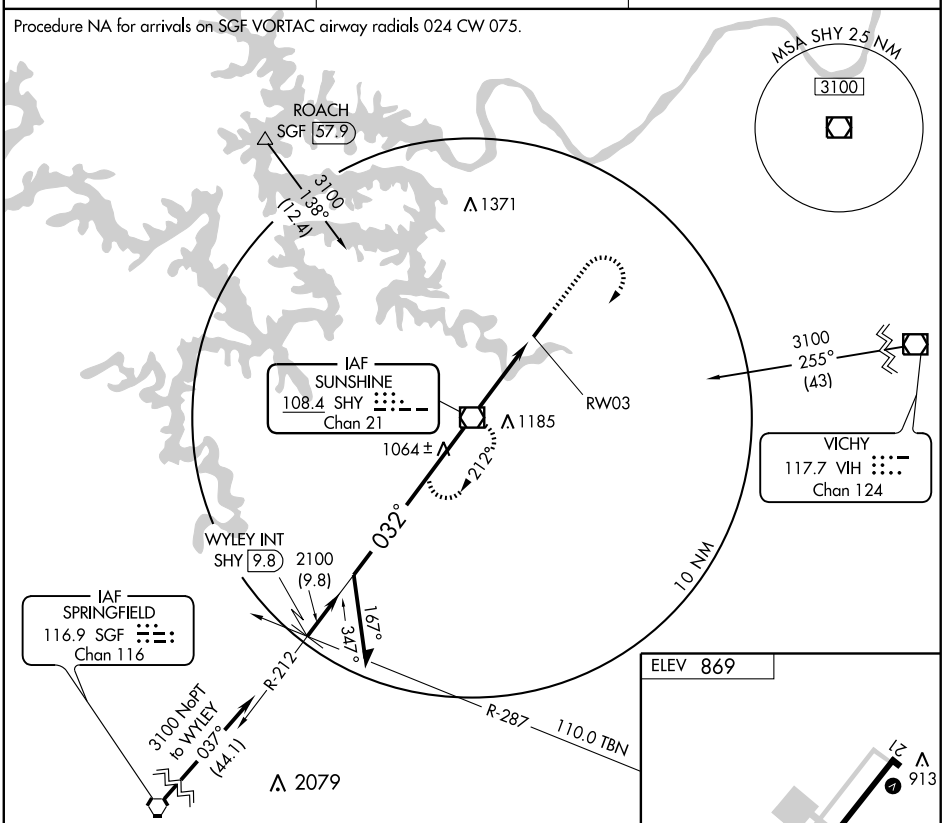
KAISER/ LEE C. FINE MEMORIAL (AIZ)

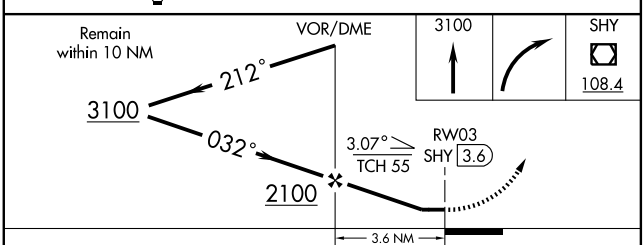
If local altimeter setting not received, use Rolla/Vichy altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 3 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 then right turn direct SHY VOR/DME and hold.

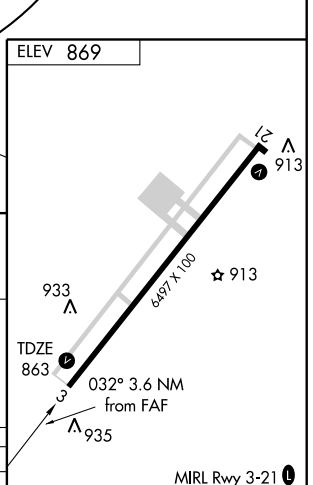
AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L

Procedure NA for arrivals on SGF VORTAC airway radials 024 CW 075.





CATEGORY	A	B	C	D
S-3	1320-1	457 (500-1)	1320-1¼ 457 (500-1¼)	NA
CIRCLING	1400-1	531 (600-1)	1440-1½ 571 (600-1½)	NA



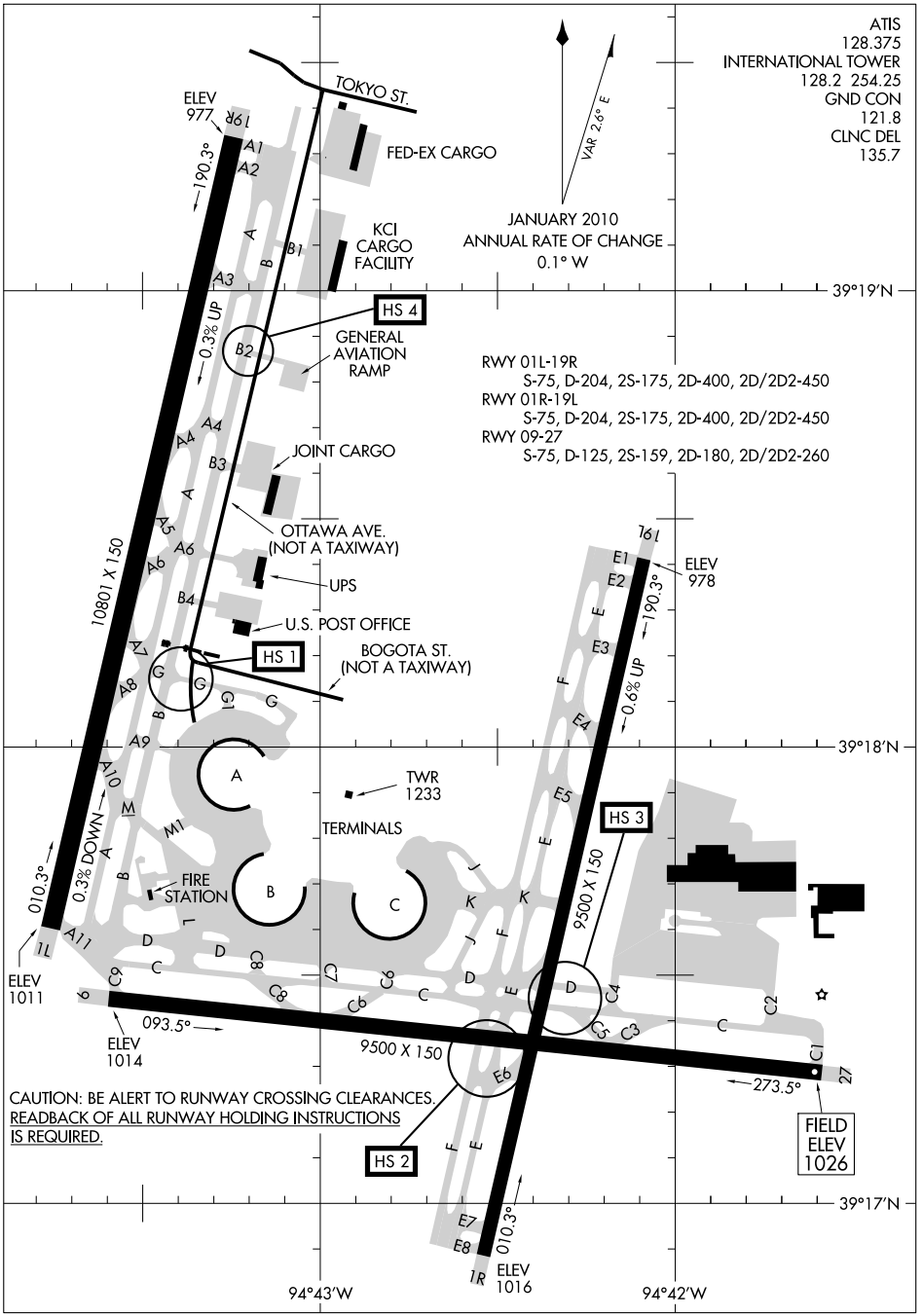
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-780 (FAA)

KANSAS CITY INTL (MCI)
KANSAS CITY, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

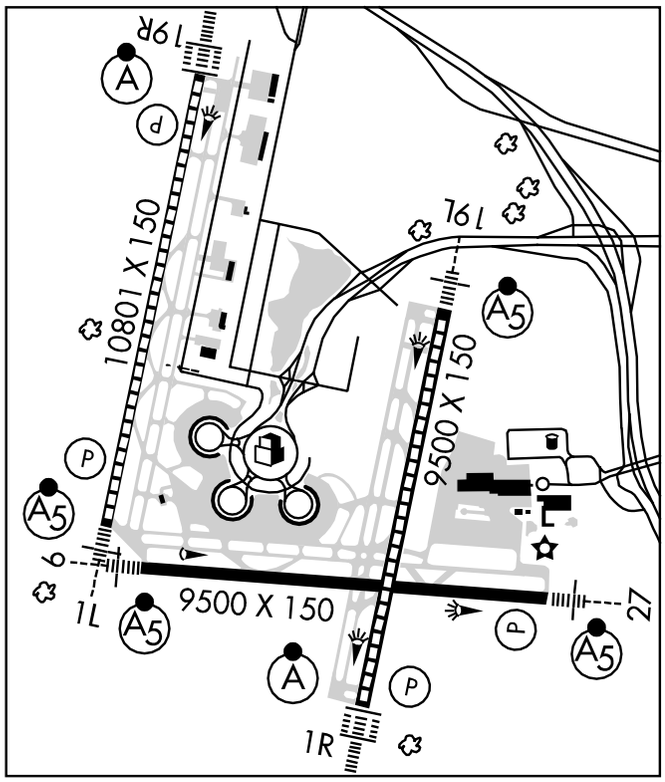
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
KANSAS CITY INTL (MCI)

10266

KANSAS CITY INTL (MCI) 15 NW UTC−6(−5DT) N39°17.86′ W94°42.84′ **KANSAS CITY**
1026 B **FUEL** 100LL, JET A LRA Class I, ARFF Index C NOTAM FILE MCI **H–5C, L–10J, A**
RWY 01L–19R: H10801X150 (CONC–GRVD) S–75, D–204, 2S–175, 2D–400, 2D/2D2–450 HIRL CL **IAP, AD**
RWY 01L: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. 0.3% down.
RWY 19R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 69′. Rgt tfc. 0.3% up.
RWY 01R–19L: H9500X150 (CONC–GRVD) S–75, D–204, 2S–175, 2D–400, 2D/2D2–450 HIRL CL
RWY 01R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 74′.
RWY 19L: MALSR. TDZL. 0.6% up.
RWY 09–27: H9500X150 (ASPH–GRVD) S–75, D–125, 2S–159, 2D–180, 2D/2D2–260 HIRL
RWY 09: MALSR.
RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 72′. Rgt tfc.



AIRPORT REMARKS: Attended continuously. Ctl twr has limited visibility on numerous gates at all 3 terminals. Waterfowl on and invof arpt. Coyote on and invof arpt. Windshear alert system on arpt. Pushback clearance required at gates 45 thru 52 in terminal B and gates 72, 73 and 76 in terminal C, pushback from these gates enters Twy D. Noise abatement procedures in effect 0400–1200Z‡ with landing on Rwys 01L and 19L; takeoffs on Rwys 01R and 19R. When using hi–speed exits C5 and C6 continue until first parallel twy and use extreme caution when turning in excess of 90 degrees. PPR to park at airline gates ctc respective airline. No acft parking on postal apron. Flight Notification Service (ADCUS) avbl at gate 90. Military acft may be charged ramp/parking fees. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (816) 243–6415. **HIWAS** 113.25 MCI. LLWAS.
COMMUNICATIONS: D-ATIS 128.375 (816) 329–2725 **UNICOM** 122.95
RCO 122.65 122.1R 113.25T (COLUMBIA RADIO)
Ⓡ **APP CON** 120.95
INTERNATIONAL TOWER 128.2 125.75 **GND CON** 121.8 121.65 **CLNC DEL** 135.7
Ⓡ **DEP CON** 124.7 (191°–009°) 123.95 (010°–190°)
AIRSPACE: CLASS B See VFR Terminal Area Chart.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCI.
(H) VORTAC 113.25 MCI Chan 79Y N39°17.12′ W94°44.22′ 051° 1.3 NM 1017/5E. **HIWAS.**
DOTTE NDB (MHW/LOM) 359 DO N39°13.25′ W94°45.00′ 015° 4.9 NM to fld.
HUGGY NDB (LOM) 416 RN N39°18.12′ W94°51.07′ 087° 6.4 NM to fld. Unmonitored.
LEXEY NDB (LOM) 275 DY N39°23.22′ W94°40.62′ 193° 5.6 NM to fld.
ILS/DME 109.7 I–RNI Chan 34 Rwy 09. Class IB. LOM HUGGY NDB. LOM unmonitored.
ILS/DME 110.75 I–PVL Chan 44(Y) Rwy 01R. Class IIIE.
ILS 110.5 I–DOT Rwy 01L. LOM DOTTE NDB.
ILS/DME 109.1 I–PAJ Chan 28 Rwy 19R. Class IIIE.
ILS 109.55 I–DYH Rwy 19L. Class IE. LOM LEXEY NDB.
ILS/DME 109.7 I–UQY Chan 34 Rwy 27. Class IE. LOC only.

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

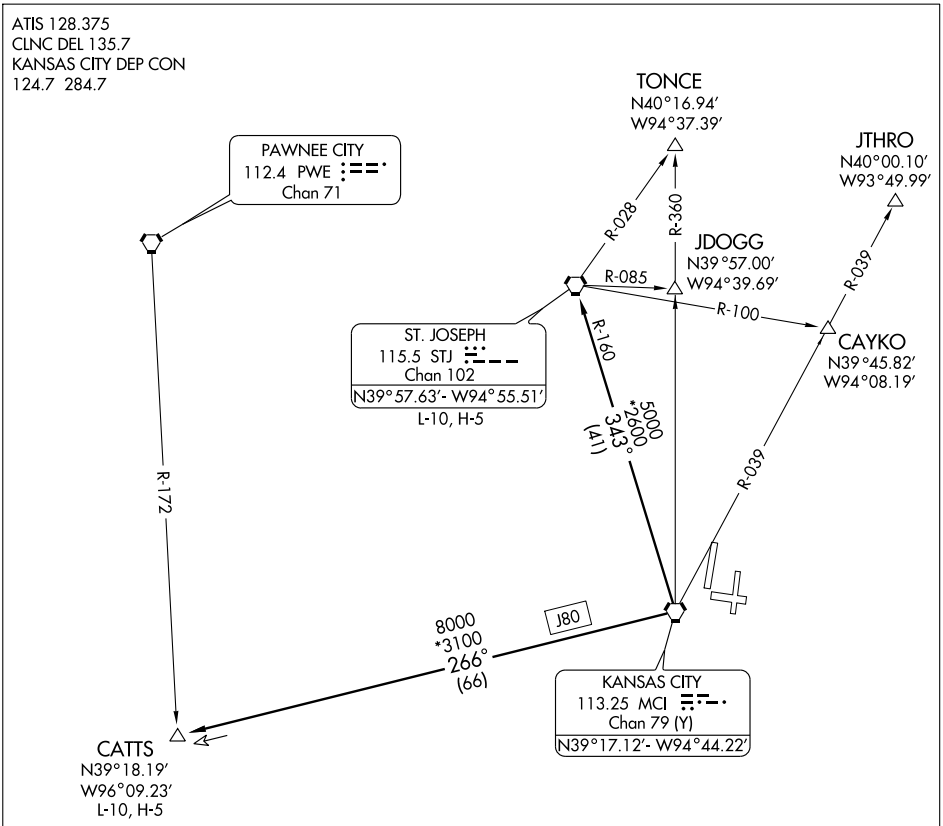
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-DOT	APP CRS	Rwy Idg	10801
110.5	008°	TDZE	1011
		Apt Elev	1026

ILS or LOC RWY 1L

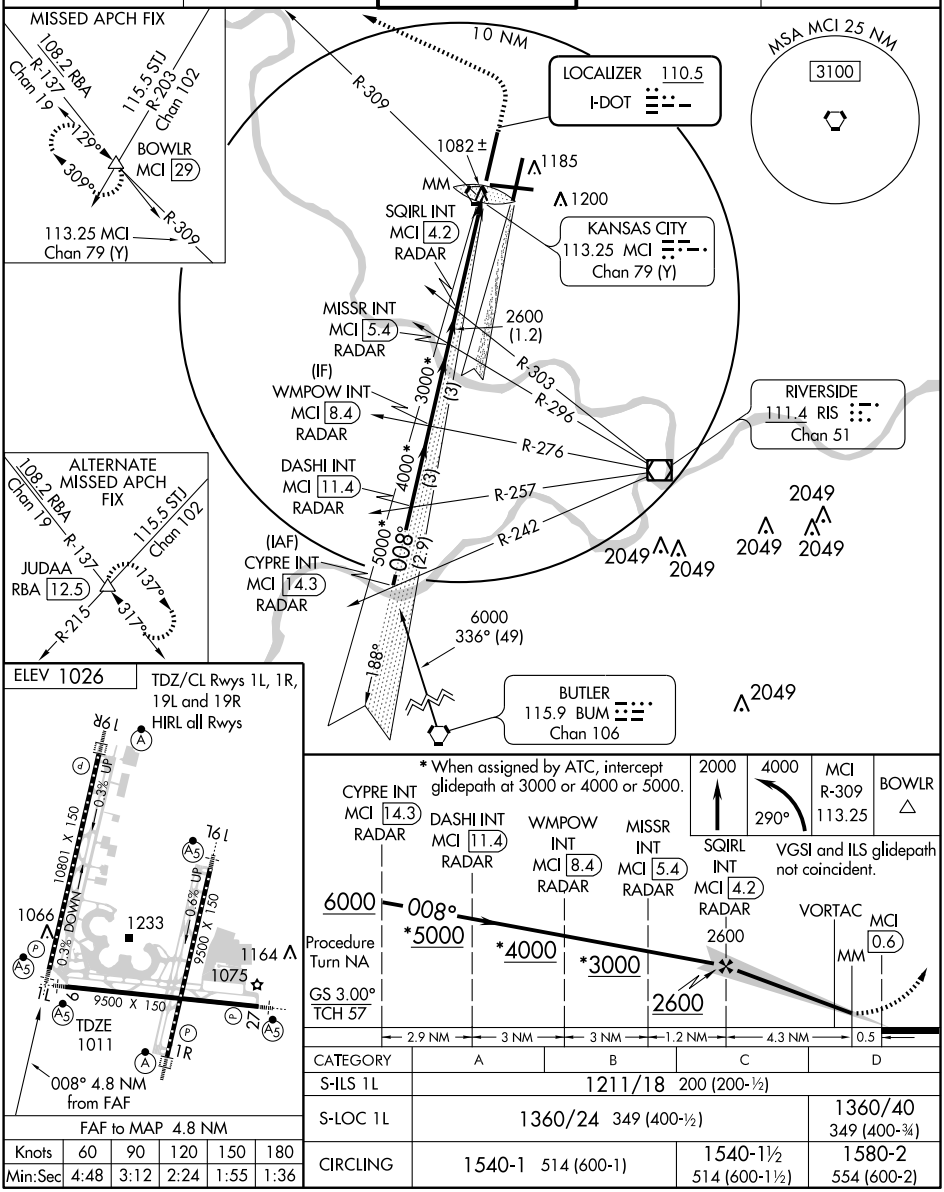
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1R. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via heading 290° and MCI R-309 to BOWLR INT/MCI 29 DME and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 1L	1211/18 200 (200-½)			
S-LOC 1L	1360/24 349 (400-½)			1360/40 349 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS or LOC RWY 1R

KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX: LYMES MCI 29.2; 113.25 MCI R-089 Chan 79 (Y); 269°; 089°; 114.0 ANX R-358 Chan 87

MISSED APCH FIX: 088°; 268°; R-088; NAPOLEON ANX 114.0 Chan 87

LOCALIZER 110.75 I-PVL Chan 44 (Y)

KANSAS CITY 113.25 MCI Chan 79 (Y)

10 NM

1185; 1200 IM MM; 1033±

RIBBS INT I-PVL 6.5 RADAR

2600 (1.2)

SMOKE INT I-PVL 7.7 RADAR

(IF) TERKY INT I-PVL 10.7 RADAR

BARBQ INT I-PVL 13.7 RADAR

(IAF) SPICY INT I-PVL 16.6 RADAR

*3000 (3); *4000 (3); *5000 (2.9)

R-295; R-304; R-272; R-251; R-236; 008°; 188°

RIVERSIDE 111.4 RIS Chan 51

2049

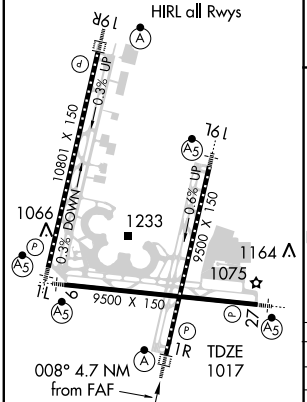
6000 336° (48)

BUTLER 115.9 BUM Chan 106

MSA MCI 25 NM: 3100

ELEV 1026

TDZ/CL Rwys 1L, 1R, 19L and 19R HIRL all Rwys



FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

1500 4000 ANX

SPICY INT I-PVL 16.6 RADAR; BARBQ INT I-PVL 13.7 RADAR; TERKY INT I-PVL 10.7 RADAR; SMOKE INT I-PVL 7.7 RADAR; RIBBS INT I-PVL 6.5 RADAR

VGSI and ILS glidepath not coinident.

6000; 008°; *5000; *4000; *3000; 2600; I-PVL 2.6 MM; I-PVL 1.7 IM

Procedure Turn NA

GS 3.00° TCH 59

2.9 NM 3 NM 3 NM 1.2 NM 3.8 NM 0.5 0.3 0.1

CATEGORY	A	B	C	D
S-ILS 1R	1217/18 200 (200-½)			
S-LOC 1R	1360/24 343 (400-½)			1360/40 343 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RNI	APP CRS	Rwy Idg	9500
109.7	091°	TDZE	1015
Chan 34		Apt Elev	1026

ILS or LOC RWY 9

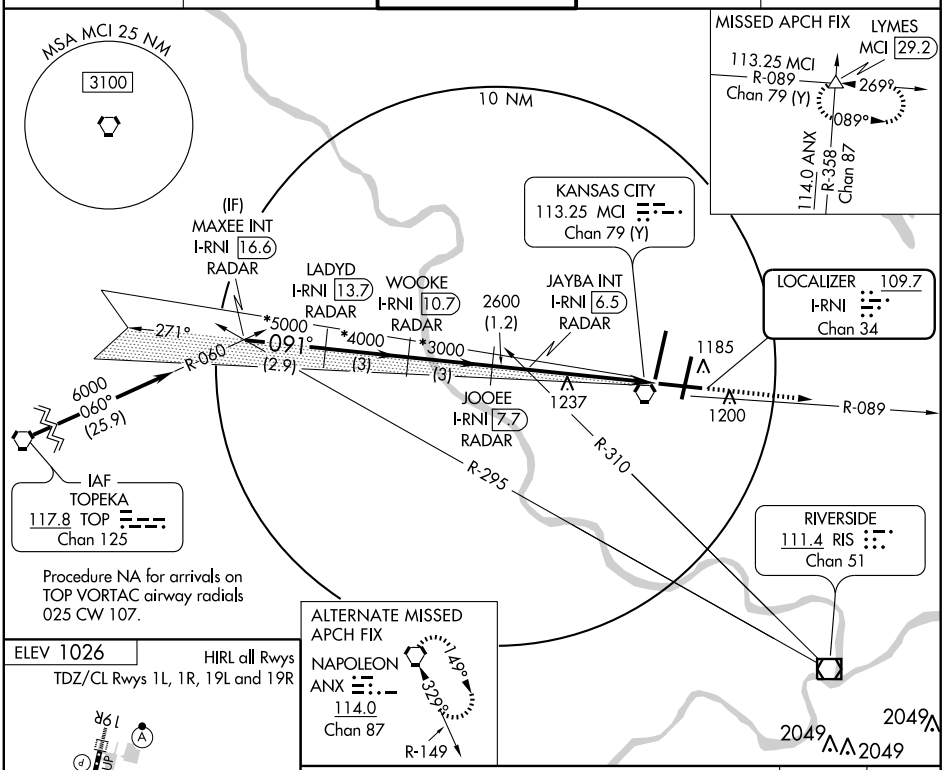
KANSAS CITY INTL (MCI)

For inoperative MALSR, increase S-LOC 9 Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-ILS 9. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 4000 via MCI R-089 to LYMES INT/MCI 29.2 DME and hold.

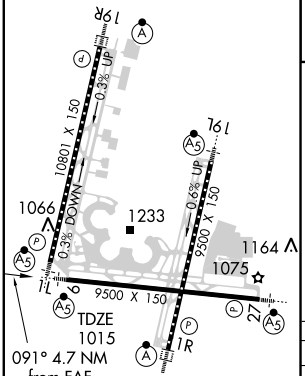
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

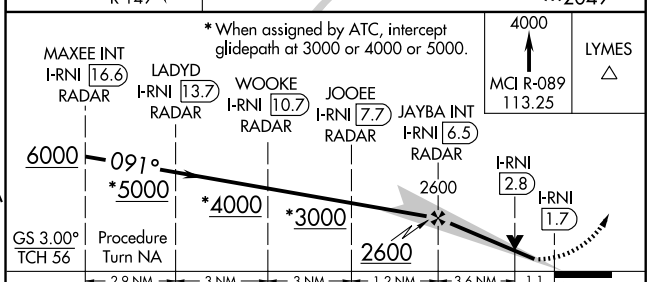


ELEV 1026

HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19L and 19R





CATEGORY	A	B	C	D
S-ILS 9	1265/40 250 (300-¾)			
S-LOC 9	1420/40 405 (400-¾)			
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-DYH	APP CRS	Rwy Idg	9500
109.55	188°	TDZE	994
Chan 32 (Y)		Apt Elev	1026

ILS or LOC RWY 19L

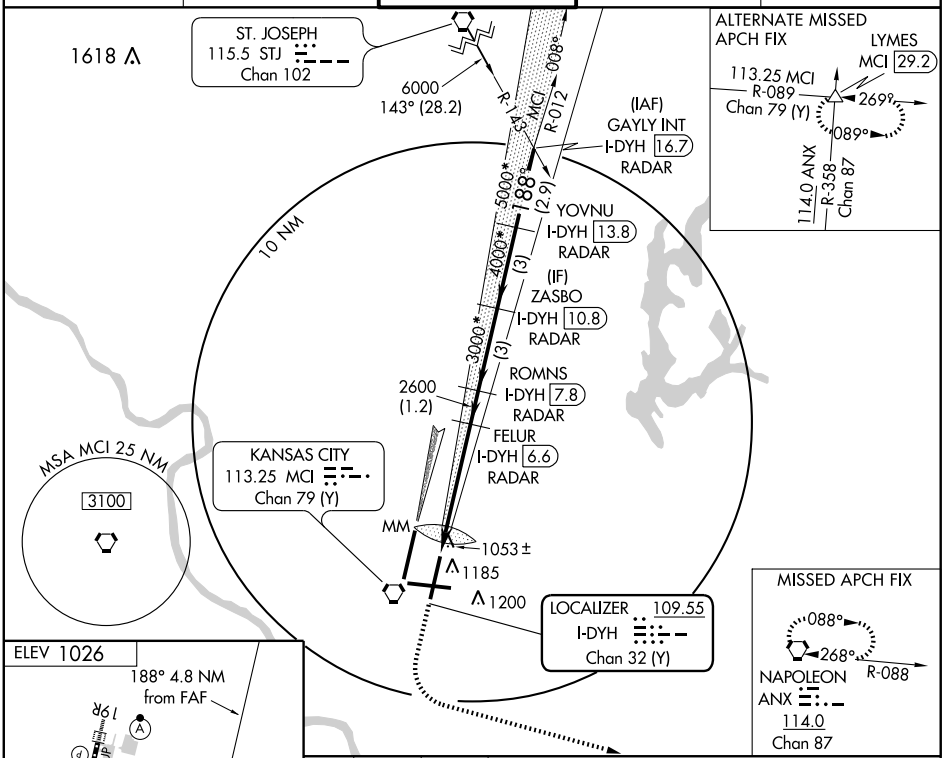
KANSAS CITY INTL (MCI)

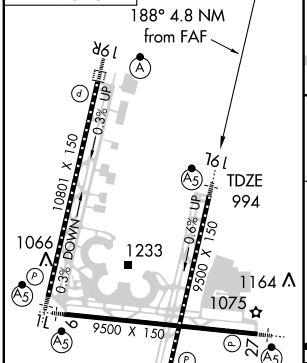
For inoperative MALSR, increase S-LOC 19L Cat D visibility to RVR 5000.
Simultaneous approach authorized with Rwy 19R.
LOC procedures NA during simultaneous operations.
DME or RADAR required.

MALSR

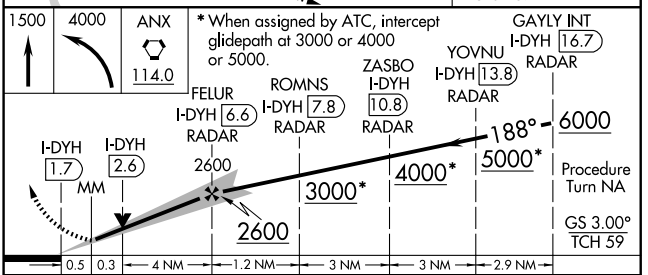
MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 19L	1194/18 200 (200-½)			
S-LOC 19L	1300/24 306 (300-½)			1300/40 306 (300-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS or LOC RWY 19R

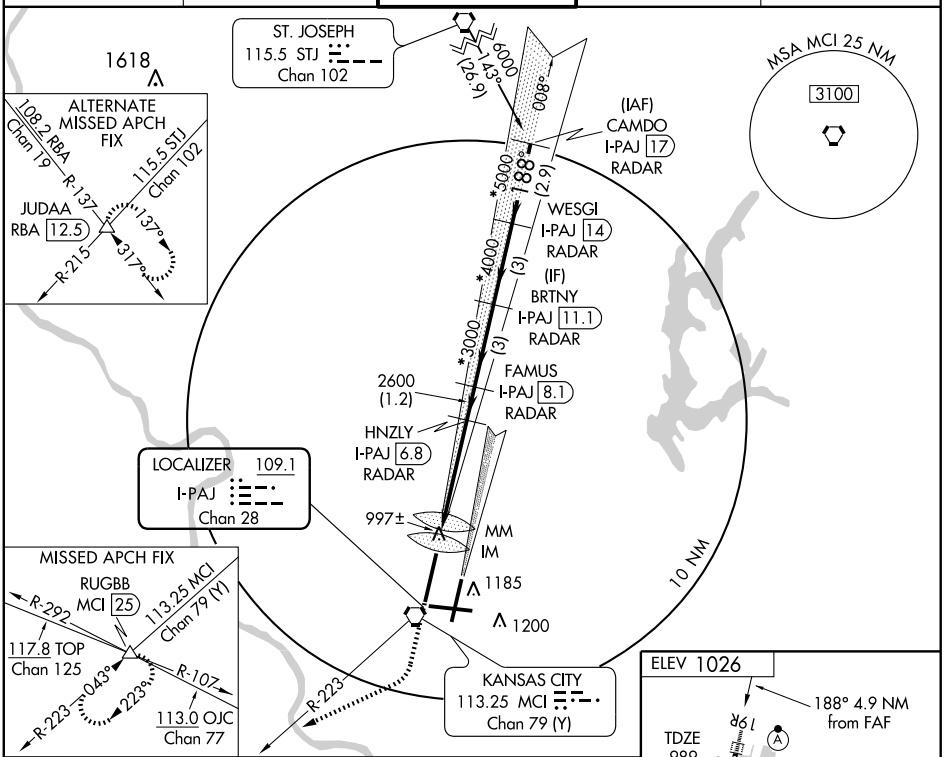
KANSAS CITY INTL (MCI)

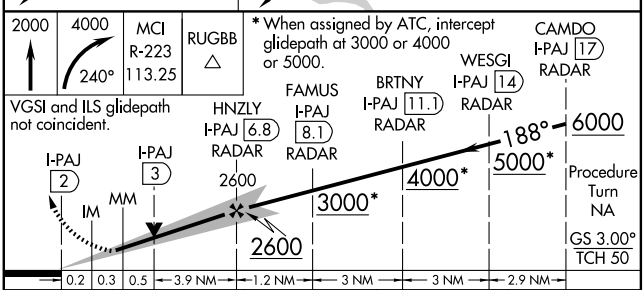
Simultaneous approach authorized with Rwy 19L.
DME or RADAR Required.
LOC procedure NA during simultaneous operations.

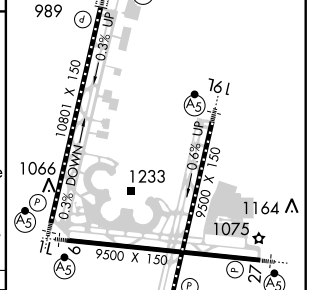
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
S-ILS 19R	1189/18 200 (200-½)			
S-LOC 19R	1360/24 371 (400-½)			1360/40 371 (400-¾)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-UQY	APP CRS	Rwy Idg	9500
109.7	271°	TDZE	1026
Chan 34		Apt Elev	1026

ILS or LOC RWY 27

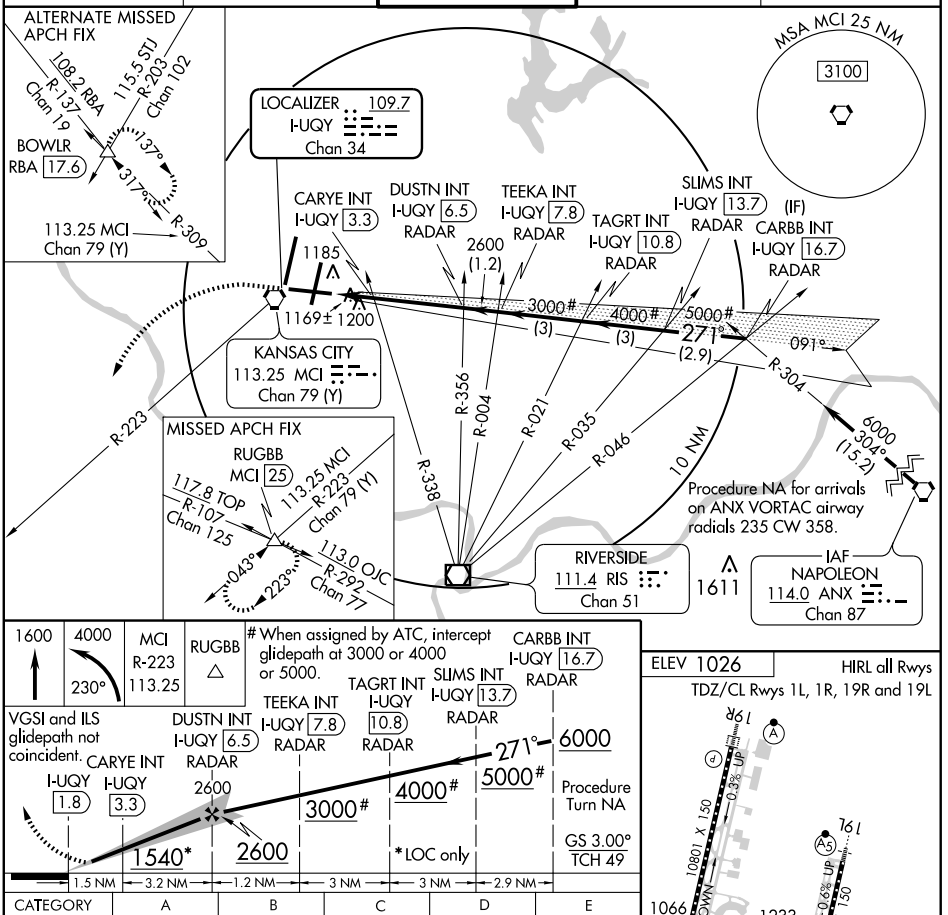
KANSAS CITY INTL (MCI)

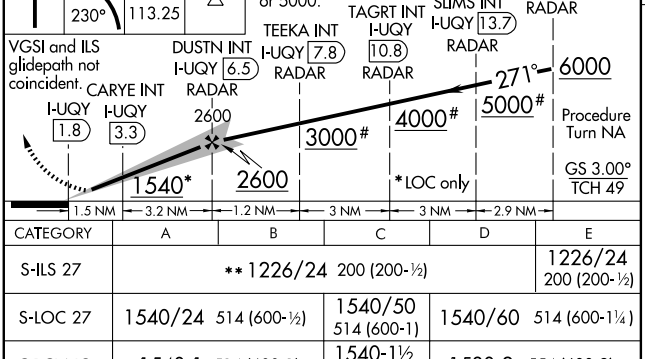
**RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 27 Cat E visibility to RVR 4000, S-LOC 27 Cat E visibility to 1¾ mile and CARYE FIX Minimums S-LOC 27 Cat E visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 via heading 230° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

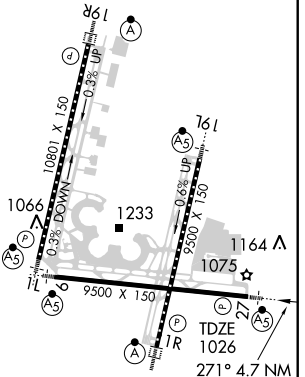




CATEGORY	A	B	C	D	E
S-ILS 27	**1226/24 200 (200-½)				1226/24 200 (200-½)
S-LOC 27	1540/24 514 (600-½)		1540/50 514 (600-1)	1540/60 514 (600-1¼)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	
CARYE FIX MINIMUMS					
S-LOC 27	1440/24 414 (500-½)		1440/40 414 (500-¾)		1440/50 414 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

ELEV 1026 HIRL all Rwys

TDZ/CL Rwys 1L, 1R, 19R and 19L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT II)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
NAPOLEON
ANX
114.0
Chan 87
R-088

LOCALIZER 110.75
I-PVL
Chan 44 (Y)

KANSAS CITY
113.25 MCI
Chan 79 (Y)

1185
1200
IM
MM
1033±

RIBBS INT
I-PVL 6.5
RADAR

2600
(1.2)

SMOKE INT
I-PVL 7.7
RADAR

10 NM

*3000
(3)

R-295
R-304

(IF)
TERKY INT
I-PVL 10.7
RADAR

R-272

RIVERSIDE
111.4 RIS
Chan 51

*4000
(3)

BARBQ INT
I-PVL 13.7
RADAR

R-251

R-236

2049
2049
2049
2049
2049

MSA MCI 25 NM
3100

*5000
(2.9)

(IAF)
SPICY INT
I-PVL 16.6
RADAR

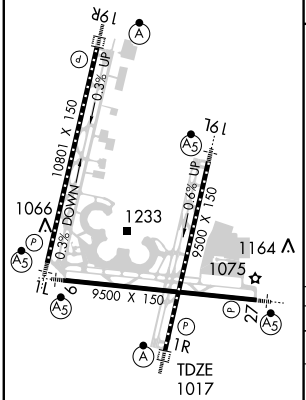
008°

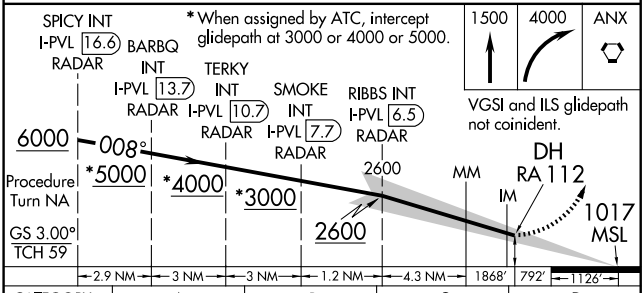
188°

6000
336° (48)

BUTLER
115.9 BUM
Chan 106
2049

ELEV 1026
TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	RA 112/12 100 DA 1117			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PVL	APP CRS	Rwy Idg	9500
110.75	008°	TDZE	1017
Chan 44 (Y)		Apt Elev	1026

ILS RWY 1R (CAT III)
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 1L.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

ALTERNATE MISSED APCH FIX
LYMES
MCI 29.2
113.25 MCI
R-089
Chan 79 (Y)
269°
089°
114.0 ANX
R-358
Chan 87

MISSED APCH FIX
088°
268°
NAPOLEON
ANX
114.0
Chan 87
R-088

LOCALIZER 110.75
I-PVL
Chan 44 (Y)

KANSAS CITY
113.25 MCI
Chan 79 (Y)

1185
1200
IM
MM
1033±

RIBBS INT
I-PVL 6.5
RADAR

2600
(1.2)

SMOKE INT
I-PVL 7.7
RADAR

10 NM

*3000
(3)

R-295
R-304

(IF)
TERKY INT
I-PVL 10.7
RADAR

R-272

RIVERSIDE
111.4 RIS
Chan 51

*4000
(3)

BARBQ INT
I-PVL 13.7
RADAR

R-251
R-236

2049

MSA MCI 25 NM
3100

*5000
(2.9)

(IAF)
SPICY INT
I-PVL 16.6
RADAR

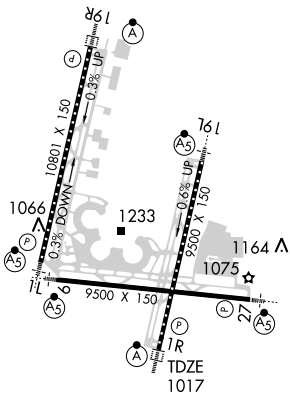
008°

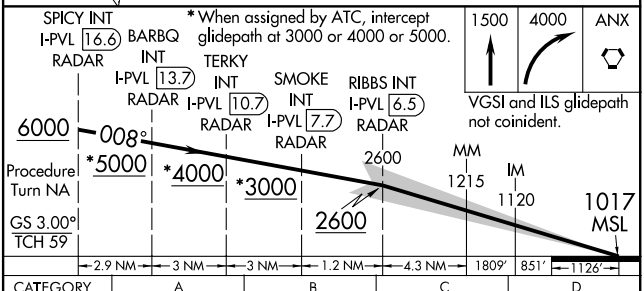
6000
336° (48)

188°

BUTLER
115.9 BUM
Chan 106

ELEV 1026
TDZ/CL Rwys 1L, 1R, 19L and 19R
HIRL all Rwys





CATEGORY	A	B	C	D
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT II)

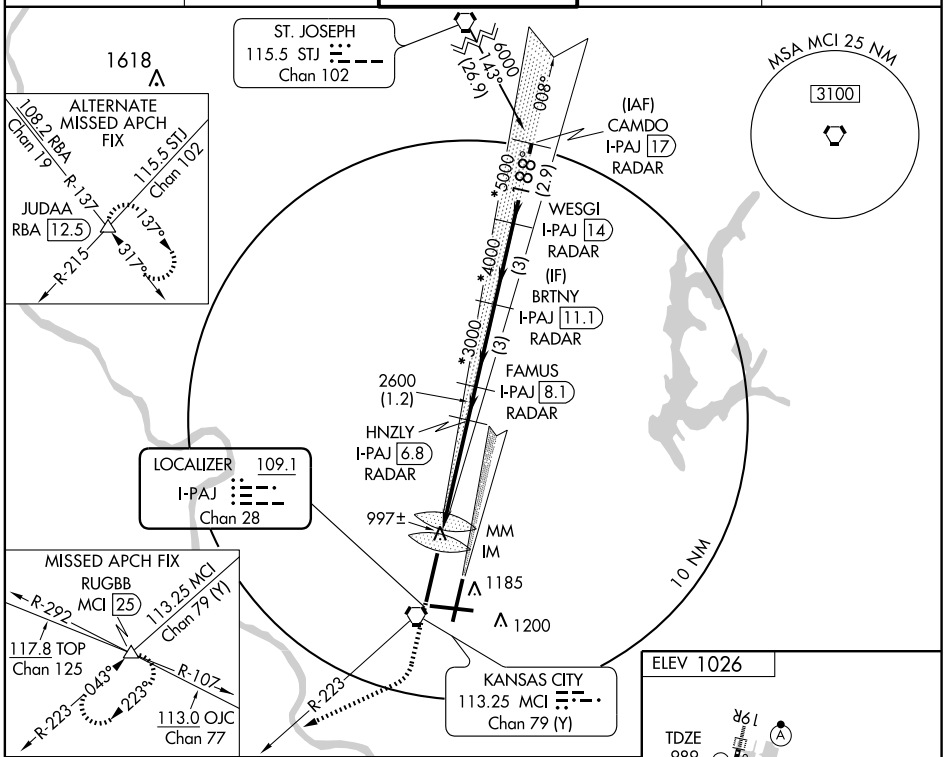
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

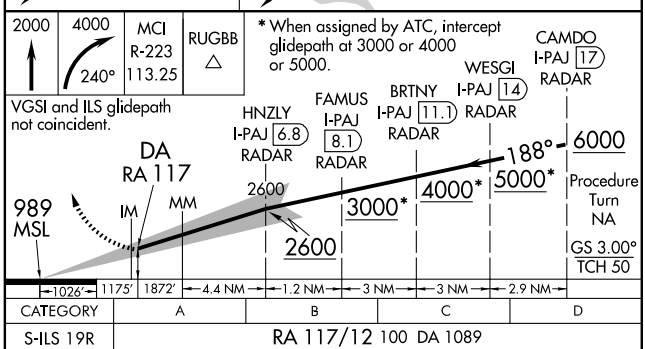
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

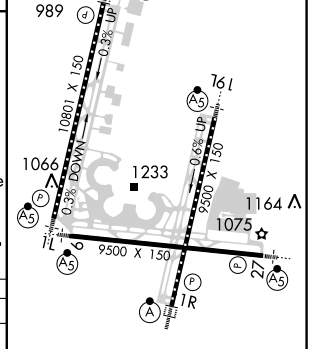
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010





CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

LOC/DME I-PAJ	APP CRS	Rwy Idg 10801
109.1	188°	TDZE 989
Chan 28		Apt Elev 1026

ILS RWY 19R (CAT III)

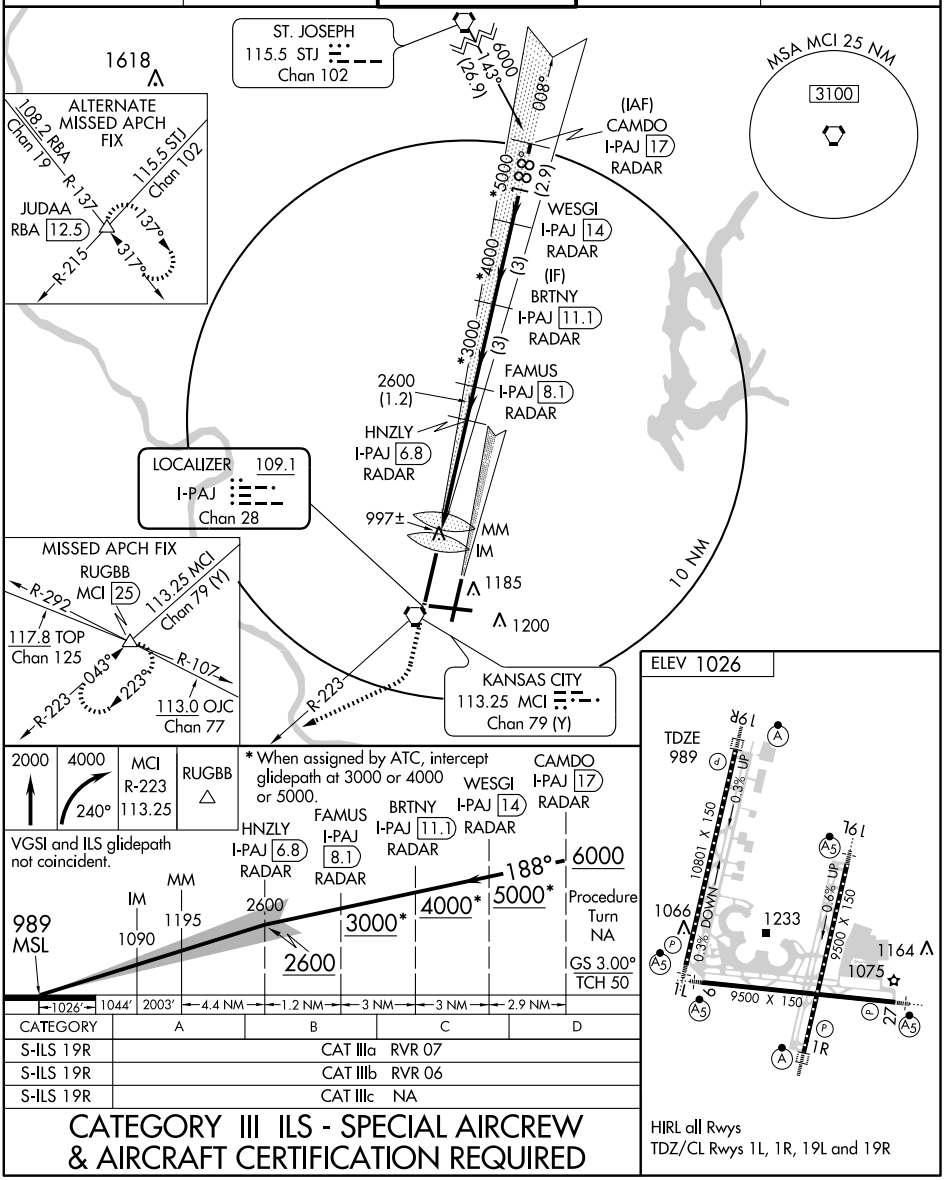
KANSAS CITY INTL (MCI)

Simultaneous approach authorized with Rwy 19L. DME or RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 240° and MCI R-223 to RUGBB INT and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



2000	4000	MCI R-223	RUGBB
	240°	113.25	△

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

CATEGORY	A	B	C	D
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

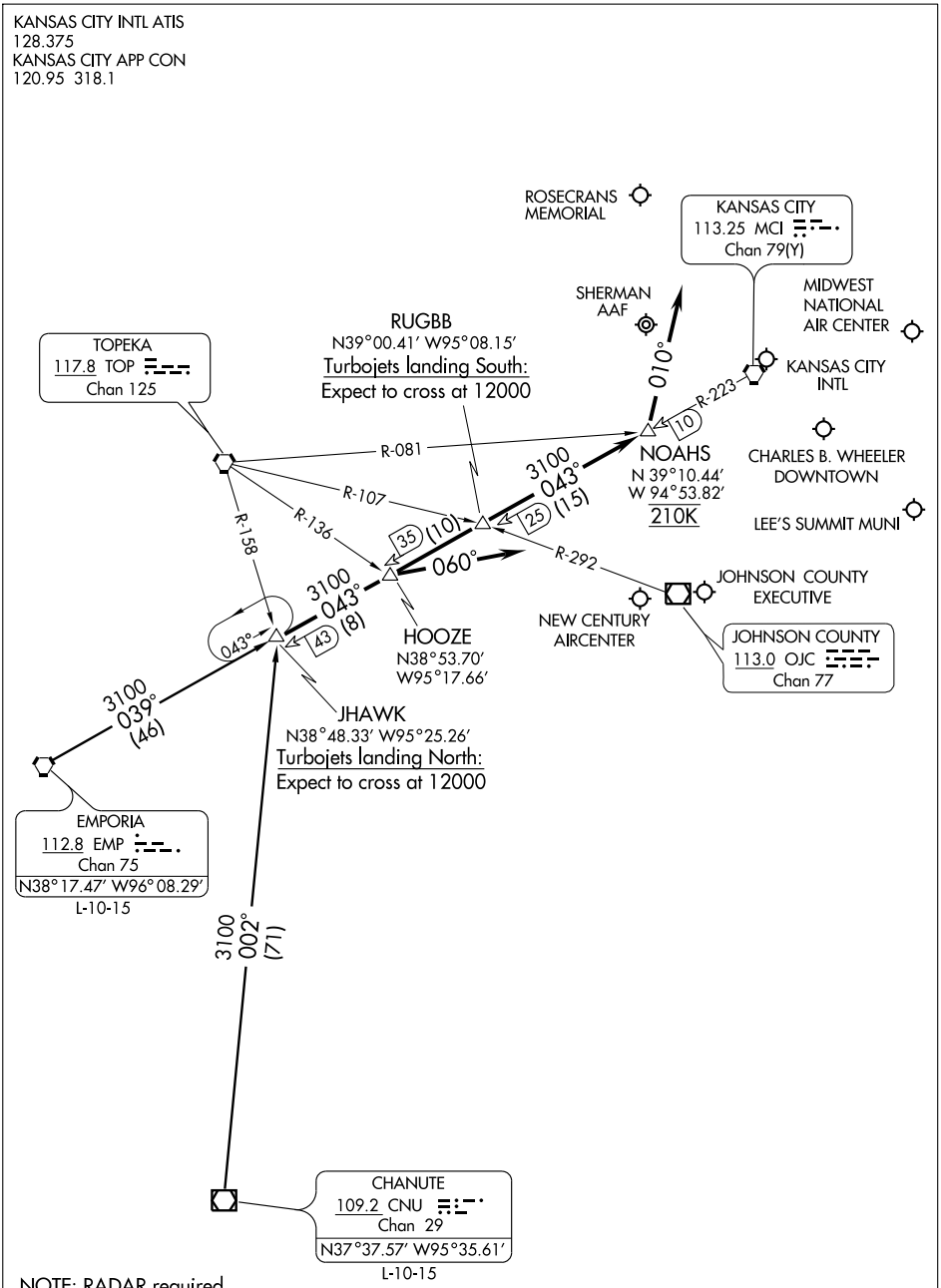
HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19L and 19R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

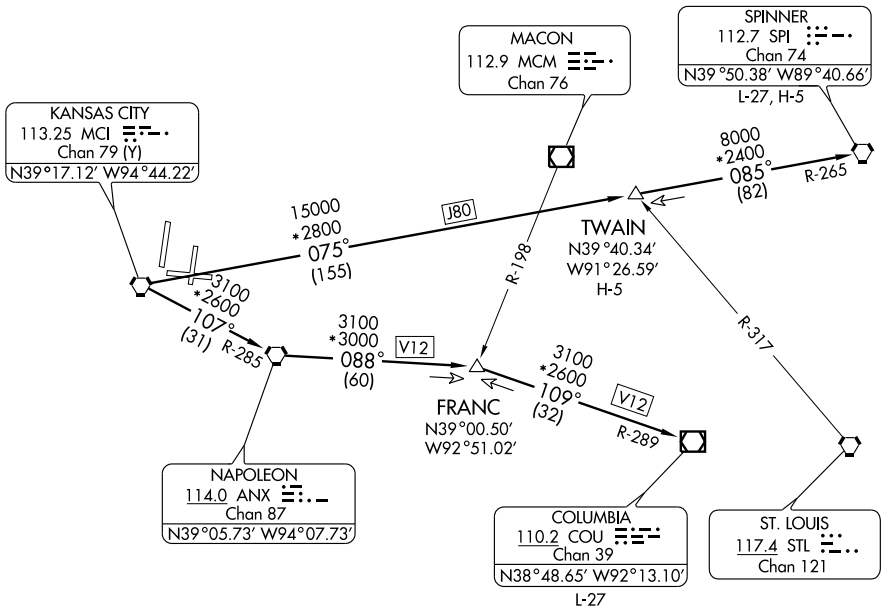
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1



TAKE-OFF MINIMUMS

Rwy 1L, 1R, 9, 19R, 19L, 27: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 1R: Tree 1653' from DER, 661' left of centerline, 60' AGL/1019' MSL.
Rwy 9: Tree 4544' from DER, 638' right of centerline, 100' AGL/1159' MSL.
Rwy 27: Trees beginning 1066' from DER, across centerline, up to 86' AGL/1095' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

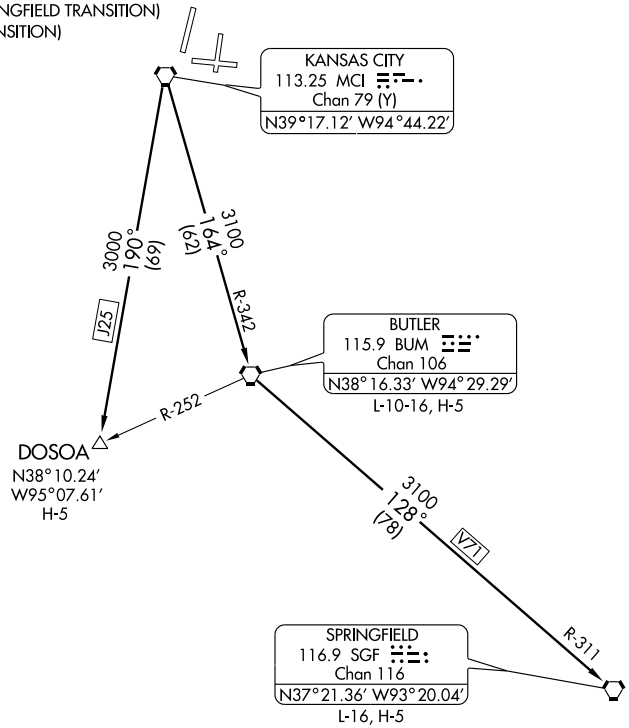
COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
123.95 318.1 (BUTLER/SPRINGFIELD TRANSITION)
124.7 284.7 (DOSOA TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10801
CH 42808	008°	TDZE	1011
W01B		Apt Elev	1026

RNAV (GPS) Y RWY 1L

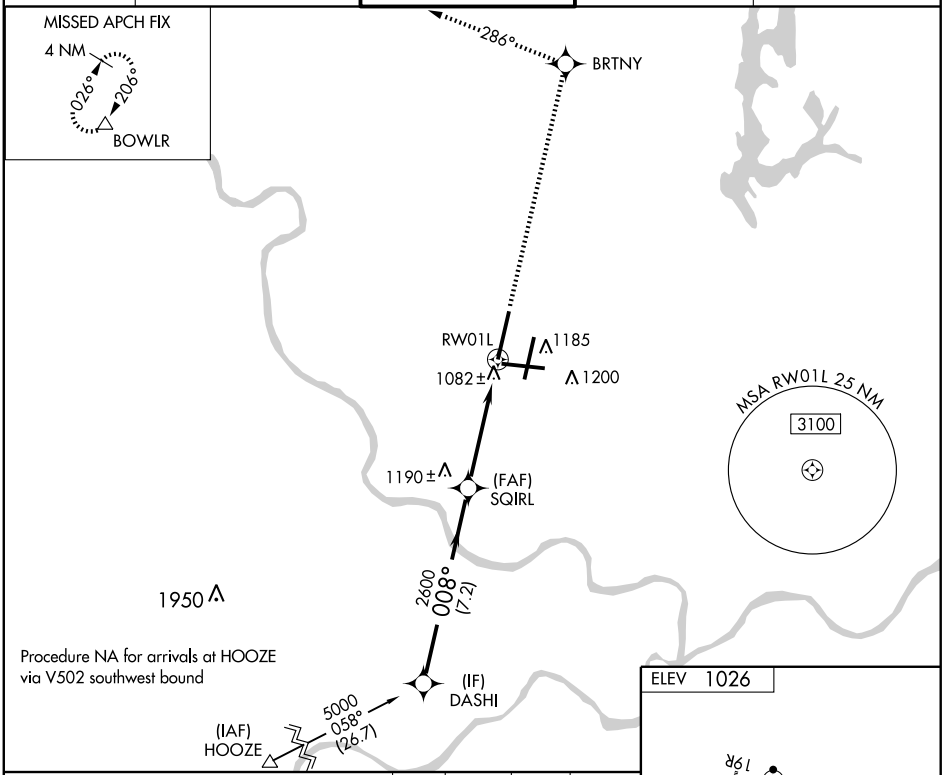
KANSAS CITY INTL (MCI)

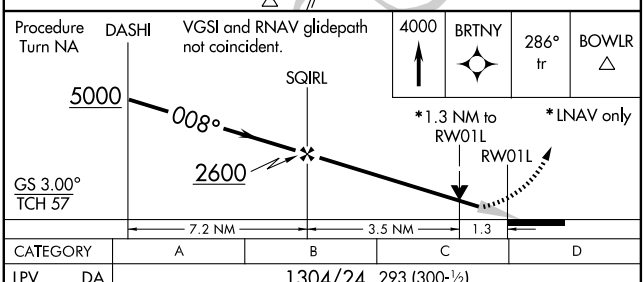
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

MALSR

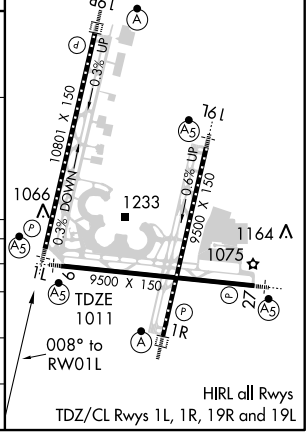
MISSED APPROACH: Climb to 4000 direct BRTNY and via 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
LPV DA	1304/24 293 (300-½)			
LNAV/VNAV DA	1420/50 409 (400-1)			
LNAV MDA	1480/24 469 (500-½)		1480/40 469 (500-¾)	1480/50 469 (500-1)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) Y RWY 1R

KANSAS CITY INTL (MCI)

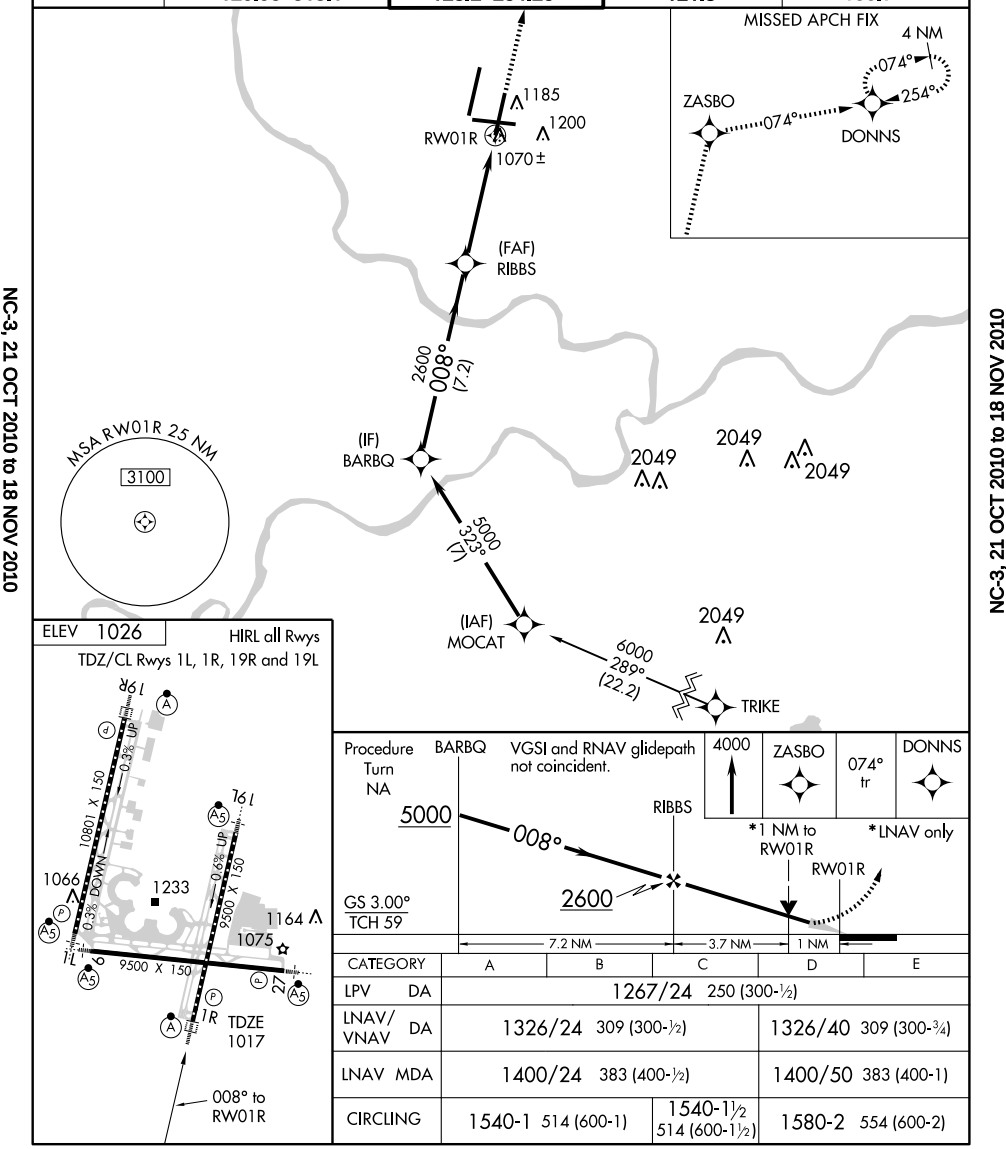
WAAS	APP CRS	Rwy Idg	9500
CH 58208	008°	TDZE	1017
W01A		Apt Elev	1026

For inoperative ALSF, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5000, LNAV Cat E visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DMD/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZASBO and via track 074° direct DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



CATEGORY	A	B	C	D	E
LPV DA	1267/24 250 (300-½)				
LNAV/VNAV DA	1326/24 309 (300-½)			1326/40 309 (300-¾)	
LNAV MDA	1400/24 383 (400-½)			1400/50 383 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9500
CH 56608	091°	TDZE	1015
W09A		Apt Elev	1026

RNAV (GPS) Y RWY 9

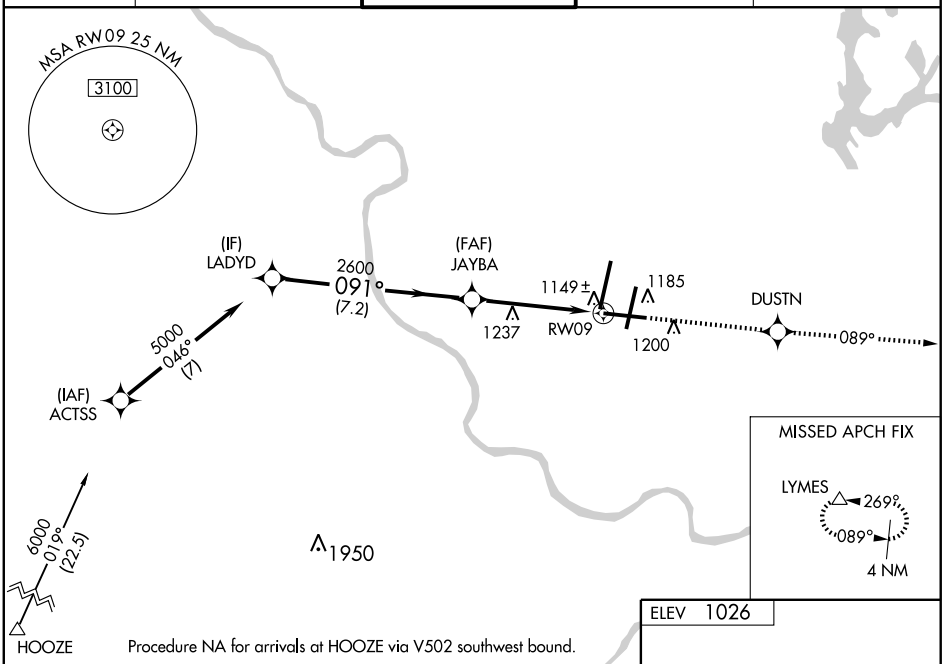
KANSAS CITY INTL (MCI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA
For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000 and Cat. E visibility to 1¾ mile.
Inoperative table does not apply to LPV and LNAV/VNAV.

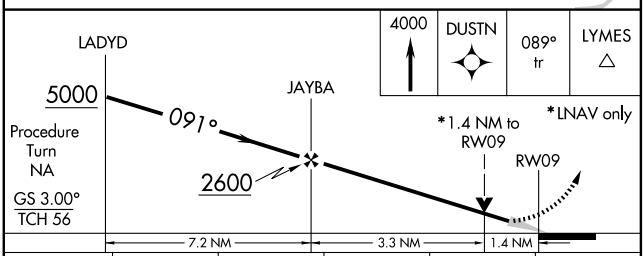
MALSR

MISSED APPROACH: Climb to 4000 direct DUSTN and via 089° track to LYMES and hold.

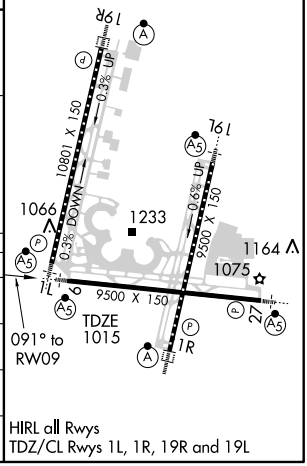
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



Procedure NA for arrivals at HOOZE via V502 southwest bound.



CATEGORY	A	B	C	D	E
LPV DA	1315/50 300 (300-1)				
LNAV/VNAV DA	1419-1½ 404 (400-1½)				
LNAV MDA	1500/40 485 (500-¾)			1500/50 485 (500-1)	1500/60 485 (500-1¼)
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9500
CH 82108	188°	TDZE	994
W19A		Apt Elev	1026

RNAV (GPS) Y RWY 19L

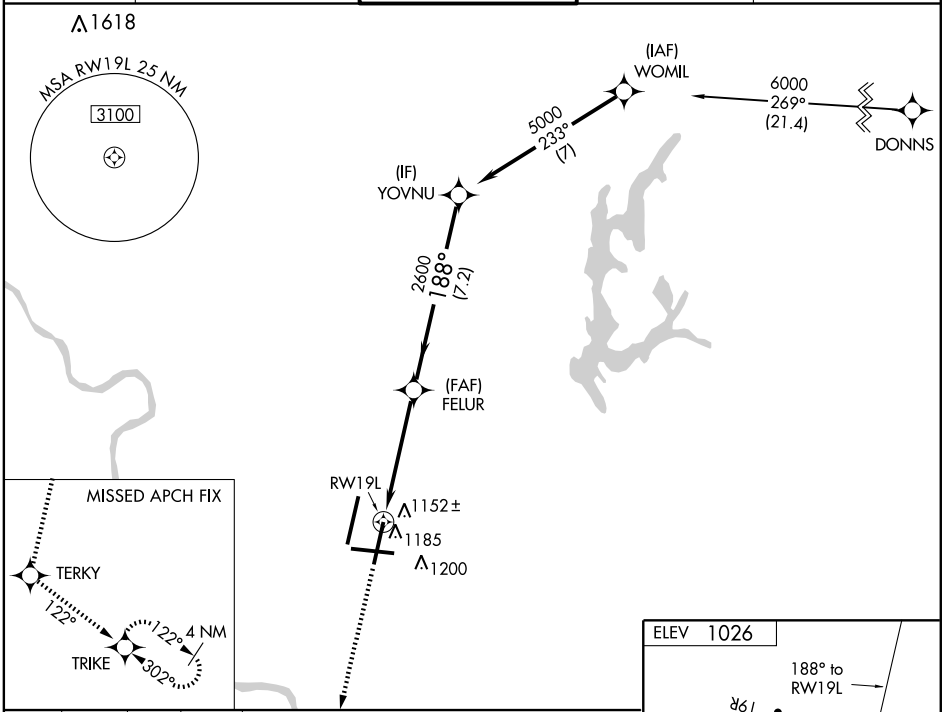
KANSAS CITY INTL (MCI)

DME/DME RNP- 0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct TERKY and via 122° track direct TRIKE and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7



CATEGORY	A	B	C	D	E
LPV DA	1244/24 250 (300-½)				
LNAV/VNAV DA	1397/50 403 (400-1)				
LNAV MDA	1440/24 446 (500-½)		1440/40 446 (500-¾)	1440/50 446 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	10801
CH 72908	188°	TDZE	989
W19B		Apt Elev	1026

RNAV (GPS) Y RWY 19R

KANSAS CITY INTL (MCI)

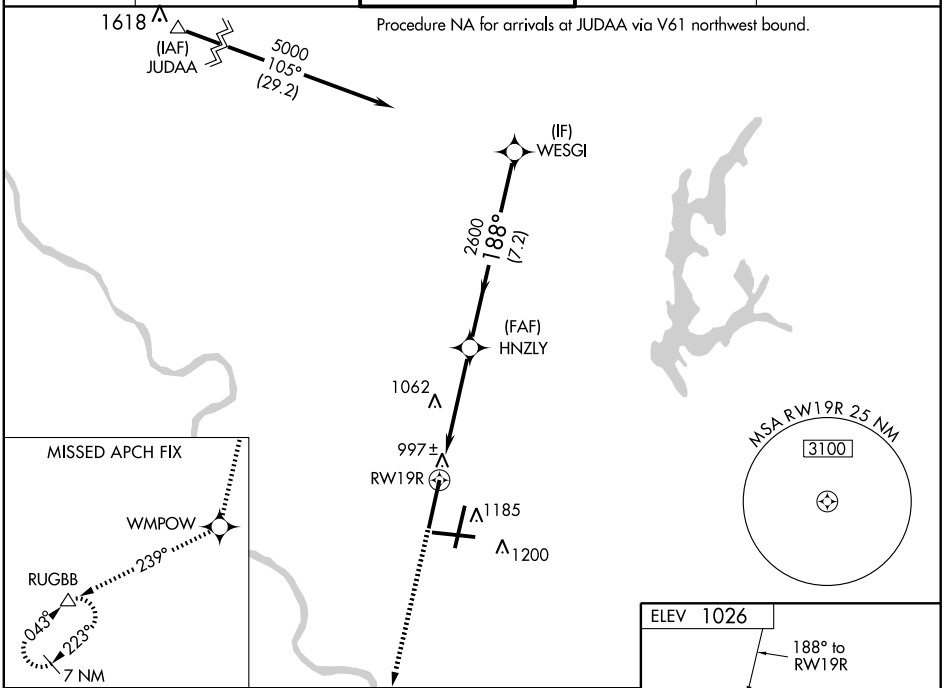
For inoperative ALSF, increase LPV all Cats visibility to RVR 5000, increase LNAV/VNAV Cats D/E visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000, Cat E visibility to 1½.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

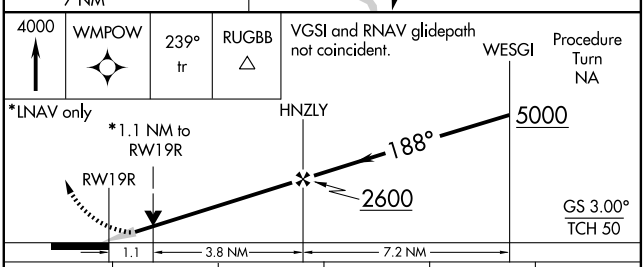
ALSF-2

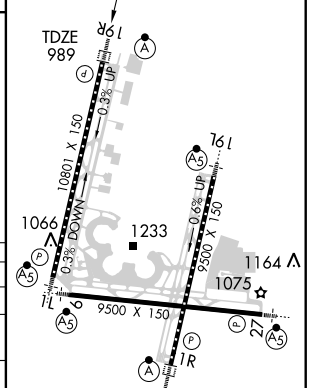
MISSED APPROACH: Climb to 4000 direct WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

Procedure NA for arrivals at JUDAA via V61 northwest bound.







CATEGORY	A	B	C	D	E
LPV DA	1239/24 250 (300-½)				
LNAV/VNAV DA	1260/24 271 (300-½)			1260/40 271 (300-¾)	
LNAV MDA	1380/24 391 (400-½)			1380/50 391 (400-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	9500
CH 82708	271°	TDZE	1026
W27A		Apt Elev	1026

RNAV (GPS) Y RWY 27

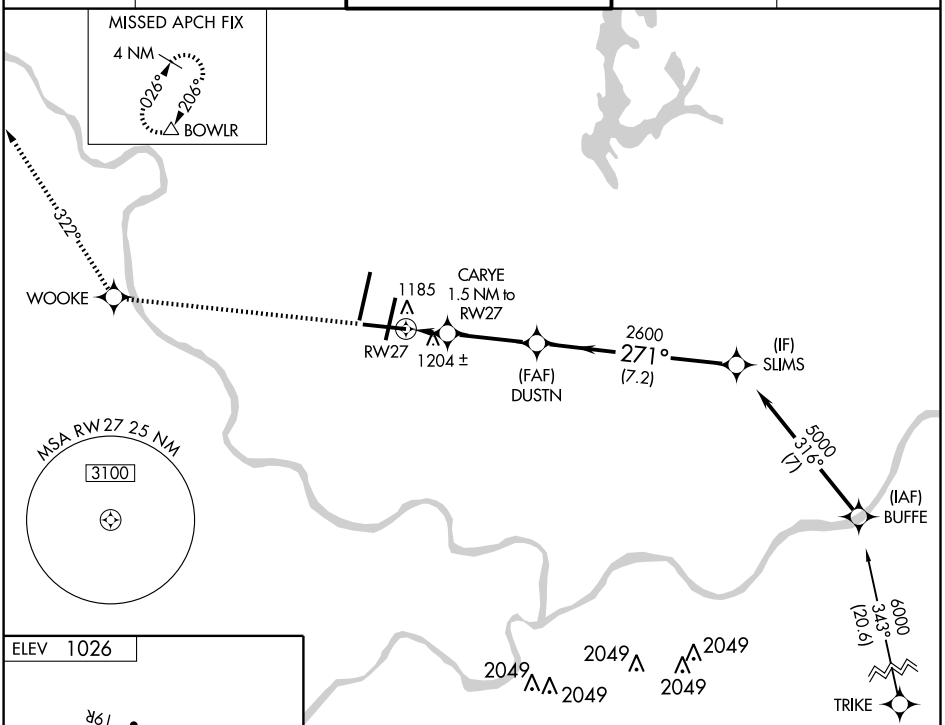
KANSAS CITY INTL (MCI)

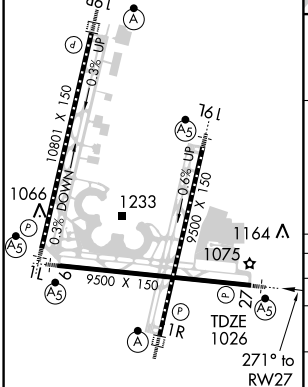
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1½ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

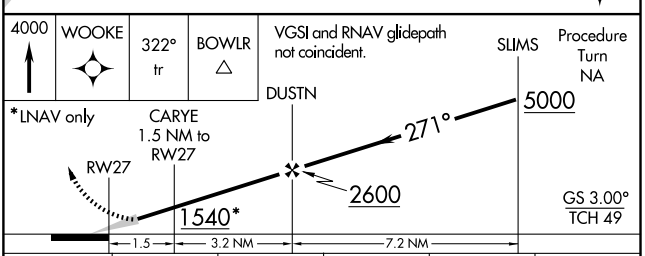
MALSR

MISSED APPROACH: Climb to 4000 direct WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D	E
LPV DA	1276/24 250 (300-½)				
LNAV/VNAV DA	1495/60 469 (500-1¼)				
LNAV MDA	1460/24 434 (500-½)		1460/40 434 (500-¾)	1460/50 434 (500-1)	
CIRCLING	1540-1 514 (600-1)		1540-1½ 514 (600-1½)	1580-2 554 (600-2)	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (RNP) Z RWY 1L

KANSAS CITY INTL (MCI)

APP CRS	Rwy Idg	10801
008°	TDZE	1011
	Apt Elev	1026

For inoperative MALSR, increase RNP 0.19 visibility to RVR 4000, and RNP 0.30 visibility to RVR 6000. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 47°C (116°F).
*Missed approach requires minimum climb of 375 feet per NM to 1600.

NA

MALSR

MISSED APPROACH: Climb to 4000 via 008° track to BRTNY and 286° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

MISSED APCH FIX

4 NM 026° 206° BOWLR

286° (25.2) BRTNY

008° (10.9)

RW01L 1185 1082± 1200

008° (4.8)

(FAF) SQIRL

MSA RW01L 25 NM 3100

2600 008° (7.2)

1950

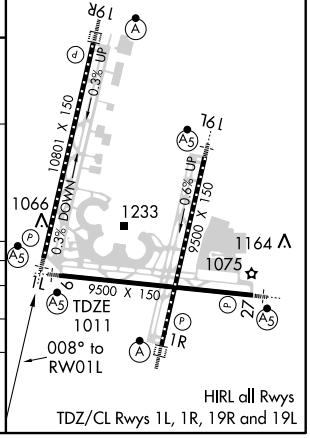
Procedure NA for arrivals at HOOZE via V502 southwest bound

(IF) DASHI

5000 058° (26.7)

(IAF) HOOZE

ELEV 1026



Procedure Turn NA

DASHI 5000 008° SQIRL 2600 RW01L 2600

GP 3.00°
TCH 57

7.2 NM 4.8 NM

VGSI and RNAV glidepath not coincident.

4000	BRTNY	286° tr	BOWLR
008°			

CATEGORY	A	B	C	D
RNP 0.19 DA*	1261/24 250 (300-½)			
RNP 0.30 DA	1371/40 360 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
008°	TDZE	1016
	Apt Elev	1026

RNAV (RNP) Z RWY 1R

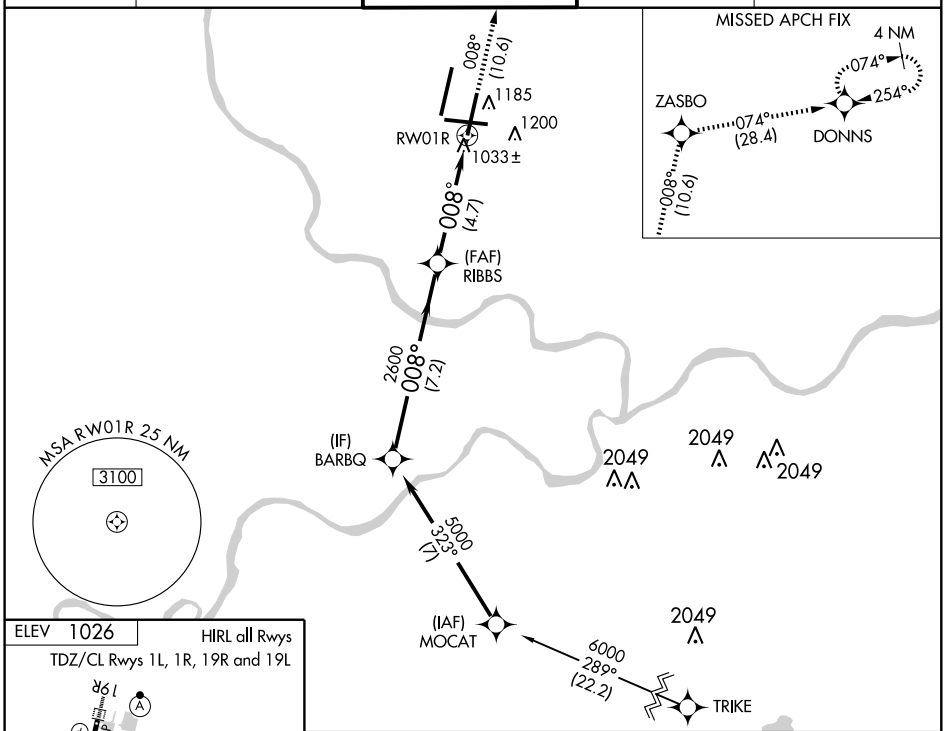
KANSAS CITY INTL (MCI)

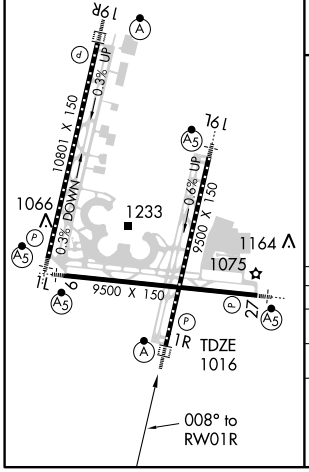
GPS required.
NA
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (115°F).
For inoperative ALSF increase RNP 0.15 visibility to RVR 5000, and RNP 0.30 visibility to RVR 6000.

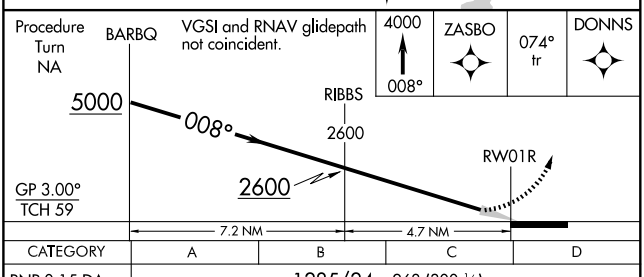
ALSF-2

MISSED APPROACH: Climb to 4000 via track 008° to ZASBO and via track 074° to DONNS and hold

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
RNP 0.15 DA	1285/24	268 (300-½)		
RNP 0.30 DA	1324/24	307 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
091°	TDZE	1015
	Apt Elev	1026

RNAV (RNP) Z RWY 9

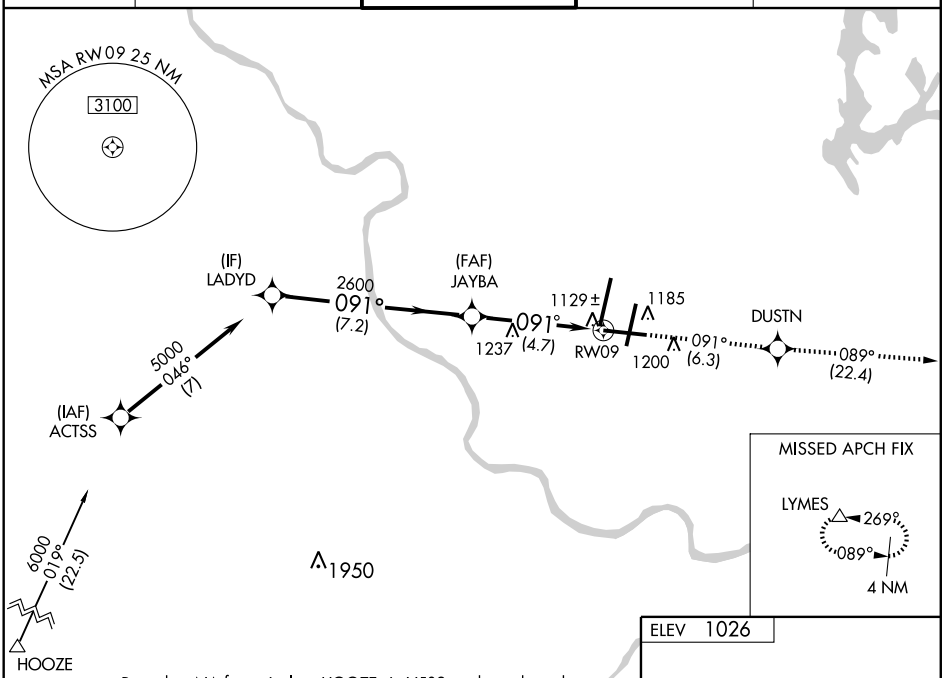
KANSAS CITY INTL (MCI)

GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to RVR 6000.

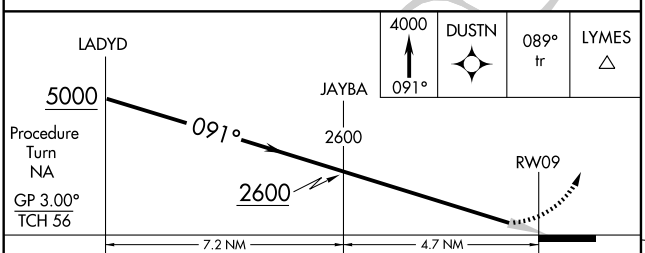
MALSR

MISSED APPROACH: Climb to 4000 via 091° track to DUSTN and via 089° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

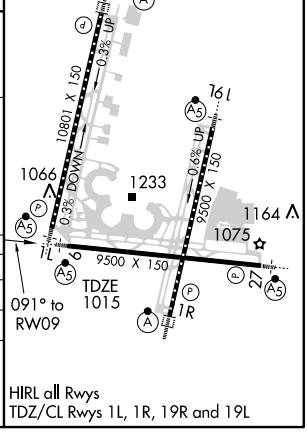


Procedure NA for arrivals at HOOZE via V502 southwest bound.



CATEGORY	A	B	C	D
RNP 0.15 DA	1355/40	340 (400-¾)		
RNP 0.30 DA	1392/40	377 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
188°	TDZE	994
	Apt Elev	1026

RNAV (RNP) Z RWY 19L

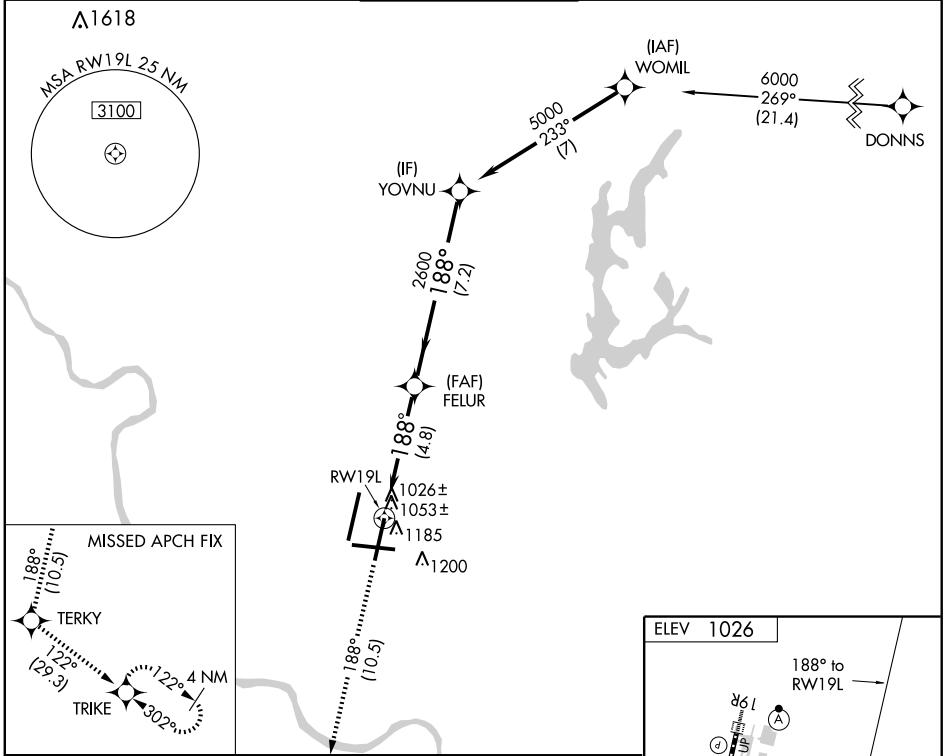
KANSAS CITY INTL (MCI)

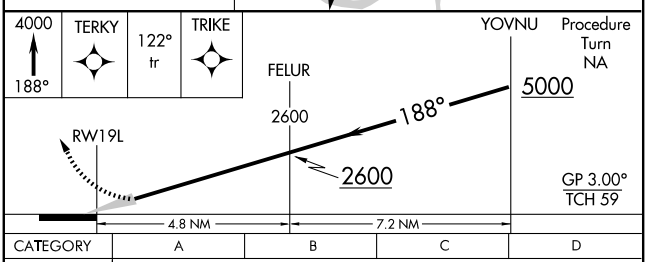
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (29°F) or above 46°C (116°F).
For inoperative MALSR increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 4000 via 188° track to TERKY and via 122° track to TRIKE and hold.

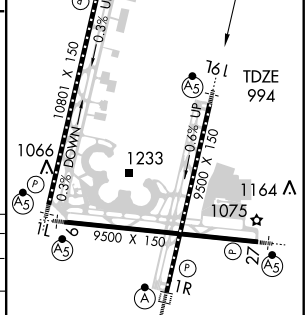
ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7





CATEGORY	A	B	C	D
RNP 0.15 DA	1302/40 308 (300-¾)			
RNP 0.30 DA	1417/50 423 (400-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 1L, 1R, 19R and 19L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10801
188°	TDZE	989
	Apt Elev	1026

RNAV (RNP) Z RWY 19R

KANSAS CITY INTL (MCI)

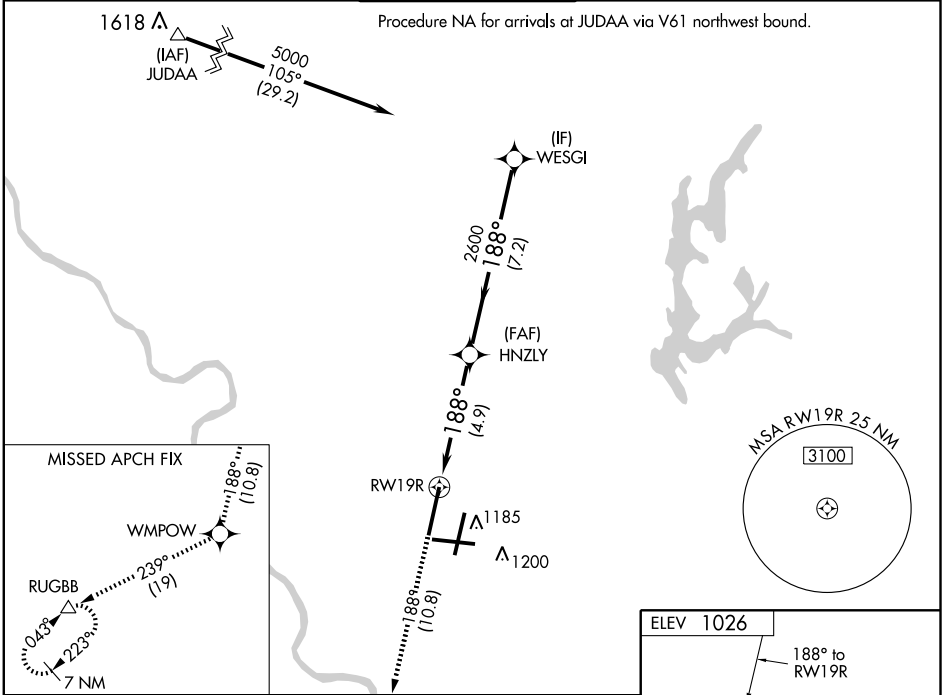
GPS required.
NA For uncompensated Baro-VNAV systems, procedure NA below -1°C (30°F) or above 46°C (114°F).
For inoperative ALSF, increase RNP 0.15 and 0.30 visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 4000 via 188° track to WMPOW and via 239° track to RUGBB and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7

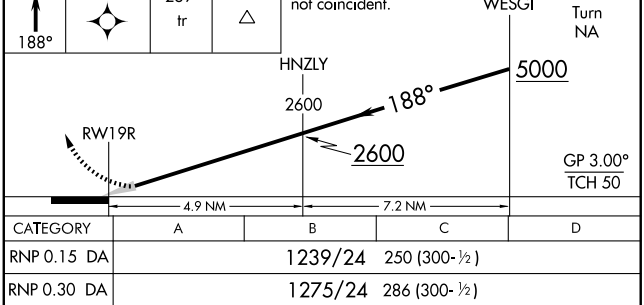
Procedure NA for arrivals at JUDAA via V61 northwest bound.



4000 / 188°	WMPOW	239° tr	RUGBB

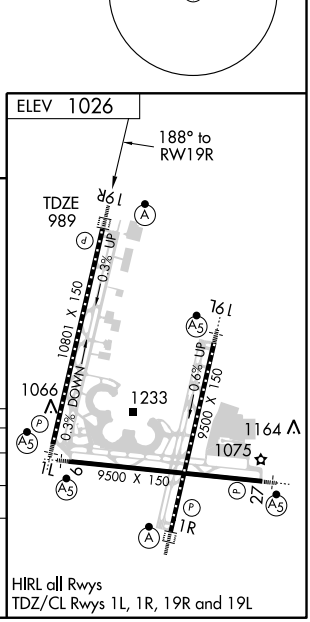
VGSI and RNAV glidepath not coincident.

Procedure Turn NA



CATEGORY	A	B	C	D
RNP 0.15 DA	1239/24	250 (300-½)		
RNP 0.30 DA	1275/24	286 (300-½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	9500
271°	TDZE	1026
	Apt Elev	1026

RNAV (RNP) Z RWY 27

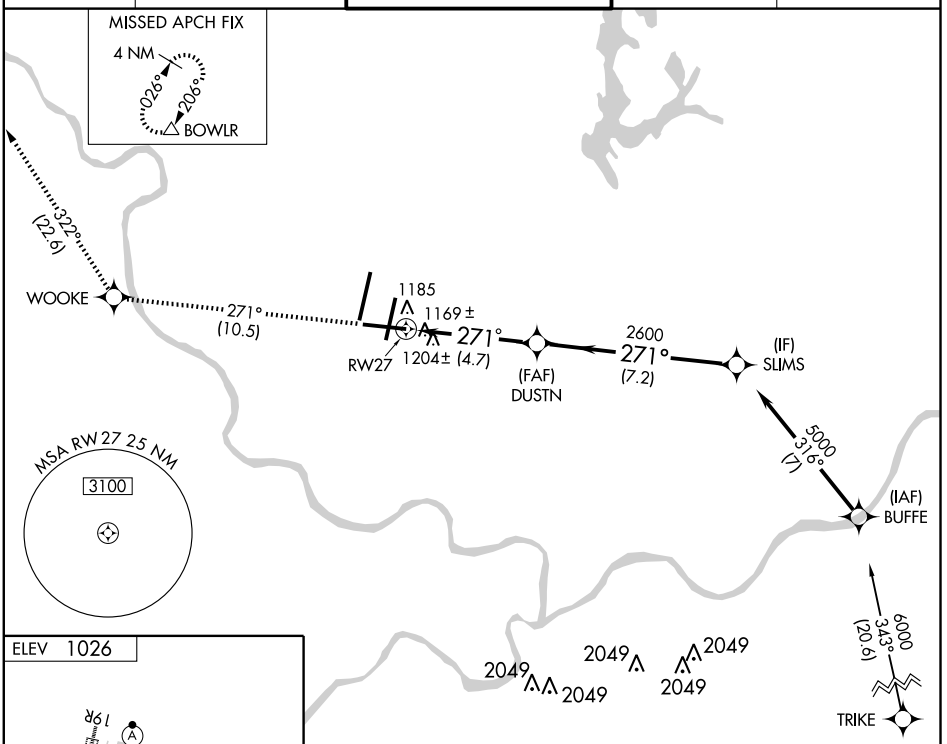
KANSAS CITY INTL (MCI)

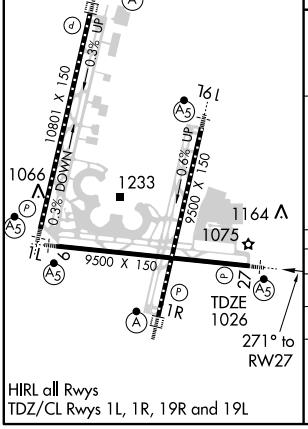
GPS required.
For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 46°C (114°F).
For inoperative MALSR, increase RNP 0.15 and 0.30 visibility to 1¾ mile.

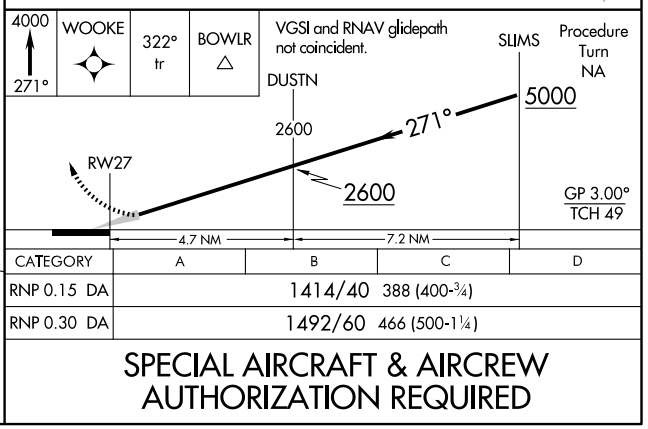
MALSR

MISSED APPROACH: Climb to 4000 via 271° track to WOOKE and via 322° track to BOWLR and hold.

ATIS	KANSAS CITY APP CON	INTERNATIONAL TOWER	GND CON	CLNC DEL
128.375	120.95 318.1	128.2 254.25	121.8	135.7







CATEGORY	A	B	C	D
RNP 0.15 DA	1414/40 388 (400-¾)			
RNP 0.30 DA	1492/60 466 (500-1¼)			

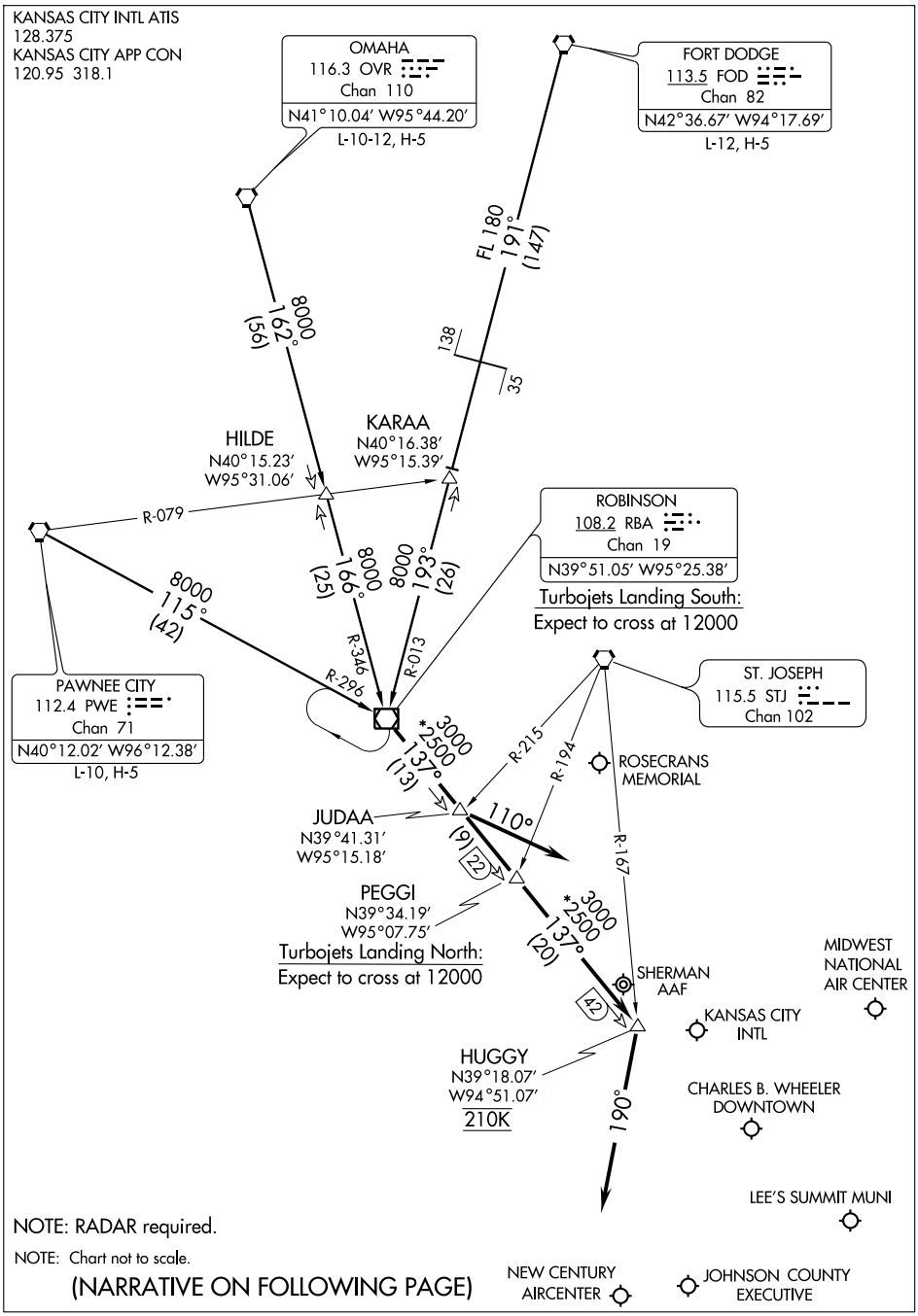
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

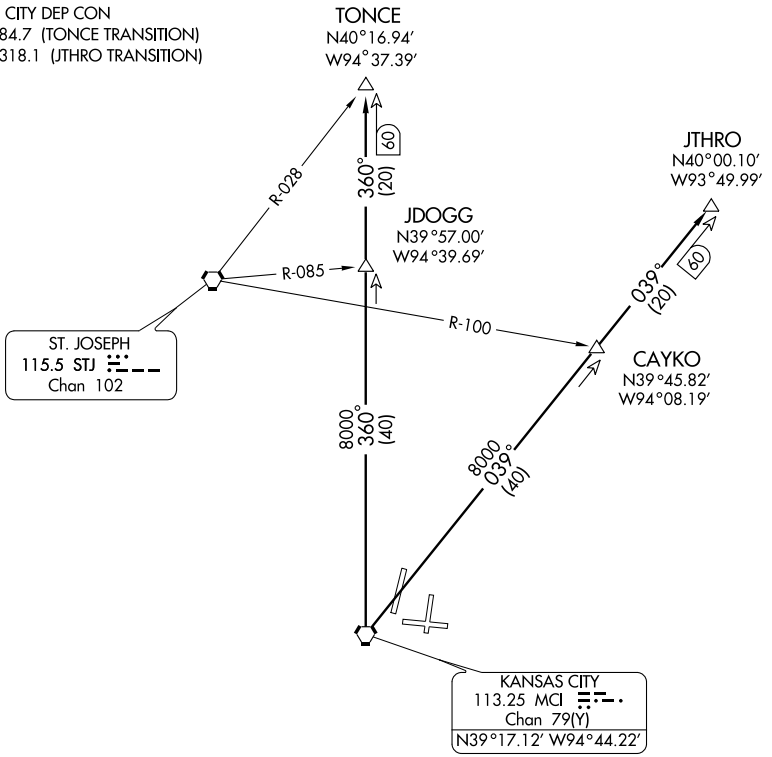
. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

ROYAL THREE DEPARTURE

SL-780 (FAA)

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7 (TONCE TRANSITION)
123.95 318.1 (JTHRO TRANSITION)



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

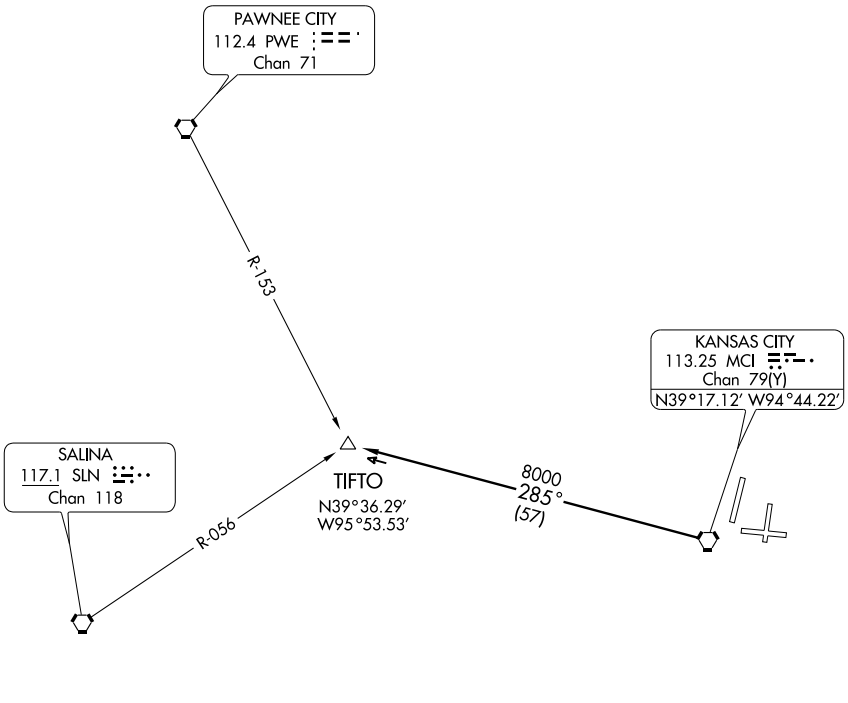
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 128.375
CLNC DEL 135.7
KANSAS CITY DEP CON
124.7 284.7



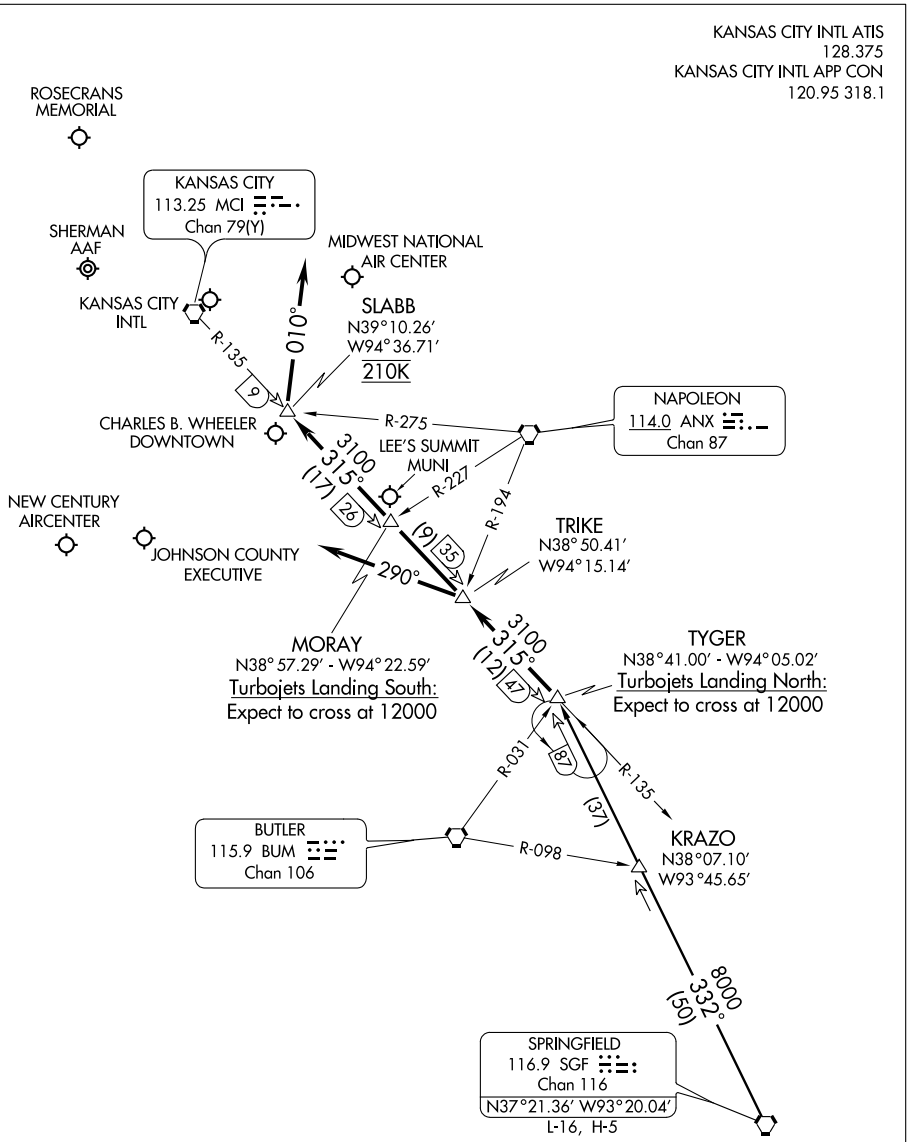
NOTE: Chart not to scale

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

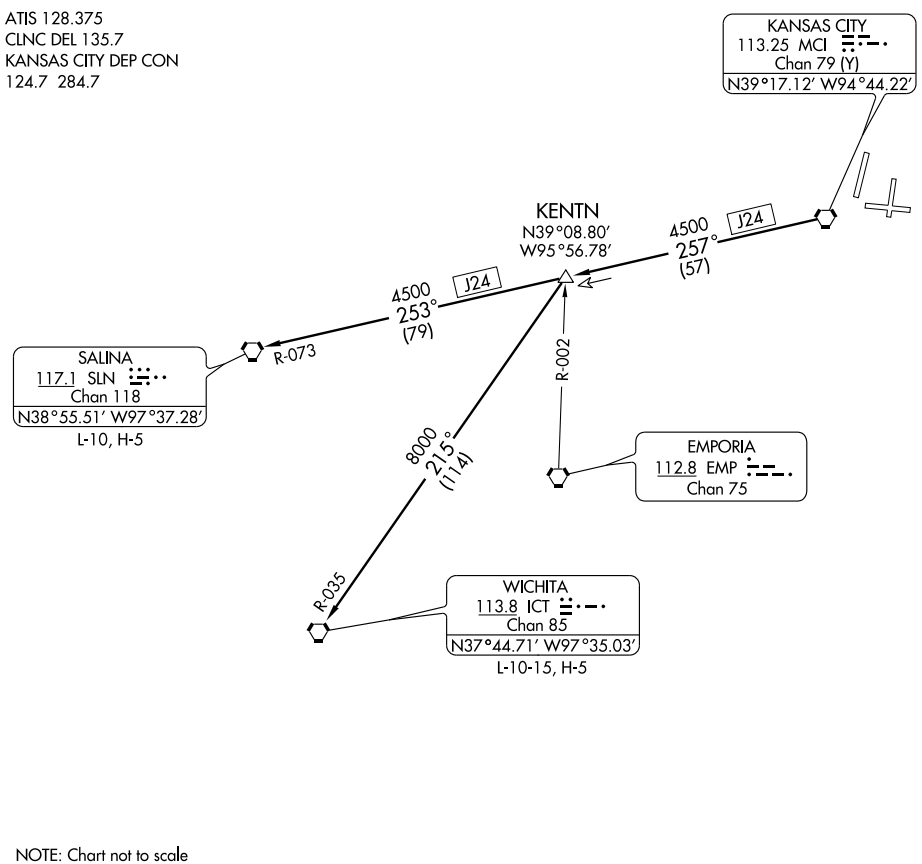
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

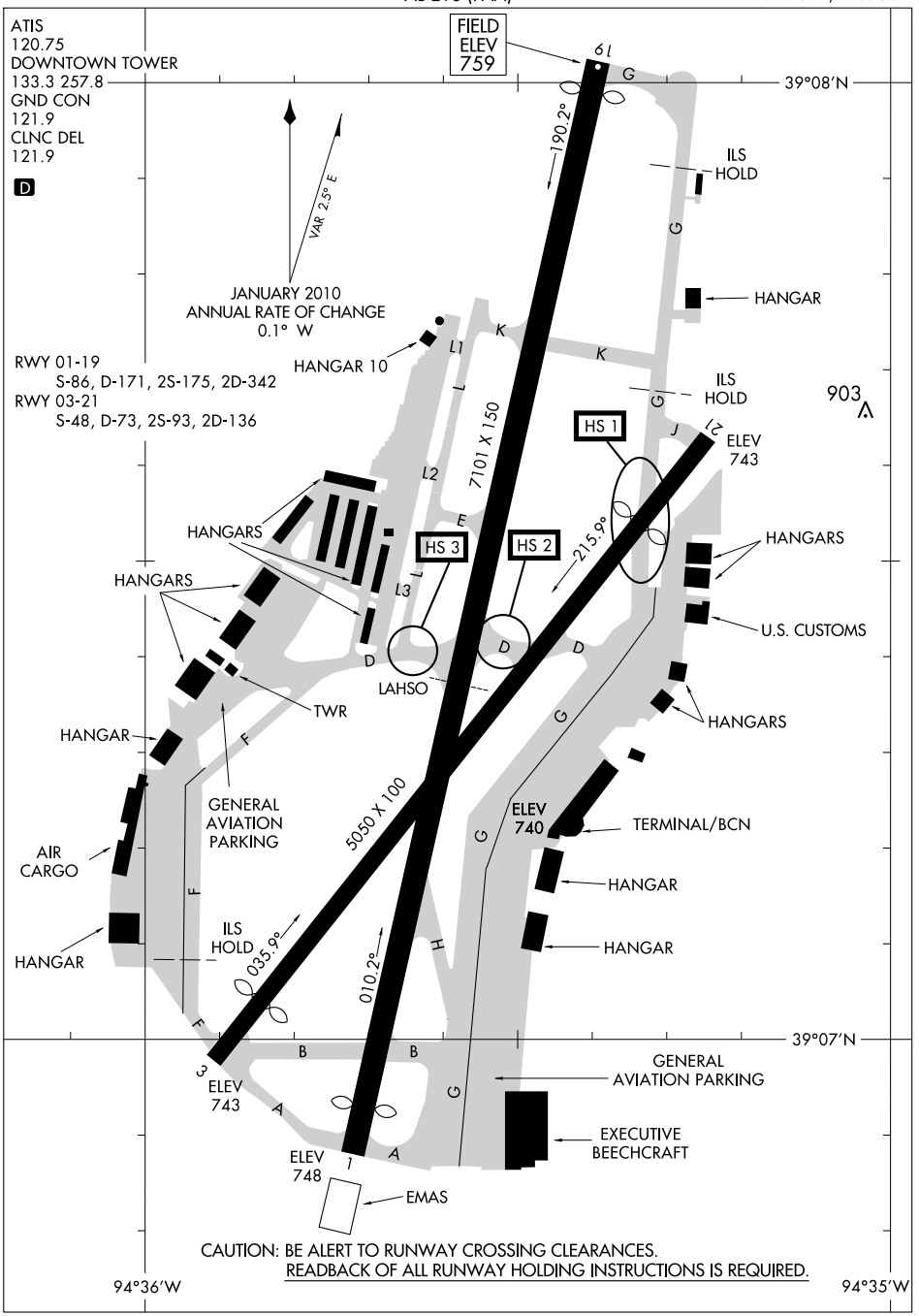
SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)
AL-213 (FAA)
KANSAS CITY, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

10266

KANSAS CITY

CHARLES B. WHEELER DOWNTOWN (MKC) 0 NW UTC−6(−5DT) N39°07.39′ W94°35.57′ KANSAS CITY H–5C, L–10J, A IAP, AD

759 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class IV, ARFF Index A
NOTAM FILE MKC

RWY 01–19: H7101X150 (CONC) S–86, D–171, 2S–175, 2D–342 HIRL

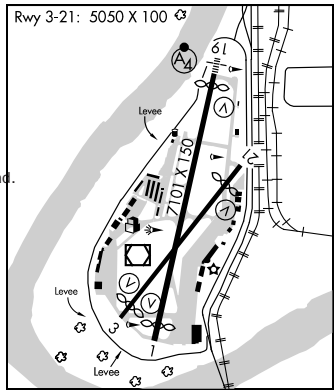
RWY 01: REIL. VASI(V4L)—GA 3.7° TCH 66′. Thld dsplcd 300′. Tree.

RWY 19: MALSF. VASI(V4L)—GA 3.0° TCH 46′. Thld dsplcd 200′. Road.

RWY 03–21: H5050X100 (ASPH–GRVD) S–48, D–73, 2S–93, 2D–136 HIRL.

RWY 03: VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 500′. Levee.

RWY 21: REIL. VASI(V4L)—GA 3.3° TCH 57′. Thld dsplcd 699′. Railroad.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 19	03–21	3850

RUNWAY DECLARED DISTANCE INFORMATION

RWY 01: TORA–7101	TODA–7101	ASDA–6101	LDA–5801
RWY 03: TORA–5050	TODA–5050	ASDA–5050	LDA–4550
RWY 19: TORA–7101	TODA–7101	ASDA–7101	LDA–6901
RWY 21: TORA–5050	TODA–5050	ASDA–5050	LDA–4351

ARRESTING GEAR/SYSTEM

RWY 19: EMAS

AIRPORT REMARKS: Attended continuously. 100LL self svc avbl 24 hrs with credit card only. Waterfowl on and invof arpt. Flocks of pigeons invof departure end of Rwy 03. Crane 98′ AGL 3300′ S AER Twy 3 daylight hrs Mon–Fri. Category C/D operations not allowed Rwy 03–21. Arpt CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR call arpt manager 816–513–0800. Air carrier ops not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager confirming ARFF avbl prior to landing or takeoff. VFR E traffic pattern Rwy 03–21: departing Rwy 03 right traffic attain traffic pattern altitude prior to turning crosswind. Landing Rwy 21 maintain traffic pattern altitude until passing N of Missouri river. Sun glare may interfere with sign and pavement markings on E/W twys. Twr has ltd visibility of T–hanger aprons N of Twy D and W of Twy L. Aprons at hangar 6A clsd to air carrier ops. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (816) 471–2549. LAWRS.

COMMUNICATIONS: ATIS 120.75 (816) 329–2850 **UNICOM** 122.95

RCO 122.65 (COLUMBIA RADIO)

RCO 122.1R 113.25T (COLUMBIA RADIO)

DOWNTOWN RCO 122.6 (COLUMBIA RADIO)

Ⓡ **KANSAS CITY APP/DEP CON** 118.4

DOWNTOWN TOWER 133.3 **GND CON** 121.9 **CLNC DEL** 121.9 **PRE–TAXI CLNC** 121.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ at fld. 740/5E.

KENZY NDB (LOM) 344 MK N39°13.25′ W94°33.86′ 188° 6.0 NM to fld.

ILS 109.9 I–MKC Rwy 19 Class IE. LOM KENZY NDB.

ILS 111.75 I–GQR Rwy 03

COMM/NAV/WEATHER REMARKS: Interference from FM radio station may affect communication in the immediate vicinity of arpt. Freq 121.5 not avbl at twr or FSS.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

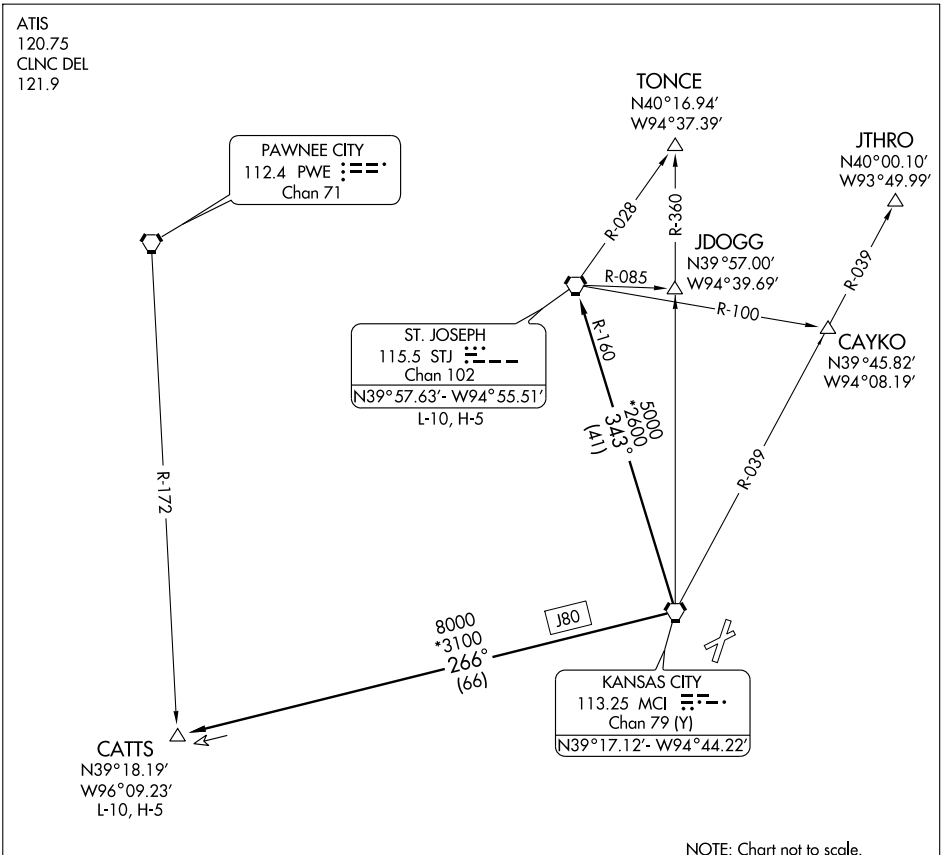
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GQR	APP CRS	Rwy Idg	4550
111.75	031°	TDZE	744
		Apt Elev	759

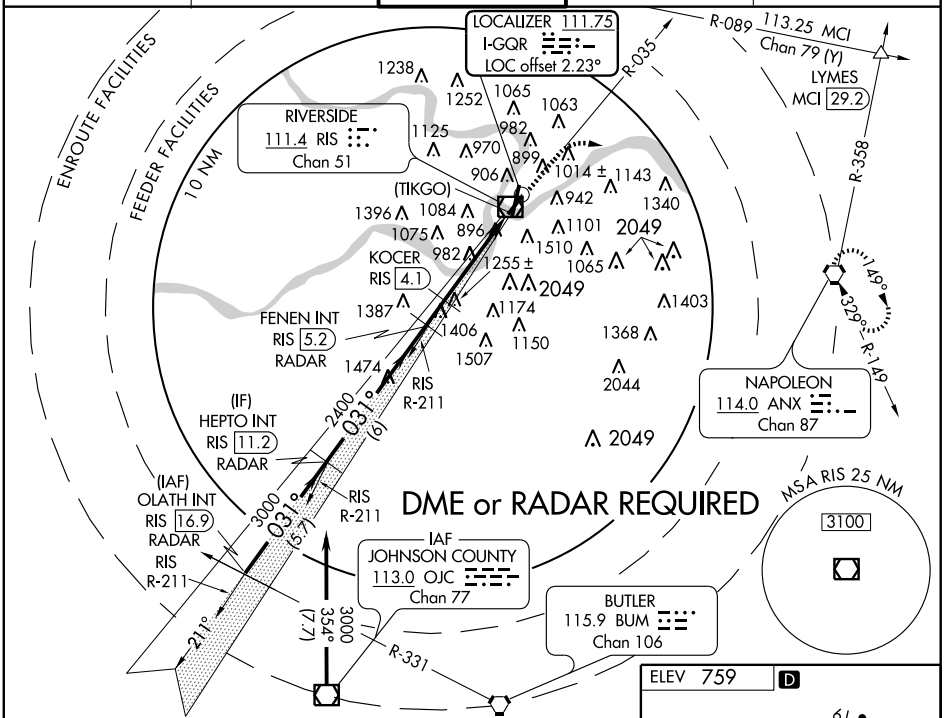
ILS or LOC RWY 3

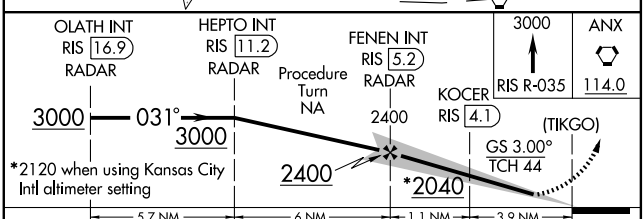
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. VGSI and ILS glidepath not coincident.

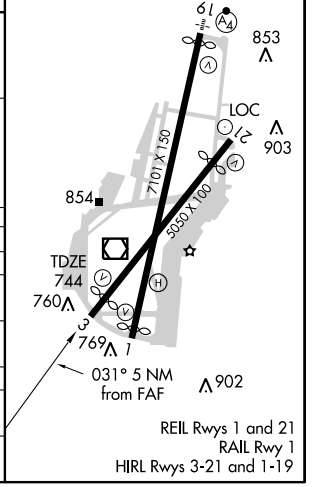
MISSED APPROACH: Climb to 3000 via RIS VOR/DME R-035 then direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
S-ILS 3	1049/50	305 (300-1)	NA	
S-LOC 3	2040/60 1296 (1300-1¼)	2040-1½ 1296 (1300-1½)	NA	
CIRCLING	2040/60 1281 (1300-1¼)	2040-1½ 1281 (1300-1½)	2040-3 1281 (1300-3)	
KOCER FIX MINIMUMS #			# DME from RIS VOR/DME	
S-LOC 3	1240/50	496 (500-1)	NA	
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)



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LOC I-MKC	APP CRS	Rwy Idg	6901
109.9	188°	TDZE	757
		Apt Elev	759

ILS OR LOC RWY 19

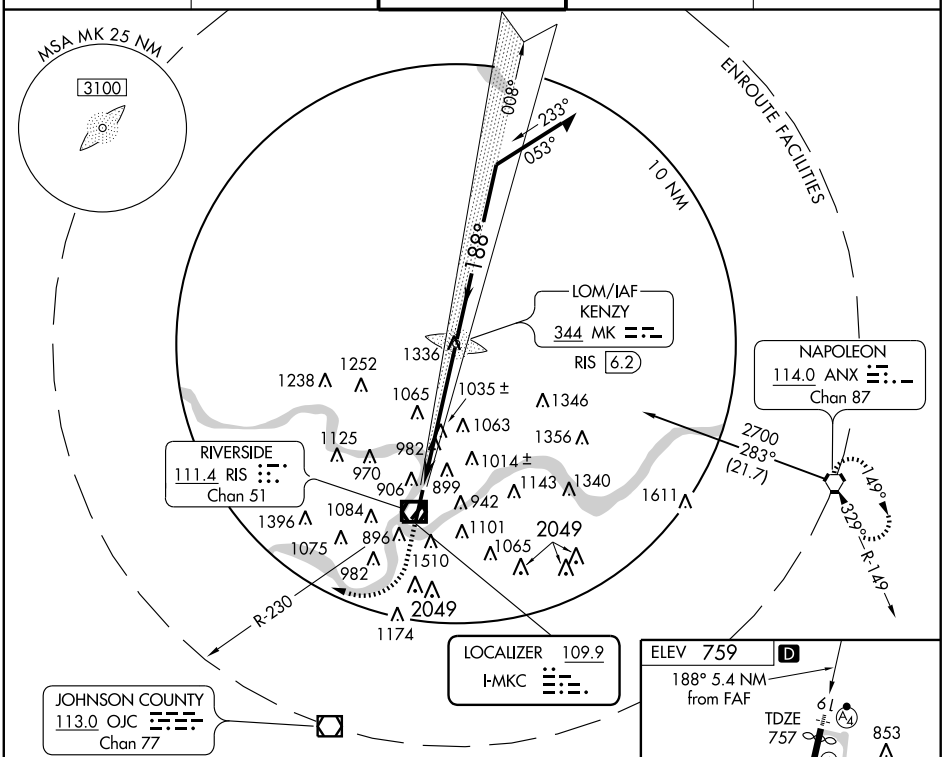
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

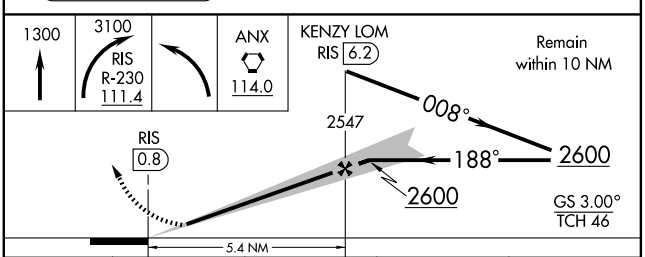
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet. Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply to S-LOC-19 Cat C.

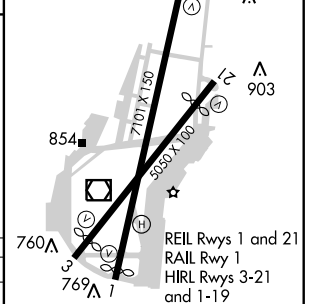
MALSF

MISSED APPROACH: Climb to 1300 then climbing right turn to 3100 via RIS R-230 then left turn direct ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-ILS 19	1007/40 250 (300-¾)			
S-LOC 19	1300/40 543 (600-¾)		1300-1½ 543 (600-1½)	1300-1¾ 543 (600-1¾)
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

FAF to MAP 5.4 NM

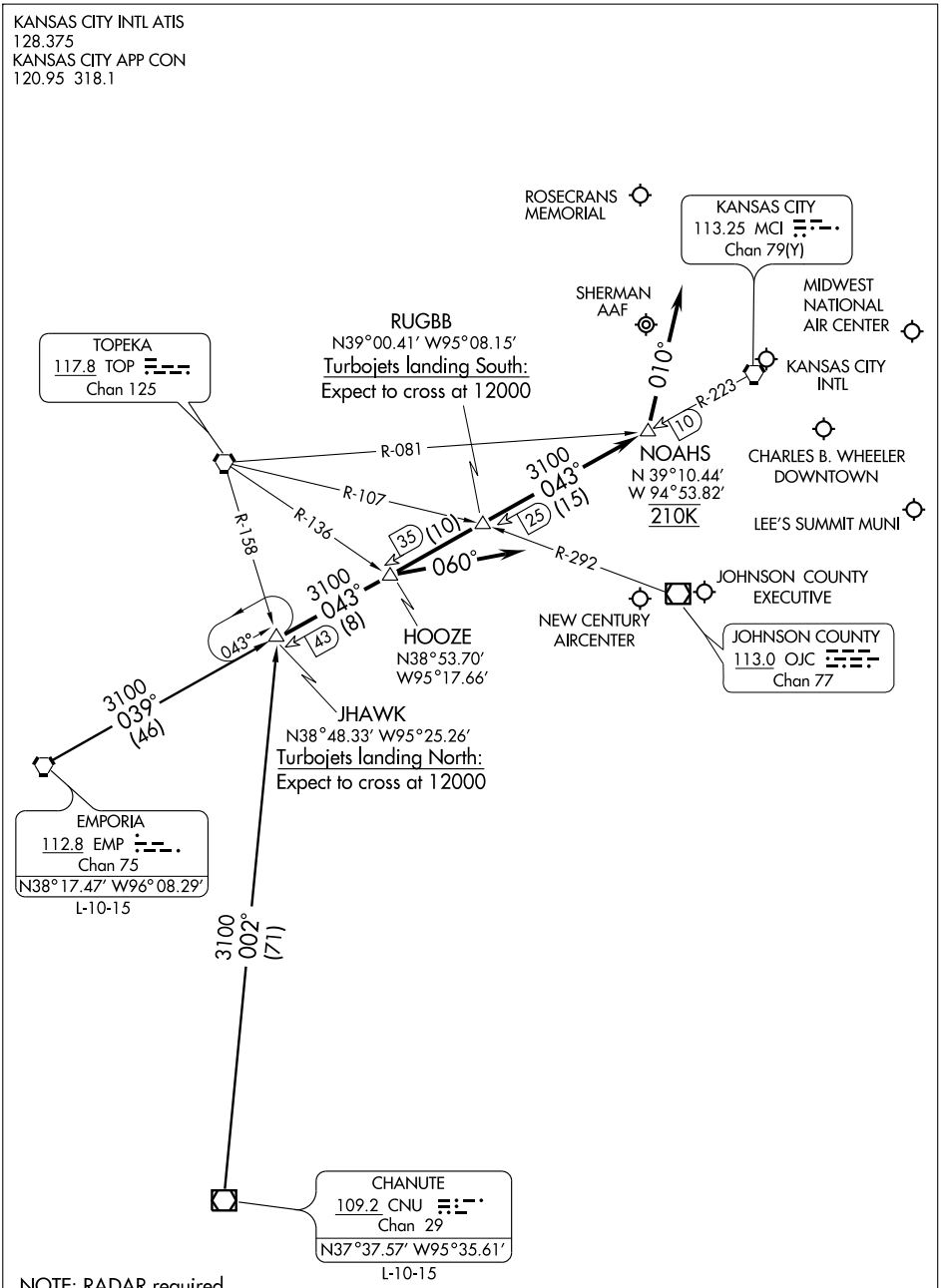
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

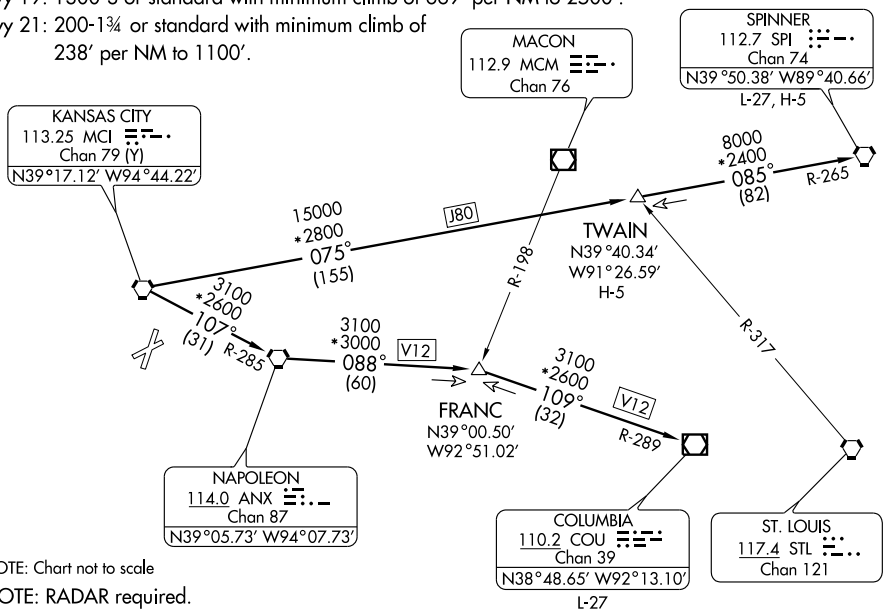
....Expect radar vectors to final approach course.

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TAKE-OFF MINIMUMS

Rwy 1: 400-2¼ or standard with minimum climb of 335′ per NM to 2000′.
Rwy 3: 400-2½ or standard with minimum climb of 235′ per NM to 1900′.
Rwy 19: 1300-3 or standard with minimum climb of 669′ per NM to 2500′.
Rwy 21: 200-1¾ or standard with minimum climb of 238′ per NM to 1100′.

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

NOTE: RADAR required.

NOTE: DME required for TWAIN and SPINNER transitions.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Multiple roads, trees, buildings, and towers beginning at DER, 135′ left of centerline, up to 100′ AGL/1079′ MSL.
OL on elevator 3663′ from DER, 1231′ right of centerline, 172′ AGL/912′ MSL.

Rwy 3: Multiple roads, railroads, poles, buildings, and obstruction lights beginning 40′ from DER, 240′ right of centerline, up to 94′ AGL/853′ MSL.
OL on elevator 829′ from DER, 478′ right of centerline, 125′ AGL/865′ MSL.
Crane T 2.1 NM from DER, 3151′ right of centerline, 296′ AGL/1110′ MSL.

Rwy 19: Multiple trees, towers, buildings, and obstruction lights beginning 282′ from DER, 279′ right of centerline, up to 291′ AGL/1251′ MSL.
Tower 2.5 NM from DER, 3165′ left of centerline, 1168′ AGL/2049′ MSL.

Rwy 21: Multiple bridge, levee, trees, cranes, towers, and buildings 205′ from DER, 476′ right of centerline, up to 118′ AGL/858′ MSL.
OL on elevator 5178′ from DER, 803′ left of centerline, 148′ AGL/896′ MSL.
Stack 1.3 NM from DER, 589′ left of centerline, 198′ AGL/948′ MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

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LOM MK	APP CRS	Rwy Idg	6901
344	188°	TDZE	757
		Apt Elev	759

NDB RWY 19

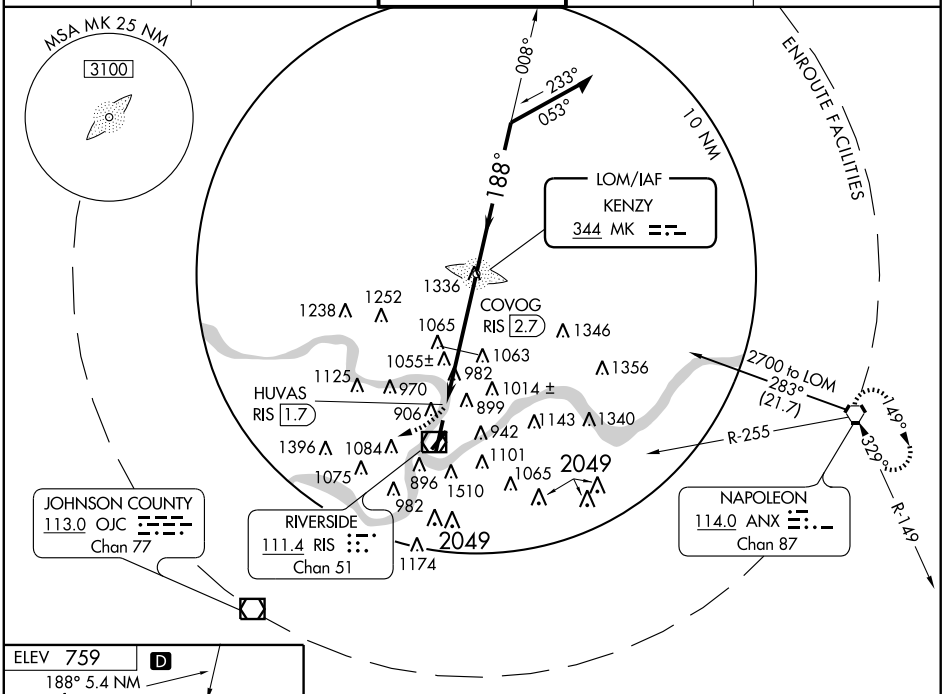
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

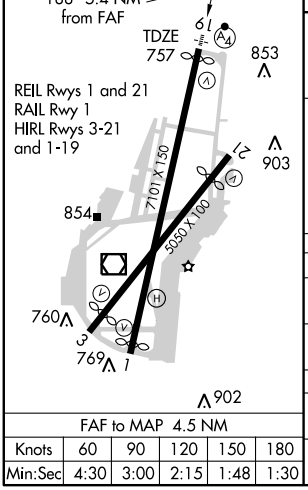
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. Inoperative table does not apply.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MALSF

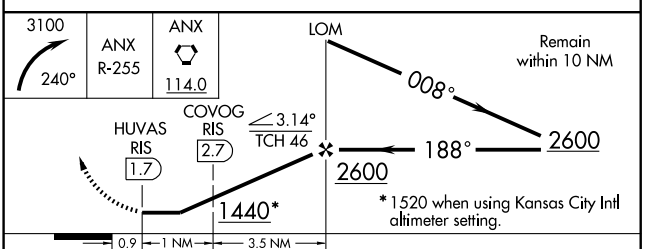
MISSED APPROACH: Climbing right turn to 3100 on heading 240° then left turn via ANX R-255 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





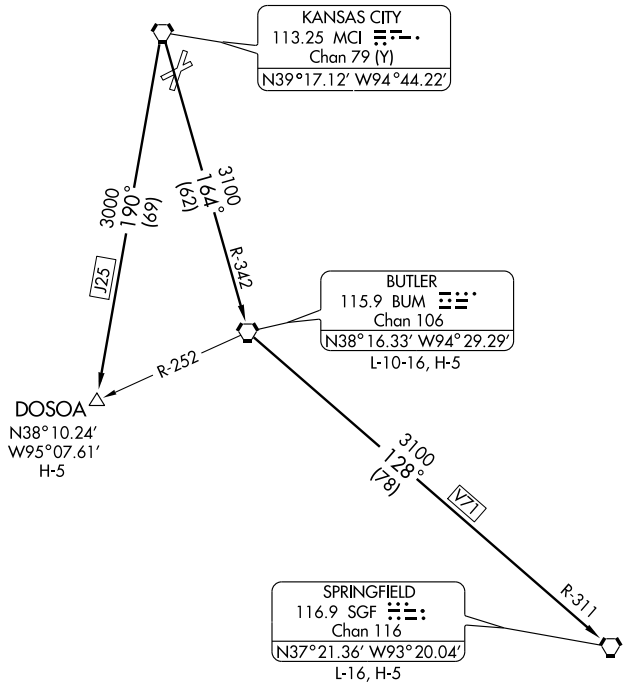
FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-19	1440/50	683 (700-1)	1440-2 683 (700-2)	1440-2¼ 683 (700-2¼)
CIRCLING	1440-1	681 (700-1)	1440-2 681 (700-2)	1440-2¼ 681 (700-2¼)
DME MINIMUMS				
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS
120.75
CLNC DEL
121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

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WAAS CH 50112 W03A	APP CRS 033°	Rwy Idg 4550 TDZE 744 Apt Elev 759

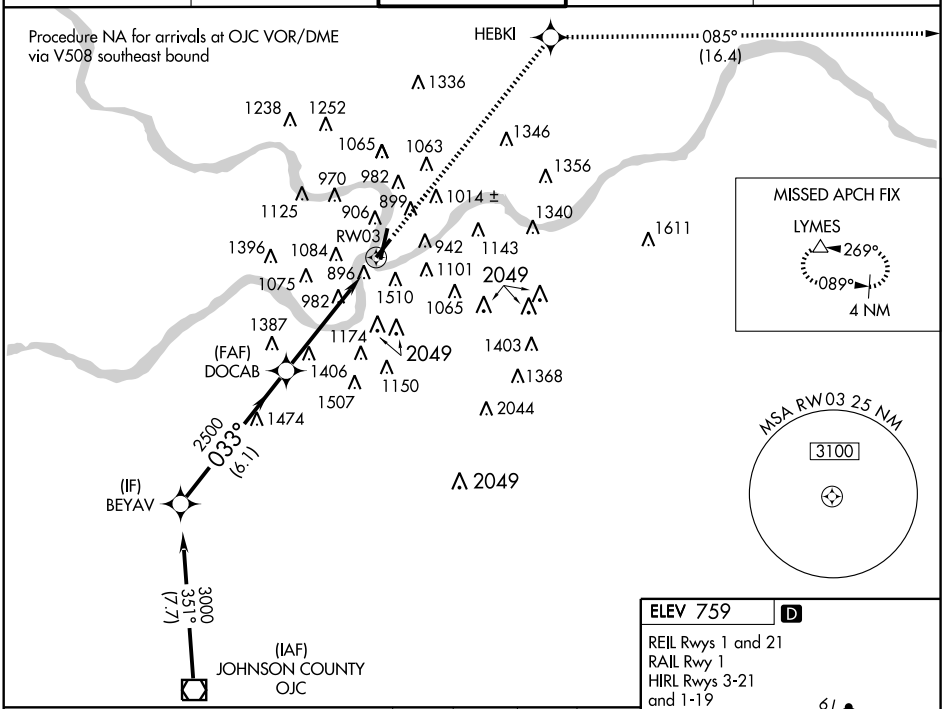
RNAV (GPS) RWY 3

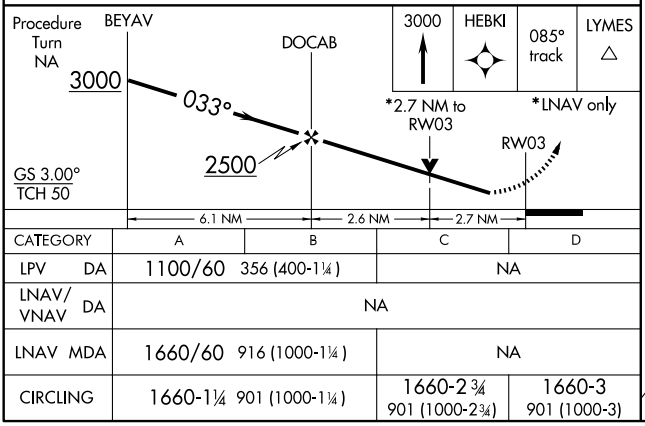
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

DME/DME RNP- 0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
VDP NA with Kansas City Intl altimeter setting.
When VGSI inoperative, circling Rwys 19 and 21 NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DAs/MDAs 80 feet.

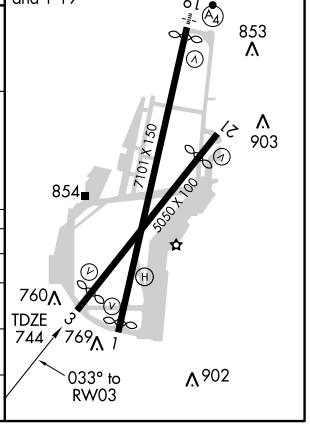
MISSED APPROACH: Climb to 3000 direct HEBKI and via 085° track to LYMES and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9





CATEGORY	A	B	C	D
LPV DA	1100/60 356 (400-1¼)		NA	
LNAV/VNAV DA	NA			
LNAV MDA	1660/60 916 (1000-1¼)		NA	
CIRCLING	1660-1¼ 901 (1000-1¼)		1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4351
222°	TDZE	744
	Apt Elev	759

RNAV (GPS) RWY 21

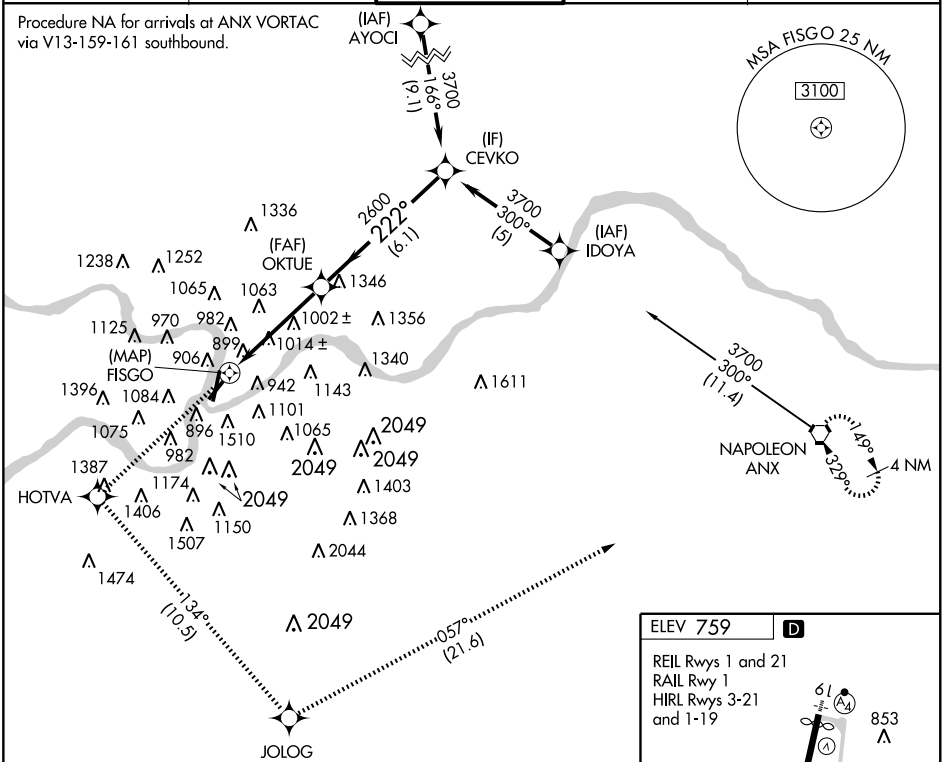
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

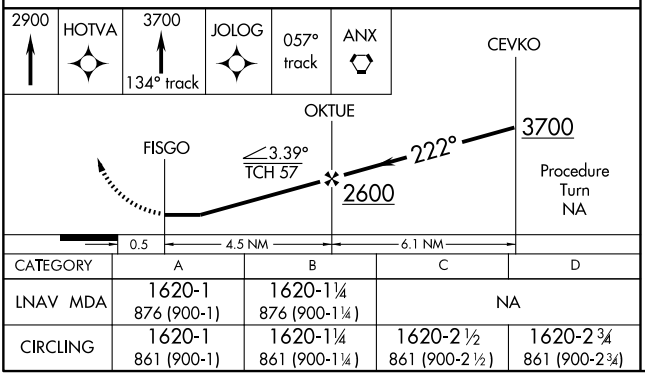
DME/DME RNP-0.3 NA.
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3.
When VGSI inoperative, procedure NA at night.
If local altimeter setting not received, use Kansas City Intl altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2900 direct HOTVA then climb to 3700 via 134° track to JOLOG then via 057° track to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

Procedure NA for arrivals at ANX VORTAC via V13-159-161 southbound.

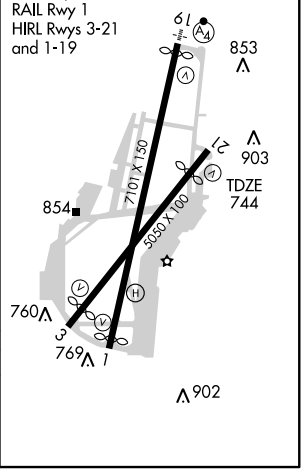




CATEGORY	A	B	C	D
LNAV MDA	1620-1 876 (900-1)	1620-1¼ 876 (900-1¼)	NA	
CIRCLING	1620-1 861 (900-1)	1620-1¼ 861 (900-1¼)	1620-2½ 861 (900-2½)	1620-2¾ 861 (900-2¾)

ELEV 759 D

REIL Rwys 1 and 21
RAIL Rwy 1
HIRL Rwys 3-21 and 1-19

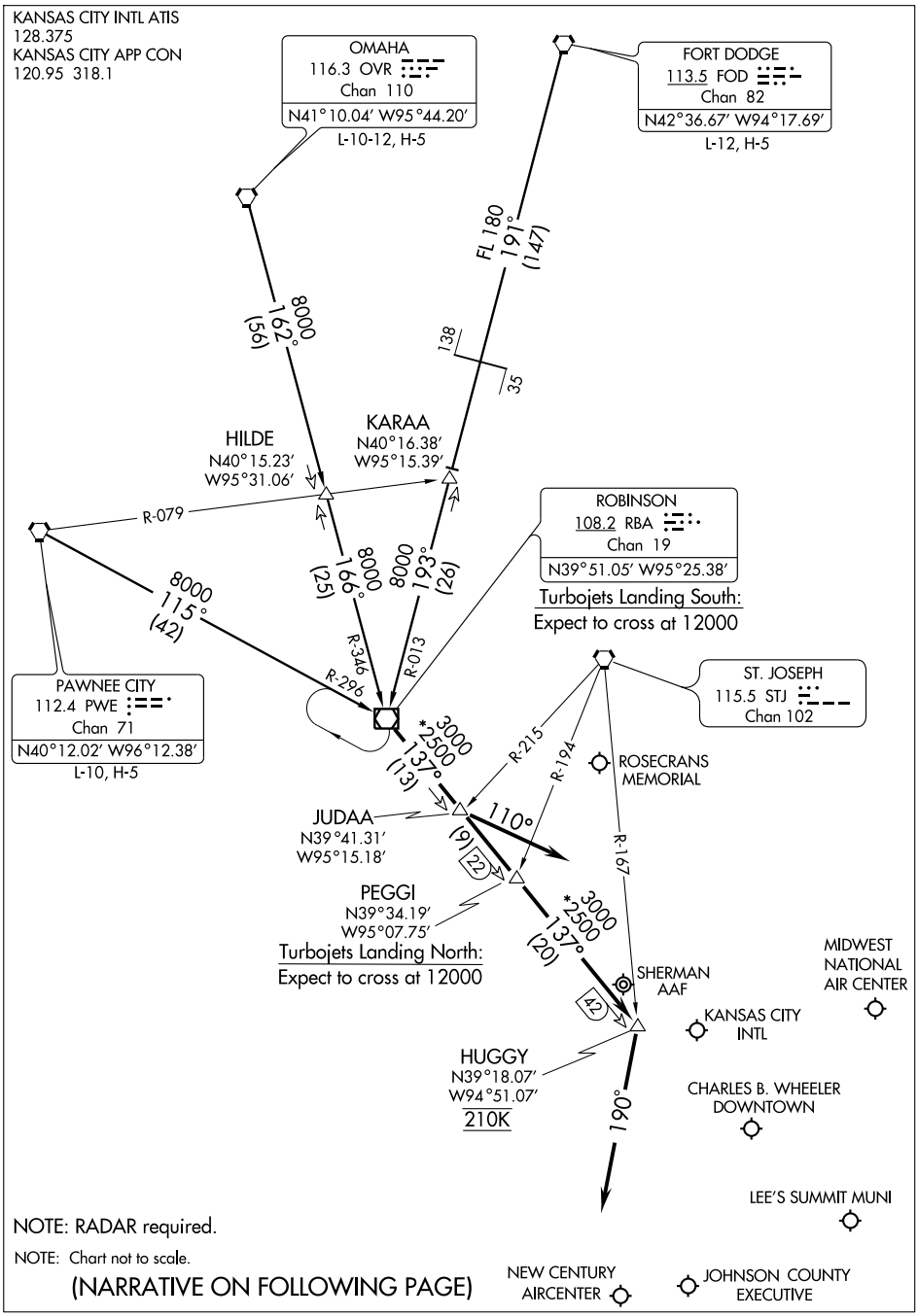


NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

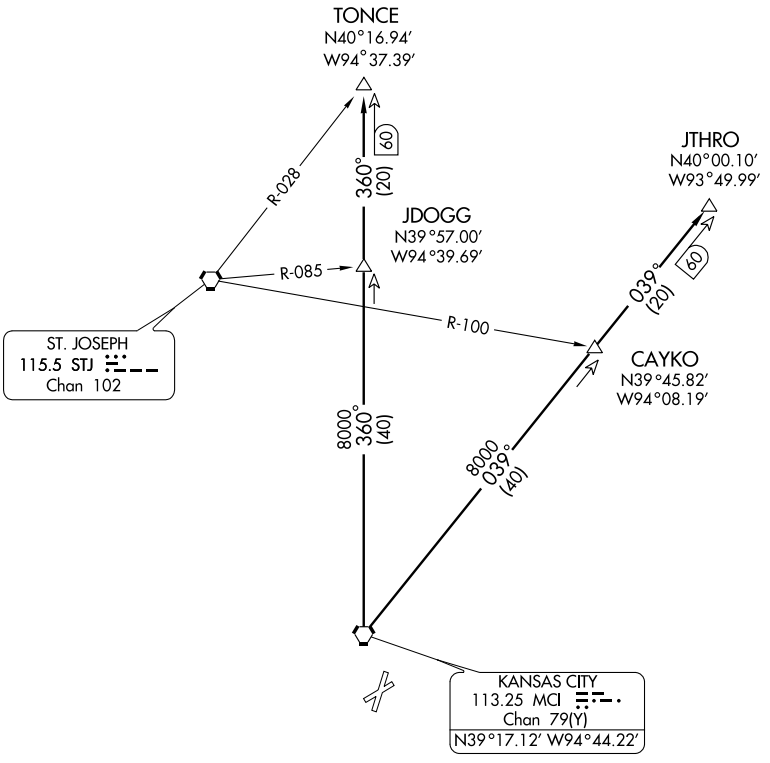
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 120.75
CLNC DEL 121.9



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

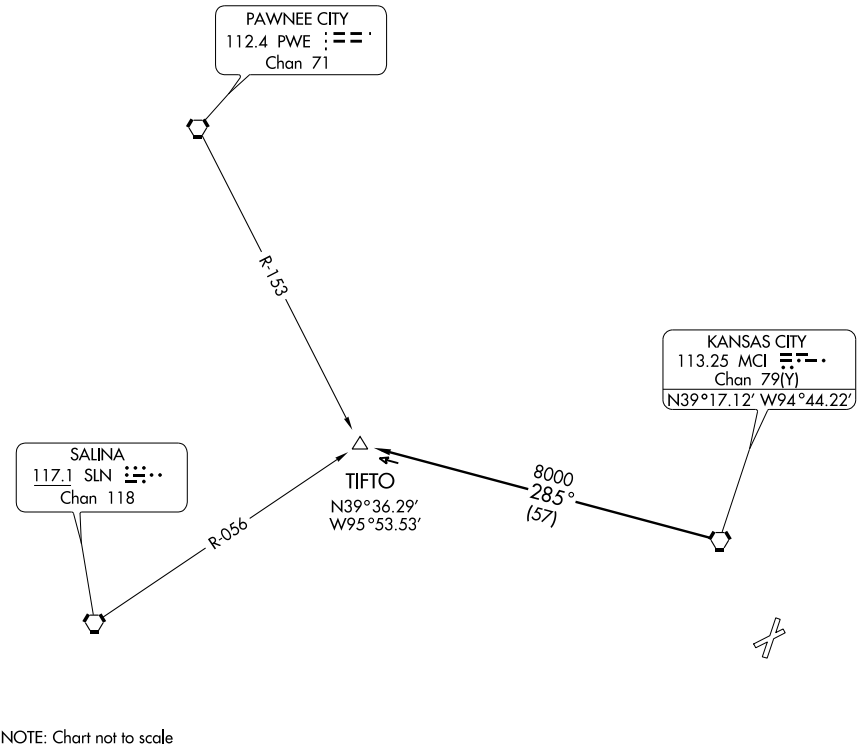
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 120.75
CLNC DEL 121.9

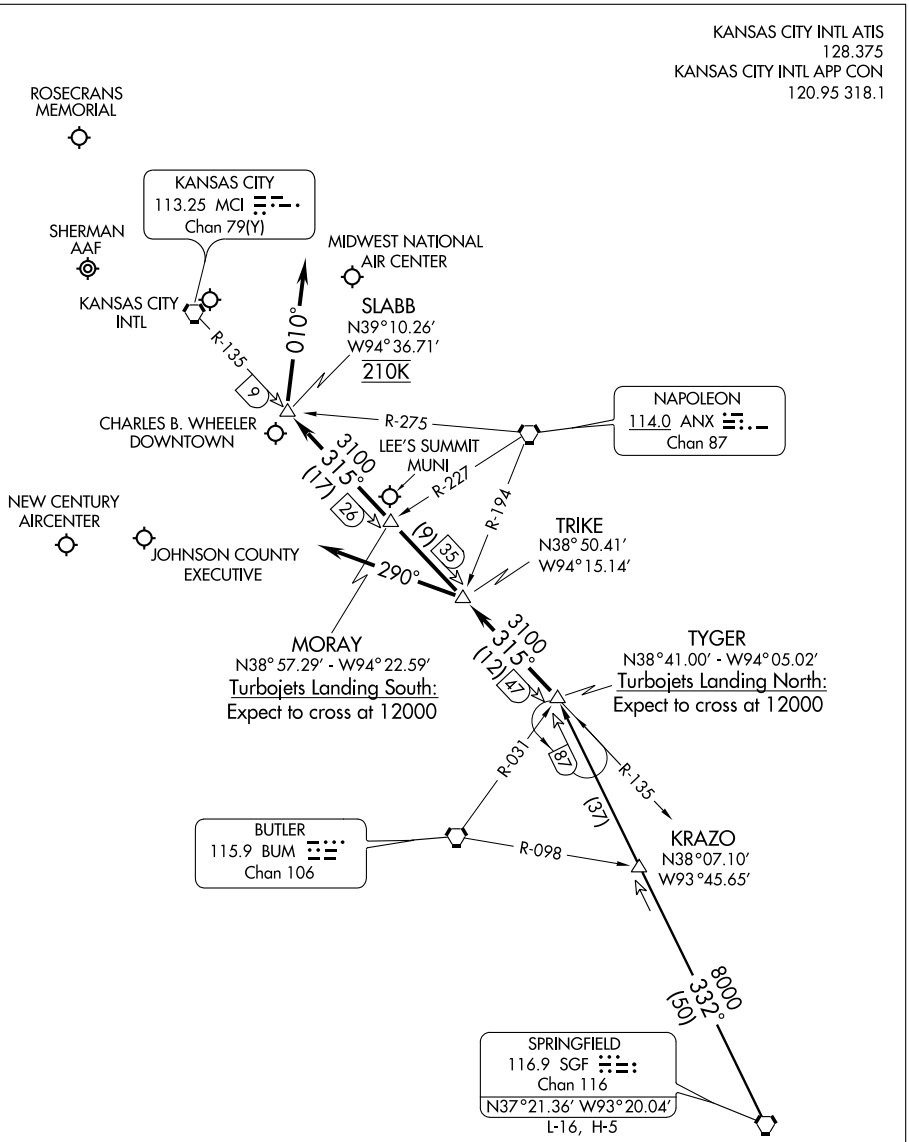


NOTE: Chart not to scale

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.
TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RIS	APP CRS	Rwy Idg	4550
111.4	028°	TDZE	744
Chan 51		Apt Elev	759

VOR RWY 3

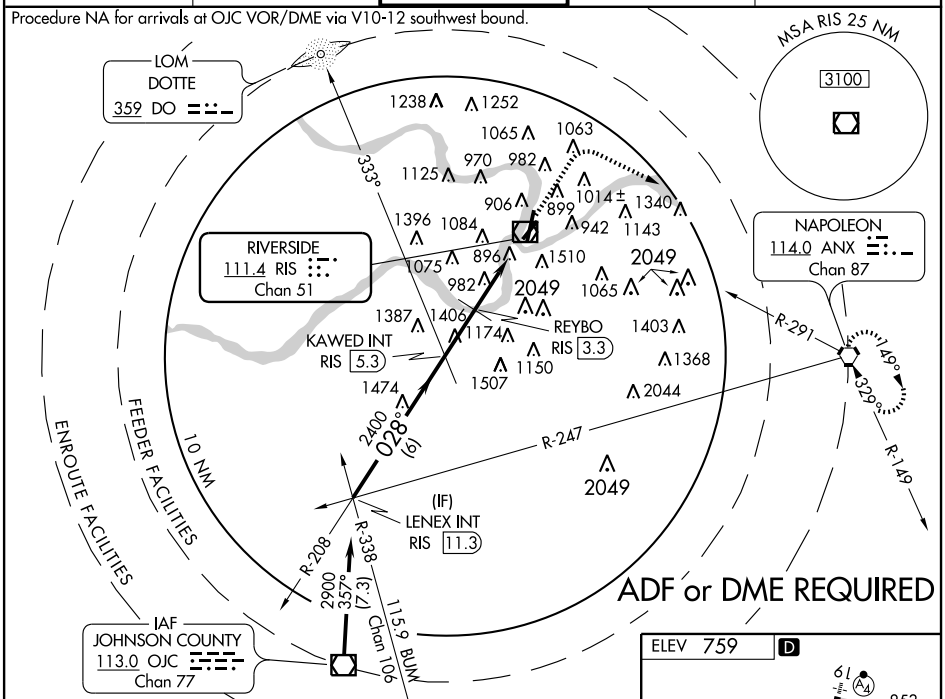
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

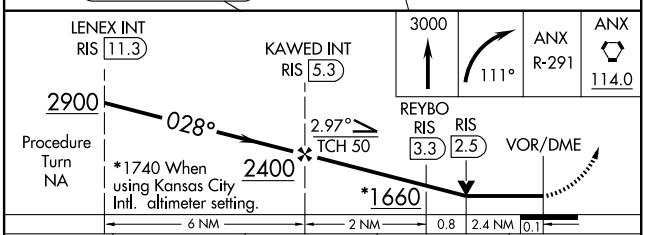
T A NA — Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not recieved, use Kansas City Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via heading 111° and ANX R-291 to ANX VORTAC and hold.

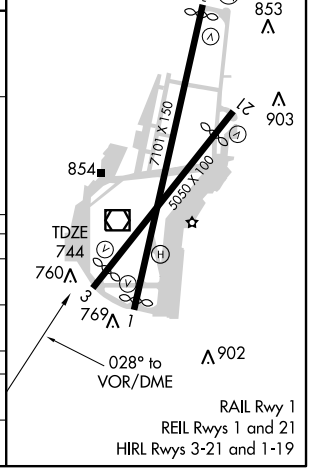
ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

Procedure NA for arrivals at OJC VOR/DME via V10-12 southwest bound.





CATEGORY	A	B	C	D
S-3	1660/60	916 (1000-1¼)	NA	
CIRCLING	1660-1¼	901 (1000-1¼)	1660-2¾ 901 (1000-2¾)	1660-3 901 (1000-3)
REYBO FIX MINIMUMS				
S-3	1540/50 796 (800-1)	1540/60 796 (800-1¼)	NA	
CIRCLING	1540-1 781 (800-1)	1540-1¼ 781 (800-1¼)	1540-2¼ 781 (800-2¼)	1540-2½ 781 (800-2½)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RIS	APP CRS	Rwy Idg	6901
111.4	193°	TDZE	757
Chan 51		Apt Elev	759

VOR RWY 19

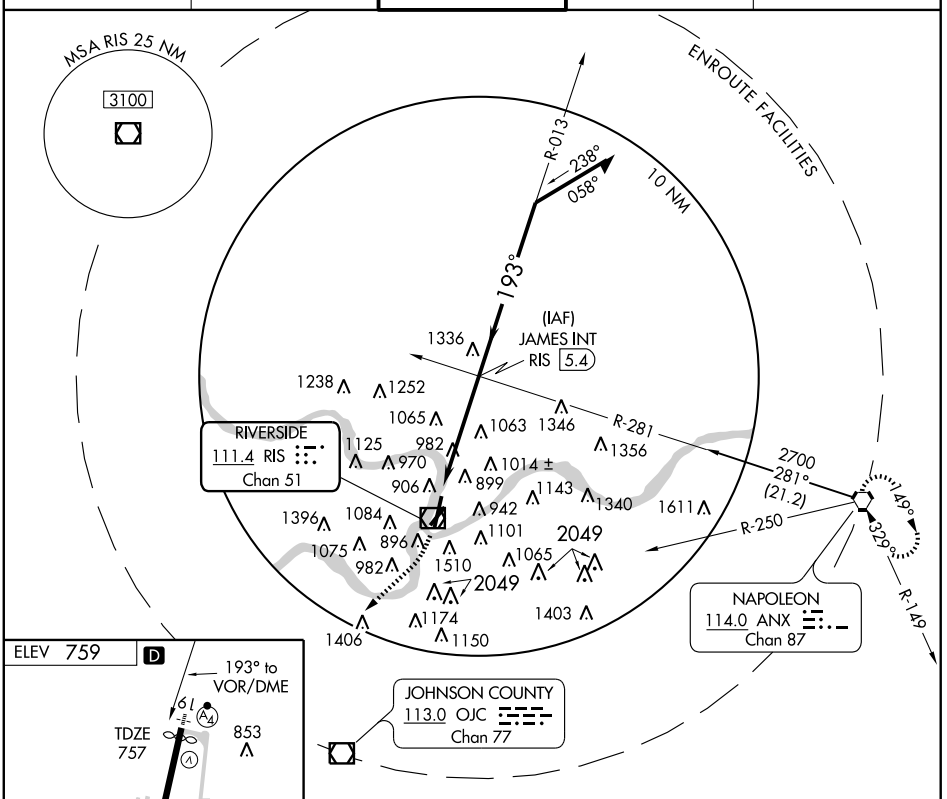
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

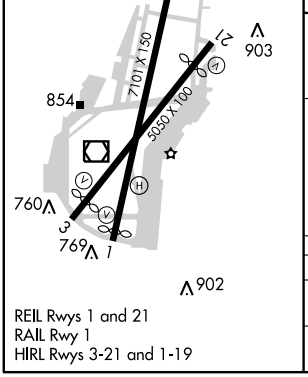
Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl altimeter settings and increase all MDAs 80 feet. Inoperative table does not apply.

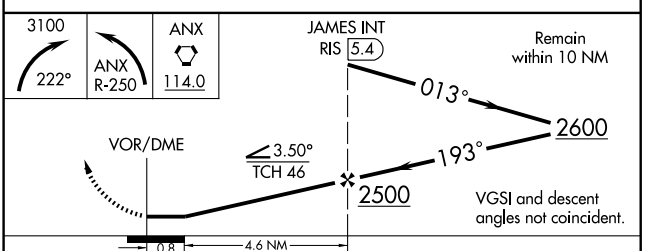
MALSF

MISSED APPROACH: Climbing right turn to 3100 on heading 222°, then left turn via ANX R-250 to ANX VORTAC and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9







CATEGORY	A	B	C	D
S-19	1400/50	643 (700-1)	1400-1¾ 643 (700-1¾)	1400-2 643 (700-2)
CIRCLING	1400-1	641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RIS 111.4 Chan 51	APP CRS 218°	Rwy Idg 4351 TDZE 744 Apt Elev 759

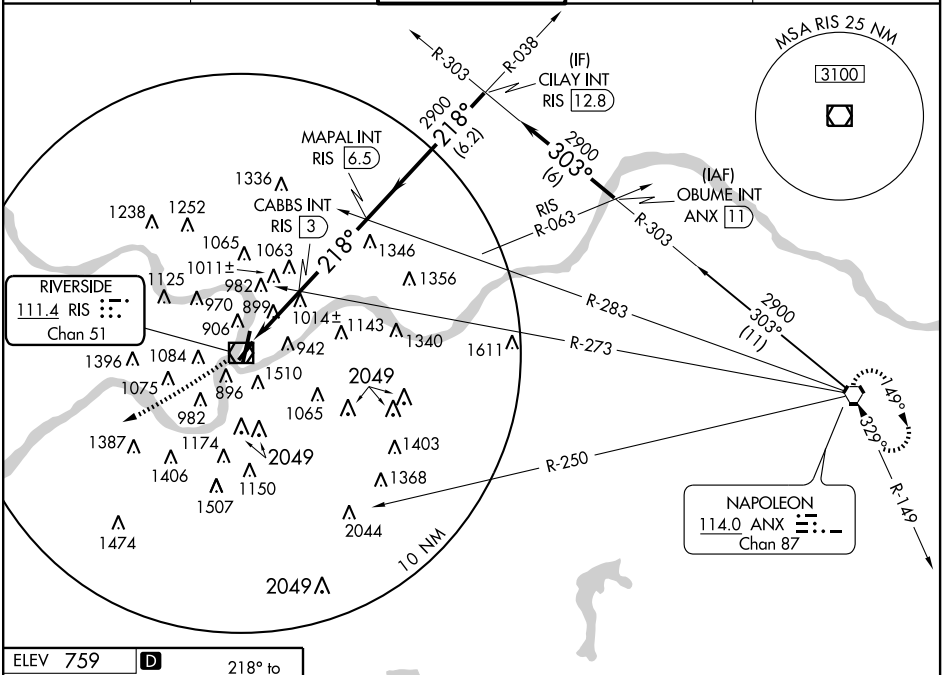
VOR RWY 21

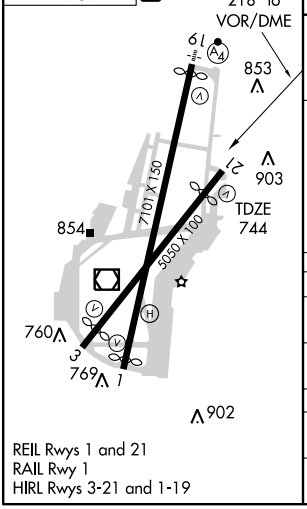
KANSAS CITY/CHARLES B. WHEELER DOWNTOWN (MKC)

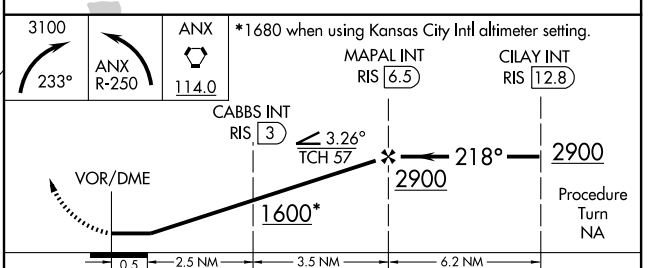
T A Circling NA east of Rwys 1 and 19. Circling Cat C/D NA Rwy 3. If local altimeter setting not received, use Kansas City Intl atimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3100 on heading 233° then left turn to ANX VORTAC via R-250 and hold.

ATIS	KANSAS CITY APP CON	DOWNTOWN TOWER	GND CON	CLNC DEL
120.75	118.4 294.7	133.3 257.8	121.9	121.9

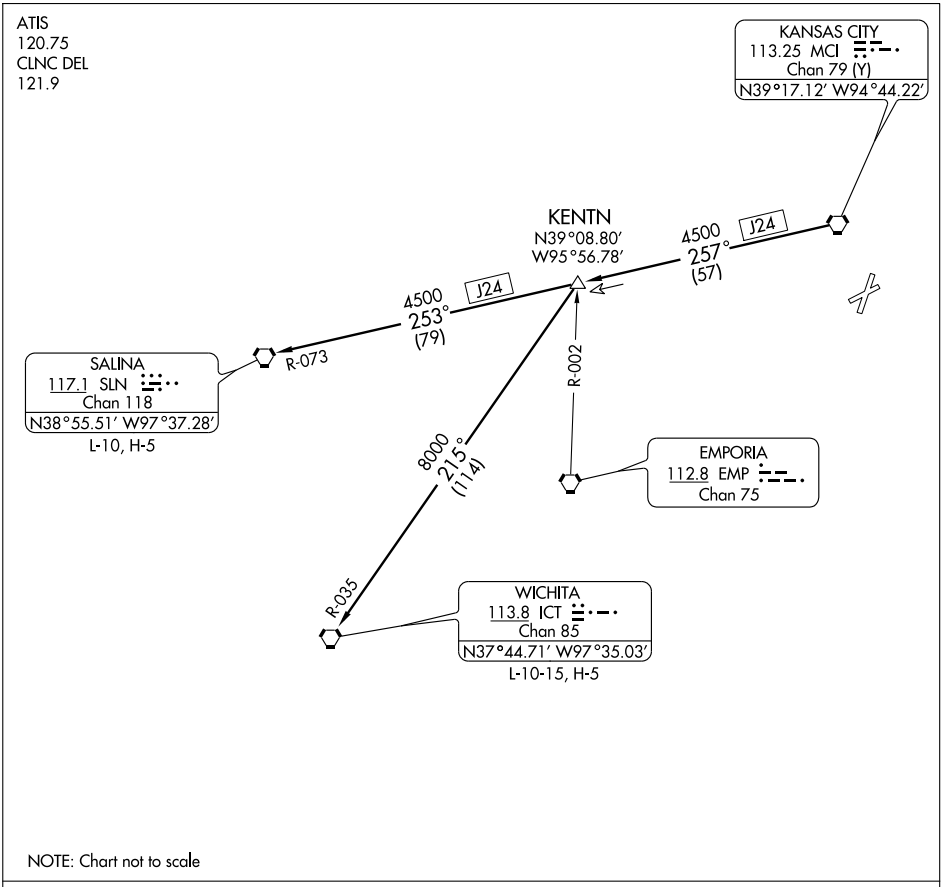






CATEGORY	A	B	C	D
S-21	1600-1 856 (900-1)	1600-1¼ 856 (900-1¼)	NA	
CIRCLING	1600-1 841 (900-1)	1600-1¼ 841 (900-1¼)	1600-2½ 841 (900-2½)	1600-2¾ 841 (900-2¾)
CABBS FIX MINIMUMS				
S-21	1320-1 576 (600-1)		NA	
CIRCLING	1380-1 621 (700-1)	1400-1 641 (700-1)	1400-1¾ 641 (700-1¾)	1400-2 641 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

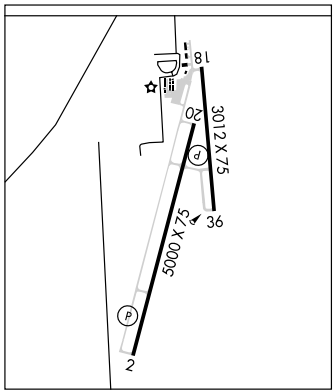
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

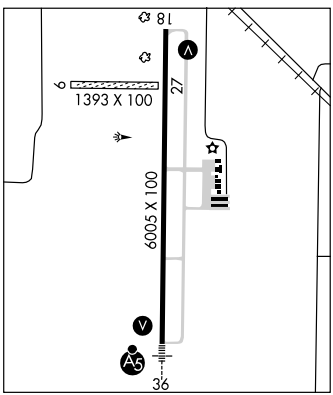
WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

KENNETT MEM (TKX) 1 SE UTC−6(−5DT) N36°13.55′ W90°02.20′ — ST LOUIS
262 B S4 **FUEL** 100LL, JET A NOTAM FILE STL — H–J6, L–16H
RWY 02–20: H5000X75 (CONC) MIRL — IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H3012X75 (ASPH) S–10 MIRL (NSTD)
RWY 18: Tree. **RWY 36:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Rwy 18–36 NSTD MIRL, incorrect spacing of Rwy 36 thld lgts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18–36 OTS indef. MIRL Rwy 18–36 and Rwy 02–20 on low ints dusk–0900Z‡, to incr ints and ACTIVATE MIRL Rwy 18–36 and Rwy 02–20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z‡–dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 194° 20.6 NM to fld. 280/3E.



KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. — KANSAS CITY
NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown. — A

KIRKSVILLE RGNL (IRK) 6 SE UTC−6(−5DT) N40°05.61′ W92°32.70′ — CHICAGO
966 B S4 **FUEL** 100LL JET A Class III, ARFF Index A NOTAM FILE IRK — H–5D, L–27A
RWY 18–36: H6005X100 (CONC) S–30, D–48, 2D–85 MIRL — IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33′. Tree.
RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 09–27: 1393X100 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. 24 hr self-serve credit card for fuel (100LL only). Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 121.125 (660) 665–9153. **HIWAS** 114.6 IRK.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 132.6
AIRSPACE: CLASS E svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. **HIWAS.**
ILS/DME 111.5 I–IRK Chan 52 Rwy 36. Class IE.



APP CRS	Rwy Idg	5000
029°	TDZE	262
	Apt Elev	262

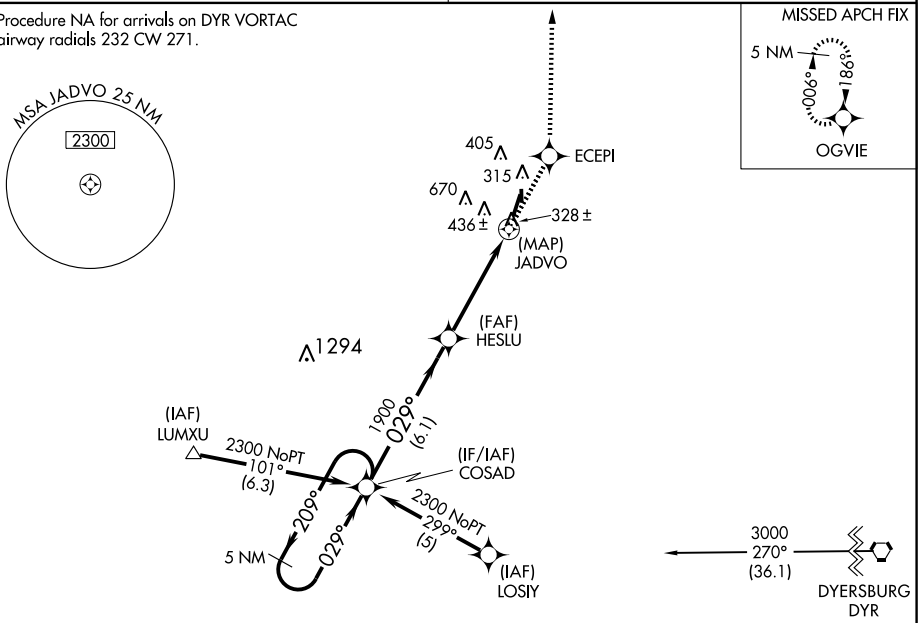
RNAV (GPS) RWY 2
KENNETT MEMORIAL (TKX)

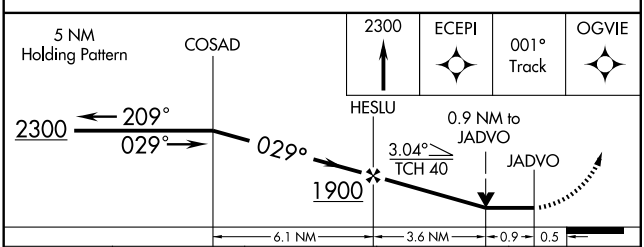
DME/DME RNP-0.3 NA.
Circling NA west of Rwys 2 and 18. Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.
VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct ECEPI and via 001° track to OGVIE and hold.

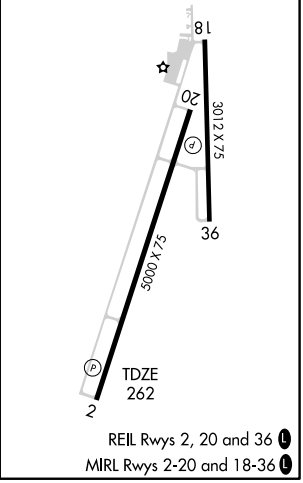
MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals on DYR VORTAC airway radials 232 CW 271.





CATEGORY	A	B	C	D
LNAV MDA	740-1	478 (500-1)	740-1¼ 478 (500-1¼)	NA
CIRCLING	740-1	478 (500-1)	740-1½ 478 (500-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA
CIRCLING	800-1	538 (600-1)	800-1½ 538 (600-1½)	NA



REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

KENNETT MEMORIAL (TKX)

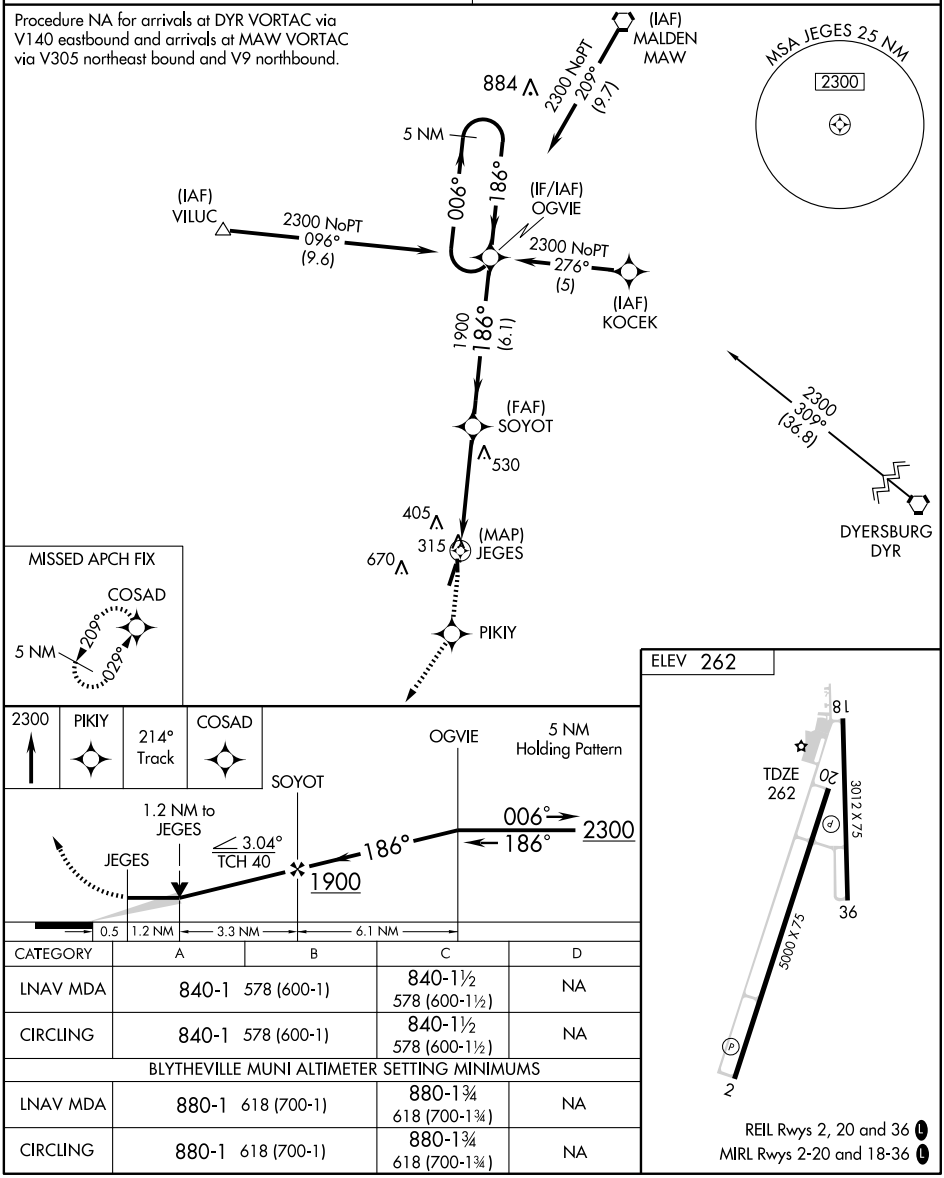
APP CRS		
186°	Rwy Idg	5000
	TDZE	262
	Apt Elev	262

DME/DME RNP-0.3 NA. Circling NA to Rwy 36 at night. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting. Circling NA west of Rwys 2 and 18. VDP NA when using Blytheville Muni altimeter setting.

MISSED APPROACH: Climb to 2300 direct PIKIY and via 214° track to COSAD and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L

Procedure NA for arrivals at DYR VORTAC via V140 eastbound and arrivals at MAW VORTAC via V305 northeast bound and V9 northbound.



CATEGORY	A	B	C	D
LNAV MDA	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
CIRCLING	840-1 578 (600-1)		840-1½ 578 (600-1½)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA
CIRCLING	880-1 618 (700-1)		880-1¾ 618 (700-1¾)	NA

REIL Rwys 2, 20 and 36 L
MIRL Rwys 2-20 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAW 111.2 Chan 49	APP CRS 194°	Rwy Idg 5000 TDZE 262 Apt Elev 262

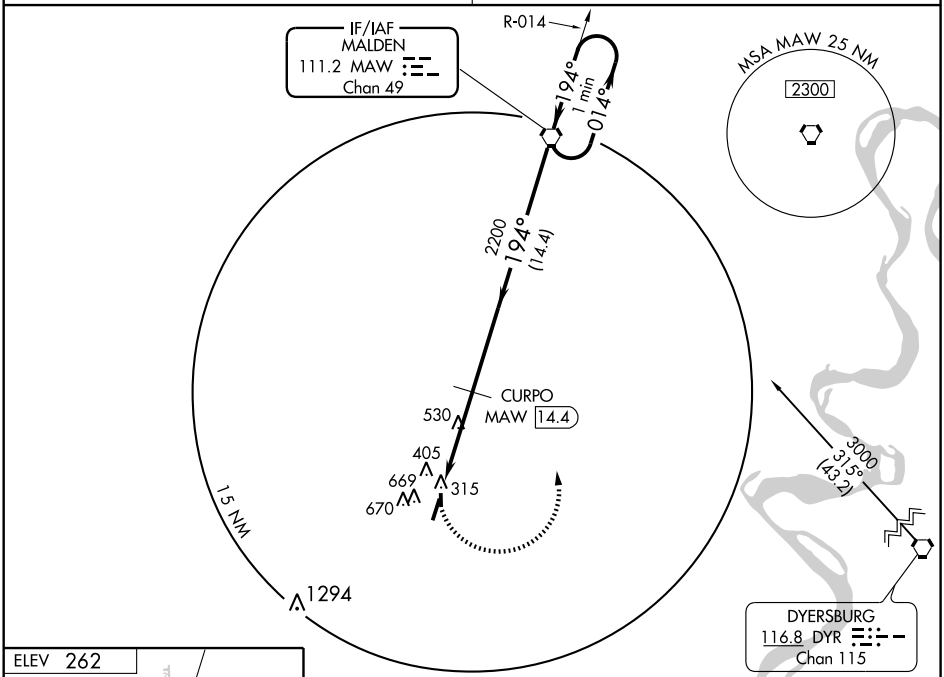
VOR/DME RWY 20

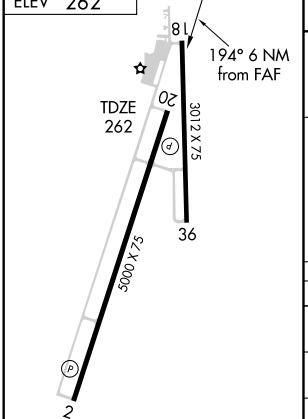
KENNETT MEMORIAL (TKX)

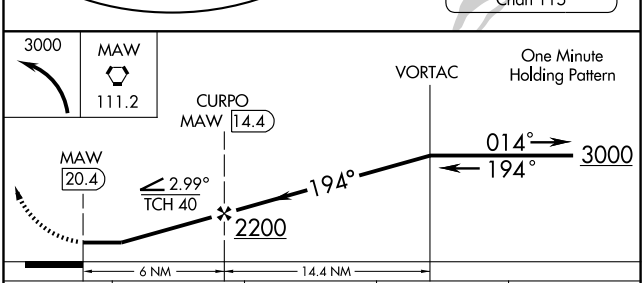
Circling NA west of Rwys 2 and 18.
Circling NA to Rwy 36 at night.
Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct MAW VORTAC and hold.

MEMPHIS CENTER	UNICOM
120.075 289.4	122.8 (CTAF) L



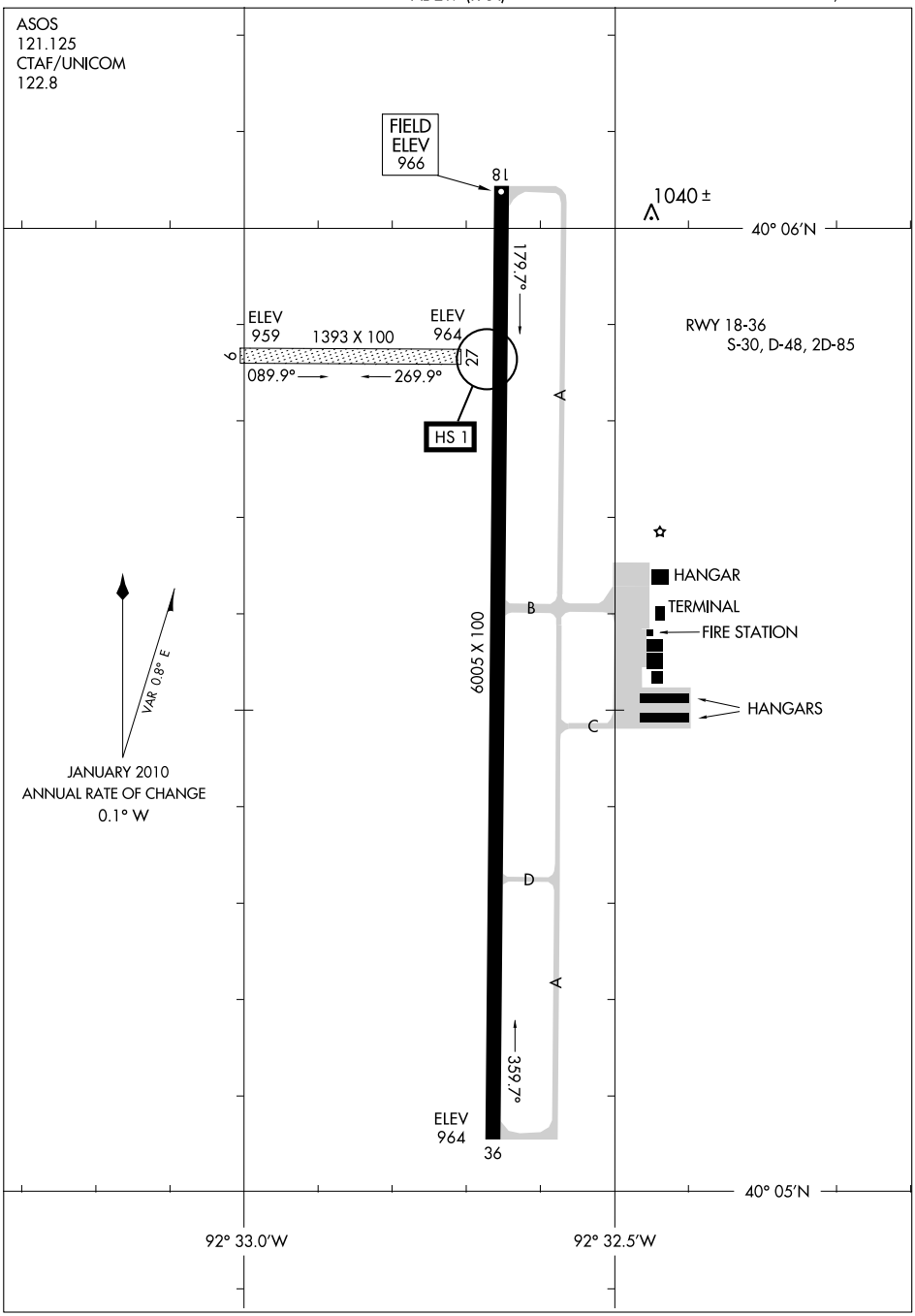




CATEGORY	A	B	C	D
S-20	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
CIRCLING	900-1 638 (700-1)	900-1¼ 638 (700-1¼)	900-1¾ 638 (700-1¾)	NA
BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS				
S-20	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA
CIRCLING	940-1 678 (700-1)	940-1¼ 678 (700-1¼)	940-2 678 (700-2)	NA

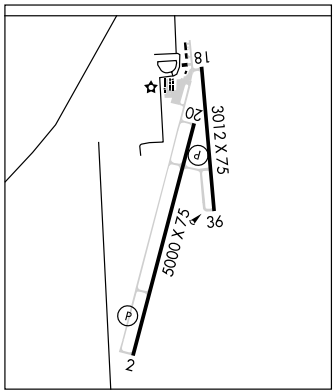
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AL-217 (FAA)



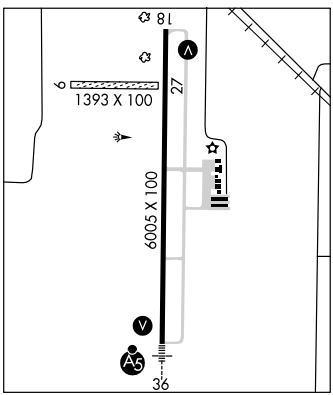
NC-3, 21 OCT 2010 to 18 NOV 2010

KENNETT MEM (TKX) 1 SE UTC−6(−5DT) N36°13.55′ W90°02.20′ — ST LOUIS
262 B S4 **FUEL** 100LL, JET A NOTAM FILE STL — H–J6, L–16H
RWY 02–20: H5000X75 (CONC) MIRL — IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree. Rgt tfc.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.
RWY 18–36: H3012X75 (ASPH) S–10 MIRL (NSTD)
RWY 18: Tree. **RWY 36:** REIL. Trees.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Rwy 18–36 NSTD MIRL, incorrect spacing of Rwy 36 thld lgts. NSTD REIL Rwy 36, too close to rwy edge. MIRL Rwy 18–36 OTS indef. MIRL Rwy 18–36 and Rwy 02–20 on low ints dusk–0900Z‡, to incr ints and ACTIVATE MIRL Rwy 18–36 and Rwy 02–20 and REIL Rwy 02, Rwy 20 and Rwy 36 from 0500Z‡–dawn—CTAF. PAPI Rwy 02 and Rwy 20 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
MEMPHIS CENTER APP/DEP CON 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 194° 20.6 NM to fld. 280/3E.



KENZY N39°13.25′ W94°33.86′ NOTAM FILE MKC. — KANSAS CITY
NDB (LOM) 344 MK 188° 6.0 NM to Charles B. Wheeler Downtown. — A

KIRKSVILLE RGNL (IRK) 6 SE UTC−6(−5DT) N40°05.61′ W92°32.70′ — CHICAGO
966 B S4 **FUEL** 100LL JET A Class III, ARFF Index A NOTAM FILE IRK — H–5D, L–27A
RWY 18–36: H6005X100 (CONC) S–30, D–48, 2D–85 MIRL — IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 33′. Tree.
RWY 36: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 09–27: 1393X100 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Attended 1130–0200Z‡. 24 hr self-serve credit card for fuel (100LL only). Rwy 09–27 marked with yellow cones. ACTIVATE MIRL Rwy 18–36, VASI Rwy 18 and Rwy 36, REIL Rwy 18, and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 121.125 (660) 665–9153. **HIWAS** 114.6 IRK.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.2 122.1R 114.6T (COLUMBIA RADIO)
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 132.6
AIRSPACE: CLASS E svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.
(H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 133° 3.3 NM to fld. 985/6E. **HIWAS.**
ILS/DME 111.5 I–IRK Chan 52 Rwy 36. Class IE.



HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-IRK	APP CRS	Rwy Idg	6005
111.5	357°	TDZE	965
Chan 52		Apt Elev	966

ILS or LOC/DME RWY 36

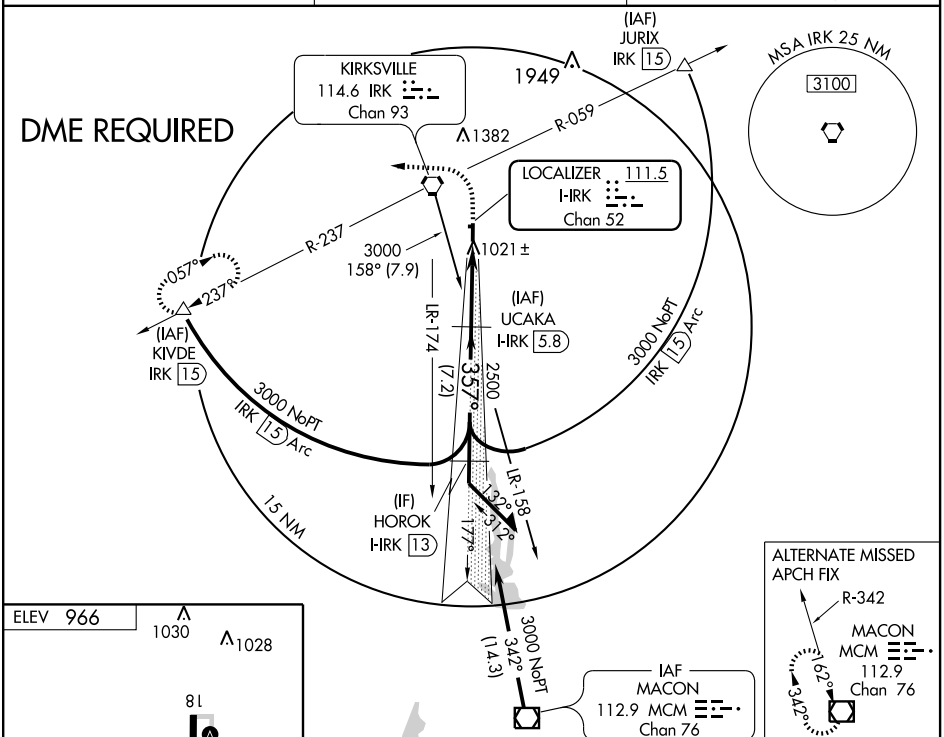
KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase S-ILS 36 all Cats, S-LOC 36 Cats C and D and Circling Cats C and D visibility ¼ mile. VDP NA when using Ottumwa Industrial altimeter setting. For inoperative MALSR when using Ottumwa Industrial altimeter setting, increase S-ILS 36 all Cats visibility ¼ mile, and S-LOC 36 Cat D visibility to 1½. DME Required. For inoperative MALSR, increase S-LOC 36 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 270° and IRK VORTAC R-237 to KIVDE/IRK 15 DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF)



CATEGORY	A	B	C	D
S-ILS 36	1165-½ 200 (200-½)			
S-LOC 36	1280-½ 315 (400-½)			1280-¾ 315 (400-¾)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

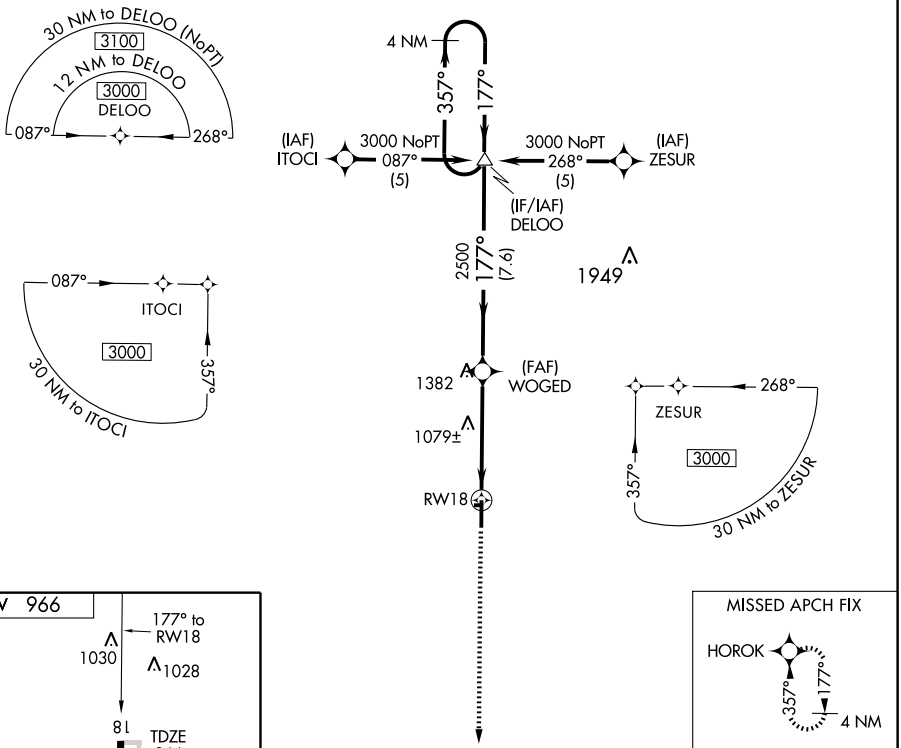
APP CRS	Rwy Idg	6005
177°	TDZE	966
	Apt Elev	966

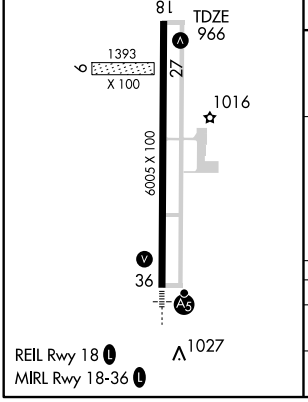
RNAV (GPS) RWY 18
KIRKSVILLE RGNL (IRK)

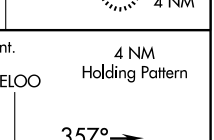
T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A VDP NA when using Ottumwa Industrial altimeter setting.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet; increase LNAV Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

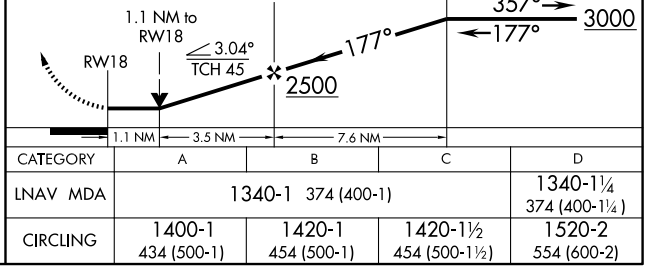
MISSED APPROACH: Climb to 3000 direct HOROK and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L









CATEGORY	A	B	C	D
LNAV MDA	1340-1 374 (400-1)			1340-1¼ 374 (400-1¼)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6005
CH 70513	357°	TDZE	965
W36A		Apt Elev	966

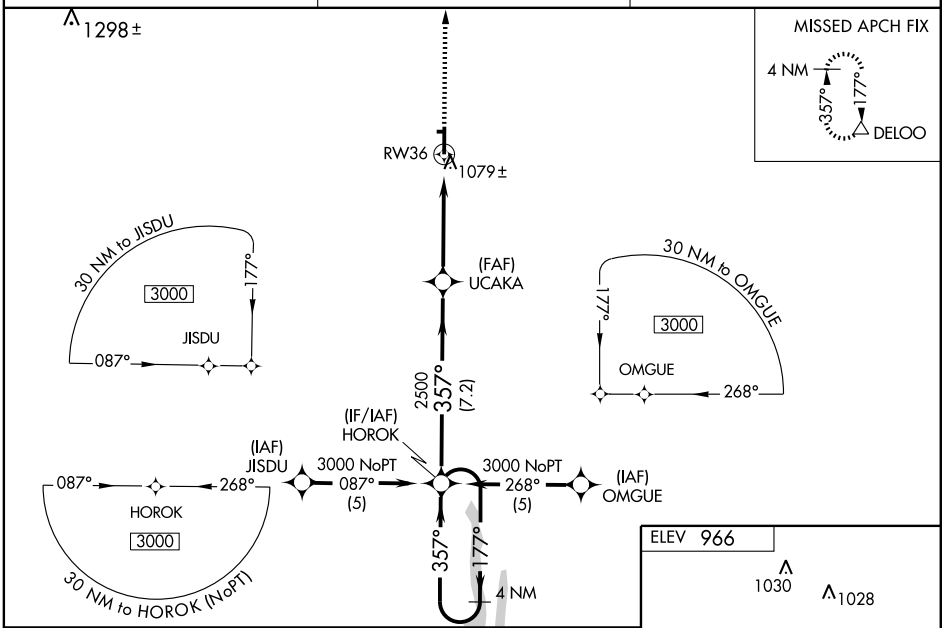
RNAV (GPS) RWY 36
KIRKSVILLE RGNL (IRK)

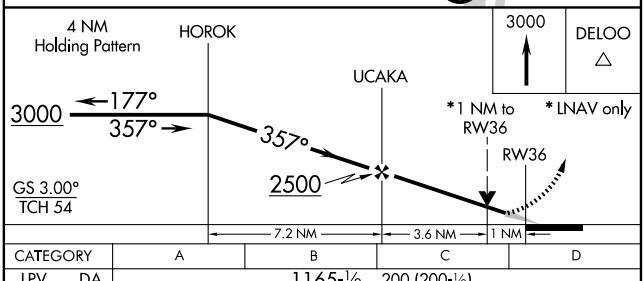
Baro-VNAV NA when using Ottumwa Industrial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all DA 158 feet, and all MDA 160 feet; increase LPV all Cats; LNAV Cat D, and Circling Cat C and D visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat C visibility ½ mile.
VDP NA when using Ottumwa Industrial altimeter setting.
For inoperative MALSR, when using Ottumwa Industrial altimeter setting increase LPV all Cats visibility to 1¼, and LNAV Cat D visibility to 1¾.

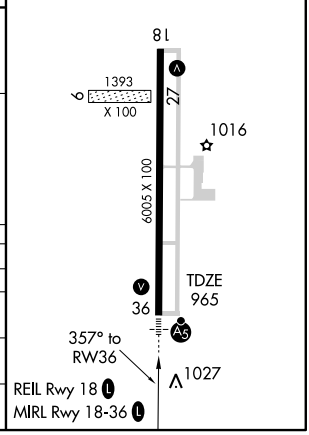
MALSR

MISSED APPROACH: Climb to 3000 direct DELOO and hold.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1165-½ 200 (200-½)			
LNAV/VNAV DA	1349-¾ 384 (400-¾)			
LNAV MDA	1340-½ 375 (400-½)			1340-1 375 (400-1)
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC IRK 114.6 Chan 93	APP CRS 134°	Rwy Idg N/A TDZE N/A Apt Elev 966

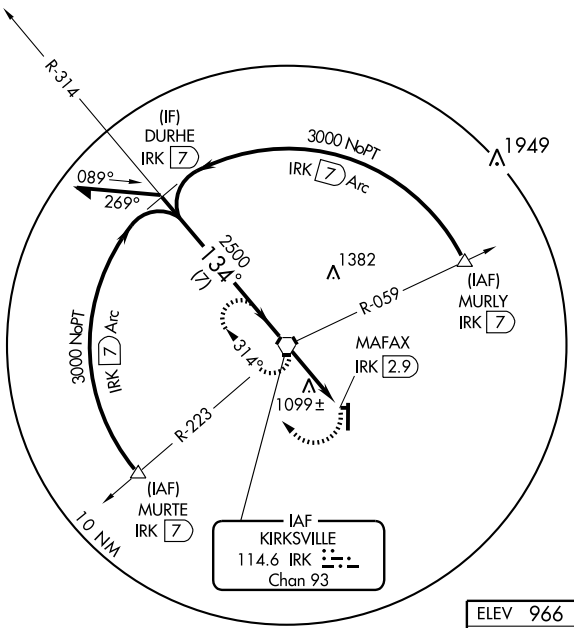
VOR-A

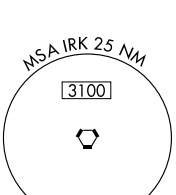
KIRKSVILLE RGNL (IRK)

When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, increase Cats C and D visibility ¼ mile.

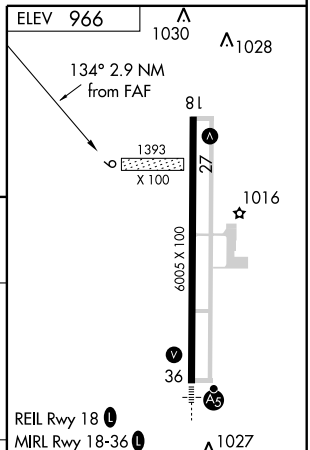
MISSED APPROACH: Climbing right turn to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

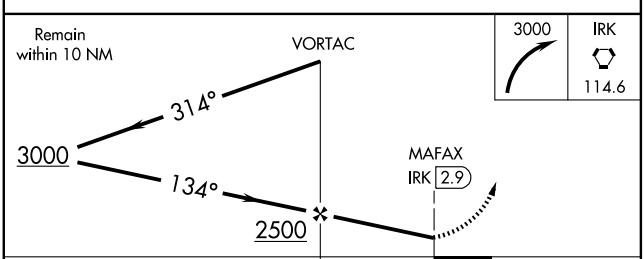
ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L





NoPT for arrivals at IRK VORTAC on airway radials 259 CW 007.





CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

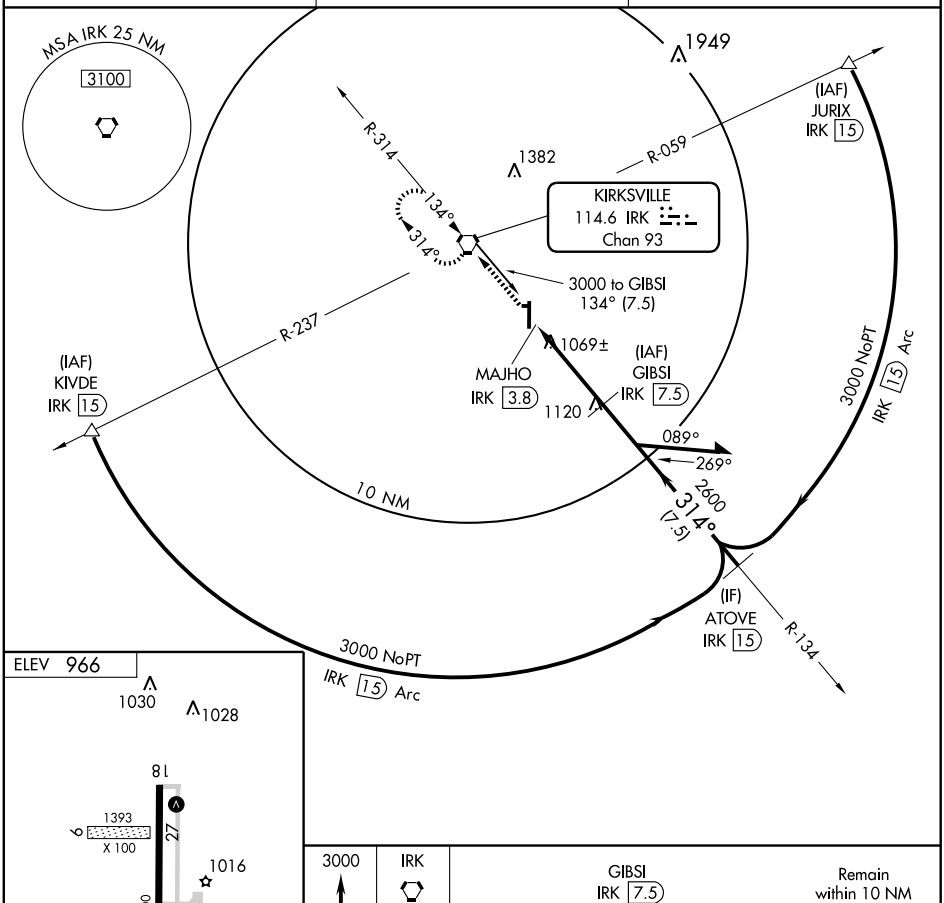
VORTAC IRK 114.6 Chan 93	APP CRS 314°	Rwy Idg N/A TDZE N/A Apt Elev 966

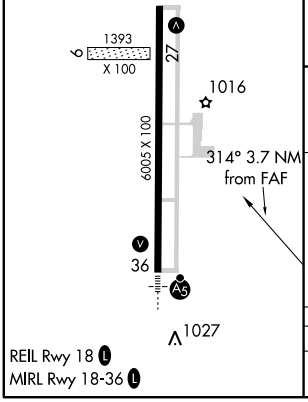
VOR/DME-B
KIRKSVILLE RGNL (IRK)

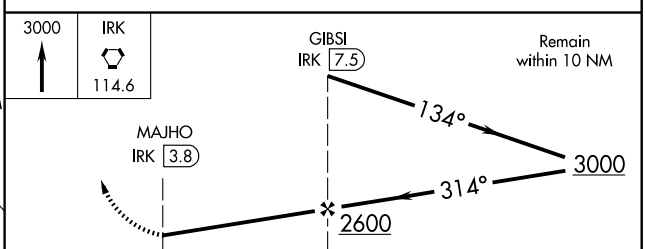
When local altimeter setting not received, use Ottumwa Industrial altimeter setting and increase all MDA 160 feet, and increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IRK VORTAC and hold, continue climb-in-hold to 3000.

ASOS	KANSAS CITY CENTER	UNICOM
121.125	132.6 370.9	122.8 (CTAF) L





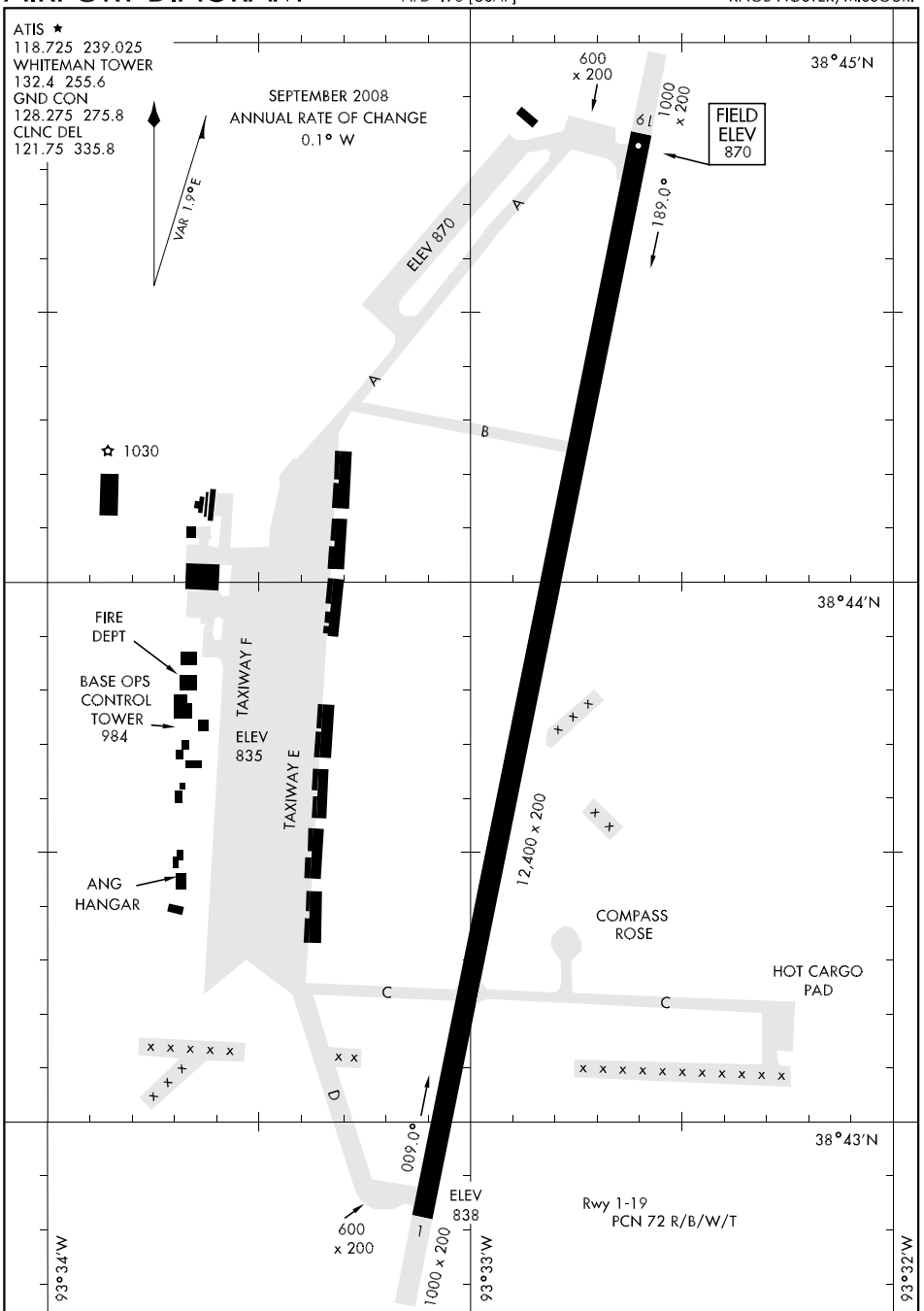


CATEGORY	A	B	C	D
CIRCLING	1400-1 434 (500-1)	1420-1 454 (500-1)	1420-1½ 454 (500-1½)	1520-2 554 (600-2)

REIL Rwy 18 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WHITEMAN AFB (SZL)(KSZL) AF (ARNG AFRC) 2 S UTC−6(−5DT) **KANSAS CITY**
N38°43.82′ W93°32.87′ **H–5C, L–27A**
870 B TPA—See Remarks NOTAM FILE COU Not insp. **DIAP, AD**

RWY 01–19: H12400X200 (CONC) S–150, D–220, 2S–175, 2T–585, 2D–426, 2D/2D2–840
PCN 72 R/B/W/T HIRL
RWY 01: ALSF1. PAPI. **RWY 19:** ALSF1. PAPI.

MILITARY SERVICE: LGT PAPI restricted to 5° left or right of Rwy 01–19 centerline. Rwy 19 PAPI glide slope and ILS glide slope not coincidental. **JASU** 2(A/M32A–86D) 1(AM32–95) **FUEL** J8. **FLUID** LPOX **OIL** SOAP
TRAN ALERT Opr Mon–Thu 1400–0400Z‡, Fri 1400–0300Z‡, weekends 1400–2200Z‡, clsd holidays. Limited de–icing of tran acft avbl. Fleet svc not avbl. Transient svc avbl for F16 acft, except the sensor chip inspection unavbl.

MILITARY REMARKS: Opr 24 hrs, from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays. See FLIP AP/1 Supplementary Arpt information. **RSTD** 24–48 hr PPR, DSN 975–1861, issued PPR valid for 1 hr prior/after ETA. Early/late arr/dep must re–coordinate. B52 opr only on rwy, other airfield areas rqr OG/CC approval. No over flight weapons storage area located ESE of rwy and city of Knob Noster located 1.5 NM NNW of fld. Acft with VIP ctc Base OPS 30 min prior to ldg. Ctc twr 10 min prior to ldg. **CAUTION** 112′ AGL twr 4000′ directly West/abeam Rwy 01 thld. Possible illusion of being high on final during night VFR apch to Rwy 01. Local acft fly 300 Kt in overhead pattern. West end of Twy B not visible from twr. Ctc ATIS, Twr or PTD for info. Bird haz. **TFC PAT** TPA–Helicopter 1400(530), rectangular 1900(1030), overhead 2400(1530). **MISC** Base OPS DSN 975–3101, C660–687–3101. During NOTAM snow removal operations or forecasted wx events ctc AMOPs at DSN 975–3101 or COMM 660–687–3101 for most current afld status. Wx Observations Visibility restrictions: Direct view of the runway is blocked by the B–2 maintenance docks. Visibility is further restricted by S–35 and buildings southward on the west side of the flight line and from by building 33 and buildings on the west side of the flight line. 20′ pole 185′ south of Twy C east. Class D Airspace effective Mon 1200–0400Z‡, Fri 1300–2200Z‡, Sat–Sun, Clsd hol other times CLASS E. Drag chutes and repack capabilities not avbl. No COMSEC avbl. ACC acft expect std reduced rwy separation (RRS). Tran ACC acft must notify twr on initial ctc if RRS is not desired. Wx opr 24 hrs, from Mon 0600Z‡ thru Fri 0500Z‡, Sat–Sun 1300–2300Z‡, clsd holidays. Wx DSN 975–3062, C660–687–3062. Wx ops aircrews can receive wx briefing from 26 OWS at DSN 331–2651, C318–529–2651, Afld Wx is monitored by AN/FMQ–19 ASOS and augmented by human observer only during indicated hrs of operations. **ARNG** Opr Mon–Fri 1400–2230Z‡, DSN 975–5771.

COMMUNICATIONS: ATIS 118.725 239.025 (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2200Z‡, clsd holidays) **PTD** 372.2
Ⓡ **APP CON** 127.45 284.0 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
TOWER 132.4 255.6 (Opr 24 hr from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays.)
GND CON 128.275 275.8 **CLNC DEL** 121.75 335.8
Ⓡ **DEP CON** 125.925 343.65 (Opr 24 hr Sat 0500Z‡ thru Mon 1300Z‡, Sat–Sun 2300–1400Z‡, holidays) other times ctc
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
COMD POST 311.0 321.0 **PMSV METRO** 344.6 **303 TFS OPS** (GROUND HOG) 227.8 **HAWK OPS** 139.0 242.4 49.65

AIRSPACE: CLASS D svc Opr (24 hrs Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays), other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) TACAN Chan 35 SZL (109.8) N38°44.15′ W93°33.03′ at fld. 850/4E. No NOTAM MP Mon 0700–1300Z‡.
ILS 110.3 I–SZL Rwy 01. No NOTAM MP Tue, Thu 0700–1300Z‡.
ILS 108.5 I–MXJ Rwy 19. NO NOTAM MP Wed–Thu 1200–1500Z‡.
ASR (Mon–Fri 1200–0400Z‡, Sat–Sun 1300–2200Z‡, clsd holidays)

COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

LOC I-SZL	APCH CRS	Rwy Idg 12,400 THRE 837 Arpt Elev 870
110.3	007 °	

JAL-496 [USAF]

WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

WHELS (IAF) Hold

WHITEMAN Chan 35 SZL

LOCALIZER 110.3 I-SZL

SZL 20 R-015 015° 195° EMMAA SZL 12 1517

(IAF) WHELS SZL 14 OCLEG SZL 12 1291

7000 R-270 090° 270° 4000

DILTY SZL 12 4000

CUPMI SZL 5.9 987 946 962 1123

WAKET SZL 12 3000 090° 270° R-090 SZL 22 (IAF) 7000 HIDNN SZL 14

SZL 22 7000 039° (41.7) BUTLER

SZL 12 Arc 1308 1408 SZL 12 Arc

007° R-230 20 NM LR-196 187° LR-176 HARLI SZL 12 1883

MSA SZL 25 NM 3100

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 4700

3000 SZL R-015 EMMAA SZL 12

ELEV 870

HARLI 12 3000 007° CUPMI 5.9 2.5 BONIC 1.8 TACAN 2300

GS 2.86° TCH 51

4.1 NM 0.5

CATEGORY	C	D	E
S-ILS 1*	1037/24	200 (200-½)	
S-LOC 1**	1240/40	403 (400-¾)	
CIRCLING***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

61 12,400 x 200

1034 984 1018 850 THRE 837 962

007° 4.6 NM from FAF

HIRL Rwy 1-19

NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-MXJ	APCH CRS	Rwy ldg 12,400 / THRE 870 / Arpt Elev 870
108.5	187°	JAL-496 [USAF]

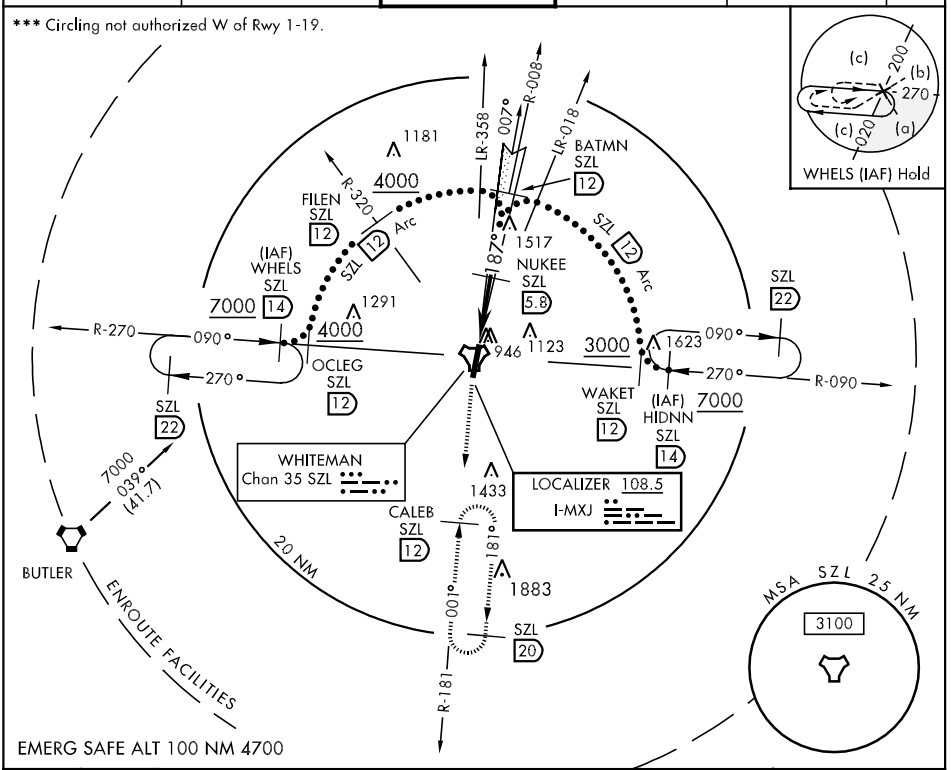
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

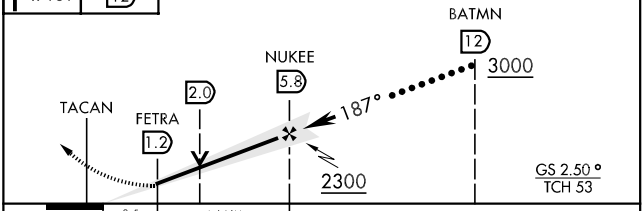
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.

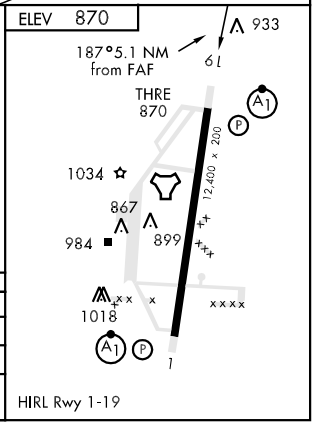


3000 SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.



ELEV 870



CATEGORY	C	D	E
S-ILS 19 *	1070/24	200	(200-½)
S-LOC 19 **	1240/35	370	(400-⅝)
CIRCLING ***	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	12,400
SZL Chan 35	001°	THRE	837
		Arpt Elev	870

JAL-496 [USAF]

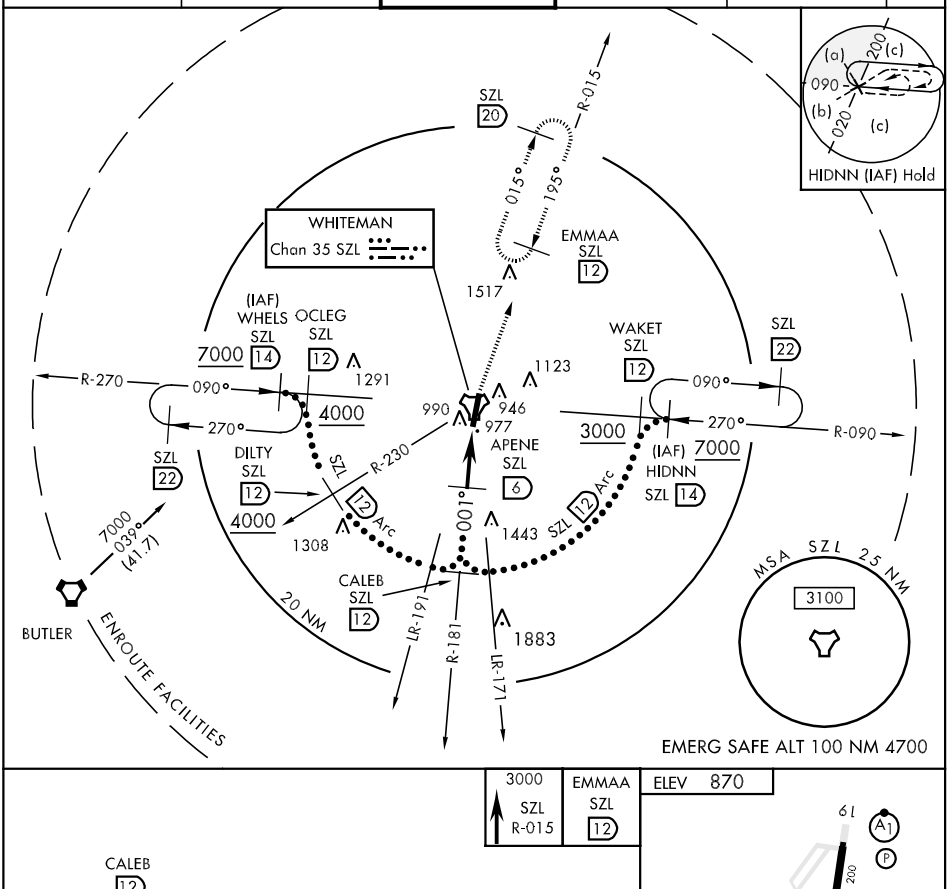
WHITEMAN AFB (KSZL)

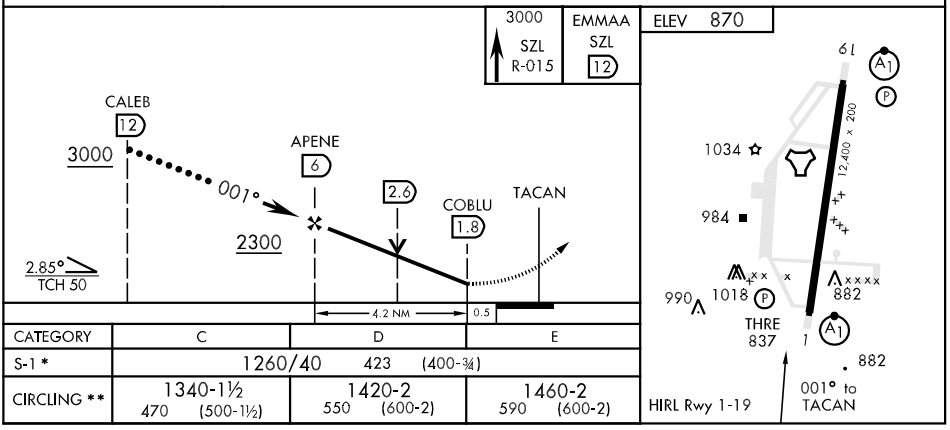
* When ALS inop, increase CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	





CATEGORY	C	D	E
S-1 *	1260/40 423 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

TACAN	APCH CRS	Rwy Idg	12,400
SZL	195°	THRE	870
Chan 35		Arpt Elev	870

JAL-496 [USAF]

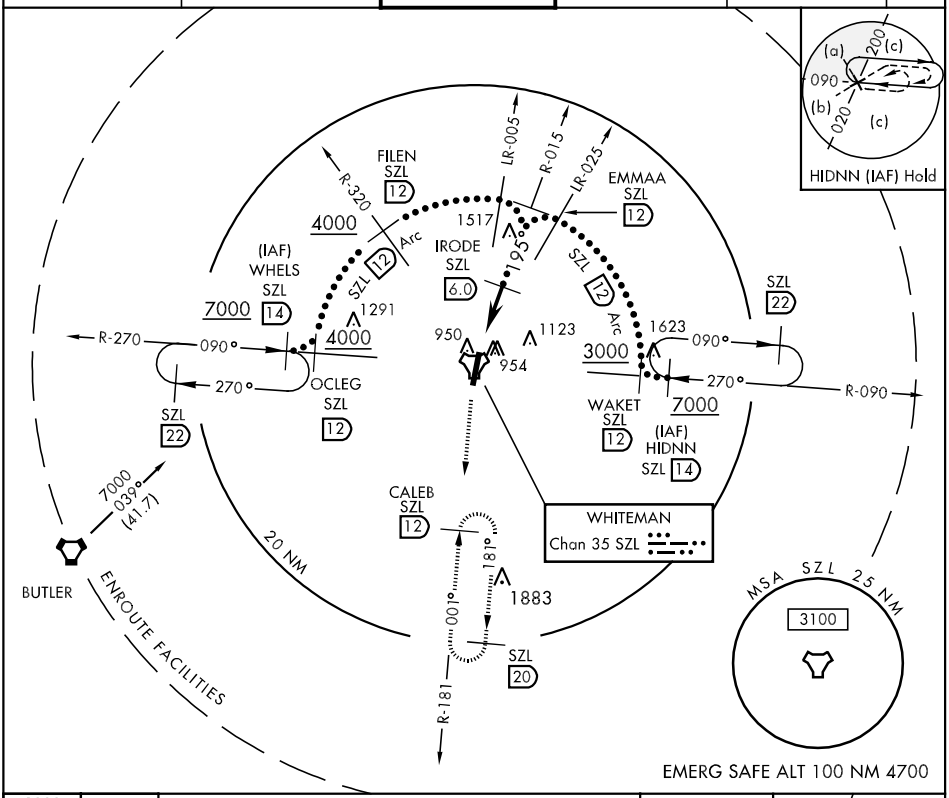
WHITEMAN AFB (KSZL)

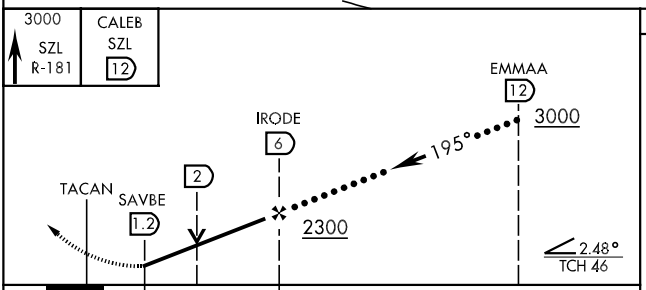
* When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

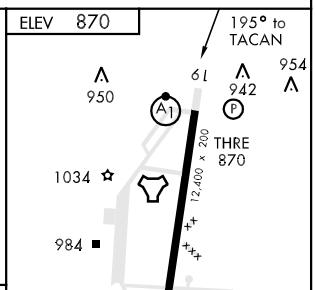
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	







CATEGORY	C	D	E
S-19 *	1260/40 390 (400-¾)		
CIRCLING **	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 1

LOC I-SZL 110.3	APCH CRS 007°	Rwy Idg 12,400 THRE 837 Arpt Elev 870	AL-496 [USAF]	WHITEMAN AFB (KSZL)

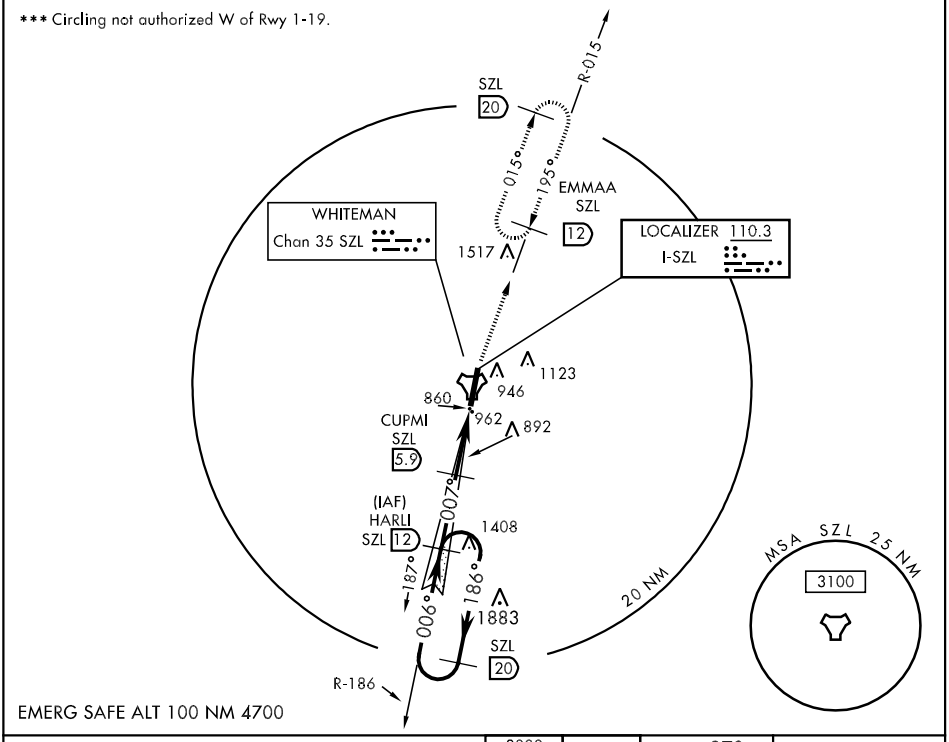
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

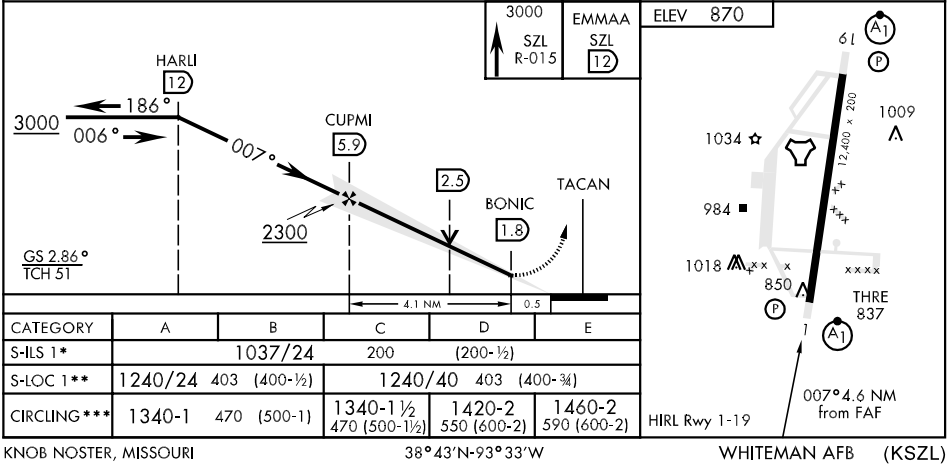
ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

*** Circling not authorized W of Rwy 1-19.





CATEGORY	A	B	C	D	E
S-ILS 1*	1037/24		200 (200-½)		
S-LOC 1**	1240/24 403 (400-½)		1240/40 403 (400-¾)		
CIRCLING***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 19

LOC I-MXJ 108.5	APCH CRS 187°	Rwy ldg 12,400 THRE 870 Arpt Elev 870

AL-496 [USAF]

WHITEMAN AFB (KSZL)

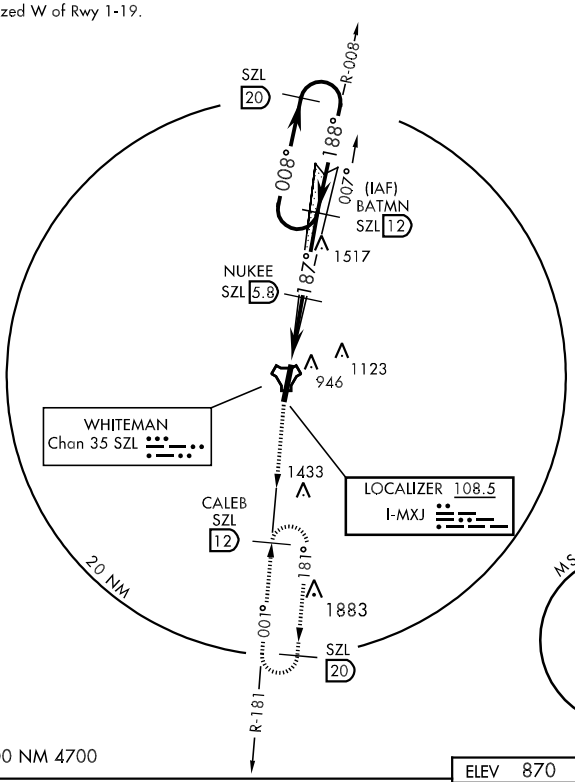
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

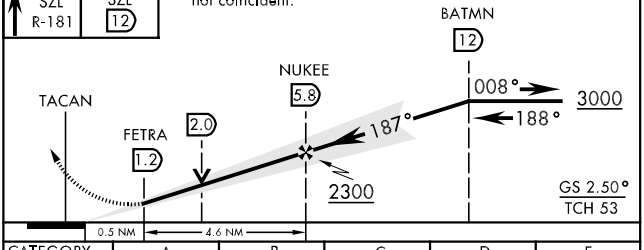
*** Circling not authorized W of Rwy 1-19.

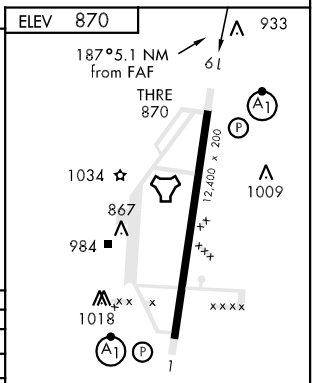


EMERG SAFE ALT 100 NM 4700

3000 SZL R-181 | CALEB SZL 12

VGSI and glideslope not coincident.





CATEGORY	A	B	C	D	E
S-ILS 19 *	1070/24		200 (200-½)		
S-LOC 19 **	1240/24 370 (400-½)		1240/35 370 (400-⅝)		
CIRCLING ***	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 1

WHITEMAN AFB (KSZL)

APCH CRS	Rwy ldg	12,400
007°	THRE	837
	Arpt Elev	870

AL-496 [USAF]

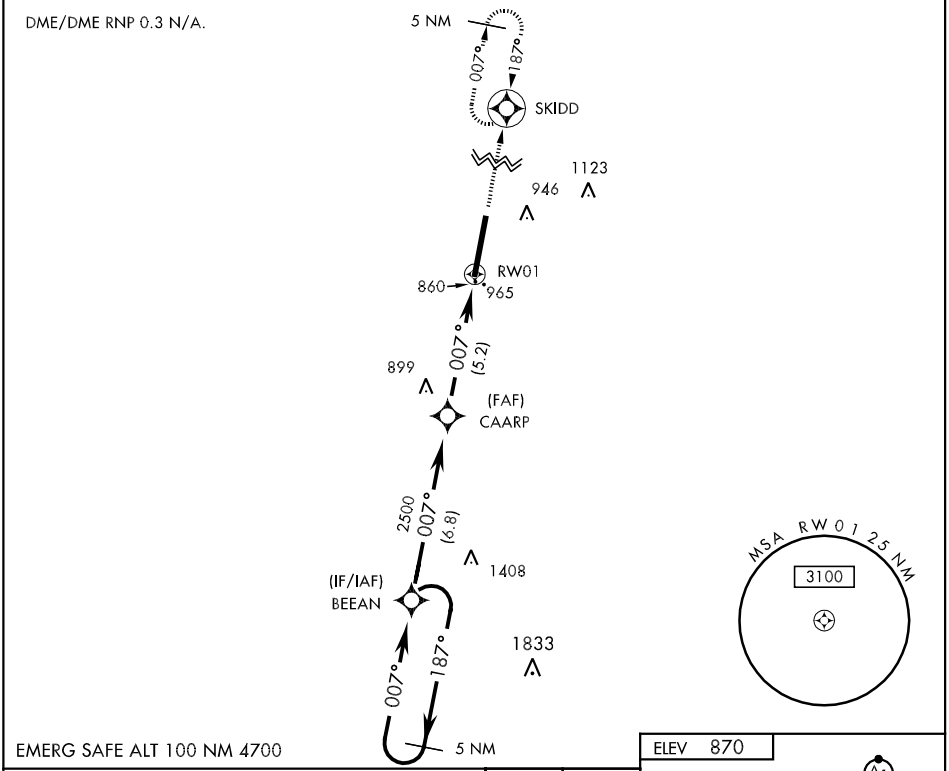
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

ALSF-1

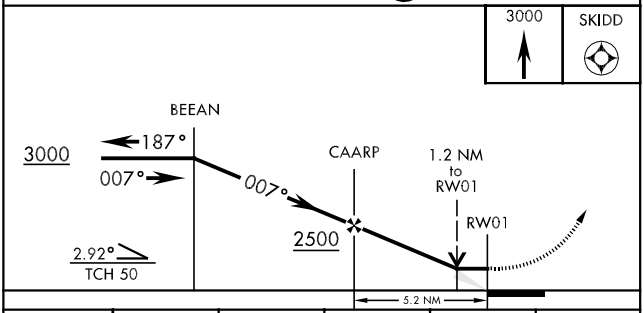
MISSED APPROACH: Climb to 3000 direct SKIDD and hold.

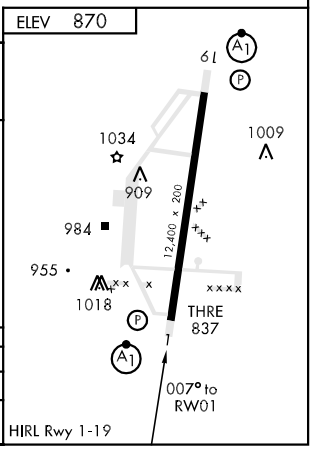
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

DME/DME RNP 0.3 N/A.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 423 (400-½)		1260/40 423 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	12,400
187°	THRE	870
	Arpt Elev	870

AL-496[USAF]

WHITEMAN AFB (KSZL)

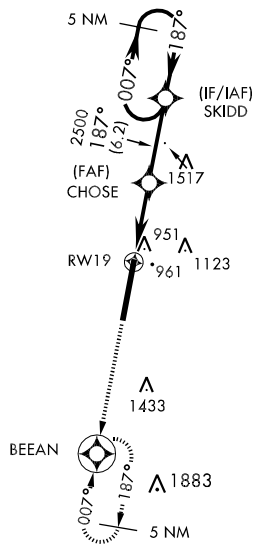
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

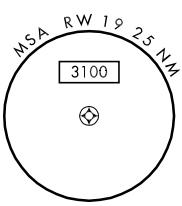
ALSF-1

MISSED APPROACH: Climb to 3000 direct BEEAN and hold.

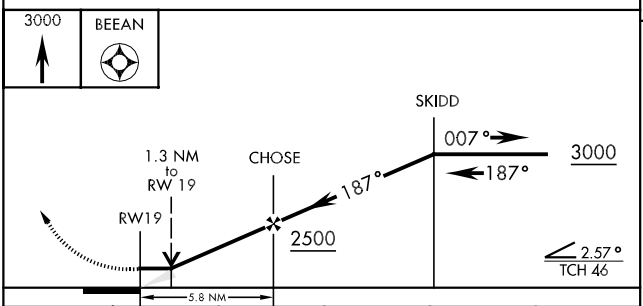
ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	

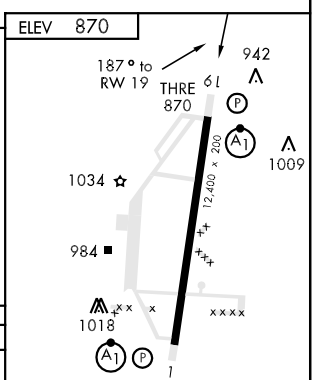
DME/DME RNP 0.3 N/A.





EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1260/24 390 (400-½)		1260/35 390 (400-⅝)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	12,400
Chan 35	001°	THRE	837
		Arpt Elev	870

AL-496 [USAF]

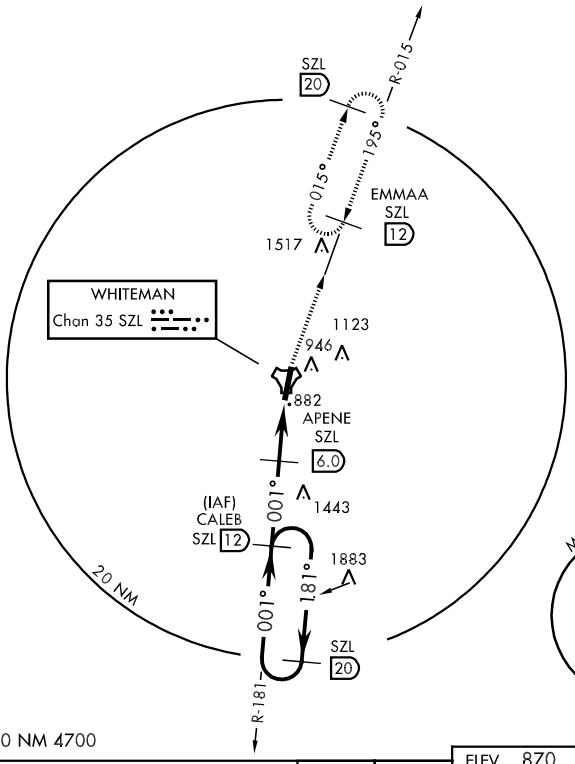
WHITEMAN AFB (KSZL)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized W of Rwy 1-19.

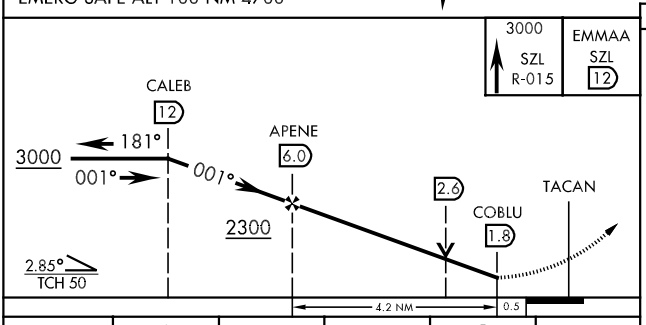
ALSF-1

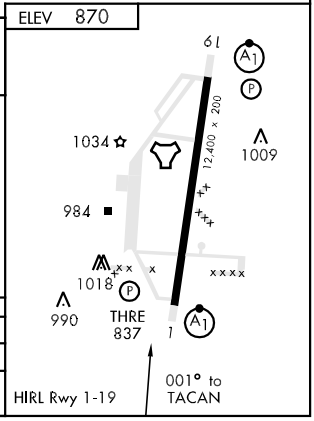
MISSED APPROACH: Climb to 3000 via SZL TACAN R-015 to EMMAA and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-1 *	1260/24 423 (400-½)		1260/40 423 (400-¾)		
CIRCLING **	1340-1 470 (500-1)		1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 19

TACAN	APCH CRS	Rwy Idg	12,400
SZL Chan 35	195°	THRE	870
		Arpt Elev	870

AL-496 [USAF]

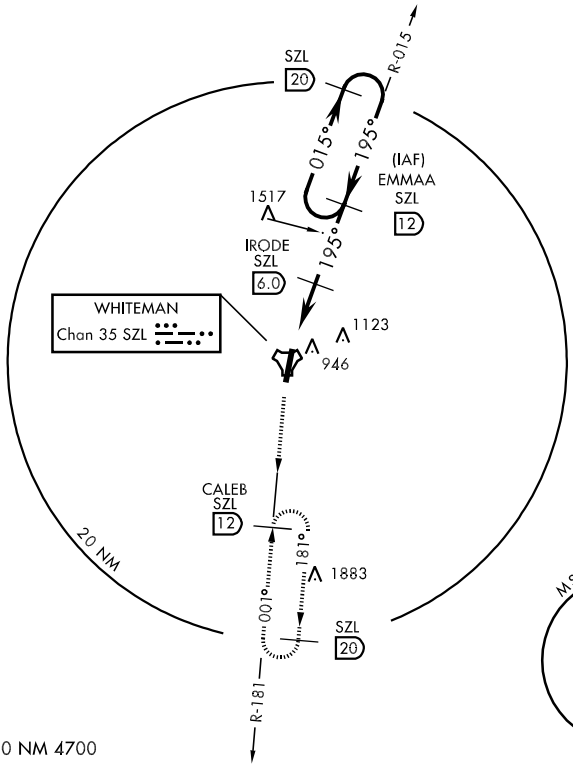
WHITEMAN AFB (KSZL)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized W of Rwy 1-19.

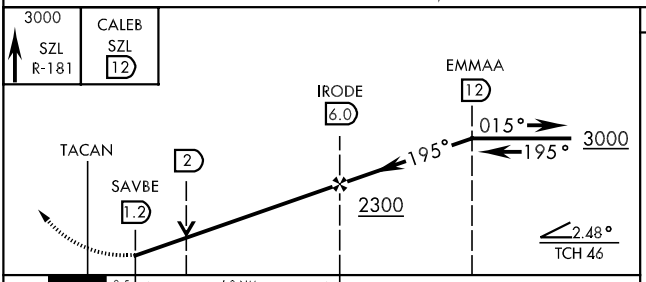
ALSF-1

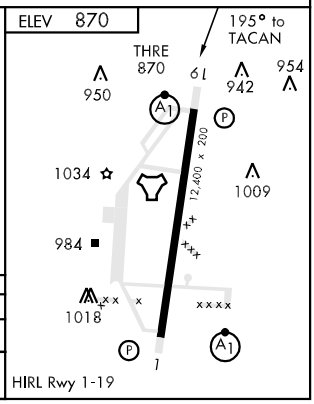
MISSED APPROACH: Climb to 3000 via SZL TACAN R-181 to CALEB and hold.

ATIS ★	WHITEMAN APP CON	WHITEMAN TOWER	GND CON	CLNC DEL	ASR
118.725 239.025	127.45 284.0	132.4 255.6	128.275 275.8	121.75 335.8	



EMERG SAFE ALT 100 NM 4700

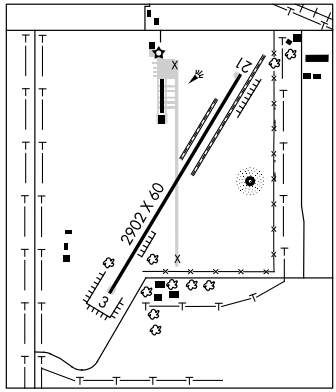




CATEGORY	A	B	C	D	E
S-19 *	1260/24	390 (400-½)	1260/40	390 (400-¾)	
CIRCLING **	1340-1	470 (500-1)	1340-1½ 470 (500-1½)	1420-2 550 (600-2)	1460-2 590 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAMAR MUNI (LLU) 2 SW UTC−6(−5DT) N37°29.37′ W94°18.69′ KANSAS CITY
1009 B **FUEL** 100LL, MOGAS NOTAM FILE COU L–16F
RWY 03–21: H2902X60 (ASPH–AFSC) MIRL 0.4% up SW IAP
RWY 03: P-line. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 002° 39.2 NM to fld. 1200/7E.
SPRING RIVER NDB (MHW) 356 LLU N37°29.22′ W94°18.61′ at fld.



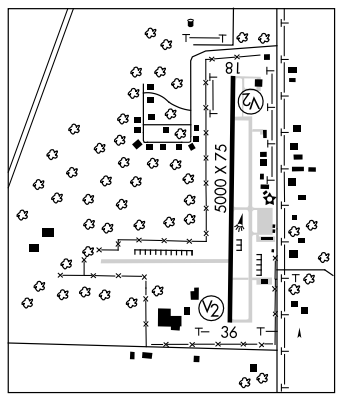
LAMBERT–ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU. KANSAS CITY
NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored. L–16G
RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC−6(−5DT) N37°38.90′ W92°39.15′ KANSAS CITY
1321 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–16G
RWY 18–36: H5000X75 (ASPH) S–33, D–54 MIRL 0.3% up S IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 37′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Pline.
AIRPORT REMARKS: Attended 1300–0000Z‡. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.975 (417) 533–3419.
COMMUNICATIONS: CTAF/UNICOM 122.8
LEBANON RCO 122.5 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 121.1 **CLNC DEL** 123.725
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 057° 37 NM to fld. 1240/4E. **HIWAS.**
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.
SDF/DME 109.1 I–LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

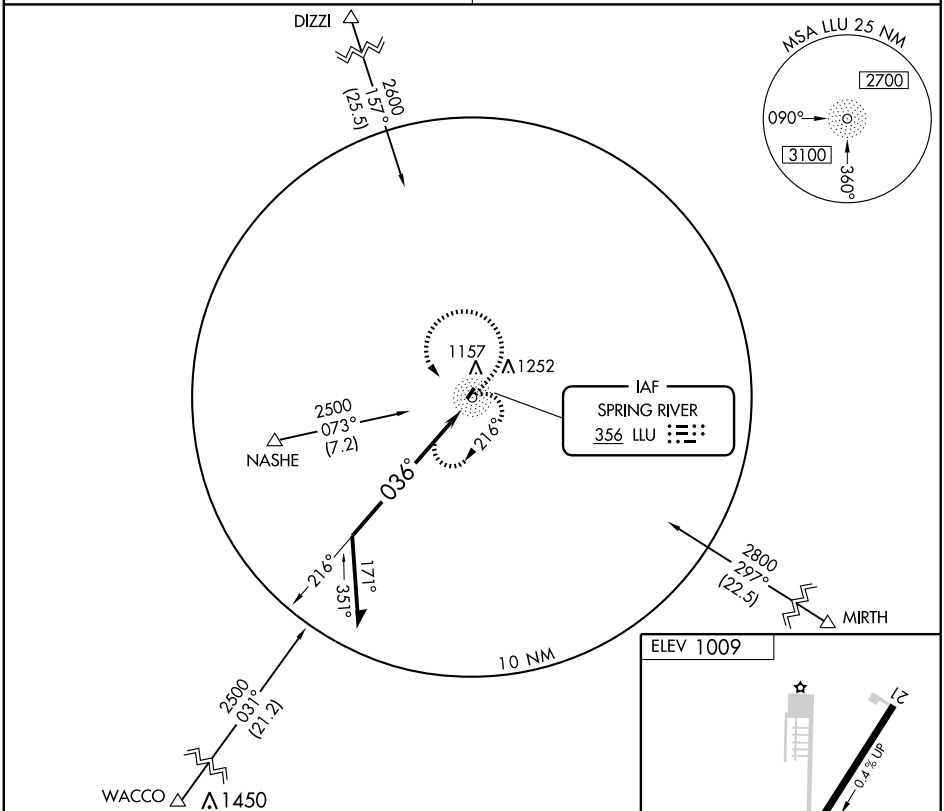
NDB LLU 356	APP CRS 036°	Rwy Idg 2902 TDZE 1008 Apt Elev 1009

NDB RWY 3
LAMAR MUNI (LLU)

T A NA — Circling to Rwy 21 NA at night. Visibility reduction by helicopters NA. Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, visibility S-3 Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climbing left turn to 2600 in LLU NDB holding pattern.

KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L



CATEGORY	A	B	C	D
S-3	1640-1 632 (700-1)		1640-1¾ 632 (700-1¾)	NA
CIRCLING	1640-1 631 (700-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

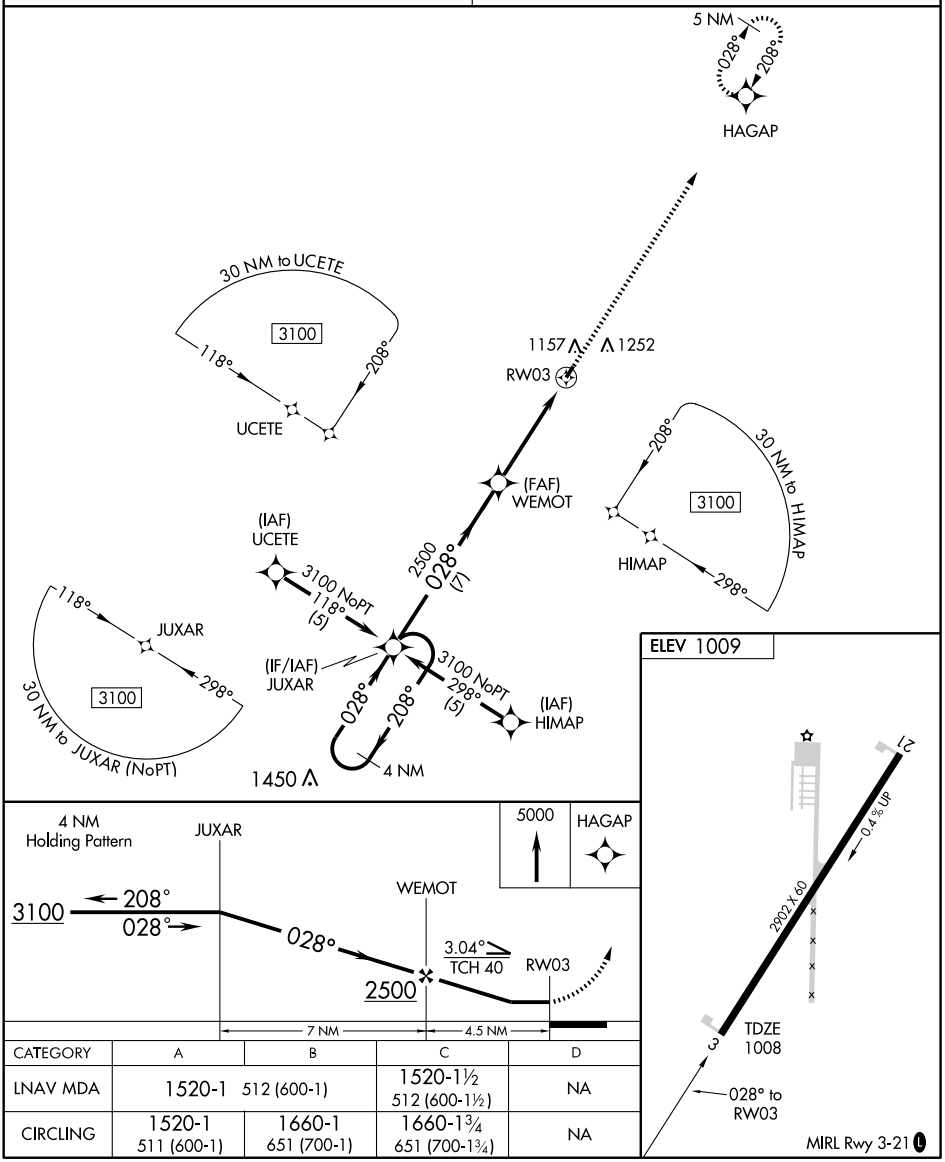
APP CRS	Rwy Idg	2902
028°	TDZE	1008
	Apt Elev	1009

RNAV (GPS) RWY 3
LAMAR MUNI (LLU)

Circling to Rwy 21 NA at night. DME/DME RNP- 0.3 NA.
NA Visibility reduction by helicopters NA.
Use Joplin altimeter setting; when not received, use Springfield altimeter setting and increase all MDAs 100 feet, increase visibility LNAV Cat. C ¼ mile, Circling Cat. B ¼ mile and Cat. C ½ mile.

MISSED APPROACH: Climb to 5000 direct HAGAP and hold, continue climb-in-hold to 5000.

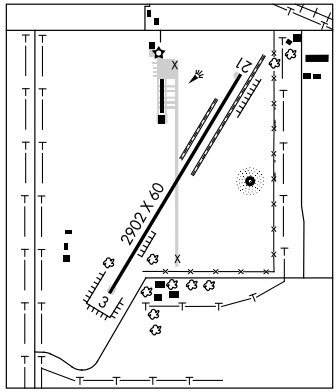
KANSAS CITY CENTER	CTAF
128.6 282.325	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1520-1 512 (600-1)		1520-1½ 512 (600-1½)	NA
CIRCLING	1520-1 511 (600-1)	1660-1 651 (700-1)	1660-1¾ 651 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAMAR MUNI (LLU) 2 SW UTC−6(−5DT) N37°29.37′ W94°18.69′ KANSAS CITY
1009 B **FUEL** 100LL, MOGAS NOTAM FILE COU L–16F
RWY 03–21: H2902X60 (ASPH–AFSC) MIRL 0.4% up SW IAP
RWY 03: P-line. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. For fuel ctc number posted at fueling area. Ultralgt activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 002° 39.2 NM to fld. 1200/7E.
SPRING RIVER NDB (MHW) 356 LLU N37°29.22′ W94°18.61′ at fld.



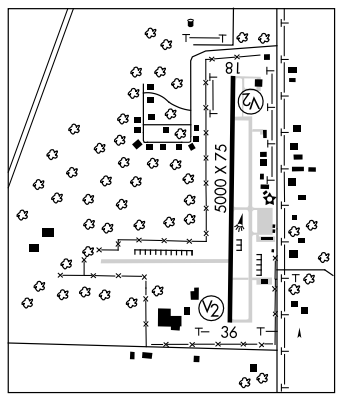
LAMBERT–ST LOUIS INTL (See ST LOUIS)

LAWRENCE SMITH MEM (See HARRISONVILLE)

LEBANON N37°34.28′ W92°39.47′. NOTAM FILE COU. KANSAS CITY
NDB (MHW) 414 IEB 360° 4.6 NM to Floyd W Jones Lebanon. Unmonitored. L–16G
RCO 122.5 (COLUMBIA RADIO)

LEBANON

FLOYD W JONES LEBANON (LBO) 3 S UTC−6(−5DT) N37°38.90′ W92°39.15′ KANSAS CITY
1321 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–16G
RWY 18–36: H5000X75 (ASPH) S–33, D–54 MIRL 0.3% up S IAP
RWY 18: PVASI(PSIL)—GA 3.0° TCH 37′. Trees.
RWY 36: REIL. PVASI(PSIL)—GA 3.0° TCH 27′. Pline.
AIRPORT REMARKS: Attended 1300–0000Z‡. For fuel after hrs, call number posted on terminal door. Birds, deer and wildlife on and invof arpt. Sprayer acft on and invof arpt during spring and summer months. Rwy 18 PVASI OTS indef. MIRL Rwy 18–36 preset low ints, to increase ints and ACTIVATE REIL Rwy 36—CTAF. PVASI Rwy 18 and Rwy 36 operate 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.975 (417) 533–3419.
COMMUNICATIONS: CTAF/UNICOM 122.8
LEBANON RCO 122.5 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 121.1 **CLNC DEL** 123.725
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 057° 37 NM to fld. 1240/4E. **HIWAS.**
LEBANON NDB (MHW) 414 IEB N37°34.28′ W92°39.47′ 360° 4.6 NM to fld. NOTAM FILE COU. Unmonitored.
SDF/DME 109.1 I–LBO Chan 28 Rwy 36 Unmonitored.



LEE C FINE MEM (See KAISER (LAKE OZARK))

APP CRS	Rwy Idg	5000
179°	TDZE	1316
	Apt Elev	1321

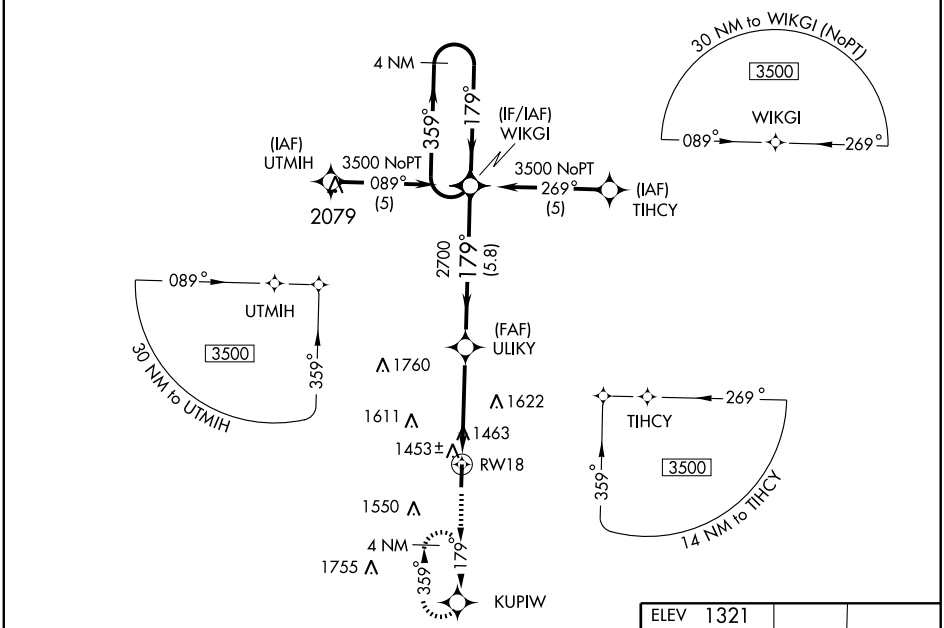
RNAV (GPS) RWY 18

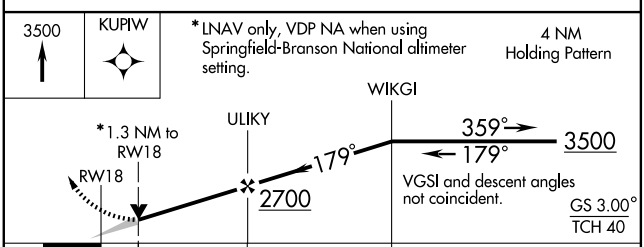
LEBANON/ FLOYD W. JONES LEBANON (LBO)

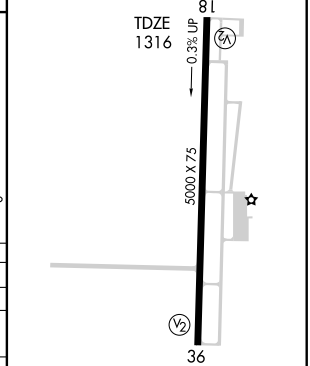
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.
NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct KUPIW and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1937-2 ¼ 621 (700-2 ¼)			
LNAV MDA	1760-1 444 (500-1)		1760-1¼ 444 (500-1¼)	
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

REIL Rwy 36 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
359°	TDZE	1321
	Apt Elev	1321

RNAV (GPS) RWY 36

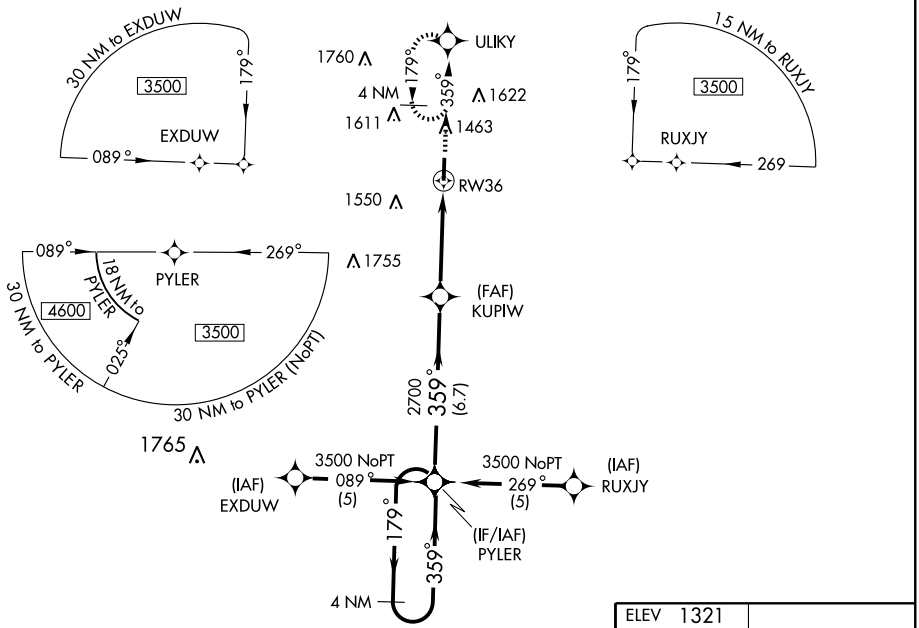
LEBANON/ FLOYD W. JONES LEBANON (LBO)

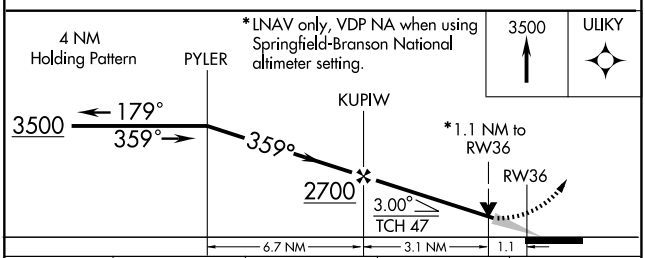
When local altimeter setting not received, use Springfield-Branson National altimeter setting and increase all DA/MDA 120 feet.

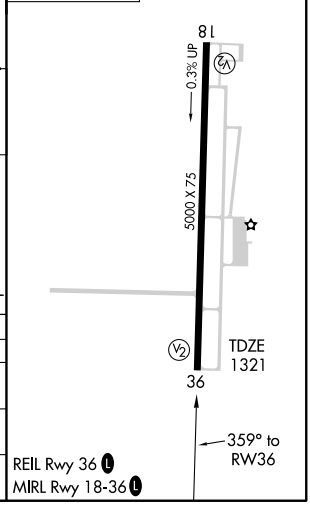
NA Baro-VNAV NA when using Springfield-Branson National altimeter setting. Baro-VNAV NA below -17° C (1° F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ULIKY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1680-1¼ 359 (400-1¼)			
LNAV MDA	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SDF LBO	APP CRS	Rwy Idg	5000
109.1	359°	TDZE	1321
Chan 28		Apt Elev	1321

SDF RWY 36

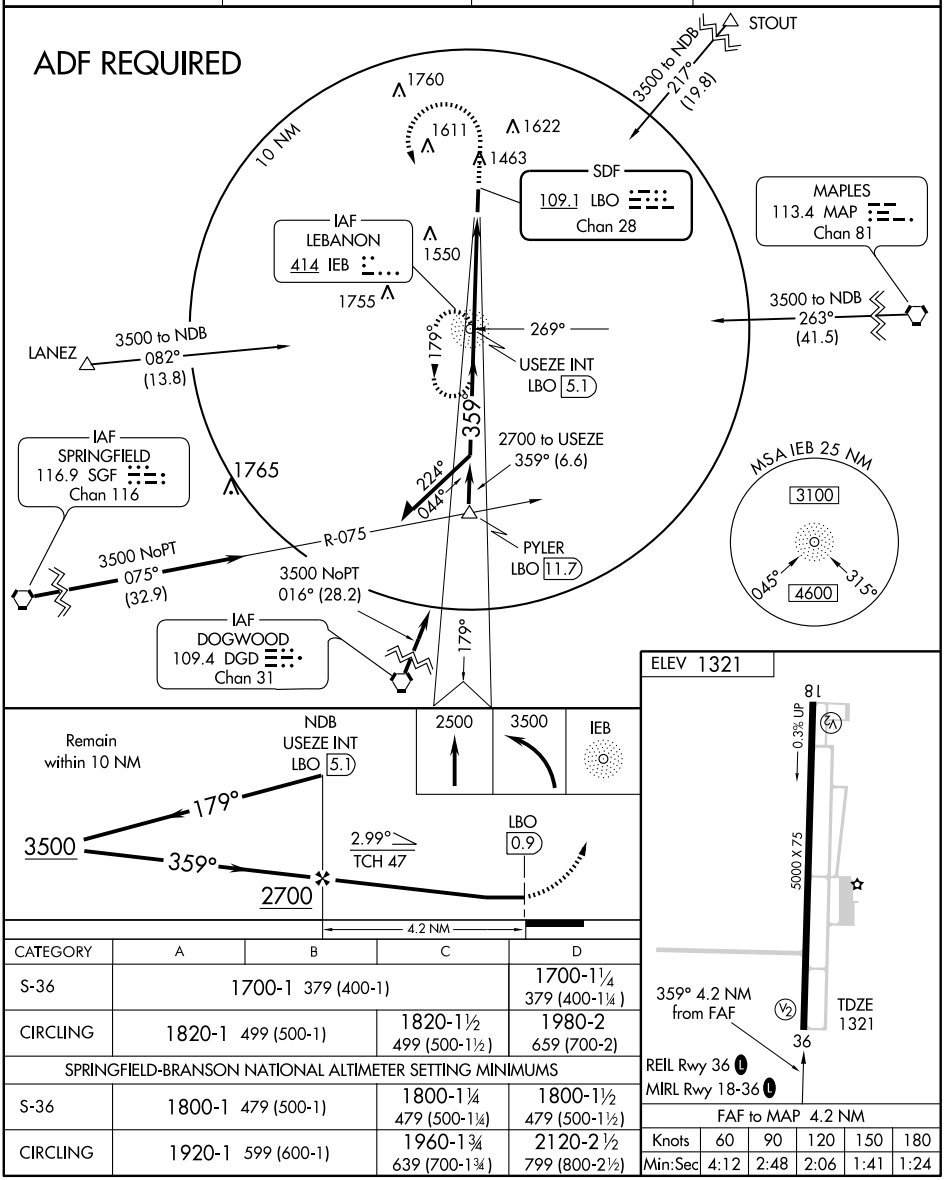
LEBANON/ FLOYD W. JONES LEBANON (LBO)

When local altimeter setting not received, use Springfield-Branson National altimeter setting.

NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3500 direct IEB NDB and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.975	121.1 290.5	123.725	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-36	1700-1 379 (400-1)			1700-1¼ 379 (400-1¼)
CIRCLING	1820-1 499 (500-1)		1820-1½ 499 (500-1½)	1980-2 659 (700-2)
SPRINGFIELD-BRANSON NATIONAL ALTIMETER SETTING MINIMUMS				
S-36	1800-1 479 (500-1)		1800-1¼ 479 (500-1¼)	1800-1½ 479 (500-1½)
CIRCLING	1920-1 599 (600-1)		1960-1¾ 639 (700-1¾)	2120-2½ 799 (800-2½)

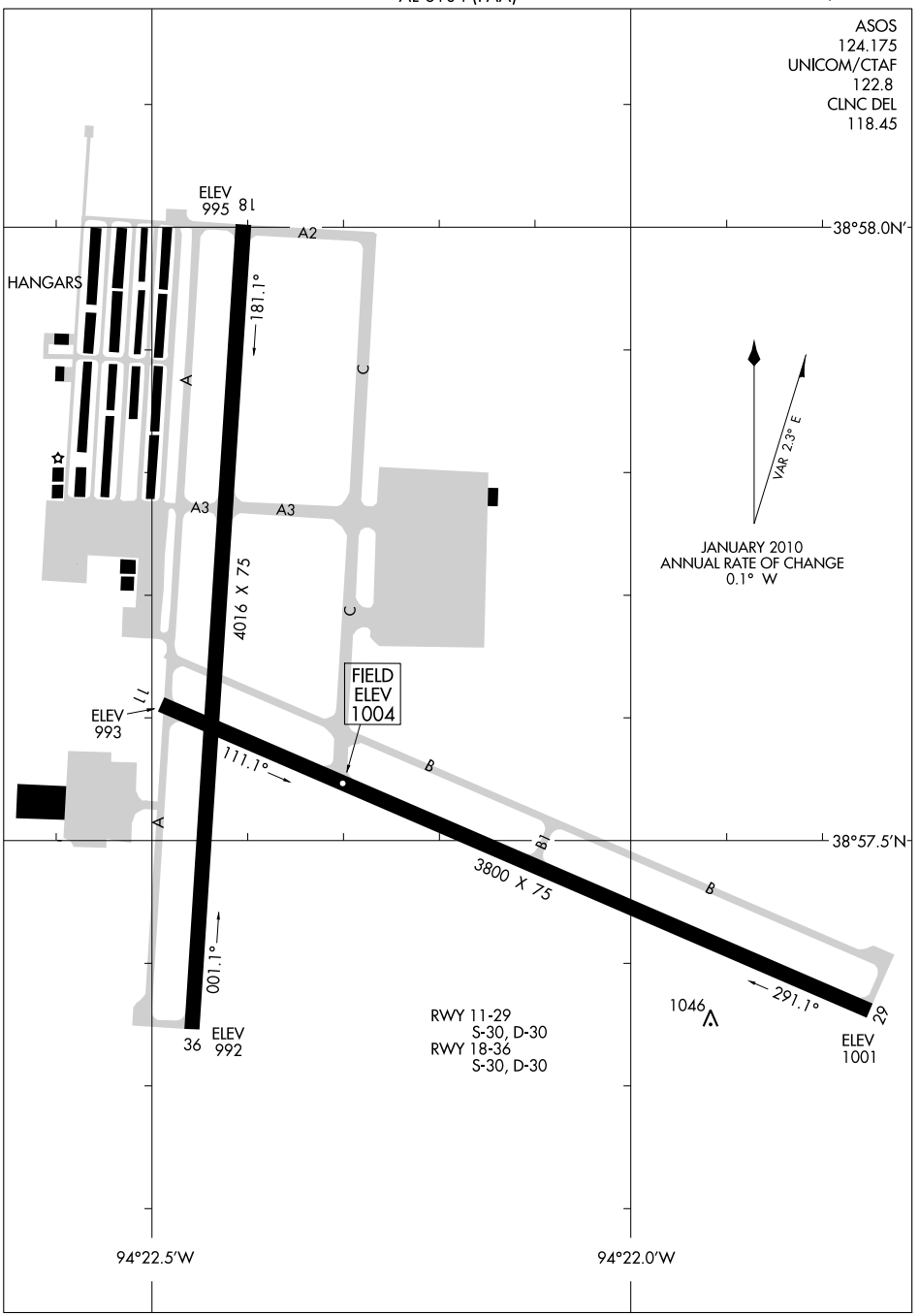
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-6104 (FAA)

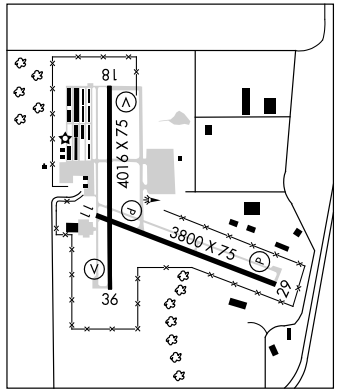
LEE'S SUMMIT MUNI (LXT)
LEE'S SUMMIT, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

LEE'S SUMMIT MUNI (LXT) 3 N UTC−6(−5DT) N38°57.58′ W94°22.28′ KANSAS CITY
1004 B S4 **FUEL** 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT L–10J, A
RWY 18–36: H4016X75 (CONC) S–30, D–30 MIRL IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31′.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31′. Rgt tfc.
RWY 11–29: H3800X75 (CONC) S–30, D–30 MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1130Z‡–dusk; attended 1 hr after sunset. Wildlife on and invof arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500′ or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500′ or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500′ or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11–29 and Rwy 18–36 preset on low ints dusk–0400Z‡, for higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

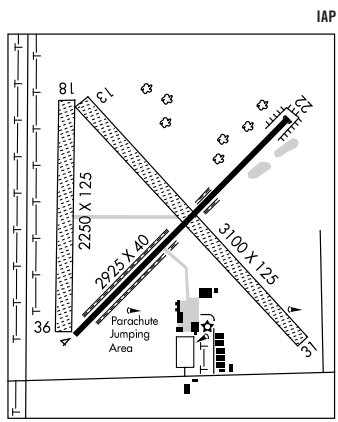


WEATHER DATA SOURCES: ASOS 124.175 (816) 347–9807.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 118.45
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 227° 14.0 NM to fld. 878/7E.

LEWIS CO RGNL (See MONTICELLO)

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI. KANSAS CITY
NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl. A

LEXINGTON MUNI (4K3) 3 NW UTC−6(−5DT) N39°12.59′ W93°55.66′ KANSAS CITY
691 B NOTAM FILE COU L–27A
RWY 13–31: 3100X125 (TURF) IAP
RWY 13: P-line. **RWY 31:** Road.
RWY 04–22: H2925X40 (ASPH) LIRL (NSTD)
RWY 04: P-line. **RWY 22:** Trees.
RWY 18–36: 2250X125 (TURF)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500Z‡–dusk, Sat–Sun 1400Z‡–dusk. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1–50′ tall trees and brush first 1,000′ of Rwy 22, 86–250′ N of rwy pavement edge and 100–250′ S of rwy pavement edge. Rwy 04–22 rough large pits in surface cracks. Rwy 18–36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04–22 NSTD LIRL, spacing of rwy lgts varies from 240–250′, 6 thld lgts located 20′ NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04–22—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

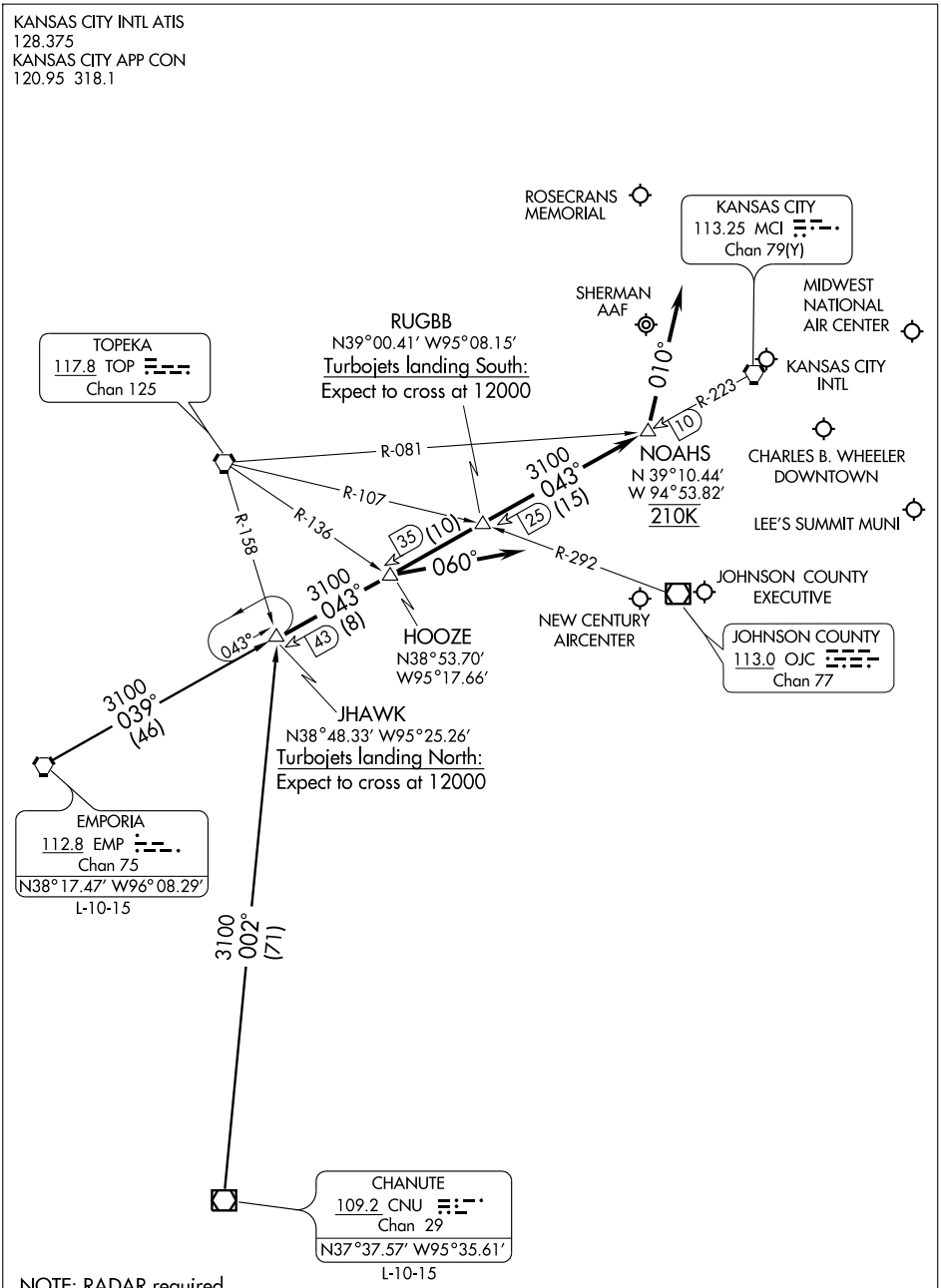
. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3800
CH 99405	109°	TDZE	1004
W11A		Apt Elev	1004

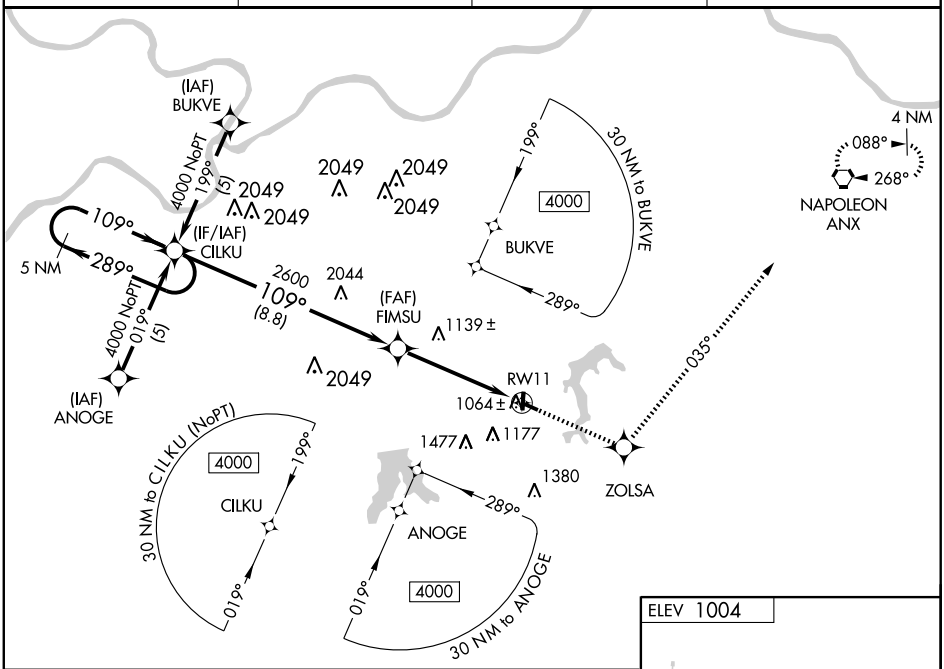
RNAV (GPS) RWY 11

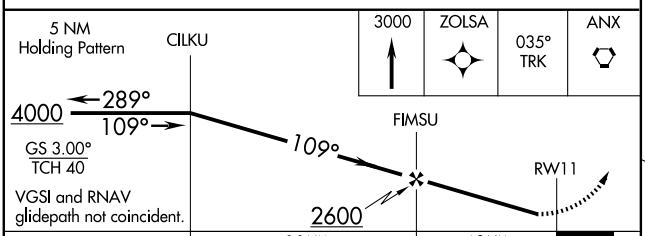
LEE'S SUMMIT MUNI (LXT)

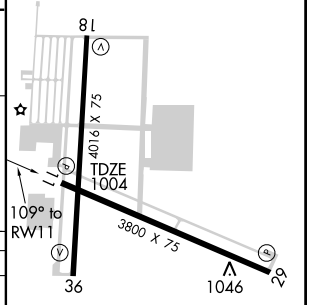
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct ZOLSA and via 035° track ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1334-1¼ 330 (400-1¼)			NA
LNAV MDA	1400-1 396 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

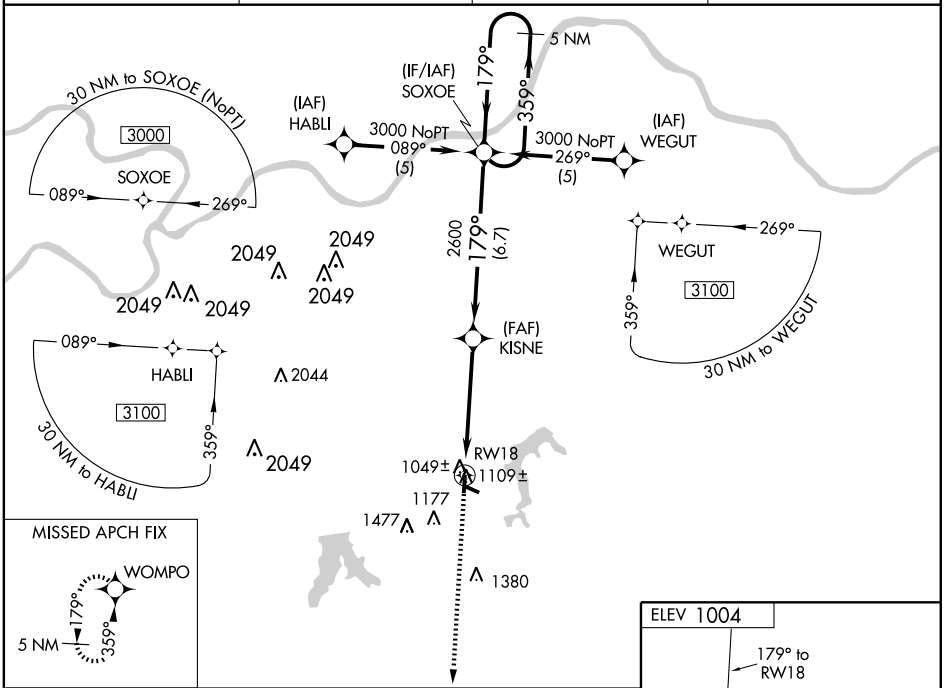
WAAS	APP CRS	Rwy Idg	4016
CH 82204	179°	TDZE	998
W18A		Apt Elev	1004

RNAV (GPS) RWY 18
LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct WOMPO and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1248-1 250 (300-1)			NA
LNAV/VNAV DA	1378-1¼ 380 (400-1¼)			NA
LNAV MDA	1360-1 362 (400-1)			NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3800
CH 48905	289°	TDZE	1004
W29A		Apt Elev	1004

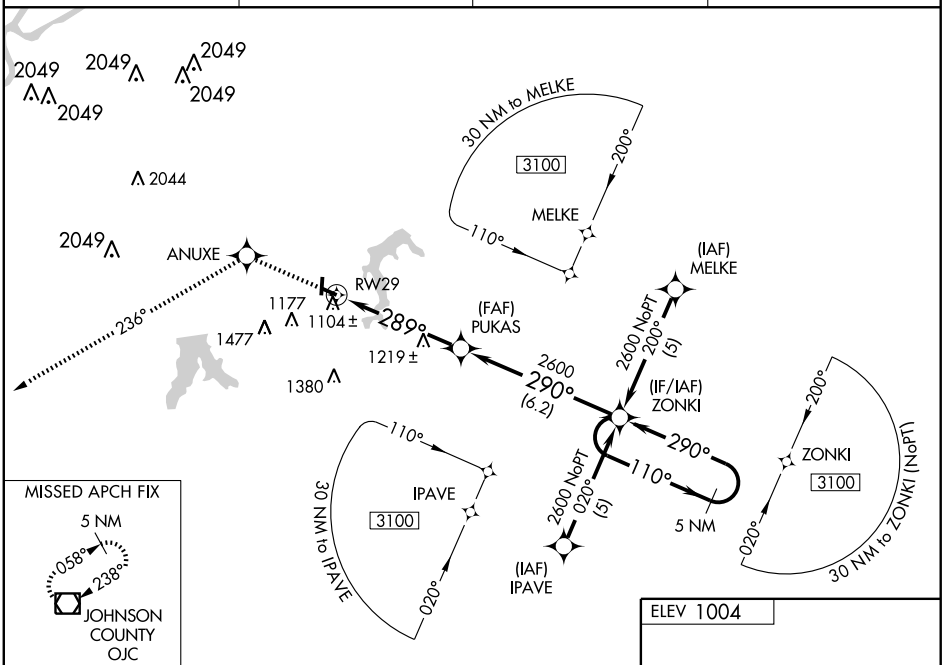
RNAV (GPS) RWY 29

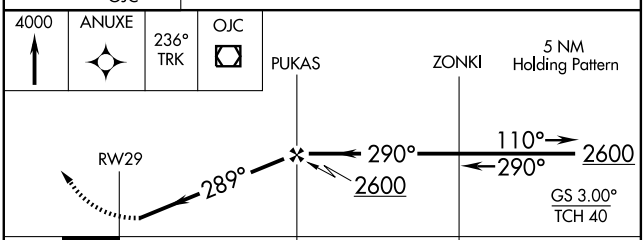
LEE'S SUMMIT MUNI (LXT)

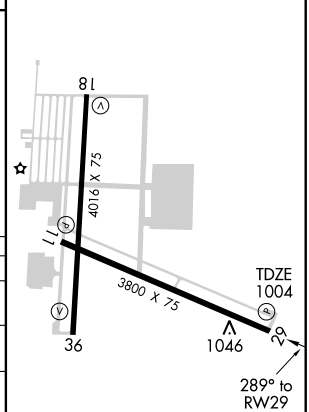
Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all DAs 68 feet, and all MDAs 80 feet.

MISSED APPROACH: Climb to 4000 direct ANUXE and via 236° track to OJC VOR/DME and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1254-1 250 (300-1)			NA
LNAV/VNAV DA	1374-1¼ 370 (400-1¼)			NA
LNAV MDA	1480-1 476 (500-1)		1480-1¼ 476 (500-1¼)	NA
CIRCLING	1480-1 476 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29 and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

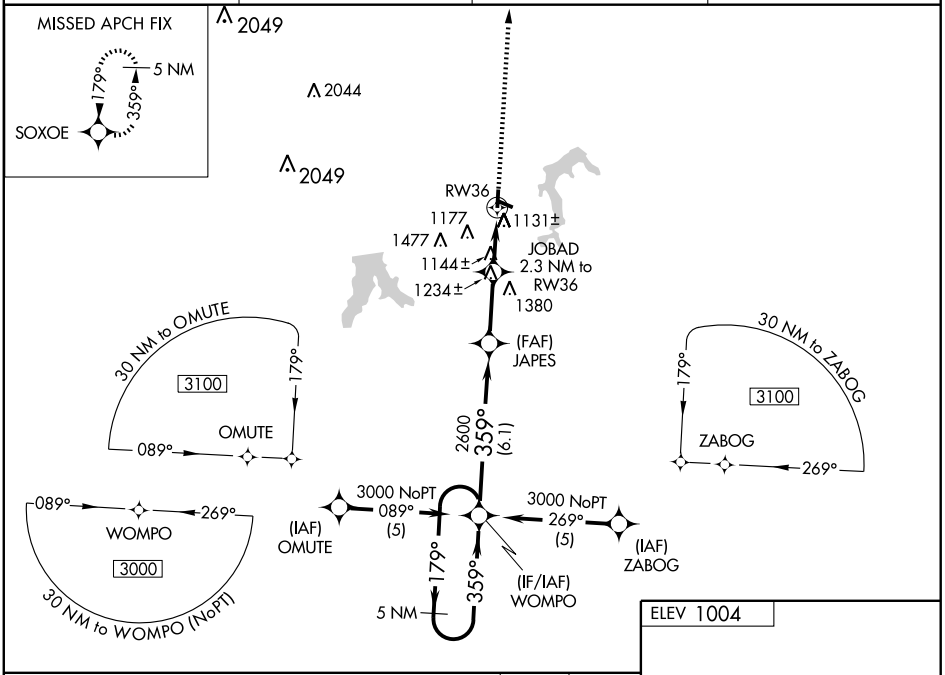
WAAS	APP CRS	Rwy Idg 4016
CH 48805	359°	TDZE 998
W36A		Apt Elev 1004

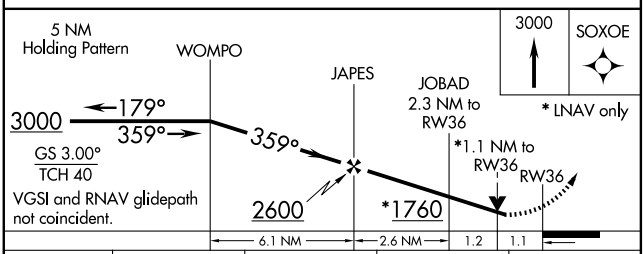
RNAV (GPS) RWY 36
LEE'S SUMMIT MUNI (LXT)

Baro-VNAV NA when using Charles B. Wheeler Downtown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Charles B. Wheeler Downtown altimeter setting. If local altimeter setting not received, use Charles. B. Wheeler Downtown altimeter setting and increase all DAs 68 feet and all MDAs 80 feet.

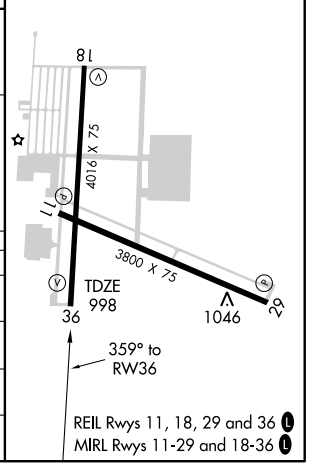
MISSED APPROACH: Climb to 3000 direct SOXOE and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1331-1¼ 333 (400-1¼)			NA
LNAV/VNAV DA	1530-2 532 (600-2)			NA
LNAV MDA	1420-1 422 (500-1)		1420-1¼ 422 (500-1¼)	NA
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

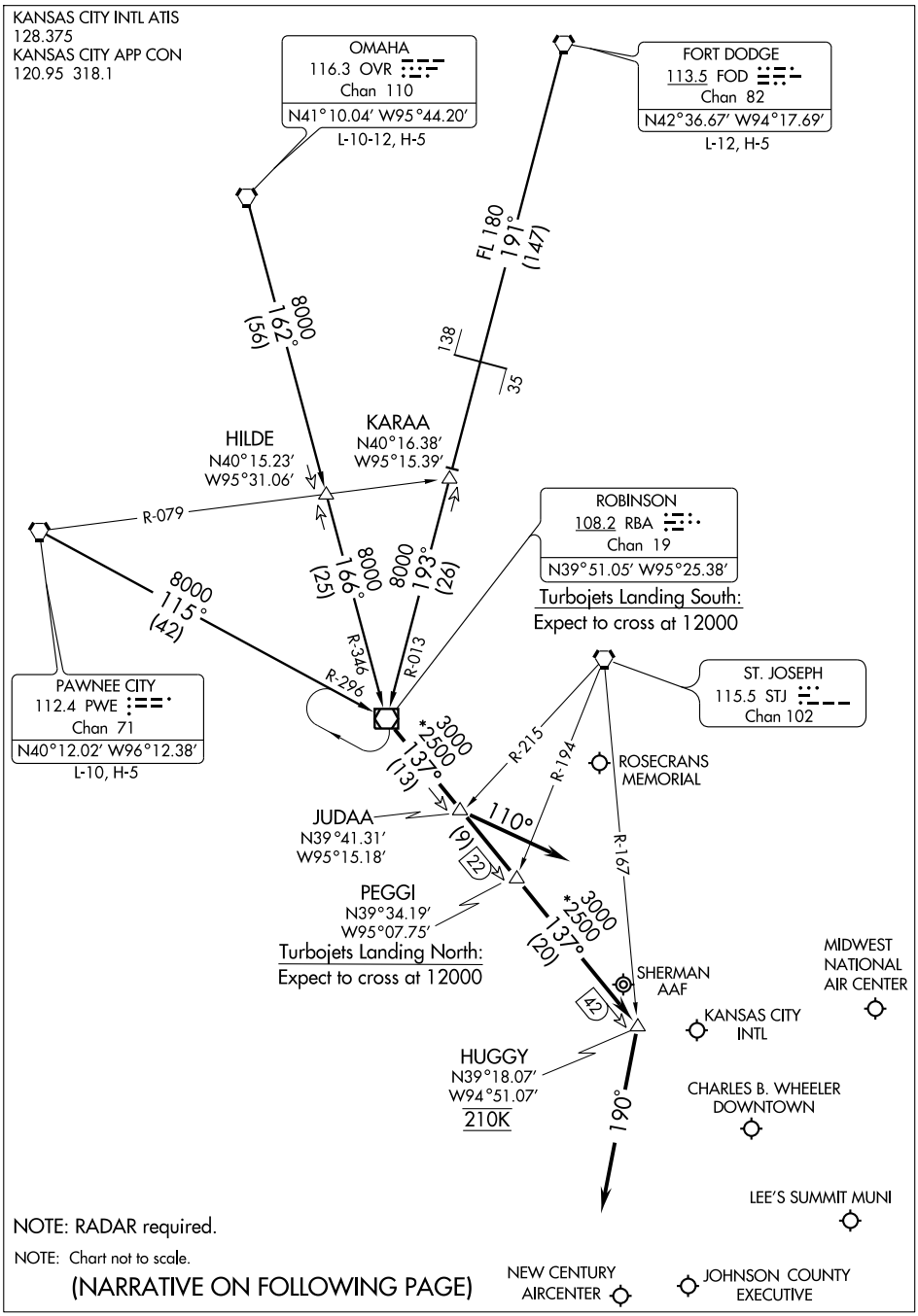


NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

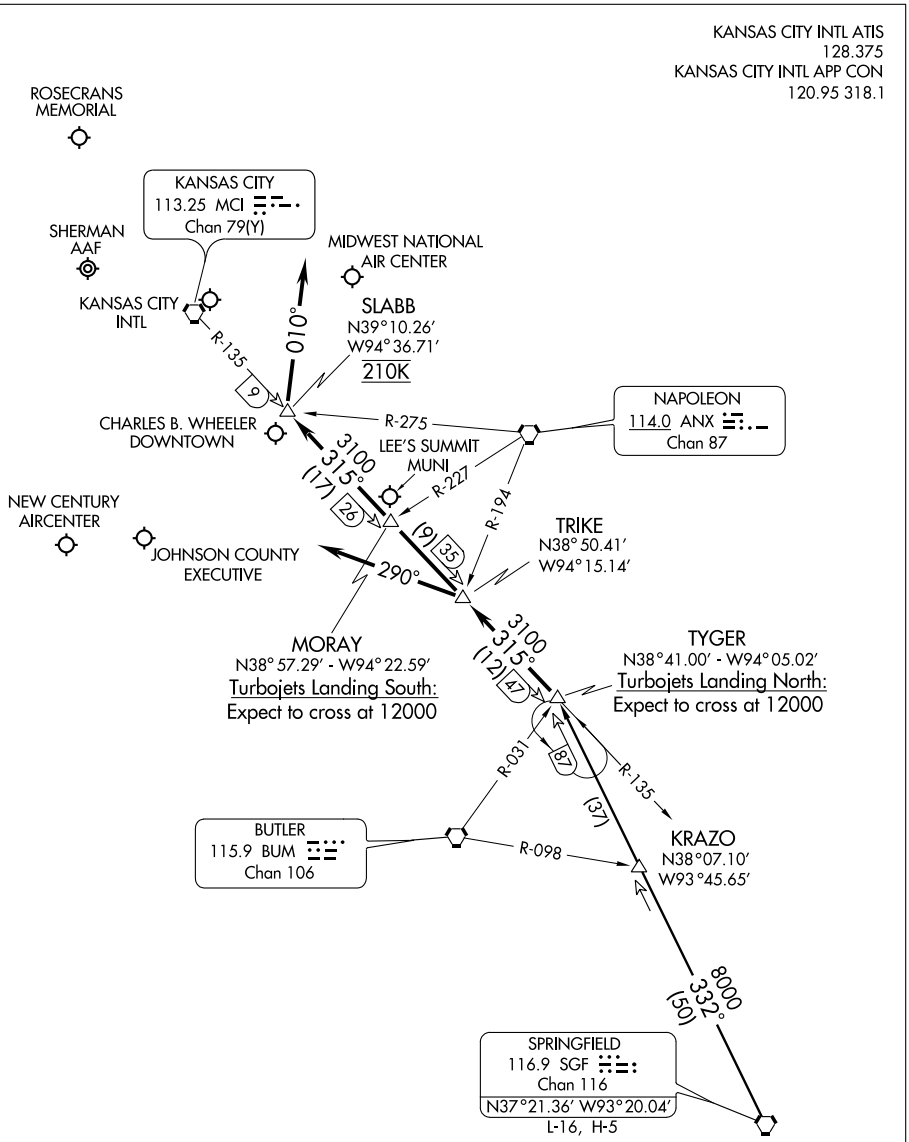
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ANX 114.0 Chan 87	APP CRS 229°	Rwy Idg N/A TDZE N/A Apt Elev 1004

VOR/DME-A

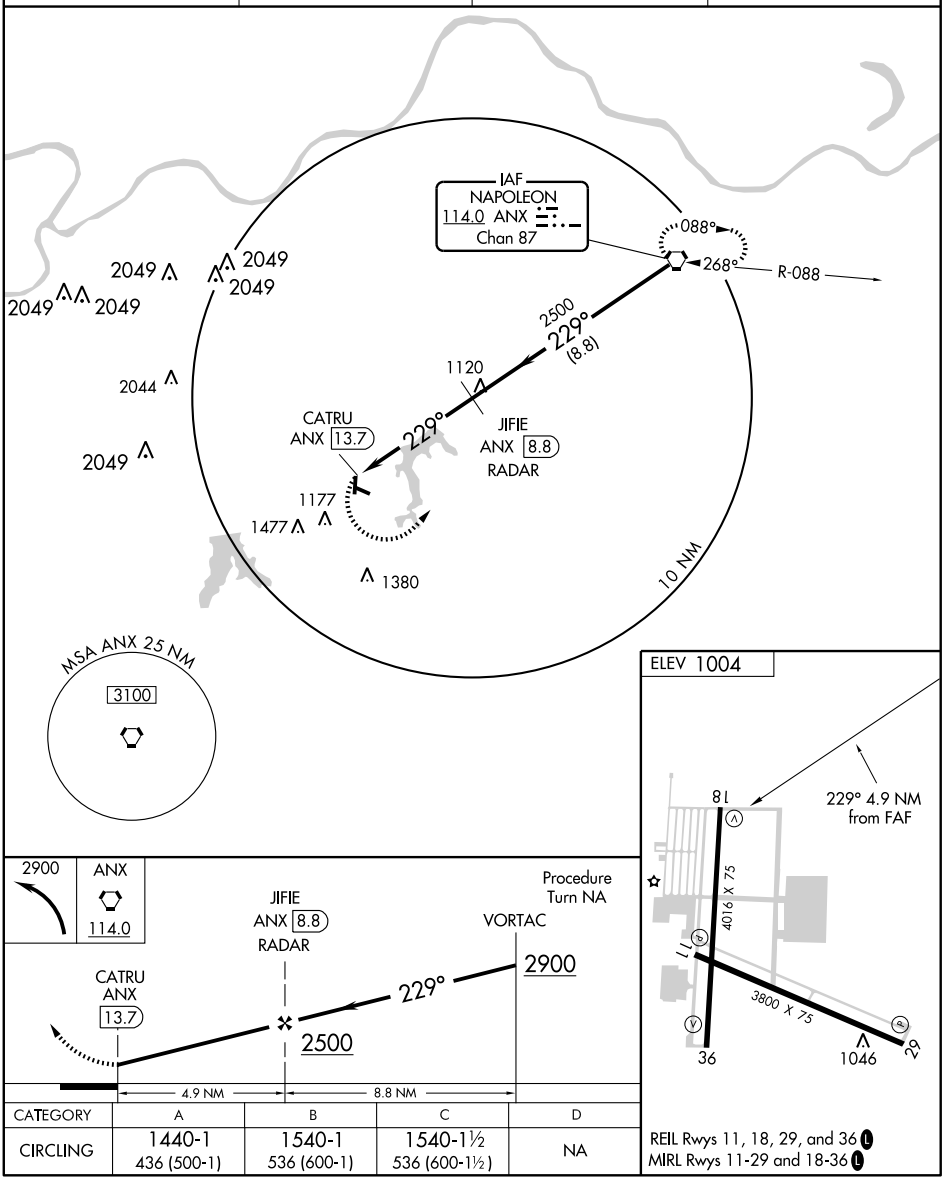
LEE'S SUMMIT MUNI (LXT)

When local altimeter setting not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet, and Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climbing left turn to 2900 direct ANX VORTAC and hold.

ASOS	KANSAS CITY APP CON	CLNC DEL	UNICOM
124.175	118.4 294.7	118.45	122.8 (CTAF) L

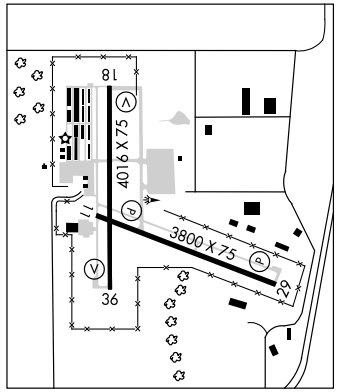


CATEGORY	A	B	C	D
CIRCLING	1440-1 436 (500-1)	1540-1 536 (600-1)	1540-1½ 536 (600-1½)	NA

REIL Rwys 11, 18, 29, and 36 L
MIRL Rwys 11-29 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LEE'S SUMMIT MUNI (LXT) 3 N UTC−6(−5DT) N38°57.58′ W94°22.28′ KANSAS CITY
1004 B S4 **FUEL** 100LL, JET A, MOGAS OX 4 TPA—See Remarks NOTAM FILE LXT L–10J, A
RWY 18–36: H4016X75 (CONC) S–30, D–30 MIRL IAP, AD
RWY 18: REIL. VASI(V4L)—GA 3.5° TCH 31′.
RWY 36: REIL. VASI(V4L)—GA 3.5° TCH 31′. Rgt tfc.
RWY 11–29: H3800X75 (CONC) S–30, D–30 MIRL
RWY 11: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 29: REIL. PAPI(P4R)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1130Z‡–dusk; attended 1 hr after sunset. Wildlife on and invof arpt. When winds are less than 5 knots use Rwy 18. Apch ends of Rwy 18, Rwy 36 and Rwy 29 are not mutually visible due to terrain and trees. No rgt turns under 2500′ or within 3 miles of the arpt when departing on Rwy 29. No left turns under 1500′ or within ½ mile of the end of the rwy when departing on Rwy 18. No left turns under 2500′ or within 3 miles of the arpt departing on Rwy 36. For acft under 6,000 lbs TPA 1804(800); acft over 6,000 lbs TPA 2504(1500). MIRL Rwy 11–29 and Rwy 18–36 preset on low ints dusk–0400Z‡, for higher ints after 0400Z‡ ACTIVATE—CTAF. For REIL Rwy 18, Rwy 36, Rwy 11 and Rwy 29—CTAF. PAPI Rwy 11 and Rwy 29 and VASI Rwy 18 and Rwy 36 on continuously.

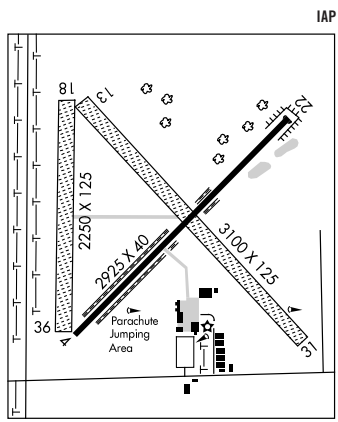


WEATHER DATA SOURCES: ASOS 124.175 (816) 347–9807.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **CLNC DEL** 118.45
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 227° 14.0 NM to fld. 878/7E.

LEWIS CO RGNL (See MONTICELLO)

LEXEY N39°23.22′ W94°40.62′ NOTAM FILE MCI. KANSAS CITY
NDB (LOM) 275 DY 193° 5.6 NM to Kansas City Intl. A

LEXINGTON MUNI (4K3) 3 NW UTC−6(−5DT) N39°12.59′ W93°55.66′ KANSAS CITY
691 B NOTAM FILE COU L–27A
RWY 13–31: 3100X125 (TURF) IAP
RWY 13: P-line. **RWY 31:** Road.
RWY 04–22: H2925X40 (ASPH) LIRL (NSTD)
RWY 04: P-line. **RWY 22:** Trees.
RWY 18–36: 2250X125 (TURF)
RWY 18: Trees. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500Z‡–dusk, Sat–Sun 1400Z‡–dusk. Parachute Jumping. Birds invof arpt during spring rains and flooding. Ultralight activity and radio controlled airplanes on and invof arpt. Trees in rwy visibility zone between Rwy 22 end and Rwy 13 end. NSTD rwy safety area byd Rwy 22, Rwy 13, Rwy 18, and Rwy 31 ends, incorrect terrain grades, insufficient length, ditch, brush, trees, pole, crops. Rwy 22 +1–50′ tall trees and brush first 1,000′ of Rwy 22, 86–250′ N of rwy pavement edge and 100–250′ S of rwy pavement edge. Rwy 04–22 rough large pits in surface cracks. Rwy 18–36 multiple pot holes entire length of rwy marked by small survey flags. Rwy 04–22 NSTD LIRL, spacing of rwy lgts varies from 240–250′, 6 thld lgts located 20′ NE of Rwy 22 thld, all thld lgts incorrect spacing. Sport aviation activities in progress on weekends. ACTIVATE LIRL Rwy 04–22—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.7
KANSAS CITY CENTER APP/DEP CON 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 047° 11.6 NM to fld. 878/7E.

VORTAC ANX 114.0 Chan 87	APP CRS 227°	Rwy Idg 2925 TDZE 691 Apt Elev 691

VOR/DME or GPS RWY 22

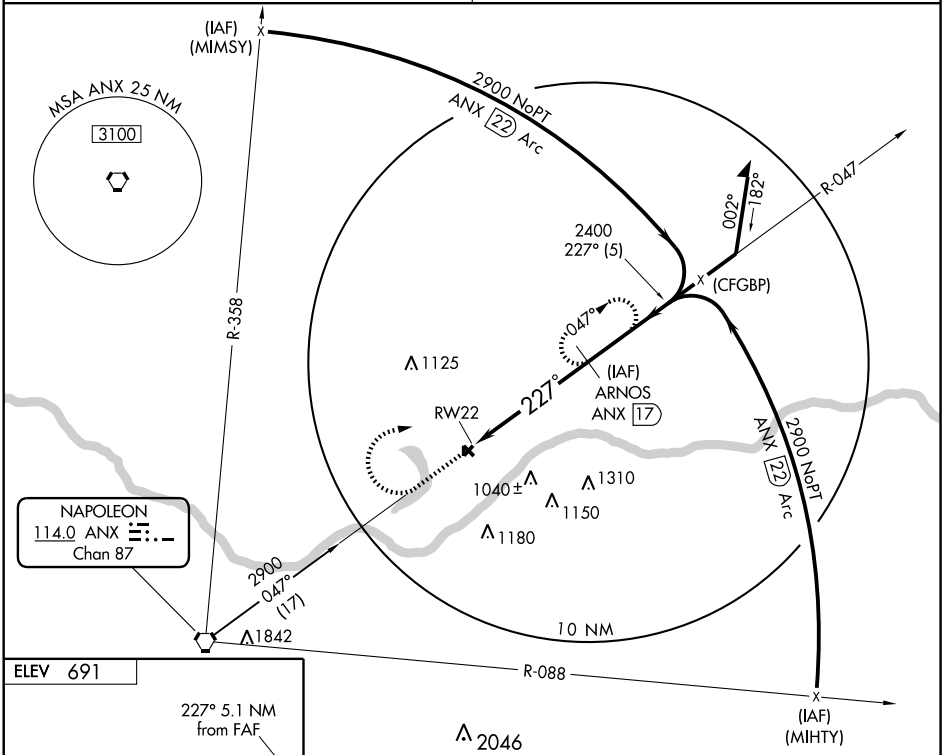
LEXINGTON MUNI (4K3)

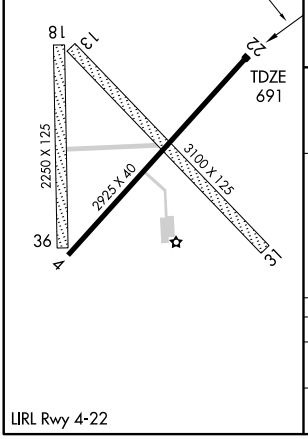
T NA — Use Charles B. Wheeler Downtown altimeter setting.

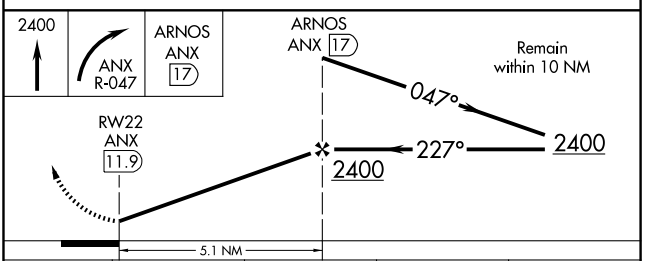
MISSED APPROACH: Climb to 2400 then right turn via ANX R-047 to ARNOS/17 DME and hold.

KANSAS CITY CENTER 135.575 323.15

UNICOM 122.7 (CTAF)







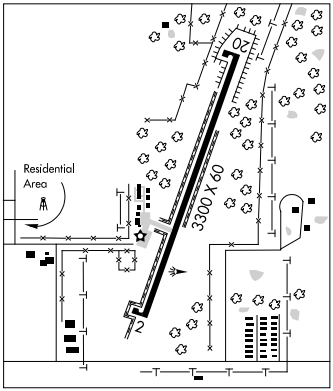
CATEGORY	A	B	C	D
S-22	1200-1	509 (600-1)	1200-1½ 509 (600-1½)	NA
CIRCLING	1240-1	549 (600-1)	1240-1½ 549 (600-1½)	NA

LIRL Rwy 4-22

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

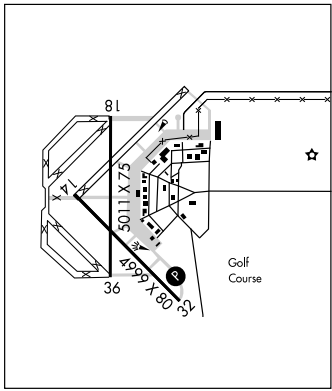
MACON–FOWER MEM (K89) 1 SE UTC–6(–5DT) N39°43.72′ W92°27.87′
874 B **FUEL** 100LL NOTAM FILE COU
RWY 02–20: H3300X60 (ASPH) S–12.5 MIRL
RWY 02: P-line. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 660–676–2339 or 660–676–4664. Crop dusting acft on and invof arpt. Apr–Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′
009° 4.6 NM to fld. 870/6E.

KANSAS CITY
L–27A
IAP



MALDEN RGNL (MAW) 3 N UTC–6(–5DT) N36°35.89′ W89°59.55′
294 B S2 **FUEL** 100LL, JET A+ NOTAM FILE STL
RWY 18–36: H5011X75 (ASPH) S–33, D–48 MIRL
RWY 18: Rgt tfc.
RWY 14–32: H4999X80 (ASPH) S–33, D–48 MIRL
RWY 14: REIL. Rgt tfc.
RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573–776–4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300′ of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (573) 276–9970.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.2T (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′
300° 4.7 NM to fld. 280/3E.

ST LOUIS
H–6J, L–16H
IAP



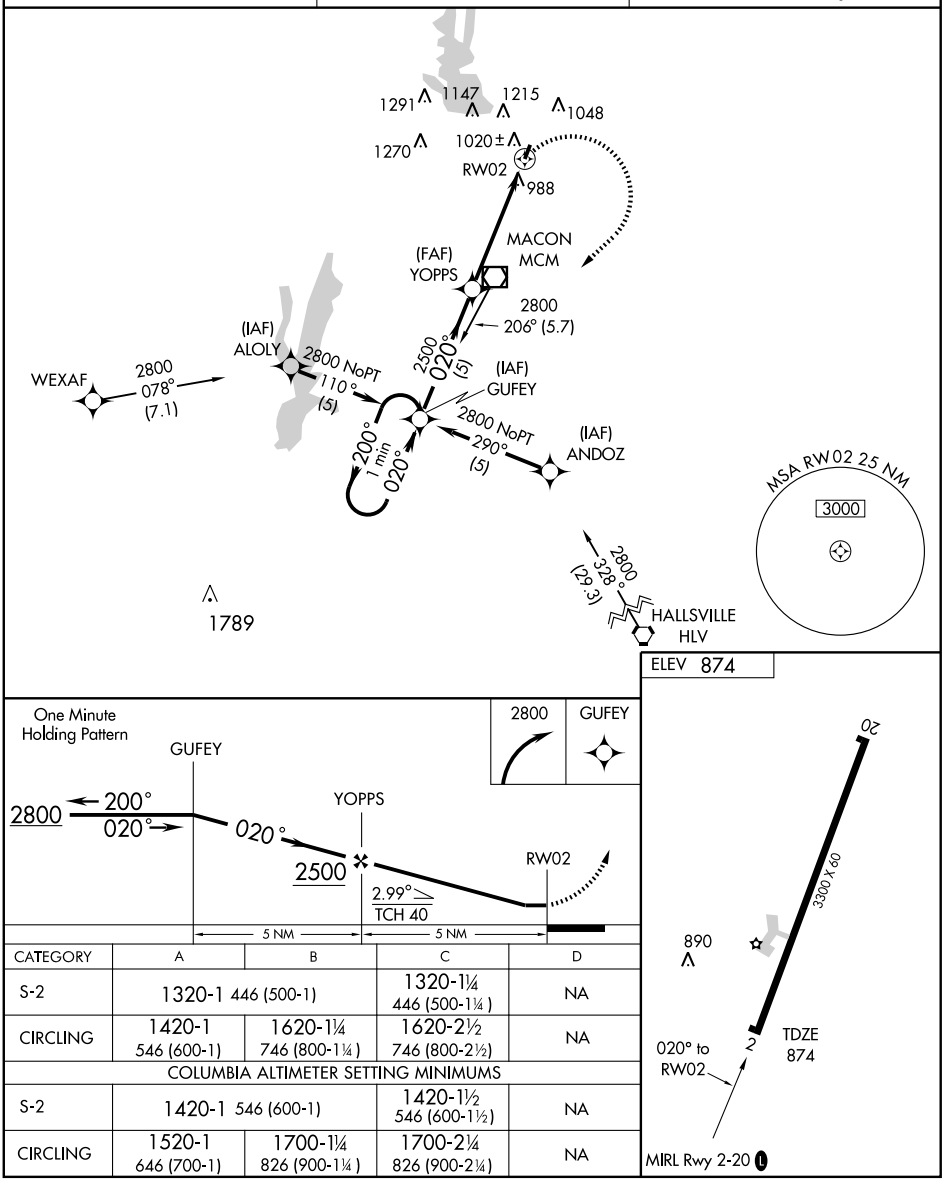
APP CRS		
020°	Rwy Idg	3300
	TDZE	874
	Apt Elev	874

GPS RWY 2
MACON-FOWER MEMORIAL (K89)

Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 2800 direct GUFEY WP and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-2	1320-1 446 (500-1)		1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1 546 (600-1)		1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2¼ 826 (900-2¼)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCM	APP CRS	Rwy Idg	3300
112.9	189°	TDZE	874
Chan 76		Apt Elev	874

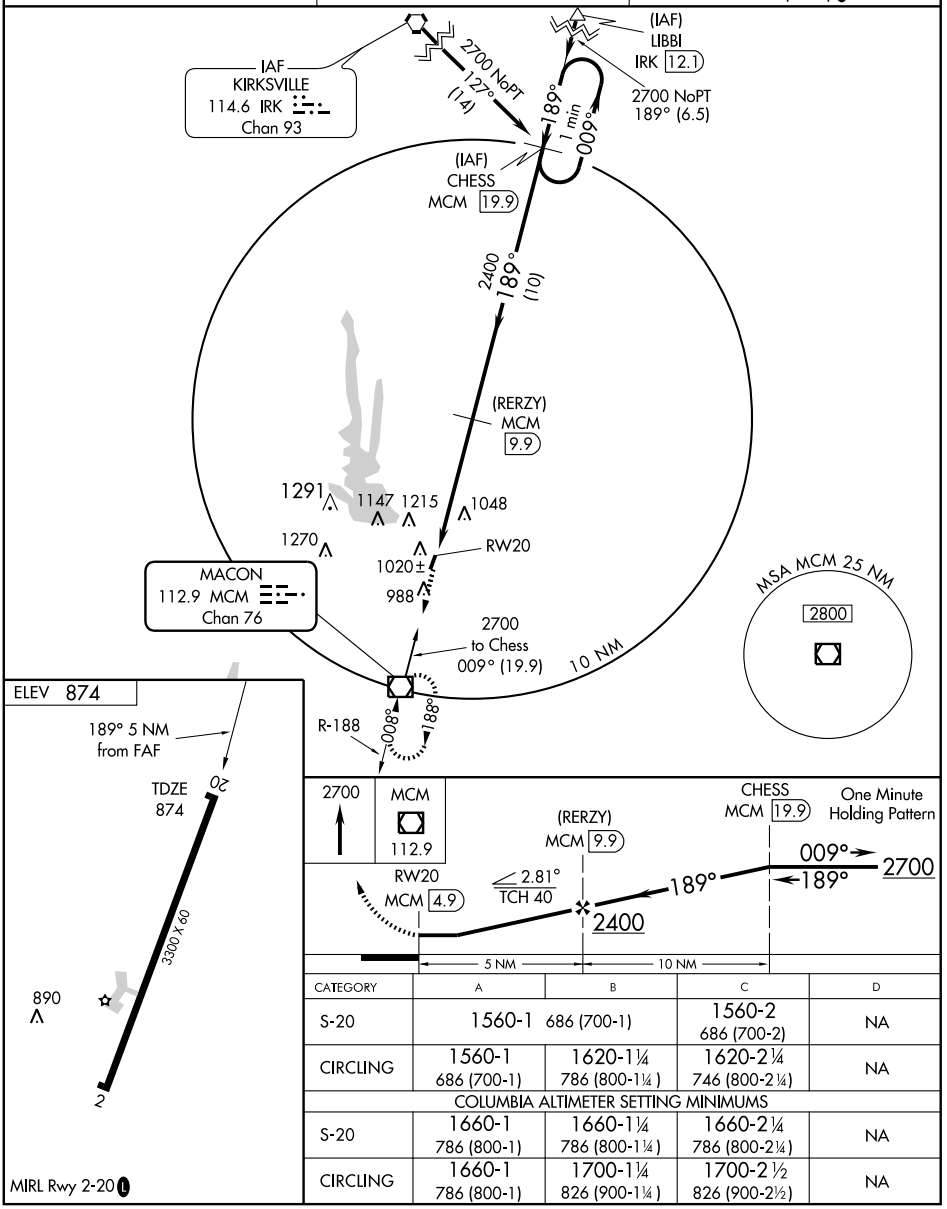
VOR/DME or GPS RWY 20

MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting CTAF (122.7); when not received use Columbia altimeter setting.

MISSED APPROACH: Climb to 2700 direct to MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-20	1560-1 686 (700-1)		1560-2 686 (700-2)	NA
CIRCLING	1560-1 686 (700-1)	1620-1¼ 786 (800-1¼)	1620-2¼ 746 (800-2¼)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-20	1660-1 786 (800-1)	1660-1¼ 786 (800-1¼)	1660-2¼ 786 (800-2¼)	NA
CIRCLING	1660-1 786 (800-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCM 112.9 Chan 76	APP CRS 008°	Rwy Idg 3300 TDZE 874 Apt Elev 874

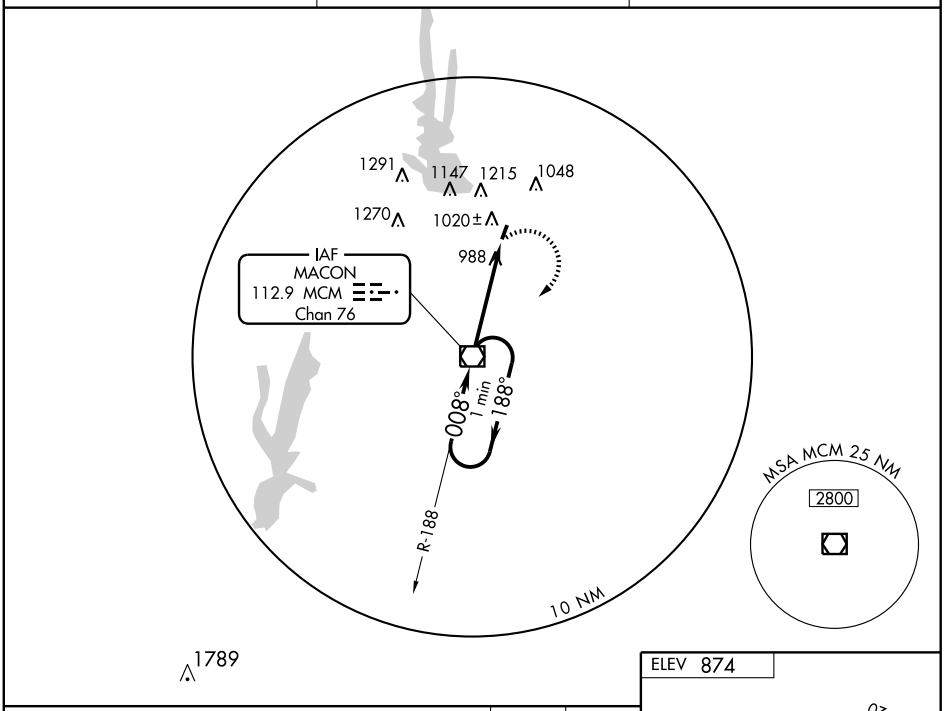
VOR RWY 2

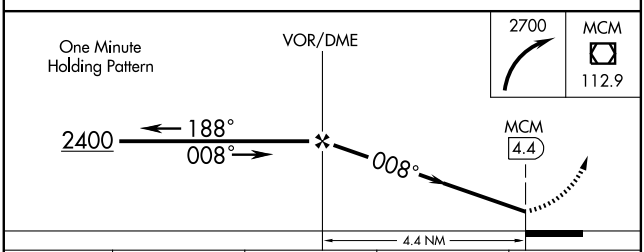
MACON-FOWER MEMORIAL (K89)

NA Obtain Moberly altimeter setting on CTAF (122.7); when not received use Columbia altimeter setting.

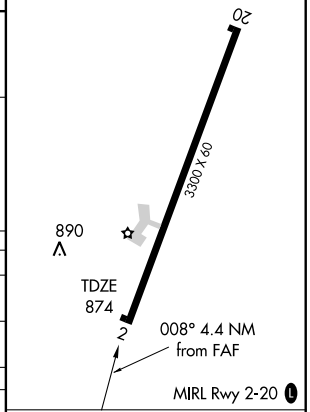
MISSED APPROACH: Climbing right turn to 2700 direct MCM VOR/DME and hold.

KANSAS CITY CENTER	MOBERLY CTAF	UNICOM
125.25 381.5	122.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	1320-1	446 (500-1)	1320-1¼ 446 (500-1¼)	NA
CIRCLING	1420-1 546 (600-1)	1620-1¼ 746 (800-1¼)	1620-2½ 746 (800-2½)	NA
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-2	1420-1	546 (600-1)	1420-1½ 546 (600-1½)	NA
CIRCLING	1520-1 646 (700-1)	1700-1¼ 826 (900-1¼)	1700-2½ 826 (900-2½)	NA

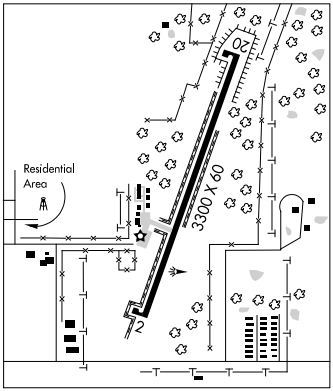


FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

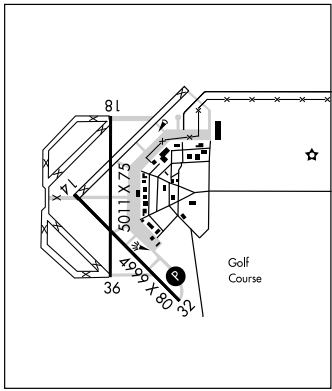
MACON–FOWER MEM (K89) 1 SE UTC–6(–5DT) N39°43.72′ W92°27.87′
874 B **FUEL** 100LL NOTAM FILE COU
RWY 02–20: H3300X60 (ASPH) S–12.5 MIRL
RWY 02: P-line. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 660–676–2339 or 660–676–4664. Crop dusting acft on and invof arpt. Apr–Oct. Ultralight activity on and invof arpt. Deer on rwy at early and late hrs. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 112.9T (COLUMBIA RADIO)
KANSAS CITY CENTER APP/DEP CON 125.25
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
(L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′
009° 4.6 NM to fld. 870/6E.

KANSAS CITY
L–27A
IAP



MALDEN RGNL (MAW) 3 N UTC–6(–5DT) N36°35.89′ W89°59.55′
294 B S2 **FUEL** 100LL, JET A+ NOTAM FILE STL
RWY 18–36: H5011X75 (ASPH) S–33, D–48 MIRL
RWY 18: Rgt tfc.
RWY 14–32: H4999X80 (ASPH) S–33, D–48 MIRL
RWY 14: REIL. Rgt tfc.
RWY 32: REIL. PAPI(P4R)—GA 3.0° TCH 41′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL 24hr card reader. Jet A full svc fuel truck. After hrs call for Jet A FBO cell phone 573–776–4406. Crop dusting acft on and invof arpt. Model acft activity on old CLSD rwys. 24 hr access to pilots lounge. Enter UNICOM on lock for access. Irrigation system may be operating within 300′ of Rwy 18 and Rwy 32 ends and sides. ACTIVATE MIRL Rwy 14–32 and Rwy 18–36, REIL Rwy 14 and Rwy 32 and PAPI Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.825 (573) 276–9970.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 111.2T (ST LOUIS RADIO)
MEMPHIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
(L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′
300° 4.7 NM to fld. 280/3E.

ST LOUIS
H–6J, L–16H
IAP



WAAS	APP CRS	Rwy Idg	4999
CH 61315	137°	TDZE	292
W14A		Apt Elev	294

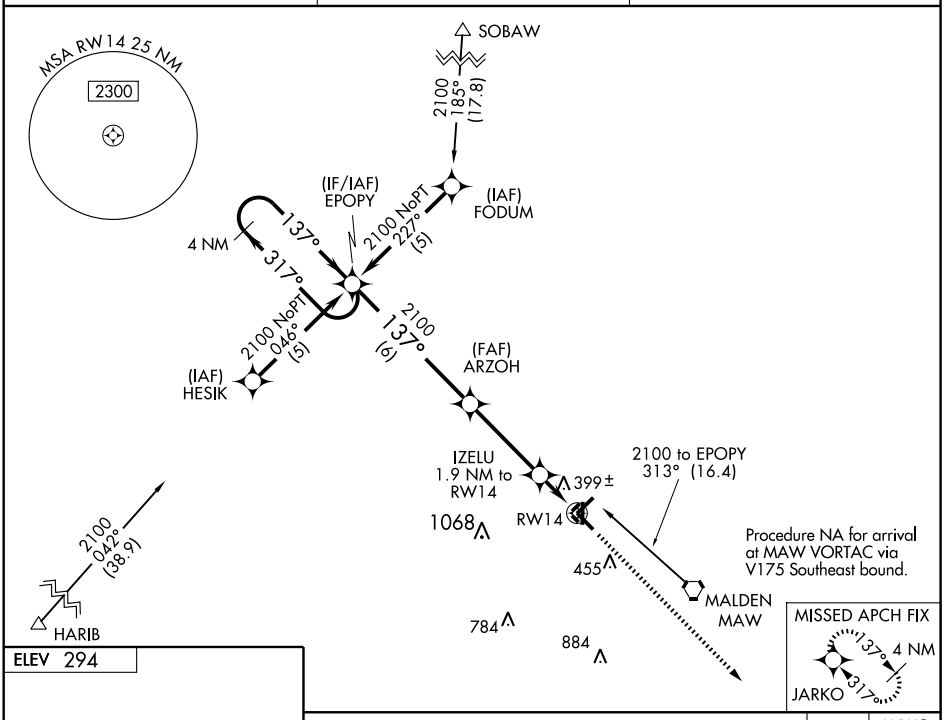
RNAV (GPS) RWY 14

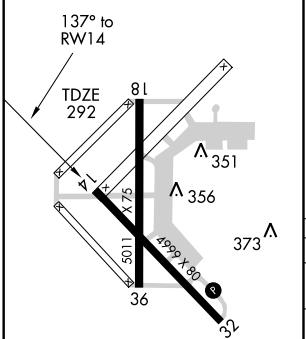
MALDEN RGNL (MAW)

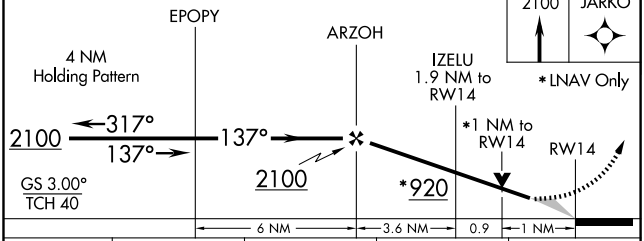
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct JARKO and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	542-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

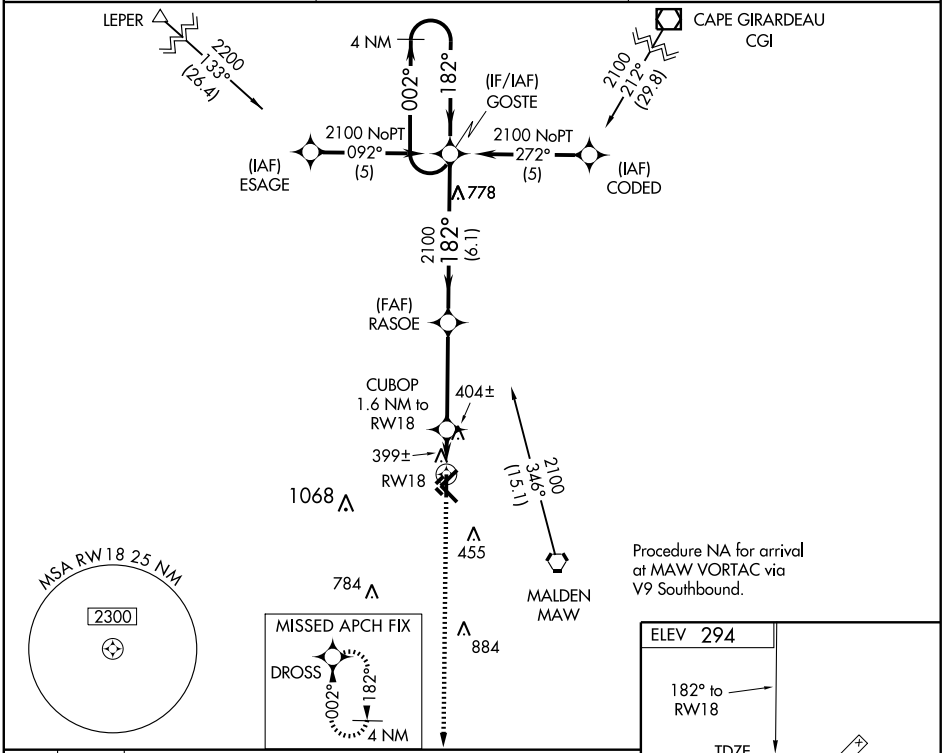
WAAS	APP CRS	Rwy Idg	5011
CH 78315	182°	TDZE	294
W18A		Apt Elev	294

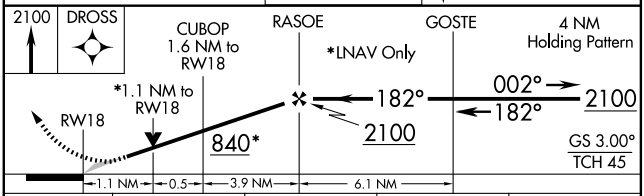
RNAV (GPS) RWY 18
MALDEN RGNL (MAW)

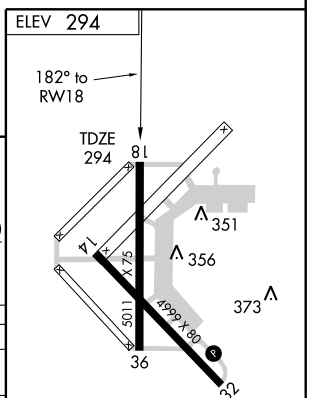
T NA DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct DROSS and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	544-1 250 (300-1)			NA
LNAV/VNAV DA	669-1¼ 375 (400-1¼)			NA
LNAV MDA	680-1 386 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 40410 W32A	APP CRS 317°	Rwy Idg 4999 TDZE 292 Apt Elev 294

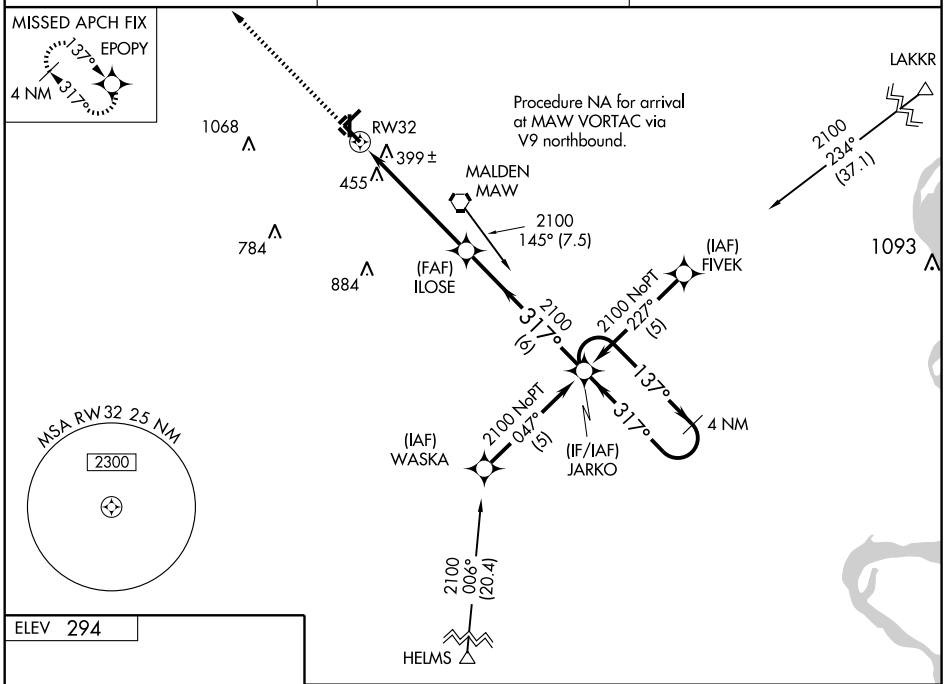
RNAV (GPS) RWY 32
MALDEN RGNL (MAW)

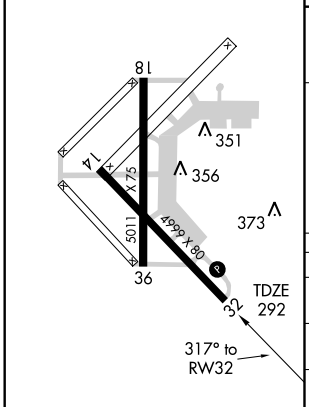
T
NA

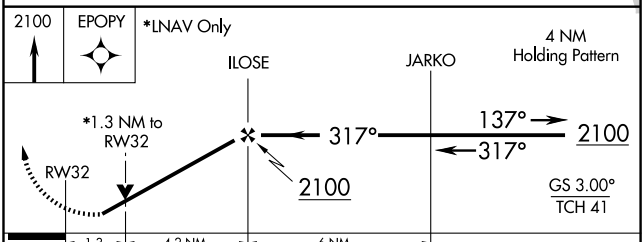
DME/DME-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct EPOPY and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	581-1 289 (300-1)			NA
LNAV/VNAV DA	698-1½ 406 (500-1½)			NA
LNAV MDA	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

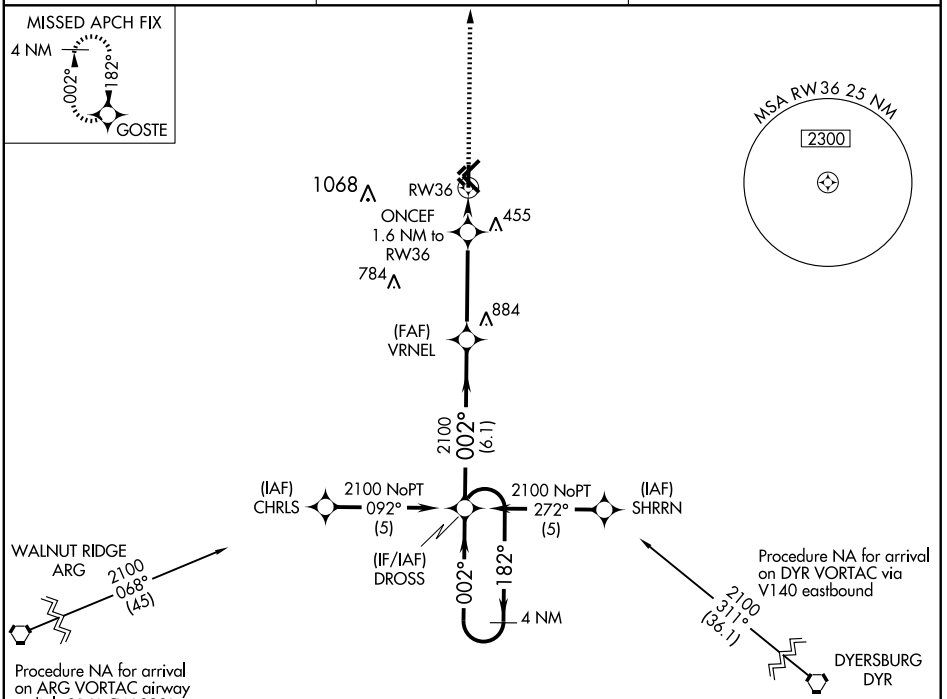
WAAS	APP CRS	Rwy Idg	5011
CH 93815	002°	TDZE	293
W36A		Apt Elev	294

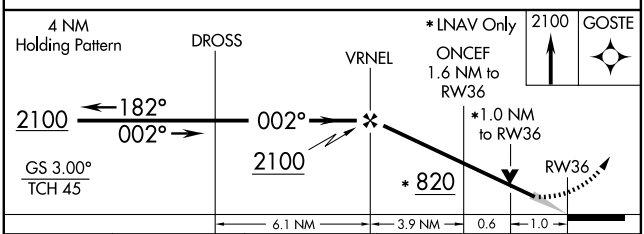
RNAV (GPS) RWY 36
MALDEN RGNL (MAW)

T
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all DA 50 feet, all MDA 60 feet and LNAV Cat C visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2100 direct GOSTE and hold.

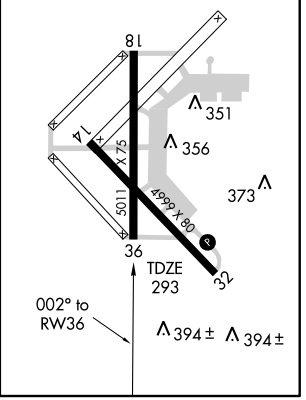
AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	543-1 250 (300-1)			NA
LNAV/VNAV DA	698-1½ 405 (500-1½)			NA
LNAV MDA	660-1 367 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME RWY 14

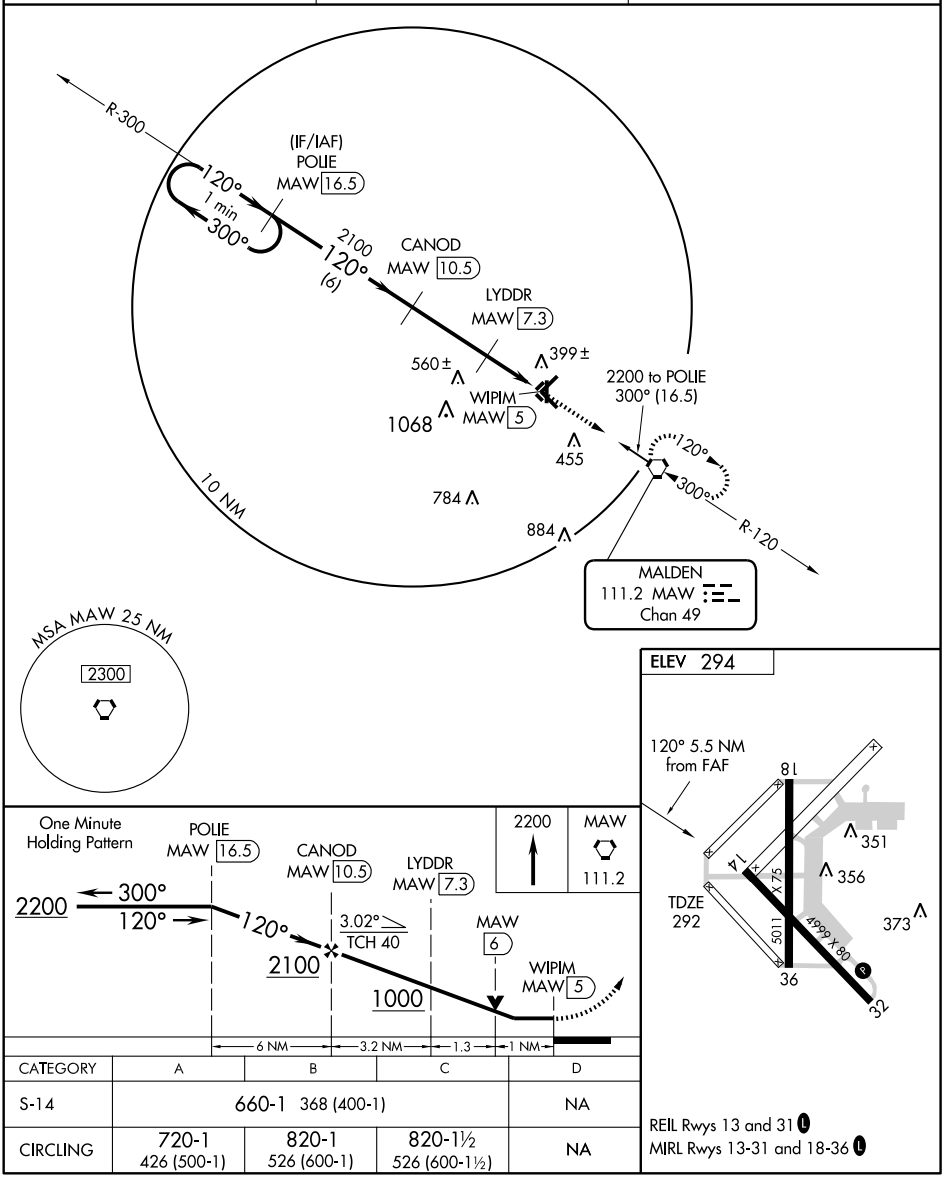
MALDEN RGNL (MAW)

VORTAC MAW	APP CRS	Rwy Idg	4999
111.2	120°	TDZE	292
Chan 49		Apt Elev	294

T NA When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-14 Cat C visibility ¼ mile. VDP NA when using Poplar Bluff altimeter setting.

MISSED APPROACH: Climb to 2200 direct MAW VORTAC and hold, continue climb-in-hold to 2200.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-14	660-1 368 (400-1)			NA
CIRCLING	720-1 426 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

REIL Rwys 13 and 31 L

MIRL Rwys 13-31 and 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

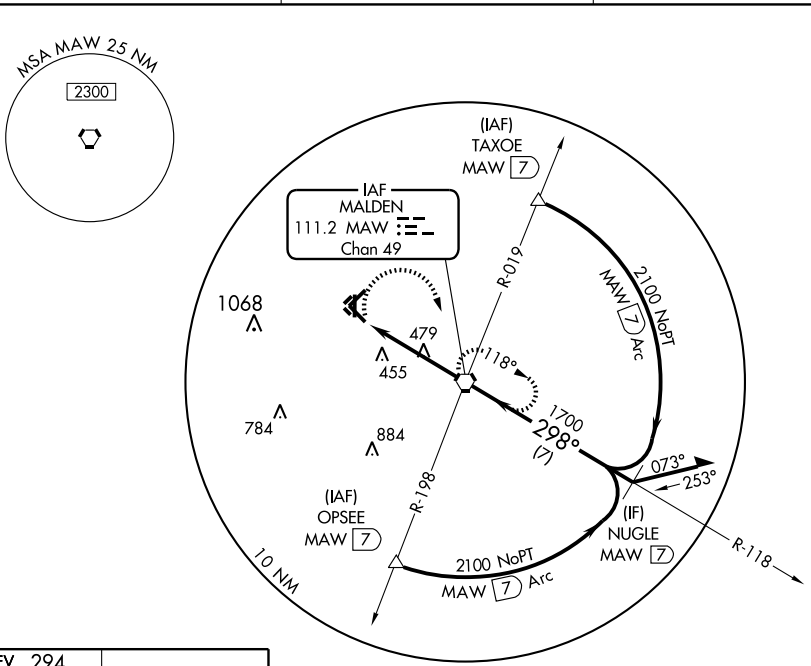
VORTAC MAW 111.2 Chan 49	APP CRS 298°	Rwy Idg 4999 TDZE 292 Apt Elev 294

VOR RWY 32
MALDEN RGNL (MAW)

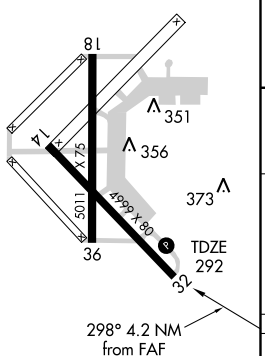
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Poplar Bluff altimeter setting and increase all MDA 60 feet and S-32 Cat C visibility ¼ mile.

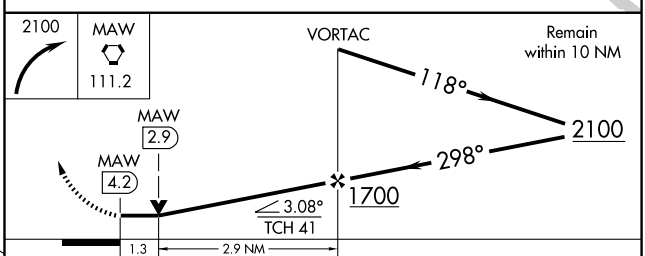
MISSED APPROACH: Climbing right turn to 2100 direct MAW VORTAC and hold.

AWOS-3	MEMPHIS CENTER	UNICOM
119.825	133.65 292.15	122.8 (CTAF) L



ELEV 294
REIL Rwys 14 and 32 L
MIRL Rwys 14-32 and 18-36 L



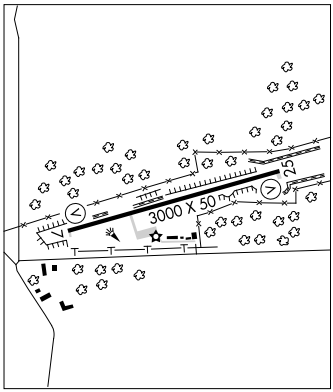


FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-31	740-1 448 (500-1)		740-1¼ 448 (500-1¼)	NA
CIRCLING	740-1 446 (500-1)	820-1 526 (600-1)	820-1½ 526 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MANSFIELD MUNI (Ø3B) 2 NW UTC−6(−5DT) N37°07.61′ W92°37.30′ KANSAS CITY
1500 B NOTAM FILE COU L–16G
RWY 07–25: H3000X50 (ASPH) S–12.5 MIRL (NSTD)
RWY 07: VASI(V2L)—GA 3.0° TCH 31′. Trees.
RWY 25: VASI(V2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Unattended. Deer and other wildlife on and invof arpt. Rwy 07 VASI OTS indef. Rwy 25 VASI OTS indef. NSTD MIRL, incorrect spacing of thld lgts at each rwy end. Rwy 07–25 NSTD MIRL OTS indef.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 057° 13.7 NM to fld. 1600/6E.

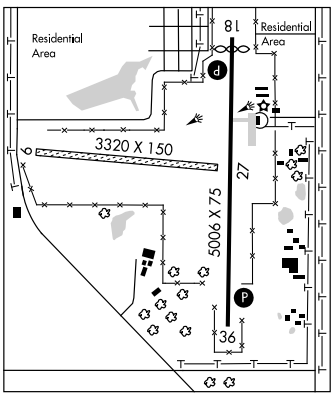


MAPLES N37°35.45′ W91°47.32′. NOTAM FILE COU. KANSAS CITY
(L) VORTAC 113.4 MAP Chan 81 292° 19.1 to Waynesville–ST. Robert Rgnl Forney Fld. 1370/6E. HIWAS–16G
RCO 122.1R 113.4T (COLUMBIA RADIO)

MARBLE HILL

TWIN CITY AIRPARK (ØT3) 1 W UTC−6(−5DT) N37°18.79′ W89°59.68′ ST LOUIS
421 NOTAM FILE STL
RWY 12–30: 2600X70 (TURF) LIRL (NSTD)
RWY 12: Trees. **RWY 30:** Trees.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Crops are located very close to rwy edges. NSTD rwy safety areas byd each rwy end, insufficient length, incorrect terrain grades, fence, ditch, brush, small trees. Rwy 12–30 marked with large yellow cones between lgts. Rwy 12–30 NSTD rwy lgts, incorrect spacing and insufficient number of edge and thld lgts. ACTIVATE LIRL Rwy 12–30—122.8.
COMMUNICATIONS: CTAF 122.9

MARSHALL MEM MUNI (MHL) 2 S UTC−6(−5DT) N39°05.73′ W93°12.17′ KANSAS CITY
779 B **FUEL** 100LL, JET A1+ NOTAM FILE COU H–5D, L–27A
RWY 18–36: H5006X75 (ASPH–AFSC) S–12.5, D–15.6 MIRL (NSTD) IAP
RWY 18: PAPI(P4R)—GA 3.0° TCH 39′. Thld dsplcd 199′. Trees.
RWY 36: PAPI(P4R)—GA 3.0° TCH 36′.
RWY 09–27: 3320X150 (TURF)
RWY 09: P-line. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Sep 1200–2300Z‡, Oct–Mar 1300–2300Z‡. Fuel 100LL and JET A1+ avbl 24 hrs. Sprayer acft on and invof arpt. Rwy 18–36 NSTD MIRL—incorrect color of dsplcd thld lights at Rwy 18 end. Rwy 09–27 marked with large yellow cones. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (660) 886–9130.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc.
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc.
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 083° 43.3 NM to fld. 878/7E.
NDB (MHW) 371 PUR N39°02.52′ W93°11.75′ 351° 3.2 NM to fld.



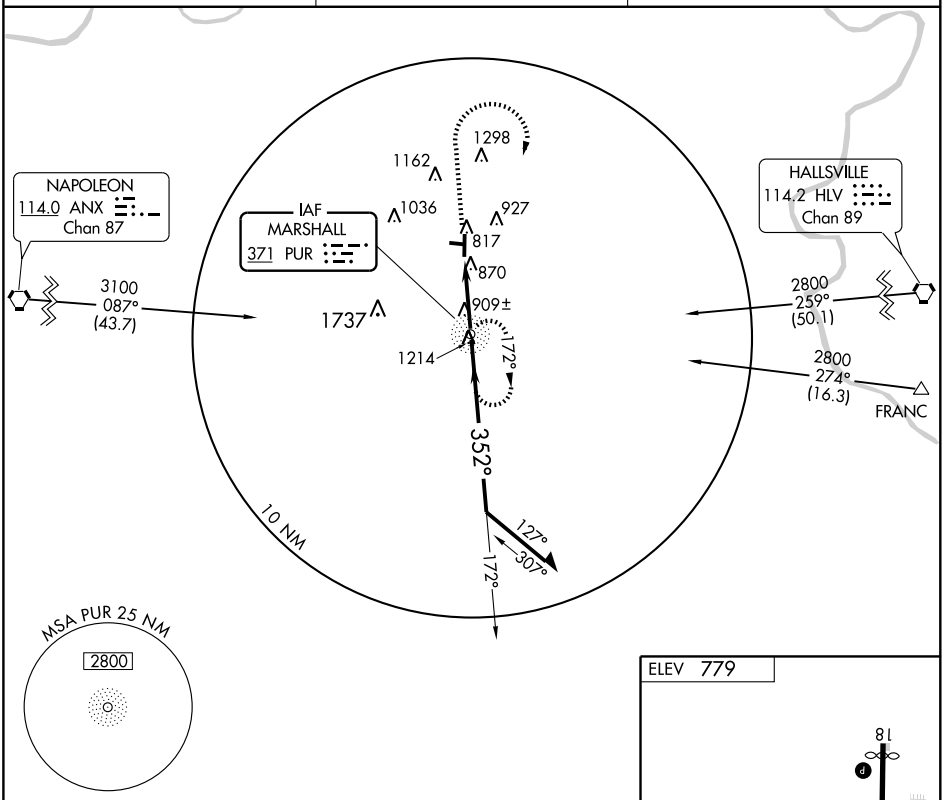
NDB PUR	APP CRS	Rwy Idg	5006
371	352°	TDZE	779
		Apt Elev	779

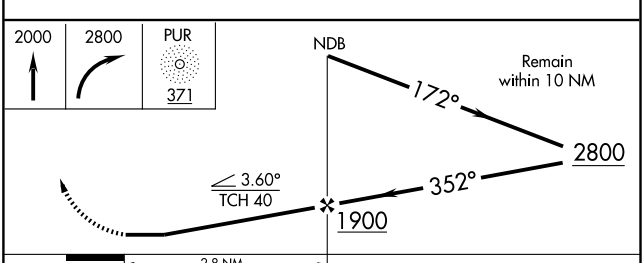
NDB RWY 36
MARSHALL MEMORIAL MUNI (MHL)

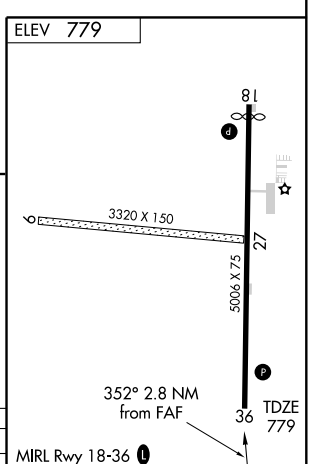
T Visibility reduction by helicopters NA.
A NA When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet and increase S-36 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct PUR NDB and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1220-1	441 (500-1)	1220-1¼ 441 (500-1¼)	NA
CIRCLING	1240-1	461 (500-1)	1240-1½ 461 (500-1½)	NA

FAF to MAP 2.8 NM

Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

MARSHALL MEMORIAL MUNI (MHL)

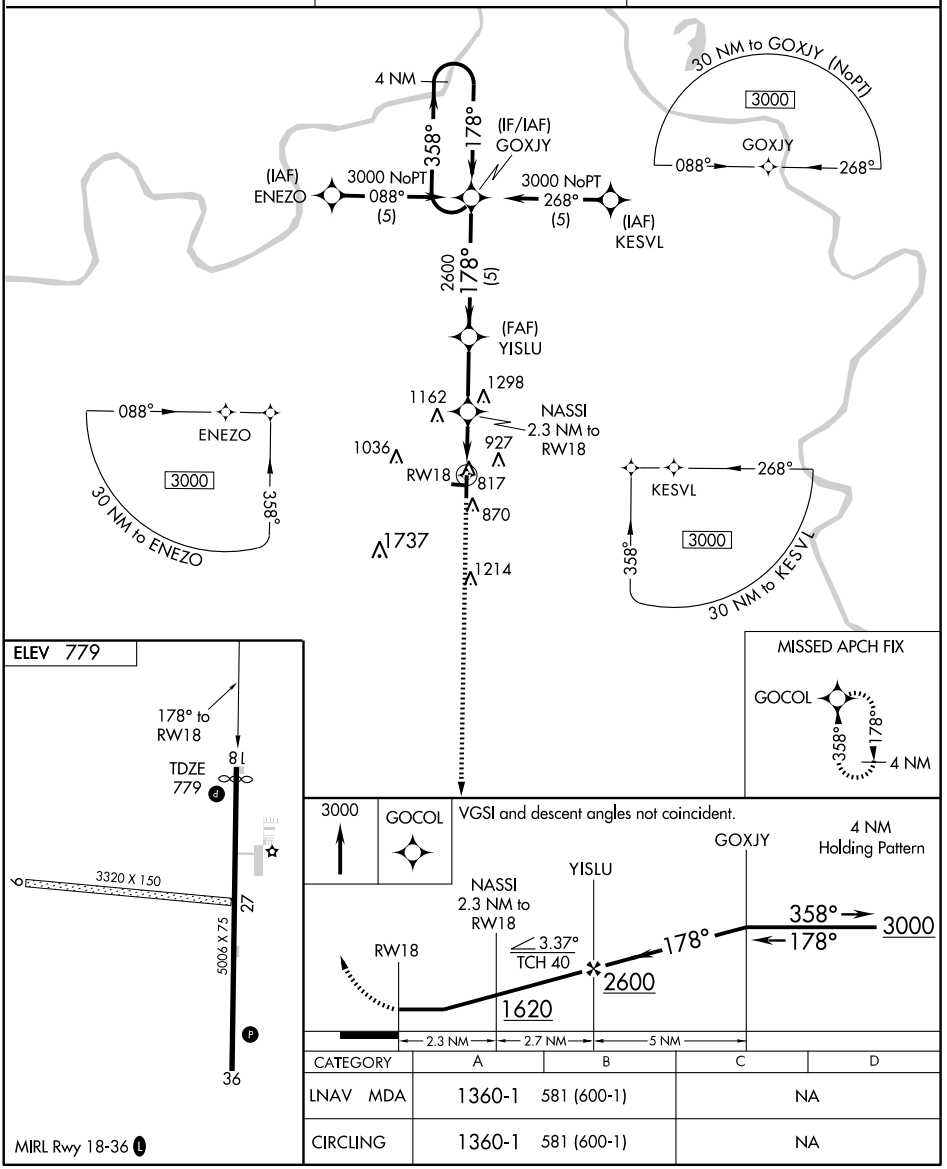
APP CRS	Rwy ldg	4807
178°	TDZE	779
	Apt Elev	779

T
A NA

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct GOCOL and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1360-1	581 (600-1)	NA	
CIRCLING	1360-1	581 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

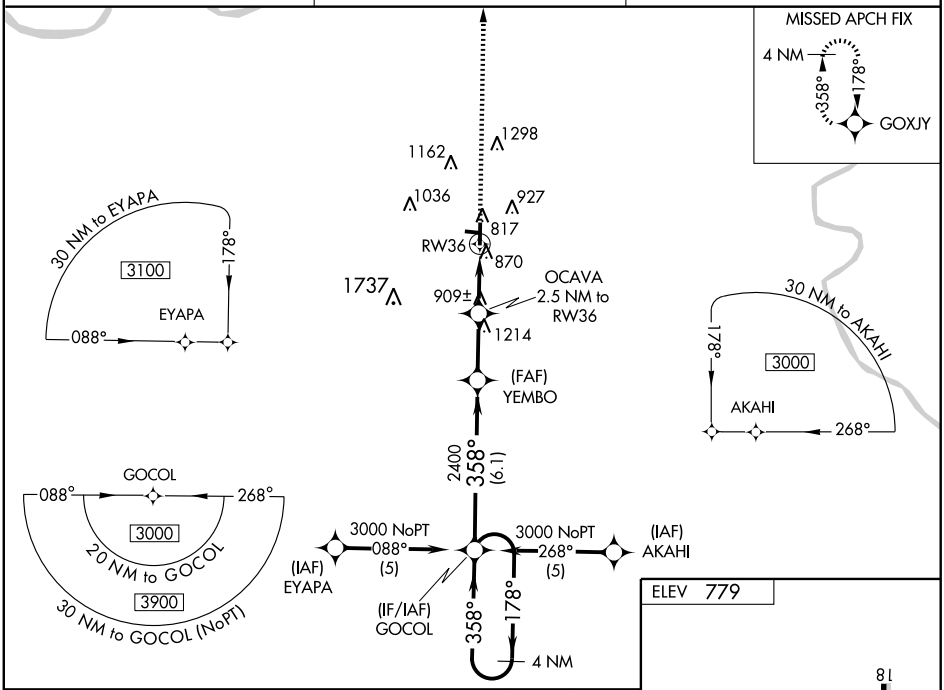
WAAS	APP CRS	Rwy Idg	5006
CH 93907	358°	TDZE	779
W36A		Apt Elev	779

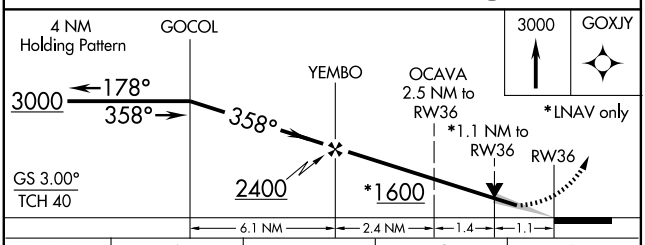
RNAV (GPS) RWY 36
MARSHALL MEMORIAL MUNI (MHL)

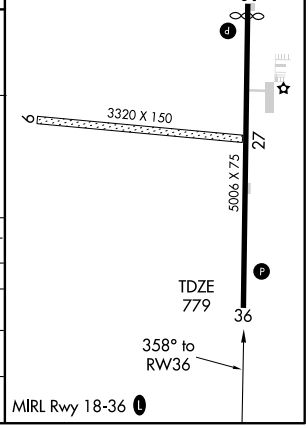
T
NA
Baro-VNAV NA when using Sedalia Memorial altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP- 0.3 NA. VDP NA when using Sedalia Memorial altimeter setting.
When local altimeter setting not received, use Sedalia Memorial altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOXJY and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
118.675	127.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1029-1 250 (300-1)			NA
LNAV/VNAV DA	1181-1½ 402 (500-1½)			NA
LNAV MDA	1180-1 401 (500-1)		1180-1¼ 401 (500-1¼)	NA
CIRCLING	1240-1 461 (500-1)		1240-1½ 461 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MARYVILLE

NORTHWEST MISSOURI RGNL (EVU) 2 W UTC−6(−5DT) N40°21.20′ W94°55.00′

OMAHA
L–10J
IAP

1145 B S4 **FUEL** 100LL NOTAM FILE COU

RWY 14–32: H4600X75 (CONC) S–12.5 MIRL

RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 34′.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 34′.

AIRPORT REMARKS: Attended 1400–0100Z‡. NSTD wind tee, OTS indef. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.225 (660) 562–9980.

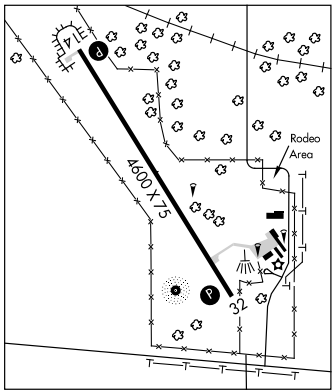
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 353° 23.5 NM to fld. 1160/8E.

EMVILLE NDB (MHW) 317 EVU N40°20.90′ W94°54.93′ at fld. Unmonitored. Unusable byd 15 NM. NOTAM FILE COU.



RANKIN (78Y) 3 SE UTC−6(−5DT) N40°20.90′ W94°50.08′

OMAHA

976 S4 **FUEL** 100LL TPA—1776(800) NOTAM FILE COU

RWY 17–35: 3050X25 (CONC–GRVL–TURF–ASPH CHIPS) LIRL (NSTD)

RWY 17: Thld dsplcd 735′. P-line. **RWY 35:** Road.

AIRPORT REMARKS: Attended 1400Z‡–dark. Ultralight activity on and invof arpt. Rwy 17–35 width variance 25′–60′. Rwy 17–35 first 630′ of Rwy 17 grvl/turf 60′ wide, next 1300′ conc/turf, conc 14′ wide, 18′ turf on each side, last 1120′ grvl/turf/asph chips 15–25′ wide, 12.5′–17.5′ turf on each side. Rwy 17–35 NSTD LIRL, rwy lgts on part of E and W side at various distances, no thld or dsplcd thld lgts. For LIRL Rwy 17–35 call 660–582–3791. Rwy 17 dsplcd thld marked with 5 tires on each side of rwy.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS MEM (Ø3D) 3 SW UTC−6(−5DT) N40°26.83′ W92°13.62′

CHICAGO
L–27B

813 B **FUEL** 100LL NOTAM FILE COU

RWY 12–30: H3300X60 (CONC) S–12.5 LIRL

RWY 12: Pole. **RWY 30:** Trees.

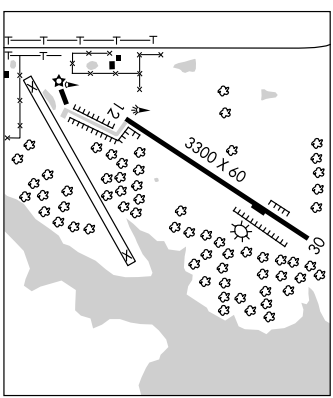
AIRPORT REMARKS: Unattended. For fuel call 660–465–2611. Rwy 12–30 isolated areas with longitudinal cracking. Radio controlled model planes on and invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE IRK.

KIRKSVILLE (H) VORTAC 114.6 IRK Chan 93 N40°08.10′ W92°35.50′ 036° 25.1 NM to fld. 985/6E.

HIWAS.



WAAS	APP CRS	Rwy Idg	4600
CH 72807	143°	TDZE	1142
W14A		Apt Elev	1145

RNAV (GPS) RWY 14

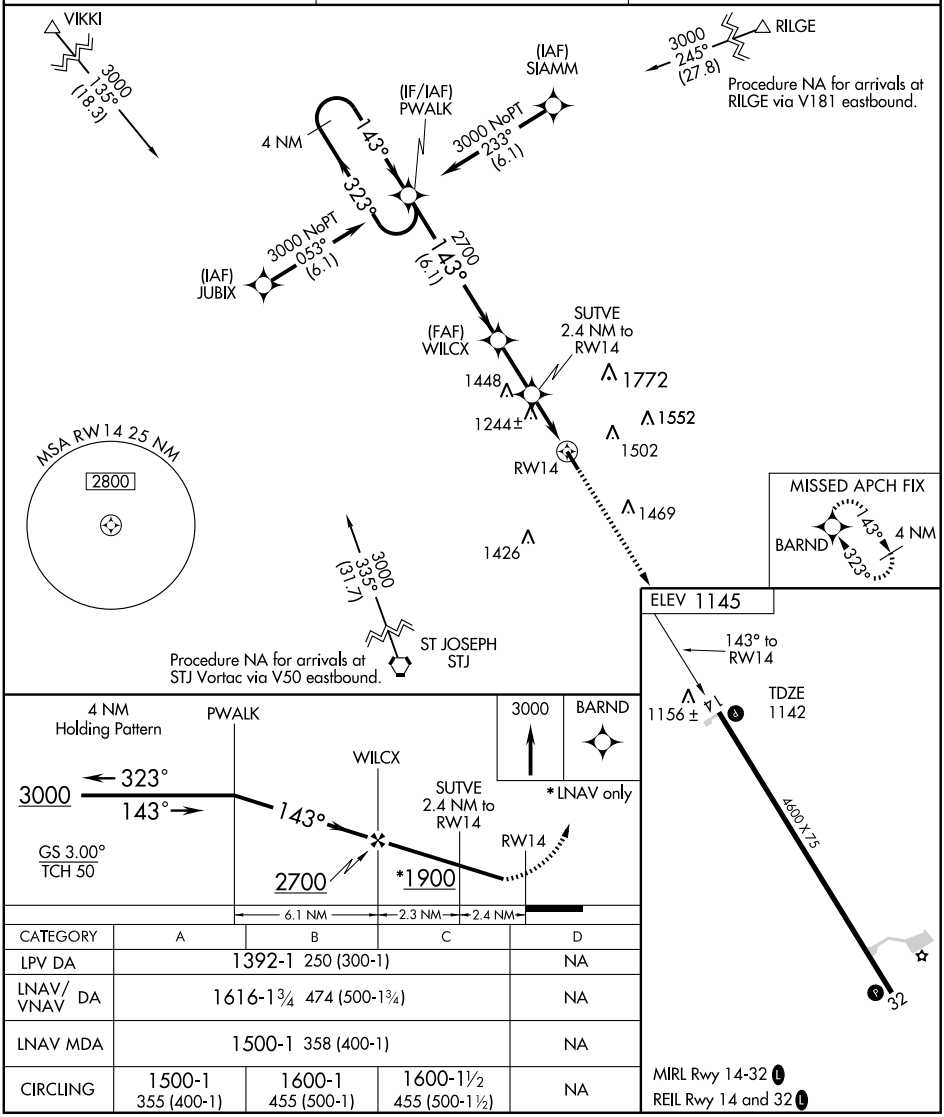
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

T NA

Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LPV DA to 1518 feet, LNAV/VNAV DA to 1742 feet and all MDA 140 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV ½ mile all Cats, and LNAV Cat C ¼ mile. Circling NA east of runway 14-32.

MISSED APPROACH: Climb to 3000 direct BARND and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1392-1 250 (300-1)			NA
LNAV/VNAV DA	1616-1¾ 474 (500-1¾)			NA
LNAV MDA	1500-1 358 (400-1)			NA
CIRCLING	1500-1 355 (400-1)	1600-1 455 (500-1)	1600-1½ 455 (500-1½)	NA

MIRL Rwy 14-32 L

REIL Rwy 14 and 32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4600
323°	TDZE	1145
	Apt Elev	1145

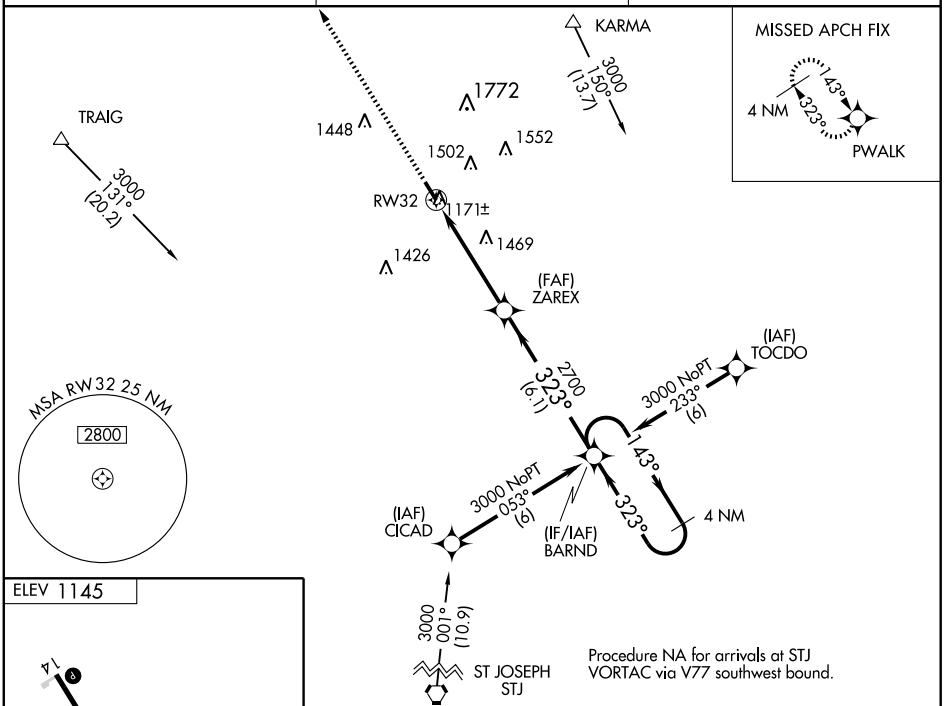
RNAV (GPS) RWY 32

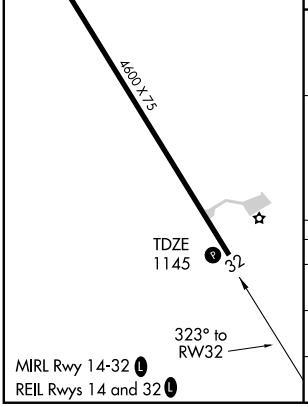
MARYVILLE/NORTHWEST MISSOURI RGNL (EVU)

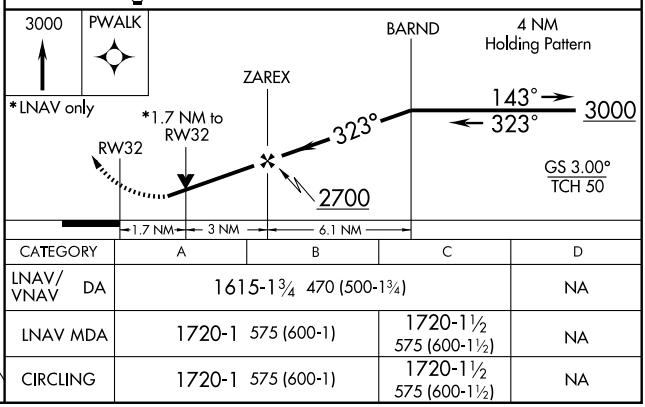
Baro-VNAV NA when using St. Joseph altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use St. Joseph altimeter setting and increase LNAV/VNAV DA to 1741 feet, and all MDA 140 feet, increase visibility LNAV/VNAV ¼ mile all Cats, LNAV Cat C ½ mile, and Circling Cat C ½ mile. VDP NA when using St. Joesph altimeter setting. Circling NA east of runway 14-32.

MISSED APPROACH: Climb to 3000 direct PWALK and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	119.6 290.4	122.8 (CTAF) L





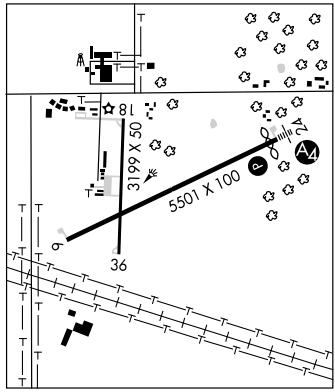


CATEGORY	A	B	C	D
LNAV/VNAV DA	1615-1¾ 470 (500-1¾)			NA
LNAV MDA	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA
CIRCLING	1720-1 575 (600-1)		1720-1½ 575 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MEXICO MEM (MYJ) 3 E UTC−6(−5DT) N39°09.45′ W91°49.10′
823 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 06–24: H5501X100 (CONC) S–30, D–37 MIRL 0.3% up SW
RWY 06: Pole.
RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 371′. Antenna.
RWY 18–36: H3199X50 (ASPH–CONC) S–10 LIRL
RWY 18: REIL. Pole. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2100Z‡, Sun 1600–2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573–473–7758. Cropdusting acft on and invof arpt. MIRL Rwy 06–24 and LIRL Rwy 18–36 preset on low ints dusk–0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18–36, MIRL Rwy 06–24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (573) 581–7868.
COMMUNICATIONS: CTAF 122.9
MIZZU APP/DEP CON 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 074° 14.7 NM to fld. 920/6E.
LOC/DME 109.5 I–EYR Chan 32 Rwy 24.

KANSAS CITY
H–5D, L–27B
IAP



MID CONTINENT (See HAYTI)

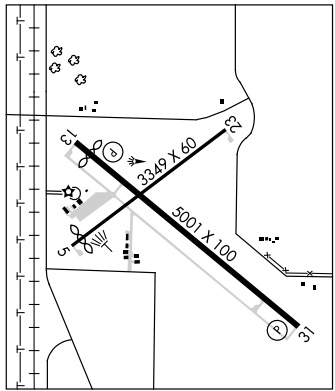
MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC−6(−5DT) N39°27.81′ W92°25.58′
867 B **FUEL** 100LL, JET A NOTAM FILE COU
RWY 13–31: H5001X100 (ASPH) S–30, D–38 MIRL
RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Thld dsplcd 310′. Tree.
RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37′.
RWY 05–23: H3349X60 (ASPH) S–4 MIRL
RWY 05: Thld dsplcd 239′. Pole. **RWY 23:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Sprayer and ultralight acft on and invof arpt. Rwy 05–23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwys 05–23 and 13–31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (660) 269–8028.
COMMUNICATIONS: CTAF/UNICOM 122.7
MACON RCO 122.1R 112.9T (COLUMBIA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 161° 11.7 NM to fld. 870/6E.

KANSAS CITY
H–5D, L–27A
IAP



LOC/DME RWY 24

MEXICO MEMORIAL (MYJ)

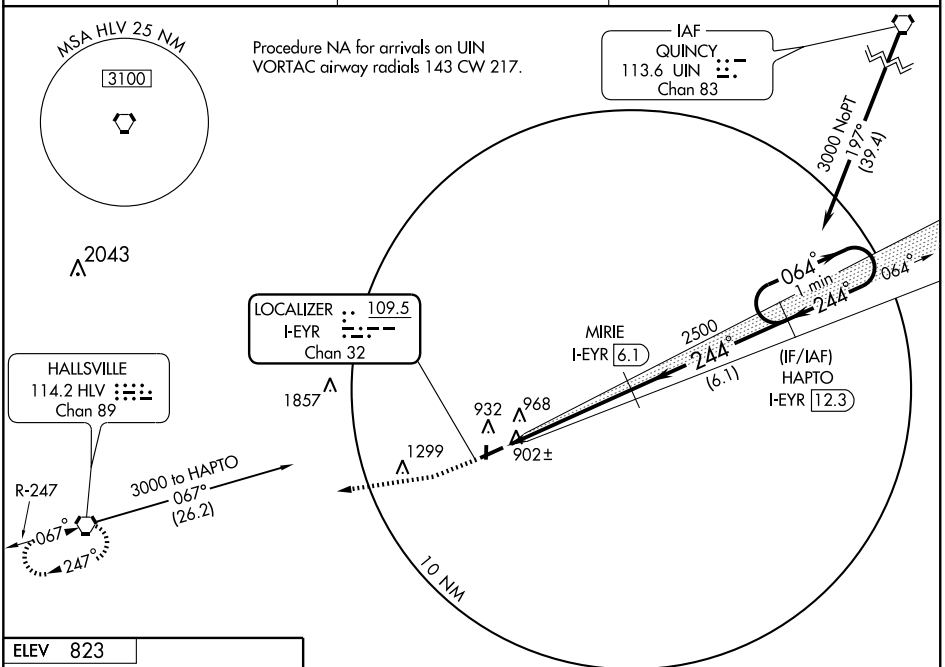
LOC/DME I-EYR	APP CRS	Rwy Idg	5130
109.5	244°	TDZE	817
Chan 32		Apt Elev	823

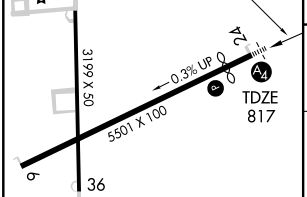
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting. Inoperative table does not apply.

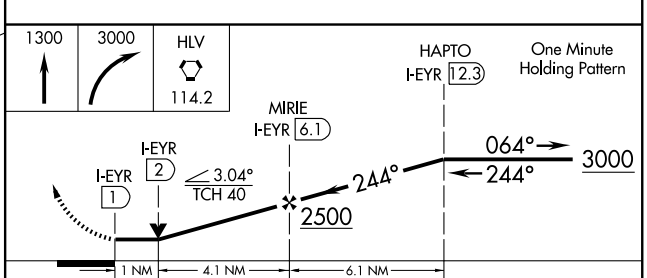
MALS

MISSED APPROACH: Climb to 1300, then climbing right turn to 3000 direct HLV VORTAC and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
S-24	1160-1 343 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 6

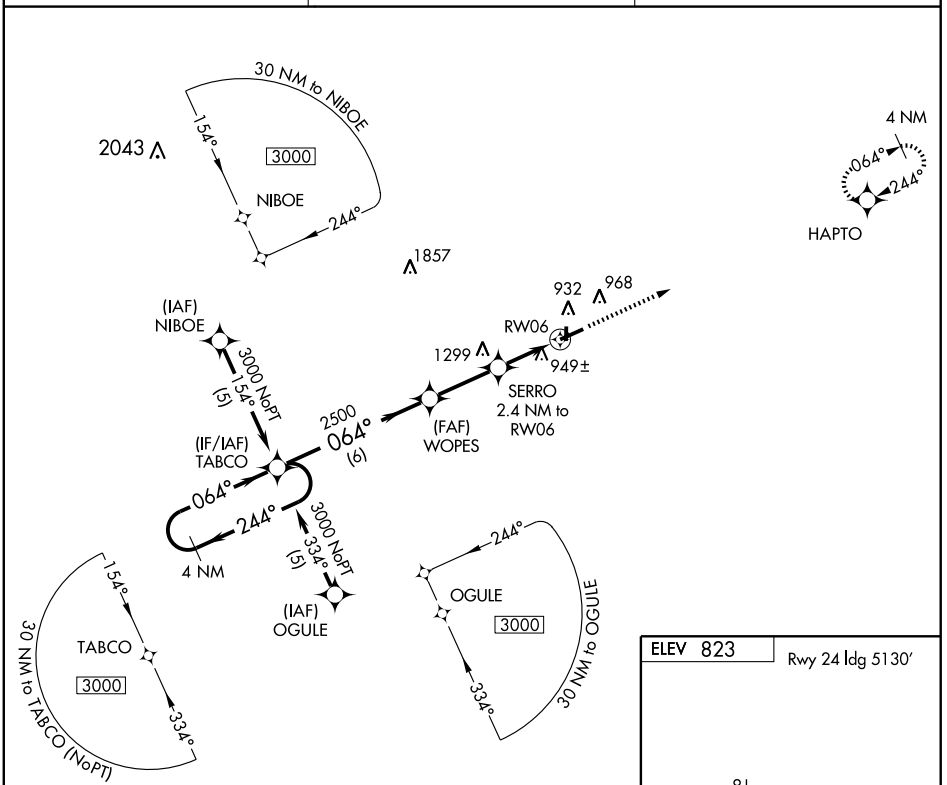
MEXICO MEMORIAL (MYJ)

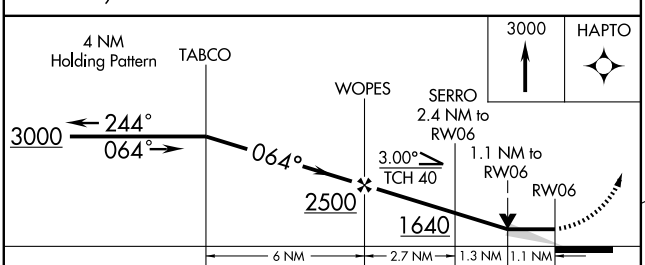
APP CRS	Rwy Idg	5501
064°	TDZE	823
	Apt Elev	823

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet.
VDP NA with Columbia Rgnl altimeter setting.

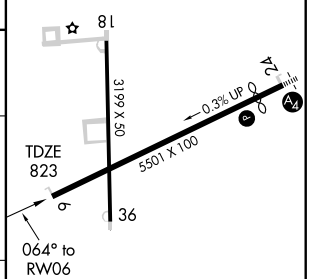
MISSED APPROACH: Climb to 3000 direct HAPTO WP and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L





CATEGORY	A	B	C	D
LNAV MDA	1200-1 377 (400-1)			NA
CIRCLING	1280-1 457 (500-1)		1280-1½ 457 (500-1½)	NA



REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

MEXICO MEMORIAL (MYJ)

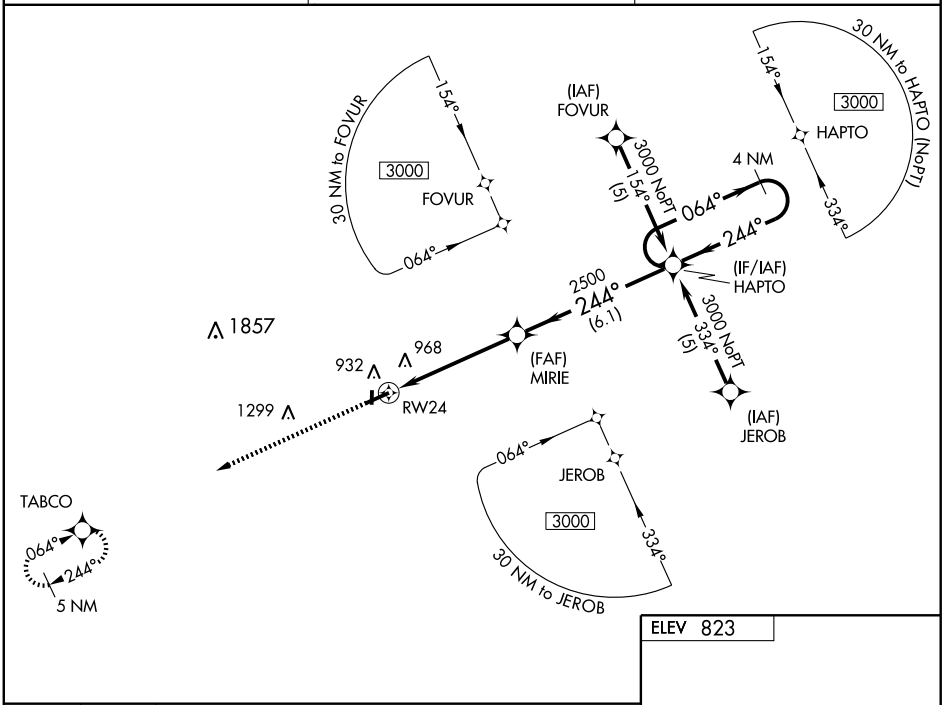
WAAS	APP CRS	Rwy Idg	5130
Chan 56213	244°	TDZE	817
W24A		Apt Elev	823

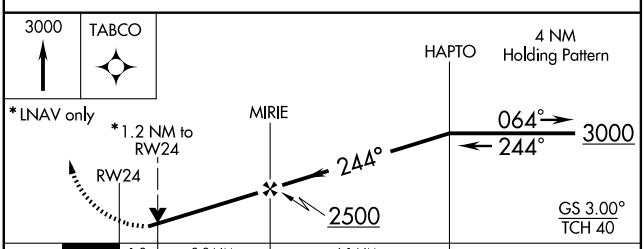
V
A NA — Inoperative table does not apply. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Columbia Rgnl altimeter setting.

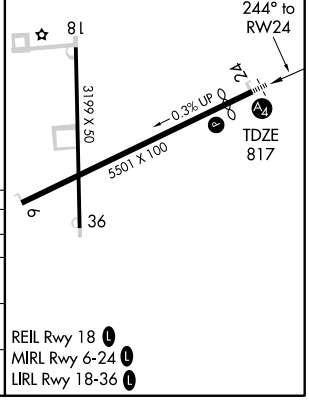
MALS

MISSED APPROACH: Climb to 3000 direct TABCO and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







CATEGORY	A	B	C	D
LPV DA	1126-1 309 (400-1)			NA
LNAV/VNAV DA	1278-1¾ 461 (500-1¾)			NA
LNAV MDA	1220-1 403 (400-1)		1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1 457 (500-1)		1220-1½ 403 (400-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC HLV	APP CRS	Rwy Idg	5130
114.2	253°	TDZE	817
Chan 89		Apt Elev	823

VOR/DME RWY 24

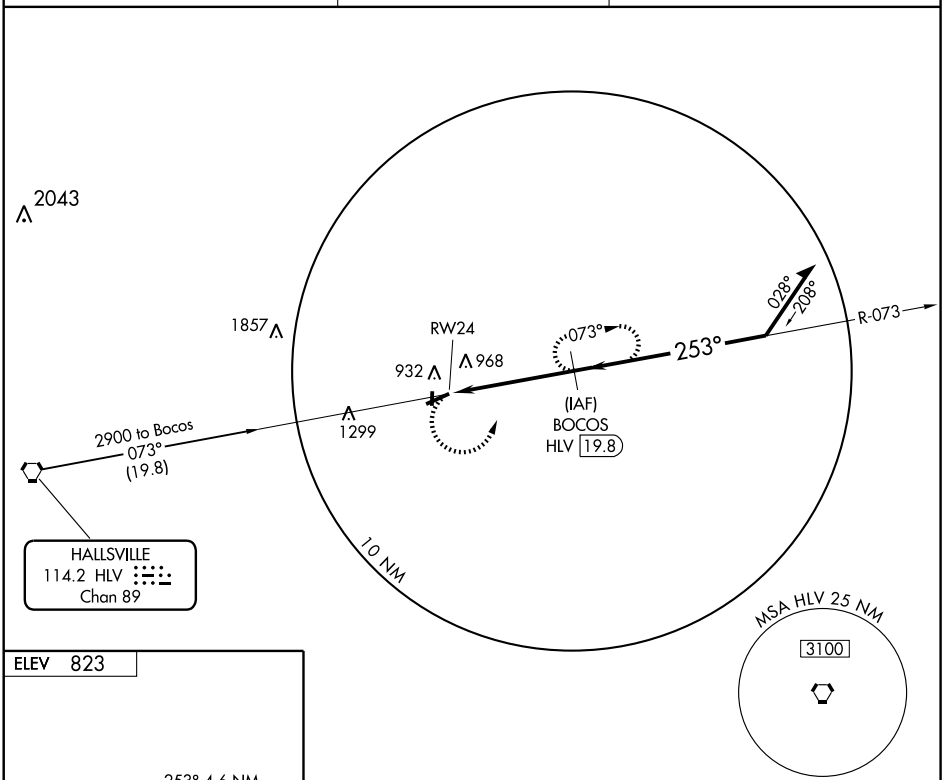
MEXICO MEMORIAL (MYJ)

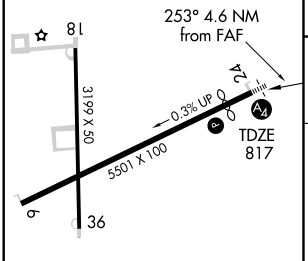
T NA — If local altimeter setting not received, use Columbia Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Columbia Rgnl altimeter setting.

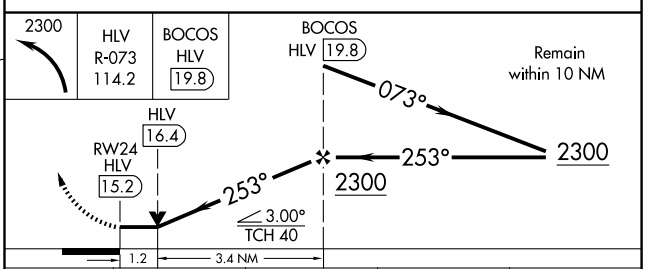
MALS

MISSED APPROACH: Climbing left turn to 2300 via HLV R-073 to BOCOS 19.8 DME and hold.

AWOS-3	MIZZU APP CON	CTAF
120.575	124.375	122.9 L







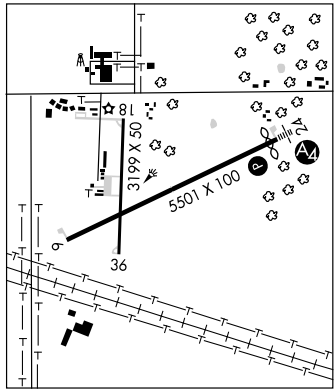
CATEGORY	A	B	C	D
S-24	1220-1	403 (400-1)	1220-1¼ 403 (400-1¼)	NA
CIRCLING	1280-1	457 (500-1)	1280-1½ 457 (500-1½)	NA

REIL Rwy 18 L
MIRL Rwy 6-24 L
LIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MEXICO MEM (MYJ) 3 E UTC−6(−5DT) N39°09.45′ W91°49.10′
823 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE STL
RWY 06–24: H5501X100 (CONC) S–30, D–37 MIRL 0.3% up SW
RWY 06: Pole.
RWY 24: MALS. PAPI(P4L)—GA 3.0° TCH 40′. Dsplcd thld 371′. Antenna.
RWY 18–36: H3199X50 (ASPH–CONC) S–10 LIRL
RWY 18: REIL. Pole. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–2100Z‡, Sun 1600–2000Z‡. 24 hr credit card fuel system. For Jet A fuel after hrs call arpt manager 573–473–7758. Cropdusting acft on and invof arpt. MIRL Rwy 06–24 and LIRL Rwy 18–36 preset on low ints dusk–0200Z‡, after 0200Z‡ ACTIVATE LIRL Rwy 18–36, MIRL Rwy 06–24, PAPI Rwy 24, MALS Rwy 24, and REIL Rwy 18—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (573) 581–7868.
COMMUNICATIONS: CTAF 122.9
MIZZU APP/DEP CON 124.375
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
HALLSVILLE (L) VORTAC 114.2 HLV Chan 89 N39°06.81′ W92°07.69′ 074° 14.7 NM to fld. 920/6E.
LOC/DME 109.5 I–EYR Chan 32 Rwy 24.

KANSAS CITY
H–5D, L–27B
IAP



MID CONTINENT (See HAYTI)

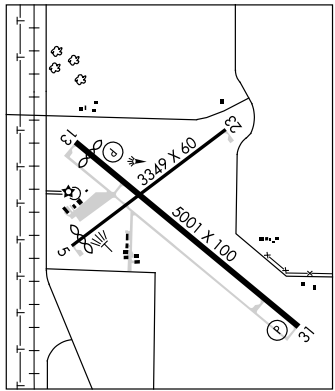
MIDWEST NATIONAL AIR CENTER (See MOSBY)

MISSISSIPPI CO (See CHARLESTON)

MOBERLY

OMAR N BRADLEY (MBY) 3 N UTC−6(−5DT) N39°27.81′ W92°25.58′
867 B **FUEL** 100LL, JET A NOTAM FILE COU
RWY 13–31: H5001X100 (ASPH) S–30, D–38 MIRL
RWY 13: REIL. PAPI (P4L)—GA 3.0° TCH 40′. Thld dsplcd 310′. Tree.
RWY 31: REIL. PAPI (P4L)—GA 3.0° TCH 37′.
RWY 05–23: H3349X60 (ASPH) S–4 MIRL
RWY 05: Thld dsplcd 239′. Pole. **RWY 23:** Road.
AIRPORT REMARKS: Attended 1400–2300Z‡. Sprayer and ultralight acft on and invof arpt. Rwy 05–23 numerous large cracks length of rwy. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef. Rwy 13 REIL OTS indef. Rwy 31 REIL OTS indef. MIRL Rwys 05–23 and 13–31 preset on low ints, to increase ints and ACTIVATE REIL Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.025 (660) 269–8028.
COMMUNICATIONS: CTAF/UNICOM 122.7
MACON RCO 122.1R 112.9T (COLUMBIA RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MACON (L) VOR/DME 112.9 MCM Chan 76 N39°39.24′ W92°28.93′ 161° 11.7 NM to fld. 870/6E.

KANSAS CITY
H–5D, L–27A
IAP



VOR/DME MCM	APP CRS	Rwy Idg	N/A
112.9	162°	TDZE	N/A
Chan 76		Apt Elev	867

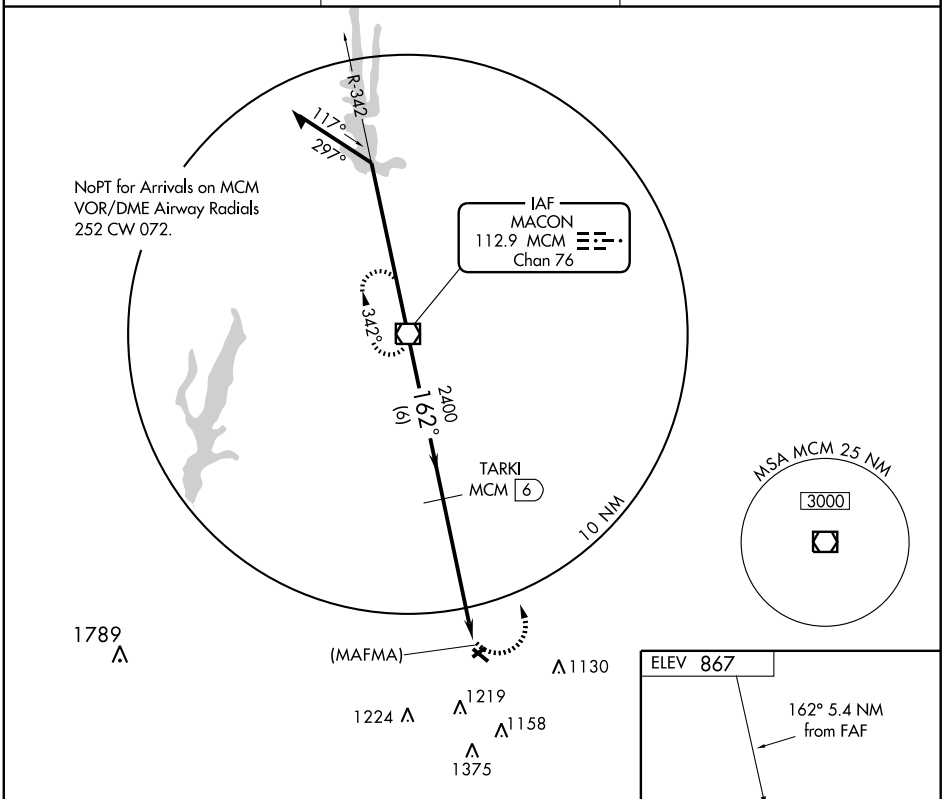
VOR/DME or GPS-A

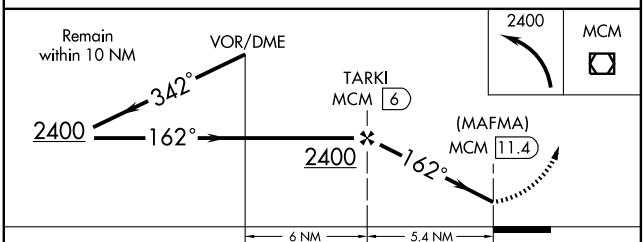
MOBERLY/ OMAR N. BRADLEY (MBY)

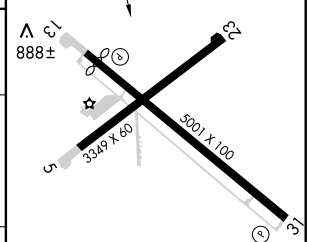
NA When local altimeter setting not received, use Columbia altimeter setting.

MISSED APPROACH: Climbing left turn to 2400 direct MCM VOR/DME and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1420-1	553 (600-1)	1480-1¾ 613 (700-1¾)	1520-2 653 (700-2)
COLUMBIA ALTIMETER SETTING				
CIRCLING	1560-1	693 (700-1)	1580-2 713 (800-2)	1680-2¾ 813 (900-2¾)

REIL Rwys 13 and 31L
MIRL Rwys 5-23 and 13-31L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

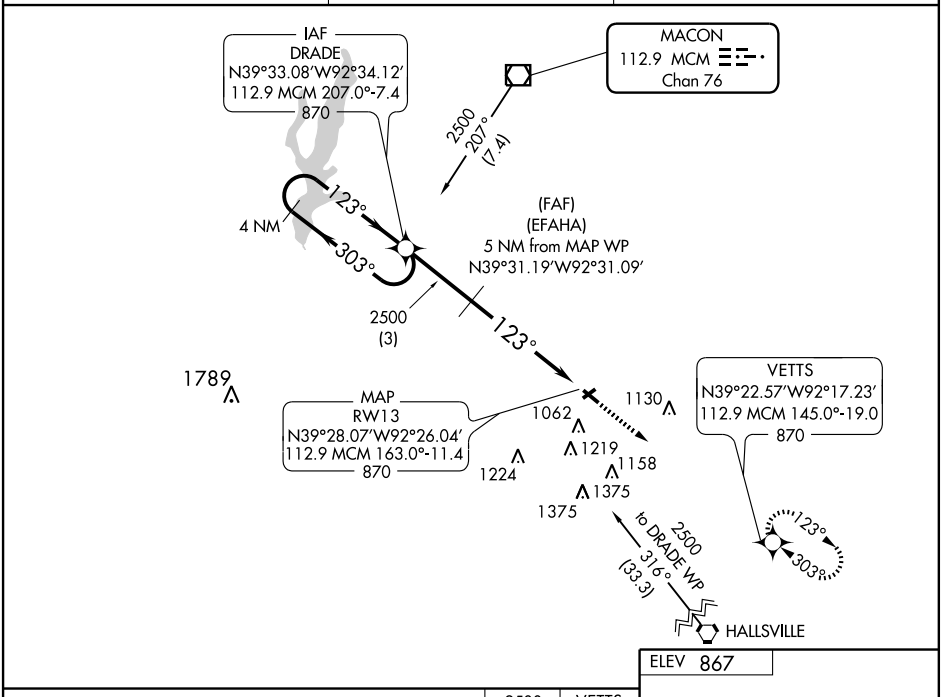
VOR/DME MCM	APP CRS	Rwy Idg 4690
112.9	123°	TDZE 866
Chan 76		Apt Elev 867

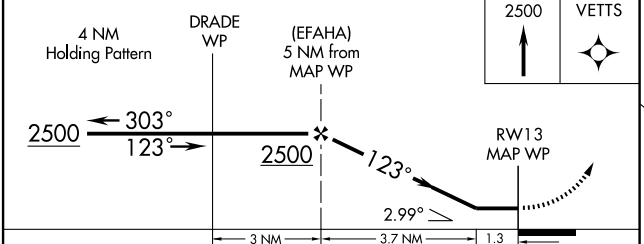
VOR/DME RNAV or GPS RWY 13

MOBERLY/OMAR N. BRADLEY (MBY)

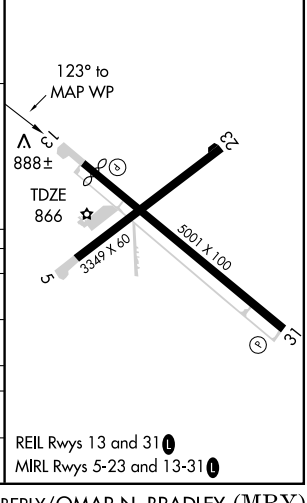
NA	Obtain local altimeter setting on CTAF; when not available, use Columbia altimeter setting.	MISSED APPROACH: Climb to 2500 direct VETTS WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	1320-1 454 (500-1)		1320-1¼ 454 (500-1¼)	1320-1½ 454 (500-1½)
CIRCLING	1380-1 514 (600-1)		1380-1½ 514 (600-1½)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-13	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
CIRCLING	1540-1 674 (700-1)		1540-2 674 (700-2)	1680-2¾ 814 (900-2¾)



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCM	APP CRS	Rwy Idg 5001
112.9	303°	TDZE 866
Chan 76		Apt Elev 867

VOR/DME RNAV or GPS RWY 31

MOBERLY/OMAR N. BRADLEY (MBY)

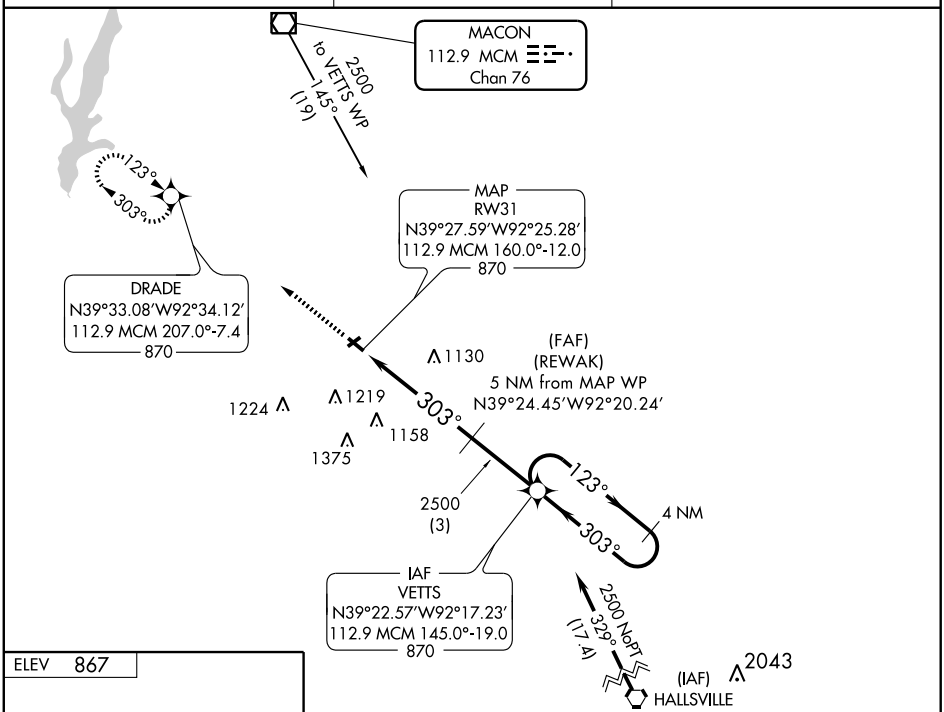
NA

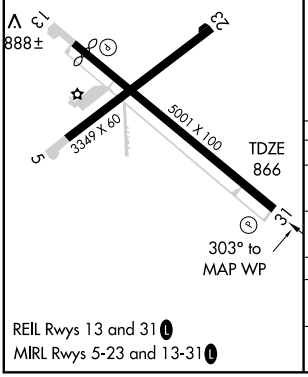
Obtain local altimeter setting on CTAF; when not available use Columbia altimeter setting.

MISSED APPROACH: Climb to 2500 direct DRADE WP and hold.

AWOS-3	COLUMBIA RADIO	UNICOM
120.025	122.1R	122.7 (CTAF) L

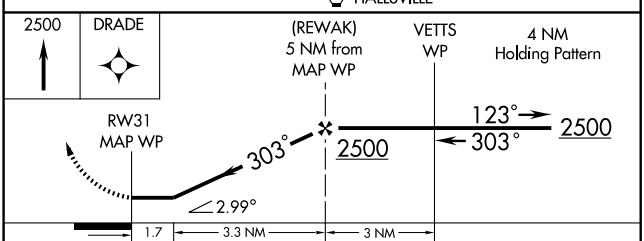
NC-3, 21 OCT 2010 to 18 NOV 2010





REIL Rwys 13 and 31 L

MIRL Rwys 5-23 and 13-31 L

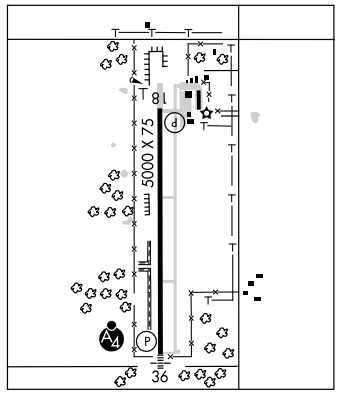


CATEGORY	A	B	C	D
S-31	1460-1 594 (600-1)		1460-1½ 594 (600-1½)	1460-1¾ 594 (600-1¾)
CIRCLING	1500-1 634 (700-1)		1500-1¾ 634 (700-1¾)	1500-2 634 (700-2)
COLUMBIA ALTIMETER SETTING MINIMUMS				
S-31	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2 774 (800-2)	1640-2½ 744 (800-2½)
CIRCLING	1640-1 774 (800-1)	1640-1¼ 774 (800-1¼)	1640-2¼ 774 (800-2¼)	1680-2¾ 814 (900-2¾)

39°28'N-92°26'W

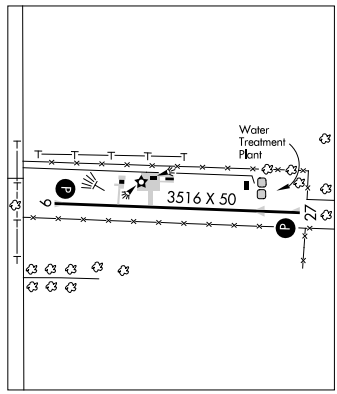
MOBERLY/OMAR N. BRADLEY (MBY)
VOR/DME RNAV or GPS RWY 31

MONETT MUNI (HFJ) 5 W UTC−6(−5DT) N36°54.37′ W94°10.77′ **KANSAS CITY**
1314 B **FUEL** 100LL, JET A NOTAM FILE COU **H–6I, L–16F**
RWY 18–36: H5000X75 (CONC) S–30 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Ground.
RWY 36: MALSF. REIL. PAPI(P4L)—GA 3.0°. TCH 39′. Trees.
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18–36—60′ x 475′ asph safety area N of Rwy 18 thld. Asph twy sections not full strength. Rwy 36 REIL. OTS indef. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, MALSF Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.275 (417) 476–2613.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 072° 20.7 NM to fld. 1200/7E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD–MONROE CITY (K52) 1 S UTC−6(−5DT) N39°38.07′ W91°43.62′ **KANSAS CITY**
737 B S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE STL **L–27B**
RWY 09–27: H3516X50 (ASPH–RFSC) S–16 MIRL (NSTD) **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Ultralight acft on and invof arpt. TPA for lgt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758′ of Rwy 27. Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 233° 24.4 NM to fld. 710/5E. **HIWAS.**



MONTGOMERY CITY

MONTGOMERY–WEHRMAN (4MO) 4 NE UTC−6(−5DT) N39°00.75′ W91°25.16′ **KANSAS CITY**
778 S6 **FUEL** 100LL NOTAM FILE STL
RWY 03–21: 2360X75 (TURF–GRVL) LIRL (NSTD)
RWY 03: Trees. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat continuously, Sun 1900–0600Z‡. For LIRL Rwy 03–21 call arpt manager. Night operations not recommended. Rwy 03–21 gravel portion 1360′X10′. Rwy 03–21 uneven sfc. NSTD rwy safety area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy 03–21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03–21 NSTD LIRL, mounted on fence at various distances, no thld lgts.
COMMUNICATIONS: CTAF 122.9.

MONTGOMERY–WEHRMAN (See MONTGOMERY CITY)

WAAS	APP CRS	Rwy Idg	5000
CH 53403	179°	TDZE	1314
W18A		Apt Elev	1314

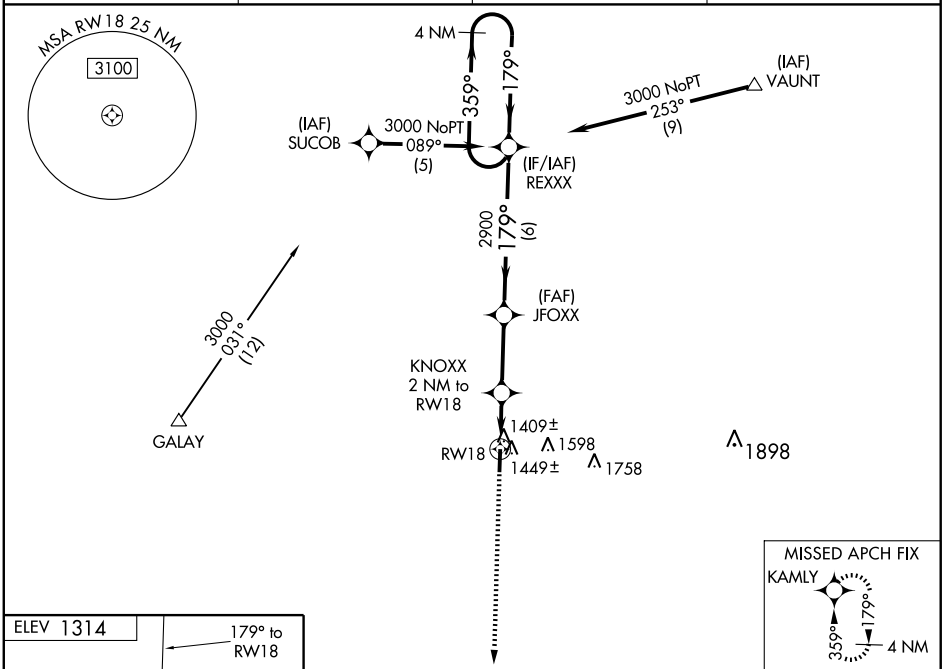
RNAV (GPS) RWY 18

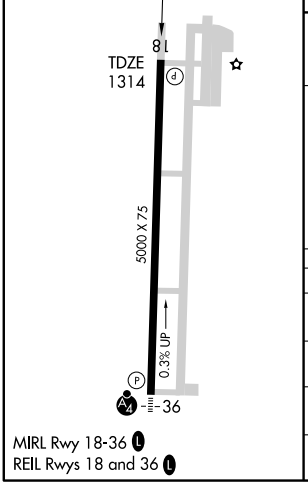
MONETT MUNI (HFJ)

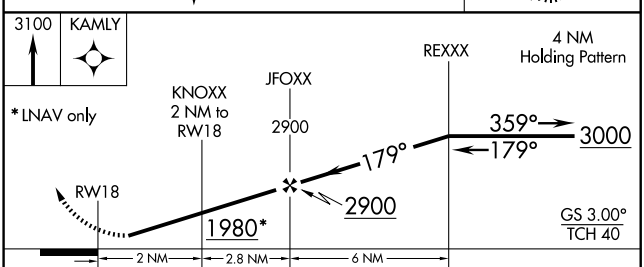
When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet; increase LPV all Cats visibilty ¼ mile, LNAV/VNAV all Cats visibilty ½ mile, and LNAV Cat C visibilty ¼ mile. Baro-VNAV NA with Joplin altimeter setting.

MISSED APPROACH: Climb to 3100 direct KAMLY and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1564-1 250 (300-1)			NA
LNAV/VNAV DA	1730-1½ 416 (500-1½)			NA
LNAV MDA	1720-1 406 (500-1)		1720-1¼ 406 (500-1¼)	NA
CIRCLING	1760-1 446 (500-1)	1780-1 466 (500-1)	1780-1½ 466 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

MONETT MUNI (HFJ)

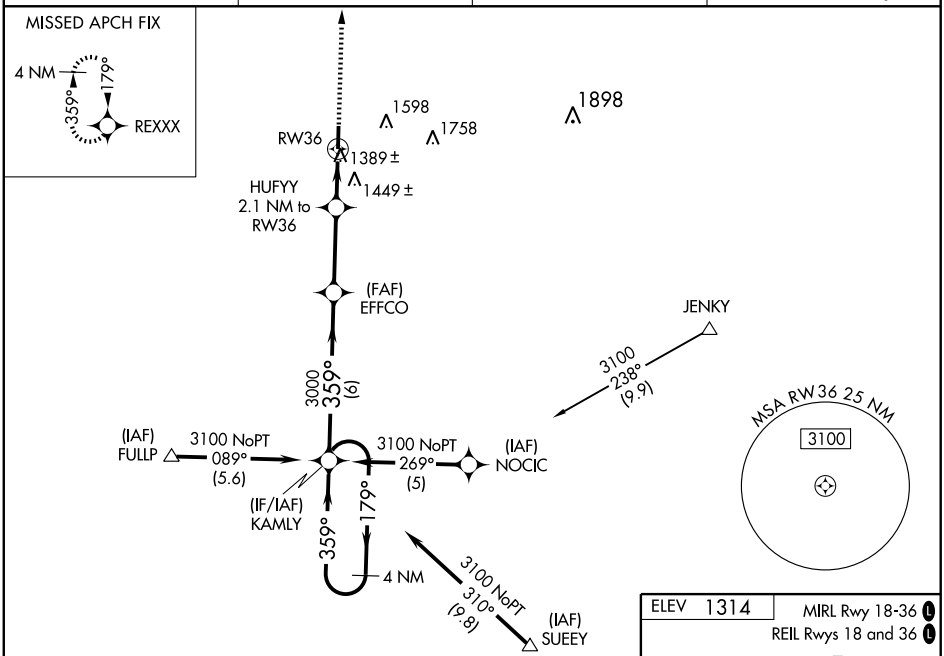
WAAS	APP CRS	Rwy Idg	5000
CH 69303	359°	TDZE	1300
W36A		Apt Elev	1314

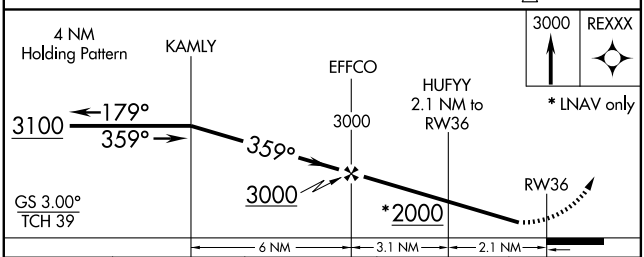
When VSGI inoperative, procedure NA at night. Inoperative table does not apply.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Joplin altimeter setting and increase all DA 111 feet and all MDA 120 feet; increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ½ mile. Baro-VNAV NA with Joplin altimeter setting.

MALSF

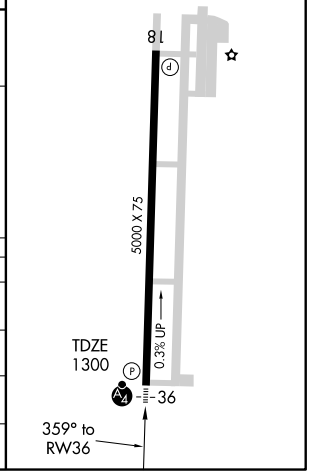
MISSED APPROACH: Climb to 3000 direct REXXX and hold.

AWOS-3	SPRINGFIELD APP CON	CLNC DEL	UNICOM
118.275	124.95 318.2	121.85	123.075 (CTAF) L



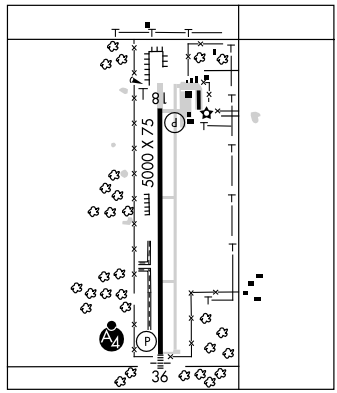


CATEGORY	A	B	C	D
LPV DA	1588-1 288 (300-1)			NA
LNAV/VNAV DA	1758-1¾ 458 (500-1¾)			NA
LNAV MDA	1700-1 400 (400-1)			NA
CIRCLING	1760-1 446 (500-1)	1780-1 466 (500-1)	1780-1½ 466 (500-1½)	NA



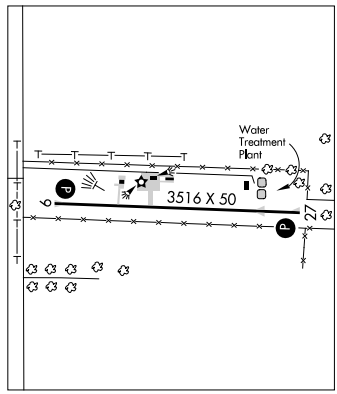
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MONETT MUNI (HFJ) 5 W UTC−6(−5DT) N36°54.37′ W94°10.77′ **KANSAS CITY**
1314 B **FUEL** 100LL, JET A NOTAM FILE COU **H–6I, L–16F**
RWY 18–36: H5000X75 (CONC) S–30 MIRL 0.3% up N **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0°. TCH 40′. Ground.
RWY 36: MALSF. REIL. PAPI(P4L)—GA 3.0°. TCH 39′. Trees.
AIRPORT REMARKS: Attended continuously. Self svc fuel avbl 24 hrs. Wildlife and ultralights on and invof arpt. Rwy 18–36—60′ x 475′ asph safety area N of Rwy 18 thld. Asph twy sections not full strength. Rwy 36 REIL. OTS indef. ACTIVATE MIRL Rwy 18–36, REIL Rwy 18 and Rwy 36, MALSF Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 118.275 (417) 476–2613.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **SPRINGFIELD APP/DEP CON** 124.95 **CLNC DEL** 121.85
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 072° 20.7 NM to fld. 1200/7E.
COMM/NAV/WEATHER REMARKS: UNICOM unmonitored approximately 50% during daylight hrs.



MONROE CITY

CAPT. BEN SMITH AIRFIELD–MONROE CITY (K52) 1 S UTC−6(−5DT) N39°38.07′ W91°43.62′ **KANSAS CITY**
737 B S2 **FUEL** 100LL TPA—See Remarks NOTAM FILE STL **L–27B**
RWY 09–27: H3516X50 (ASPH–RFSC) S–16 MIRL (NSTD) **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 36′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Ultralight acft on and invof arpt. TPA for lgt acft 1537(800), turbo prop and jets 2237(1500). NSTD MIRL, split lenses of amber and white missing last 1,758′ of Rwy 27. Rwy 09 VASI OTS indef. Rwy 27 VASI OTS indef. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
KANSAS CITY CENTER APP/DEP CON 135.525
RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.
QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 233° 24.4 NM to fld. 710/5E. **HIWAS.**



MONTGOMERY CITY

MONTGOMERY–WEHRMAN (4MO) 4 NE UTC−6(−5DT) N39°00.75′ W91°25.16′ **KANSAS CITY**
778 S6 **FUEL** 100LL NOTAM FILE STL
RWY 03–21: 2360X75 (TURF–GRVL) LIRL (NSTD)
RWY 03: Trees. **RWY 21:** Trees.
AIRPORT REMARKS: Attended Mon–Sat continuously, Sun 1900–0600Z‡. For LIRL Rwy 03–21 call arpt manager. Night operations not recommended. Rwy 03–21 gravel portion 1360′X10′. Rwy 03–21 uneven sfc. NSTD rwy safety area byd each rwy end, incorrect grade and length, ditch at Rwy 21 thld, fence and trees at Rwy 03 thld. Rwy 03–21, old tanks, trees and brush at various distances along east and west rwy edges in rwy object free area and primary surface. Numerous tall trees in approach and transitional surfaces at each rwy end. Rwy 03–21 NSTD LIRL, mounted on fence at various distances, no thld lgts.
COMMUNICATIONS: CTAF 122.9.

MONTGOMERY–WEHRMAN (See MONTGOMERY CITY)

APP CRS	Rwy Idg	3516
091°	TDZE	737
	Apt Elev	737

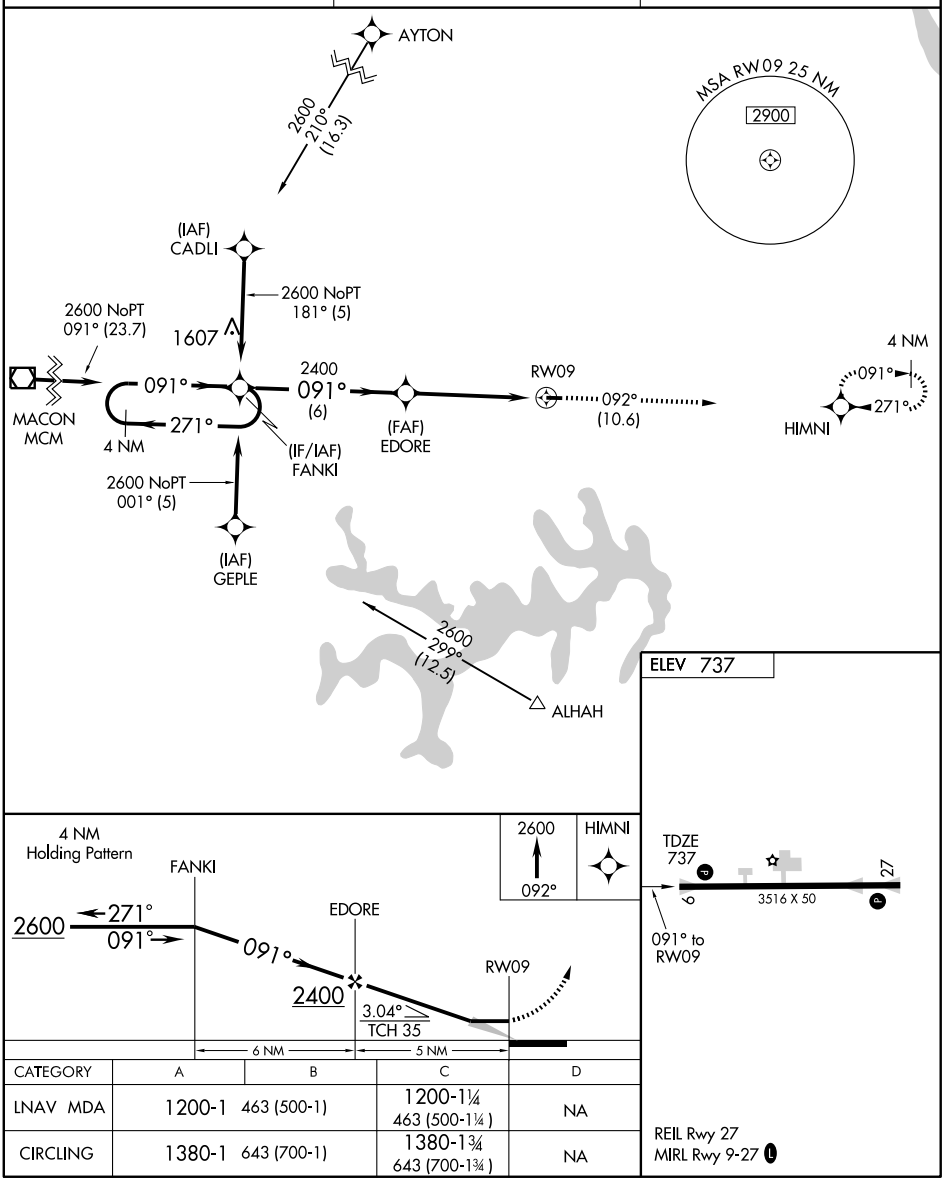
RNAV (GPS) RWY 9

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

⚠ NA — Use Quincy, IL altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 092° course to HIMNI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 463 (500-1)		1200-1¼ 463 (500-1¼)	NA
CIRCLING	1380-1 643 (700-1)		1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3516
271°	TDZE	737
	Apt Elev	737

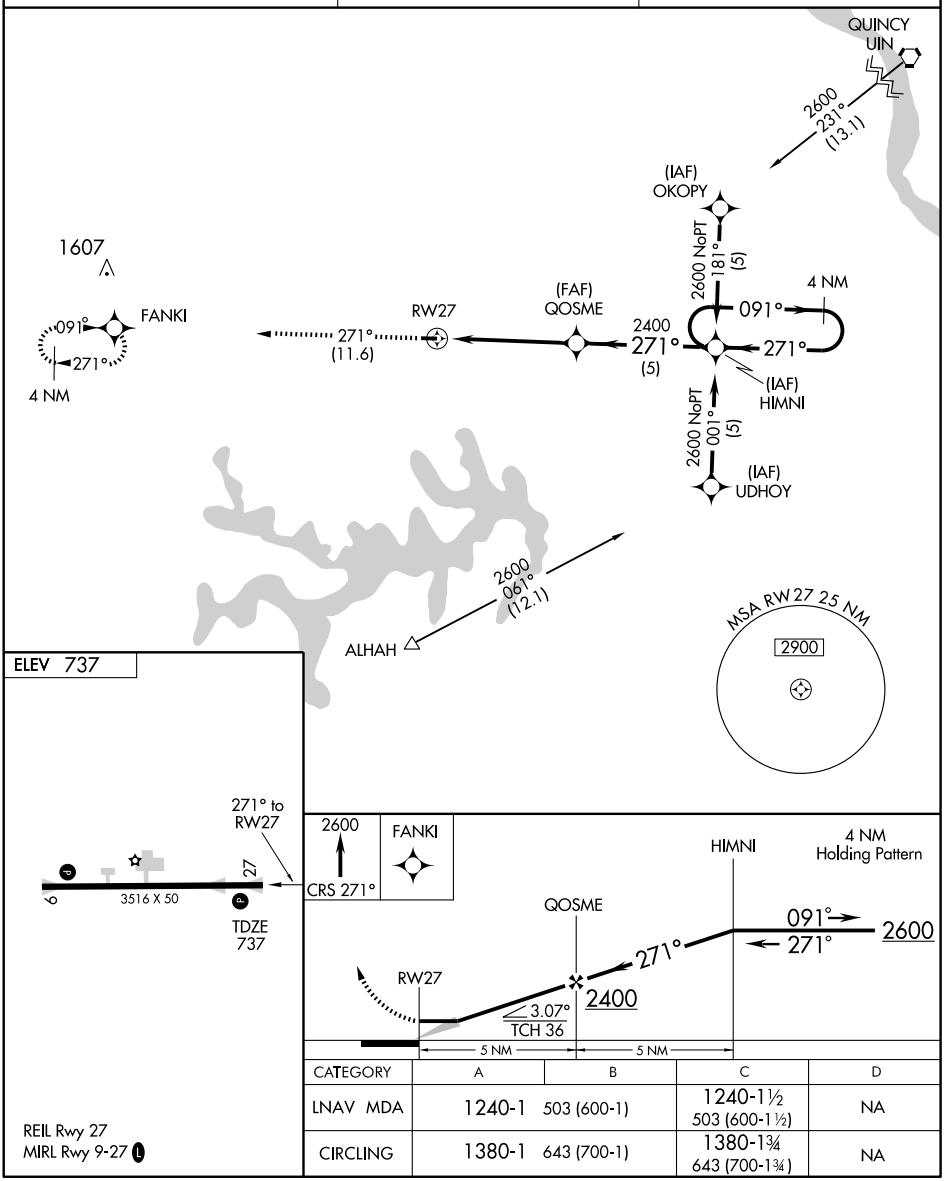
RNAV (GPS) RWY 27

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2600 via 271° course to FANKI WP and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1240-1	503 (600-1)	1240-1½ 503 (600-1½)	NA
CIRCLING	1380-1	643 (700-1)	1380-1¾ 643 (700-1¾)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN 113.6 Chan 83	APP CRS 233°	Rwy Idg N/A TDZE N/A Apt Elev 737

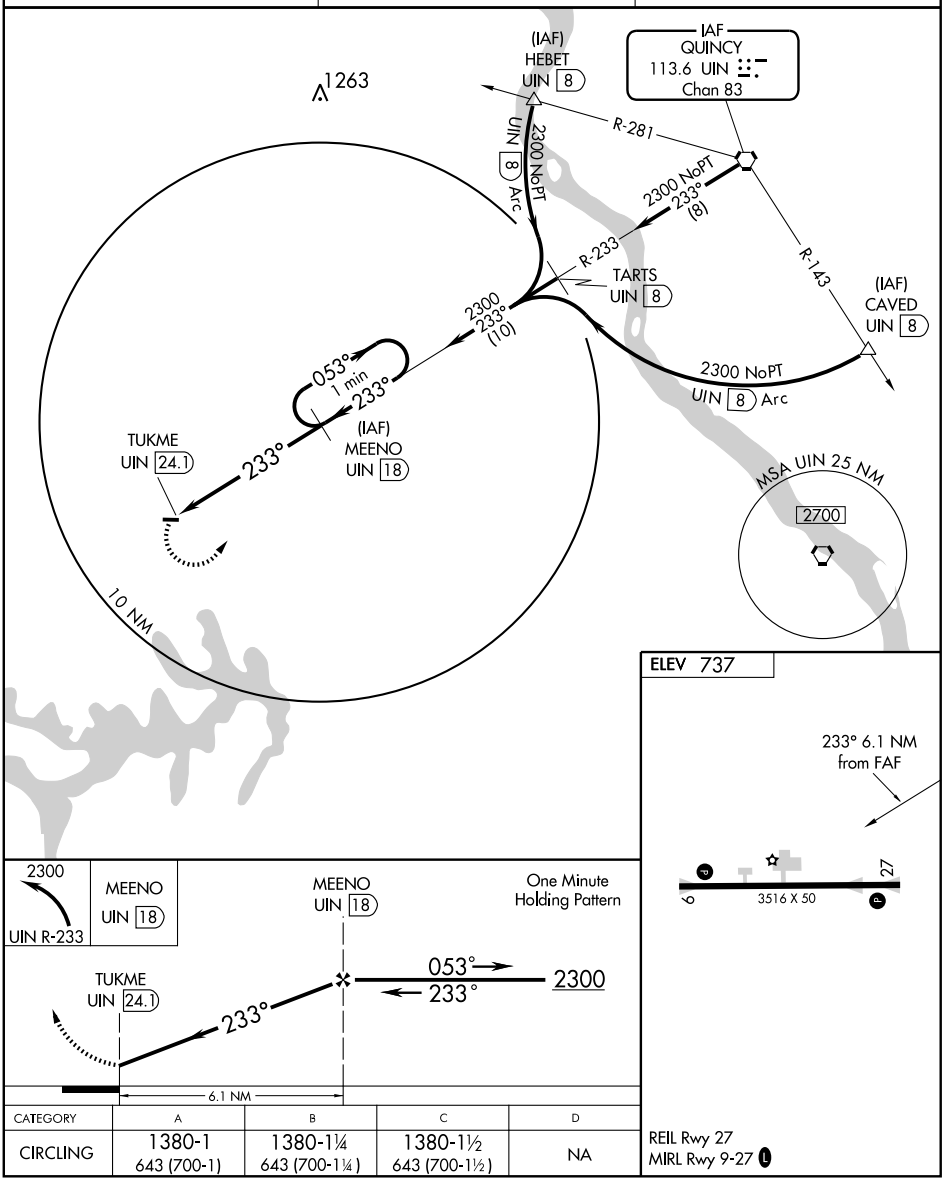
VOR/DME-A

MONROE CITY/ CAPT. BEN SMITH AIRFIELD-MONROE CITY (K52)

NA Use Quincy, IL altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 via UIN R-233 to MEENO/18 DME and hold.

QUINCY ASOS	KANSAS CITY CENTER	UNICOM
121.425	135.525 319.9	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1380-1 643 (700-1)	1380-1¼ 643 (700-1¼)	1380-1½ 643 (700-1½)	NA

REIL Rwy 27
MIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MONTICELLO

LEWIS CO RGNL (6M6) 2 NE UTC−6(−5DT) N40°07.75′ W91°40.70′ **KANSAS CITY**

675 B **FUEL** 100LL NOTAM FILE STL **L–27B, L–27A, A**

RWY 18–36: H3500X60 (CONC) S–30 MIRL 0.3% up S **IAP**

RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Road.

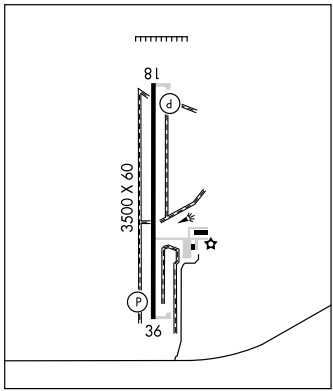
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18–36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 308° 24.9 NM to fld. 710/5E. **HIWAS.**



MOSBY

MIDWEST NATIONAL AIR CENTER (GPH) 1 N UTC−6(−5DT) N39°19.95′ W94°18.58′ **KANSAS CITY**

777 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU **H–5C, L–27A, A**

RWY 18–36: H5504X100 (ASPH) S–30, D–60 HIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59′. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1300–0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816–407–3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 816–407–3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **KANSAS CITY CLNC DEL** 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ 041° 18.5 NM to fld. 740/5E.

ILS/DME 110.55 I–CUE Chan 42(Y) Rwy 18. ILS unmonitored.

MOSCOW MILLS

GREENSFIELD (M71) 4 SW UTC−6(−5DT) N38°54.11′ W90°57.62′ **KANSAS CITY**

549 NOTAM FILE STL **L–27B, A**

RWY 09–27: H3227X50 (ASPH)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop–off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09–27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W090°58.27′ 357° 12.4 to fld. 818/5E.

WAAS	APP CRS	Rwy Idg	3500
CH 50401	180°	TDZE	675
W18A		Apt Elev	675

RNAV (GPS) RWY 18

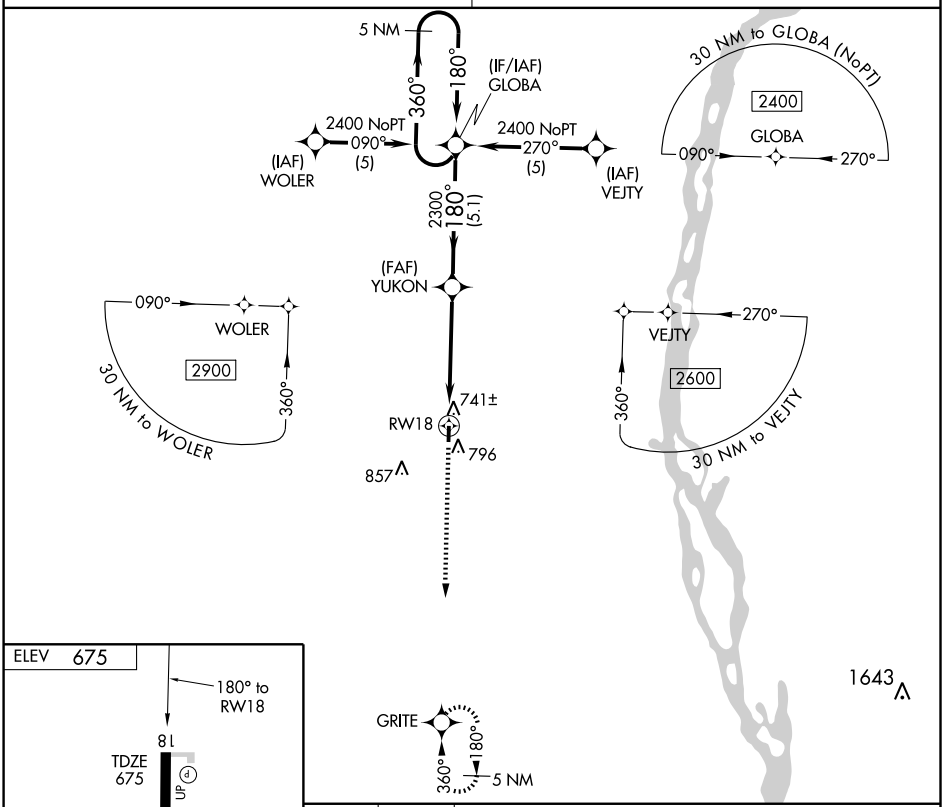
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

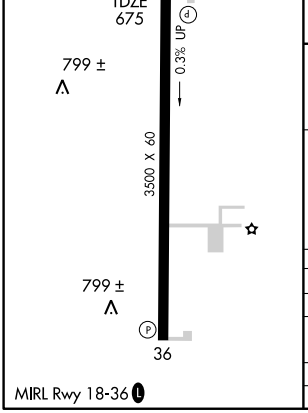
T
NA

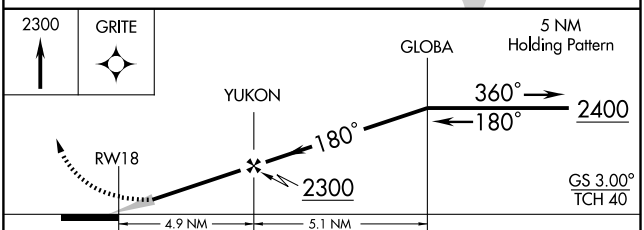
DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2300 direct GRITE and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1035-1¼	360 (400-1¼)	NA	
LNAV/VNAV DA	1082-1½	407 (500-1½)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3500
CH 97601	360°	TDZE	675
W36A		Apt Elev	675

RNAV (GPS) RWY 36

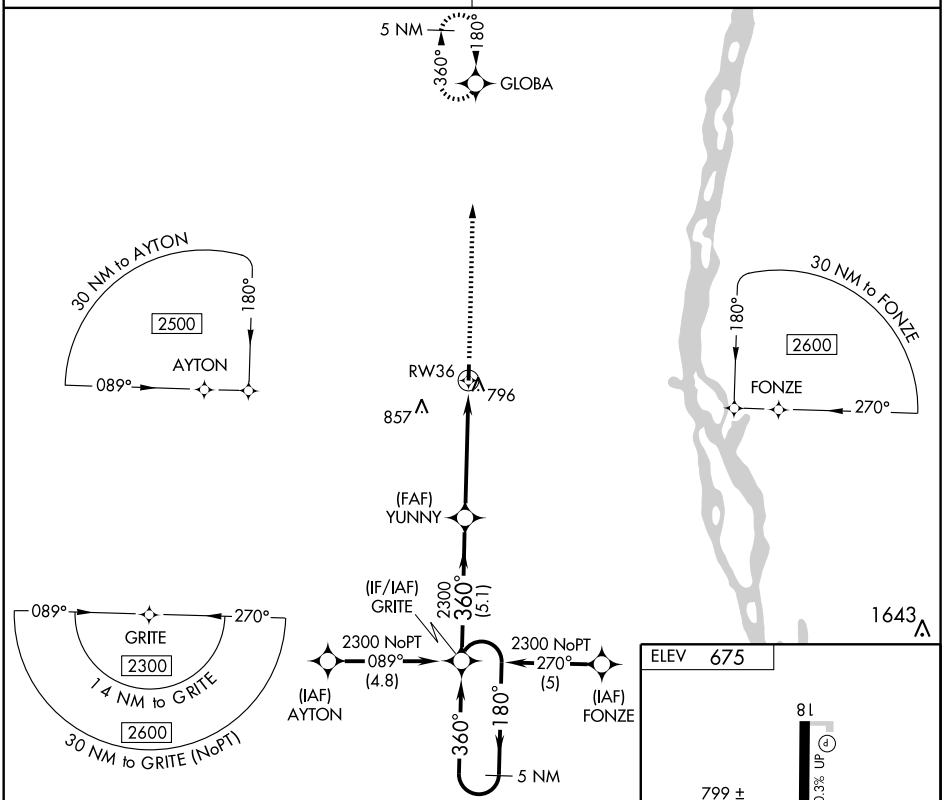
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

T
A NA

DME/DME RNP-0.3 NA. Baro-VNAV NA.
Use Quincy altimeter setting; if not received, use Kirksville altimeter setting and increase all DAs/MDAs 80 feet.

MISSED APPROACH: Climb to 2400 direct GLOBA and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	996-1¼	321 (400-1¼)	NA	
LNAV/VNAV DA	1137-1¾	462 (500-1¾)	NA	
LNAV MDA	1120-1	445 (500-1)	NA	
CIRCLING	1180-1	505 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC UIN 113.6 Chan 83	APP CRS 308°	Rwy Idg N/A TDZE N/A Apt Elev 674

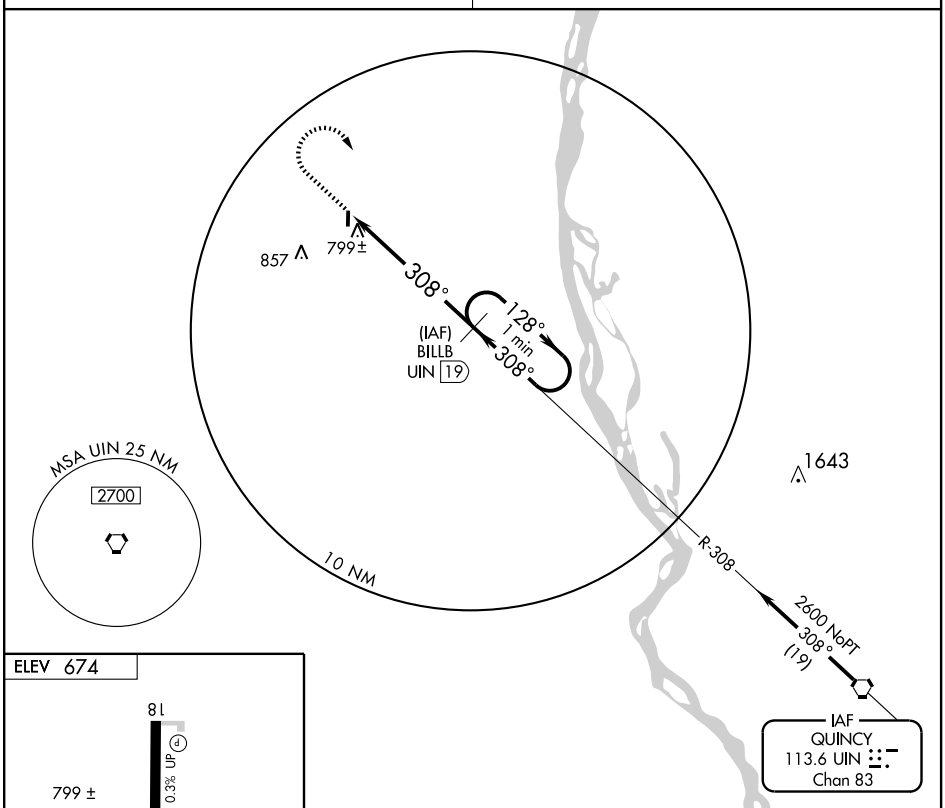
VOR/DME-A

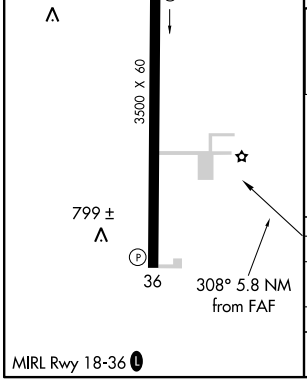
MONTICELLO/ LEWIS COUNTY RGNL (6M6)

T NA Use Quincy altimeter setting; when not received use Kirksville altimeter setting

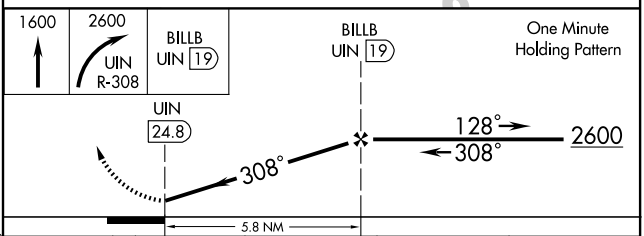
MISSED APPROACH: Climb to 1600 then right turn to 2600 via UIN R-308 to BILLB/19 DME and hold.

KANSAS CITY CENTER	UNICOM
135.525 319.9	122.7 (CTAF) L





1600	2600 UIN R-308	BILLB UIN 19



CATEGORY	A	B	C	D
CIRCLING	1180-1 506 (600-1)	1180-1¼ 506 (600-1¼)	NA	
KIRKSVILLE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 566 (600-1)	1240-1¼ 566 (600-1¼)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MONTICELLO

LEWIS CO RGNL (6M6) 2 NE UTC−6(−5DT) N40°07.75′ W91°40.70′ **KANSAS CITY**

675 B **FUEL** 100LL NOTAM FILE STL **L–27B, L–27A, A**

RWY 18–36: H3500X60 (CONC) S–30 MIRL 0.3% up S **IAP**

RWY 18: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

RWY 36: PAPI(P2L)—GA 3.0° TCH 40′. Road.

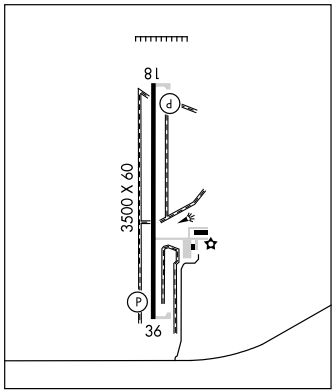
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Crop dusting acft on and invof arpt. ACTIVATE MIRL Rwy 18–36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.

COMMUNICATIONS: CTAF/UNICOM 122.7 UNICOM unmonitored.

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 135.525

RADIO AIDS TO NAVIGATION: NOTAM FILE UIN.

QUINCY (H) VORTAC 113.6 UIN Chan 83 N39°50.88′ W91°16.74′ 308° 24.9 NM to fld. 710/5E. **HIWAS.**



MOSBY

MIDWEST NATIONAL AIR CENTER (GPH) 1 N UTC−6(−5DT) N39°19.95′ W94°18.58′ **KANSAS CITY**

777 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE COU **H–5C, L–27A, A**

RWY 18–36: H5504X100 (ASPH) S–30, D–60 HIRL **IAP**

RWY 18: REIL. PAPI(P4L)—GA 3.5° TCH 59′. Tree.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 45′. Trees.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1300–0000Z‡. 24 hour credit card fueling system avbl for JET A, 100LL and MOGAS. For after hours full svc fueling call 816–407–3390. After hours call out fee waived with 200 gallon or more fuel purchase. Wildlife on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 816–407–3390. Arpt terminal bldg open 24 hours. ACTIVATE HIRL Rwy 18–36; PAPI Rwy 18 and Rwy 36; REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **KANSAS CITY APP/DEP CON** 118.4 **KANSAS CITY CLNC DEL** 118.2

RADIO AIDS TO NAVIGATION: NOTAM FILE MKC.

RIVERSIDE (T) VORW/DME 111.4 RIS Chan 51 N39°07.22′ W94°35.80′ 041° 18.5 NM to fld. 740/5E.

ILS/DME 110.55 I–CUE Chan 42(Y) Rwy 18. ILS unmonitored.

MOSCOW MILLS

GREENSFIELD (M71) 4 SW UTC−6(−5DT) N38°54.11′ W90°57.62′ **KANSAS CITY**

549 NOTAM FILE STL **L–27B, A**

RWY 09–27: H3227X50 (ASPH)

RWY 09: Trees. **RWY 27:** Trees.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. NSTD rwy safety area byd each end and along rwy edges, Rwy 09 end has large drop–off, Rwy 27 incorrect terrain grades with brush and trees, small trees, excessive edge drops and ditches along pavement edges. Large areas of high ground, brush, trees and bldgs within primary and transitional surfaces and close to rwy edges. Rwy 09–27 designation markings incorrectly spaced from rwy thld.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W090°58.27′ 357° 12.4 to fld. 818/5E.

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-CUE	APP CRS	Rwy Idg	5504
110.55	184°	TDZE	777
Chan 42 (Y)		Apt Elev	777

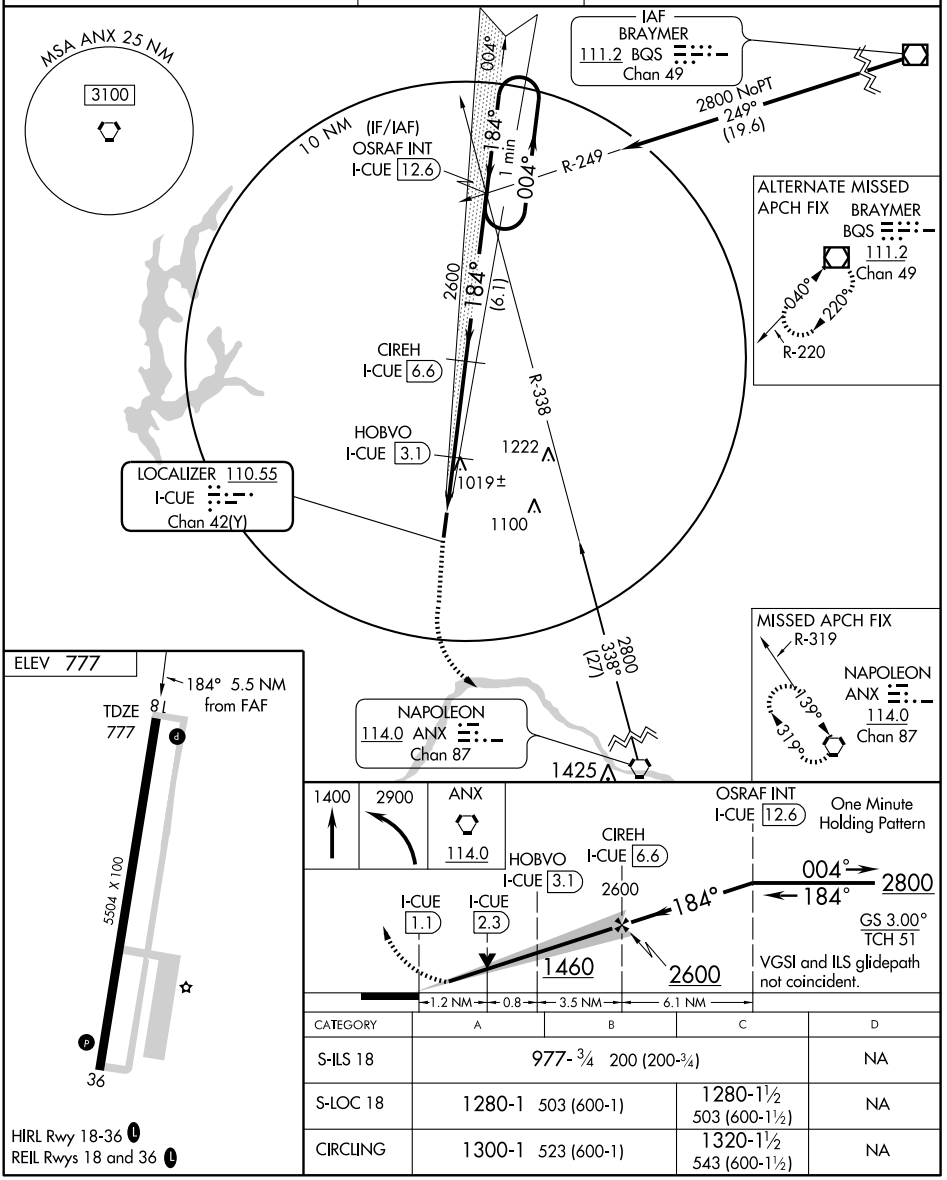
ILS or LOC/DME RWY 18

MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

T ANA Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase DA 79 feet and all visibilities ¼ mile; increase all MDAs 80 feet, and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2900 direct ANX VORTAC and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 18	977-¾ 200 (200-¾)			NA
S-LOC 18	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

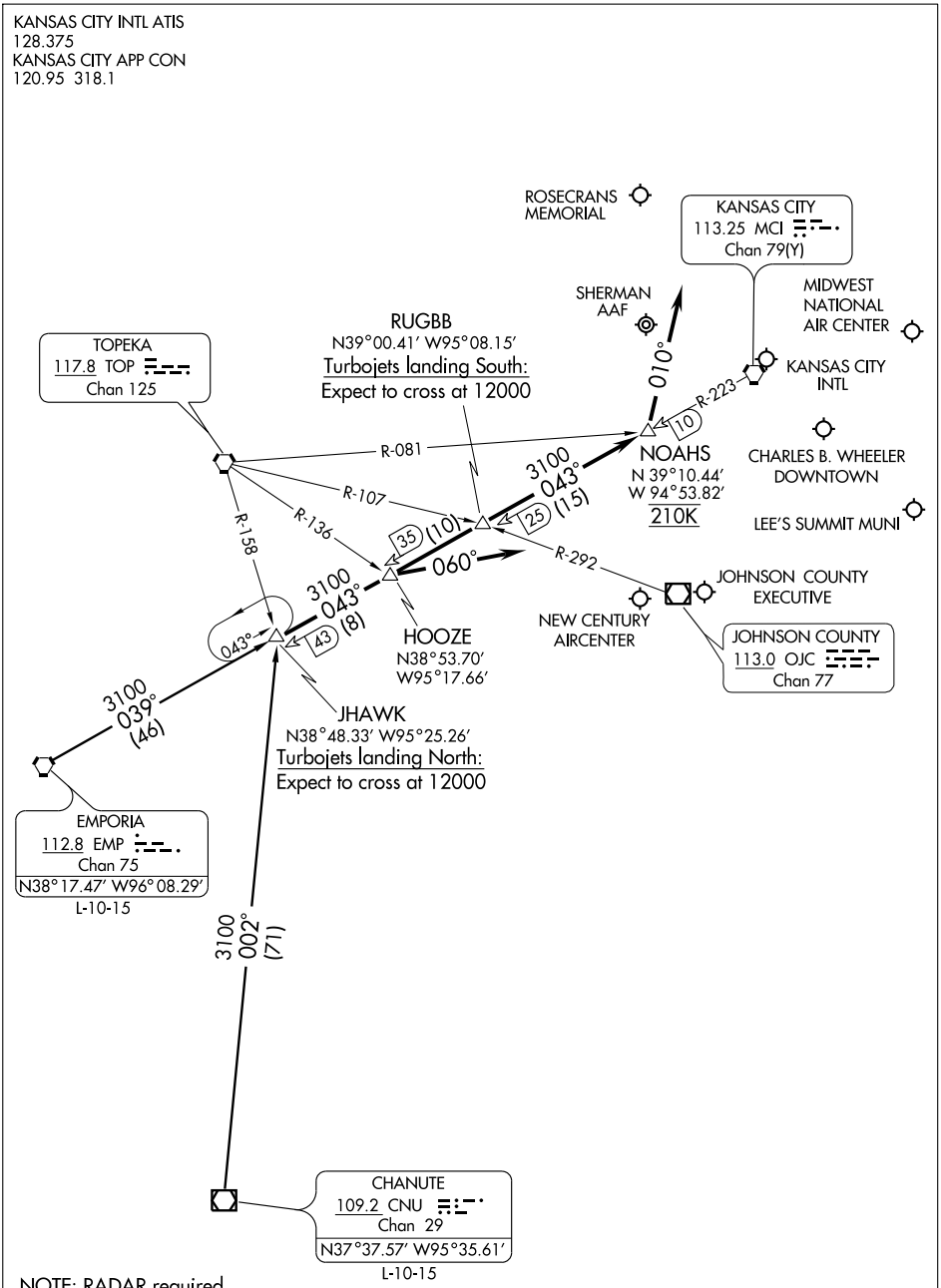
HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5504
CH 70323	184°	TDZE	777
W18A		Apt Elev	777

RNAV (GPS) RWY 18

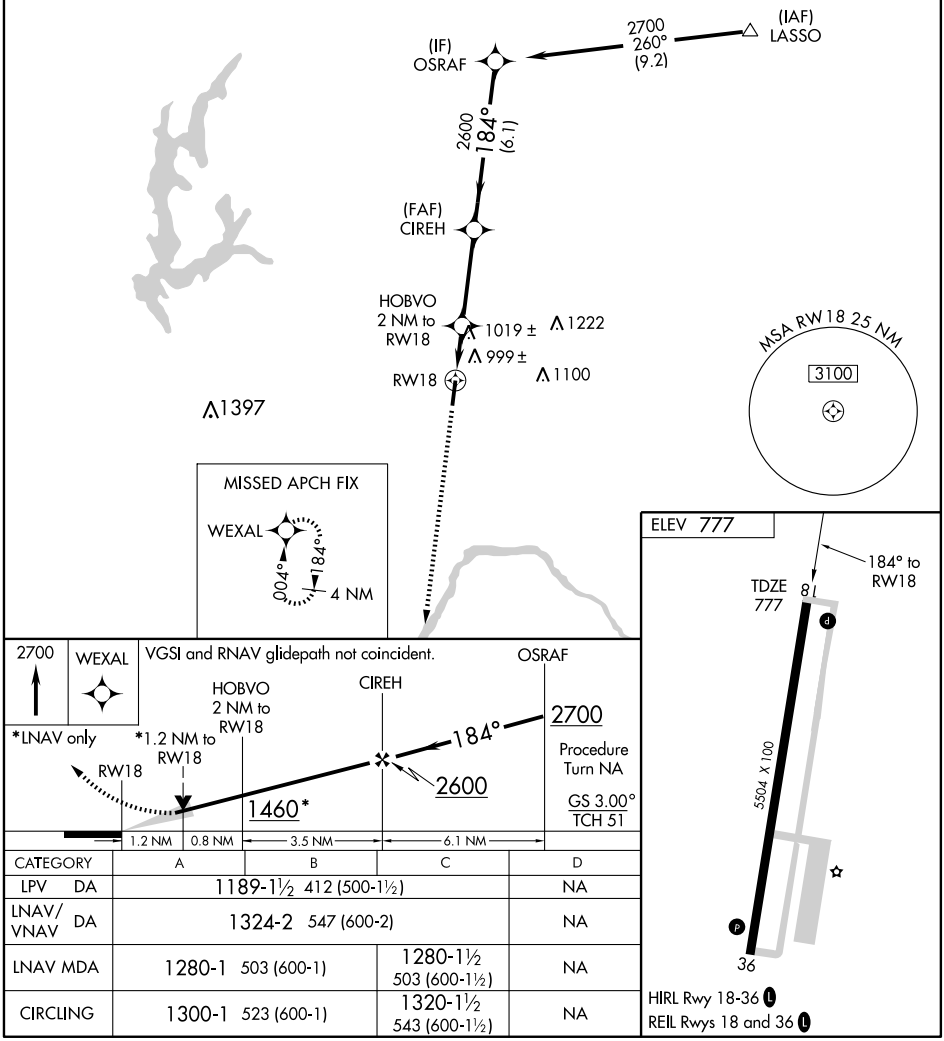
MOSBY/MIDWEST NATIONAL AIR CENTER (GPH)

T ANA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Kansas City Intl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Kansas City Intl altimeter setting and increase all DAs 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDAs 80 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 2700 direct WEXAL and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L

Procedure NA for arrivals at LASSO via V159 southeast bound, and via V502 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1189-1½ 412 (500-1½)			NA
LNAV/VNAV DA	1324-2 547 (600-2)			NA
LNAV MDA	1280-1 503 (600-1)		1280-1½ 503 (600-1½)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86409 W36A	APP CRS 004°	Rwy Idg 5504 TDZE 776 Apt Elev 777

RNAV (GPS) RWY 36

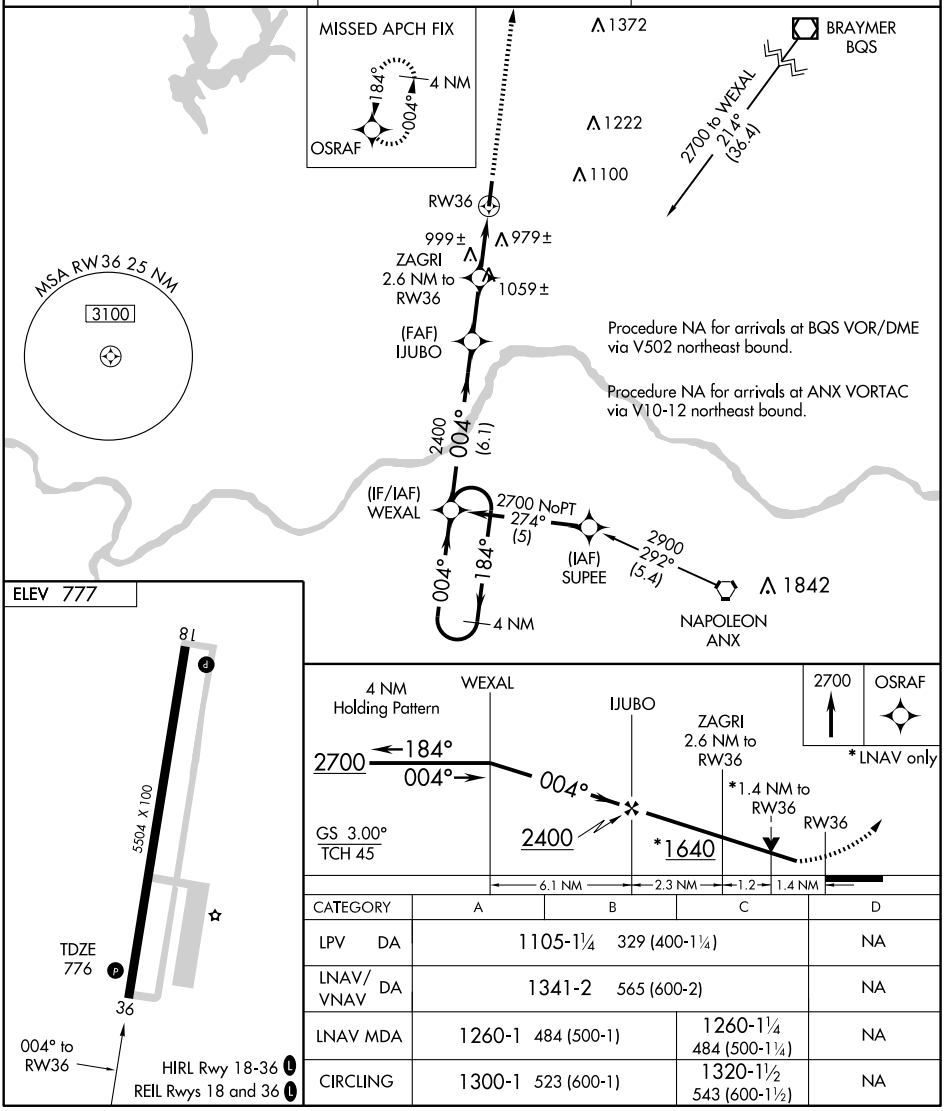
MOSBY/ MIDWEST NATIONAL AIR CENTER (GPH)

T NA

DME/DME RNP-0.3 NA. Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received use Kansas City Intl altimeter setting and increase all DA 79 feet and all LPV and LNAV/VNAV visibilities ¼ mile; increase all MDA 80 feet and LNAV and Circling Cat C visibility ¼ mile.
VDP NA when using Kansas City Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct OSRAF and hold.

KANSAS CITY APP CON	CLNC DEL	UNICOM
118.4	118.2	122.7 (CTAF) L



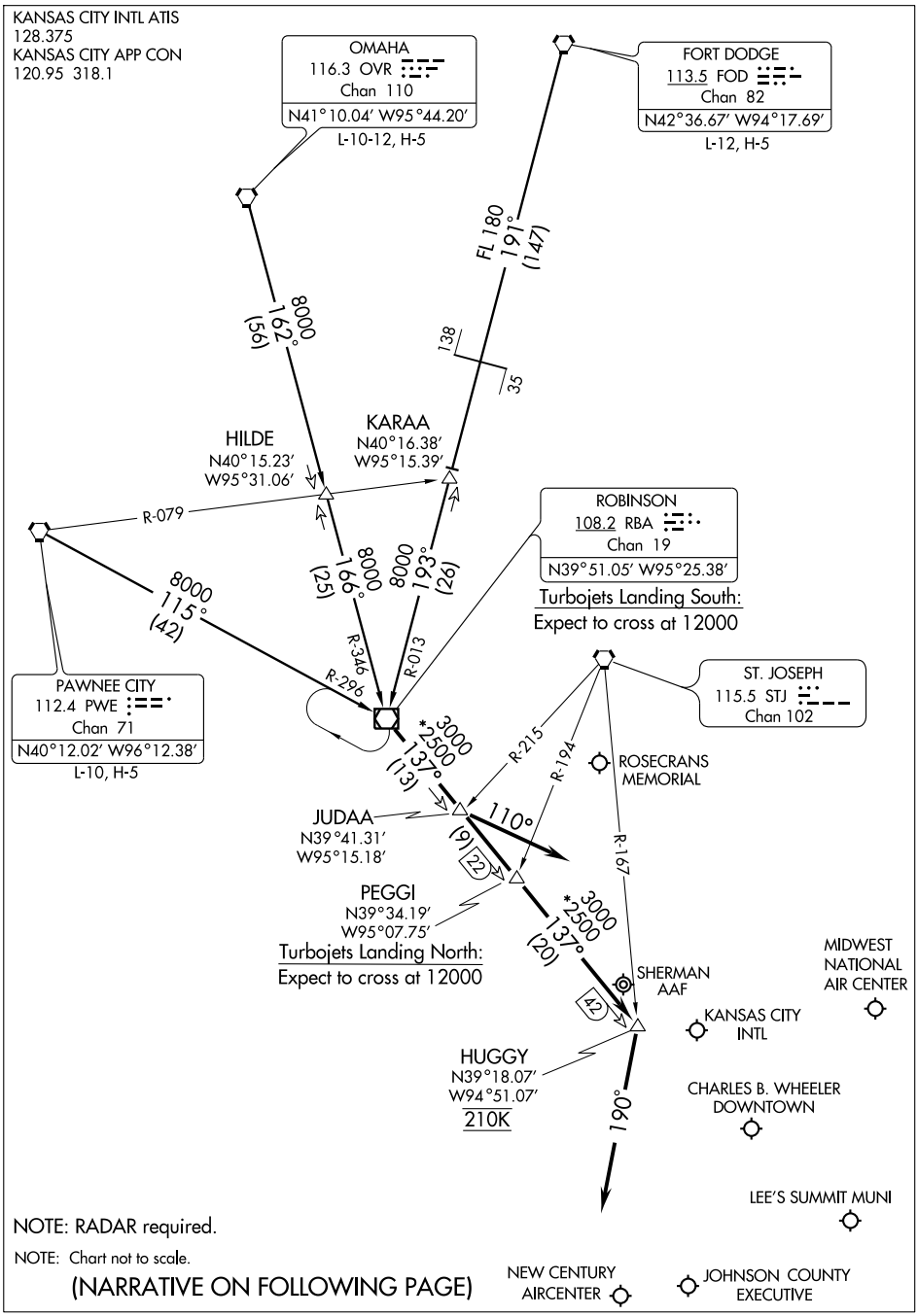
CATEGORY	A	B	C	D
LPV DA	1105-1¼ 329 (400-1¼)			NA
LNAV/VNAV DA	1341-2 565 (600-2)			NA
LNAV MDA	1260-1 484 (500-1)		1260-1¼ 484 (500-1¼)	NA
CIRCLING	1300-1 523 (600-1)		1320-1½ 543 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

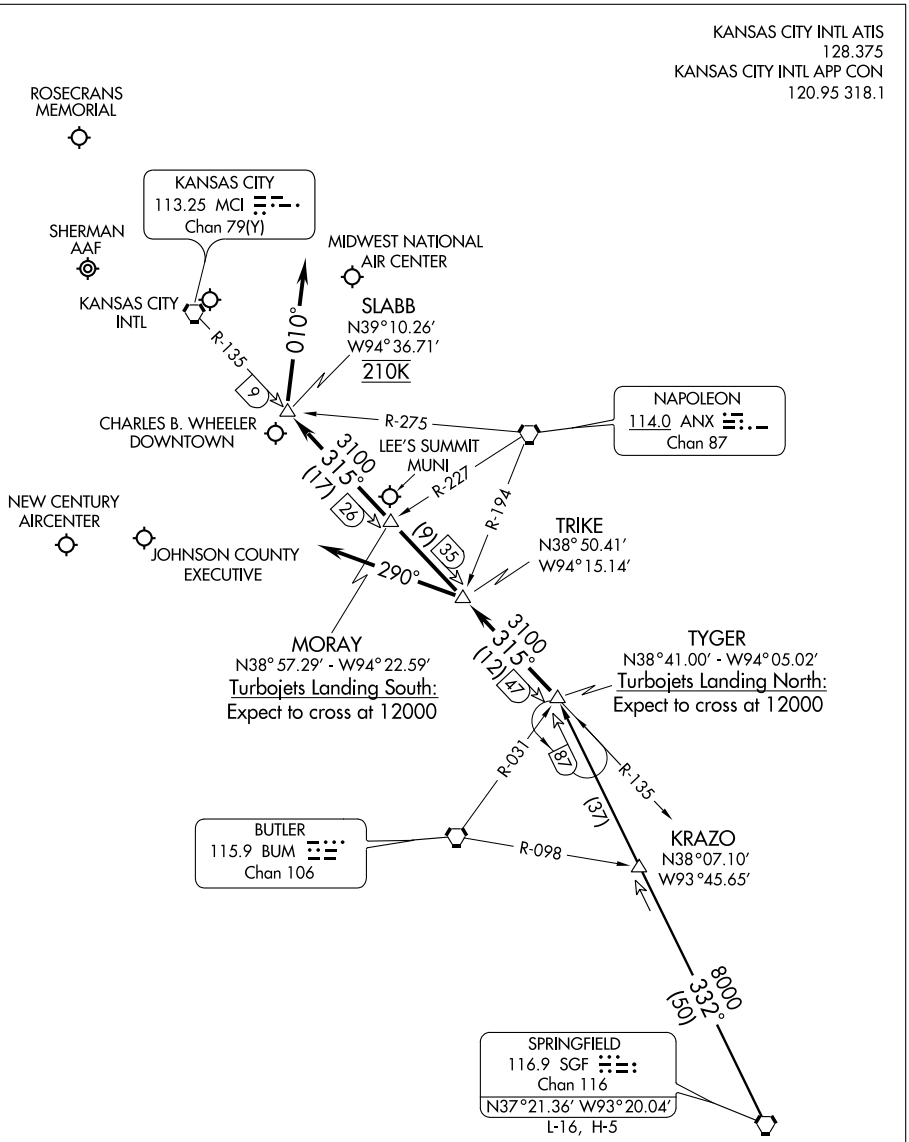
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

MOUNTAIN GROVE MEM (1MO) 3 SW UTC−6(−5DT) N37°07.24′ W92°18.67′

KANSAS CITY
L–16G
IAP

1476 B S6 **FUEL** 100LL, JET A1+, MOGAS NOTAM FILE COU

RWY 08–26: H3590X50 (ASPH–RFSC) LIRL (NSTD) 0.5% up E

RWY 08: Trees. **RWY 26:** Trees.

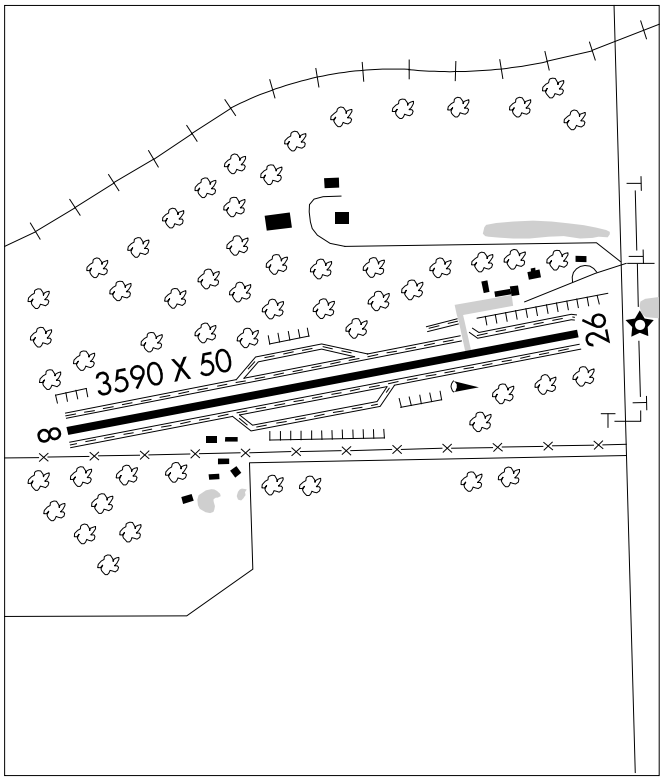
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08–26 numerous cracks with grass and weeds growing in them. Rwy 08–26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 072° 27.8 NM to fld. 1600/6E.



MOUNTAIN VIEW (MNF) 1 SW UTC−6(−5DT) N36°59.57′ W91°42.87′

KANSAS CITY
H–6J, L–16G
IAP

1181 B S1 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 10–28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thld dsplcd 320′.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52′. Pole.

AIRPORT REMARKS: Attended 1400–2300Z‡. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10–28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

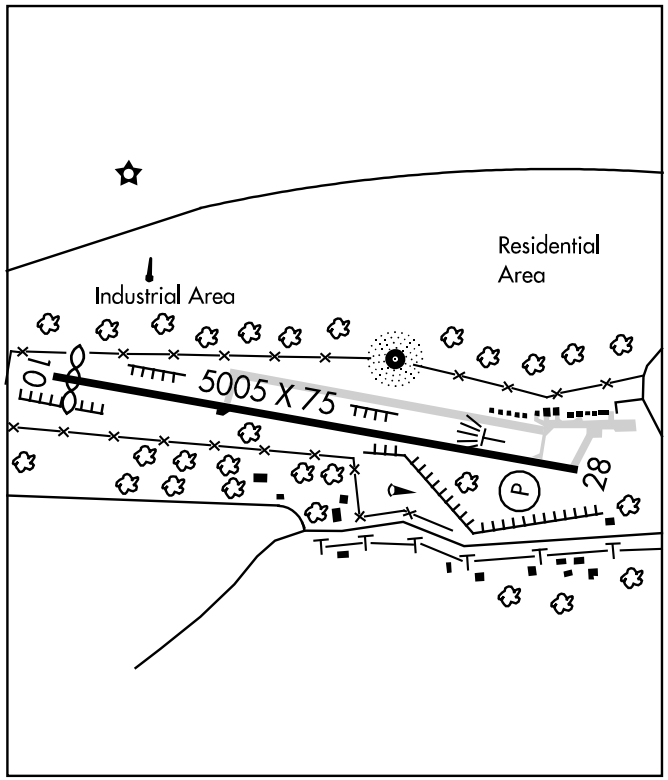
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 168° 36.0 NM to fld. 1370/6E. **HIWAS.**

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld.



VORTAC DGD 109.4 Chan 31	APP CRS 072°	Rwy Idg 3590 TDZE 1476 Apt Elev 1476

VOR/DME or GPS RWY 8

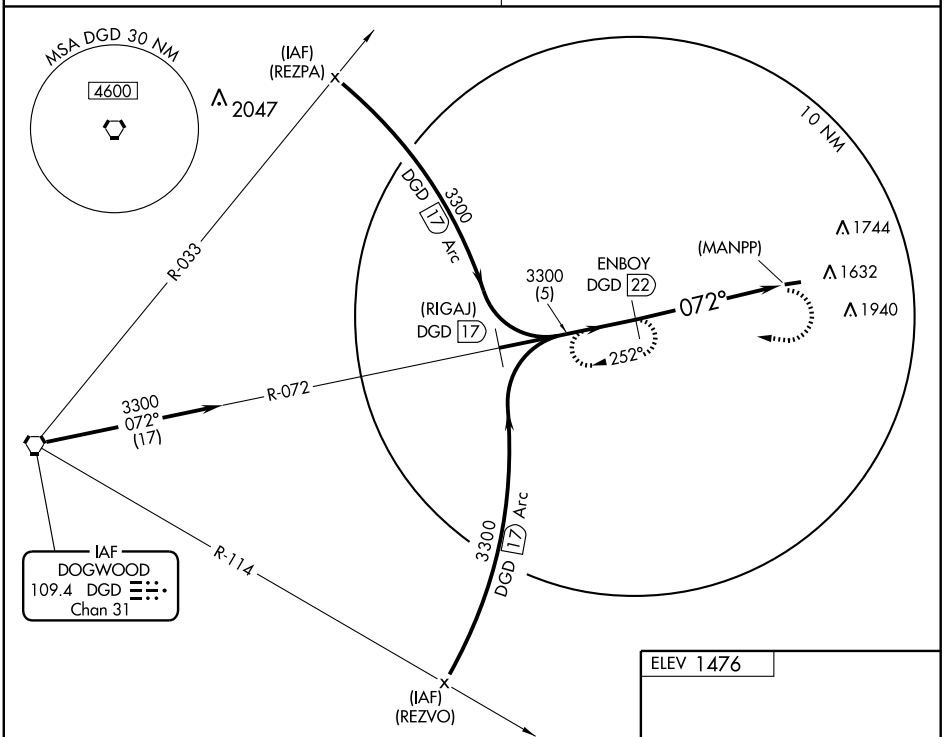
MOUNTAIN GROVE MEMORIAL (1MO)

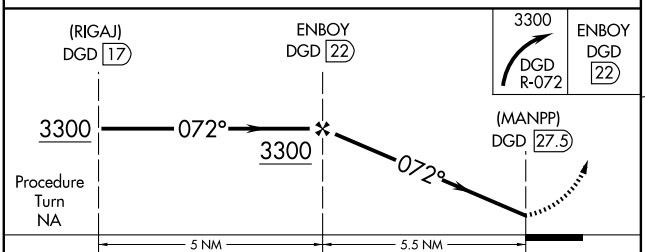
Use Forney AAF altimeter setting; when not available use Springfield altimeter setting and increase all MDAs 60 feet.

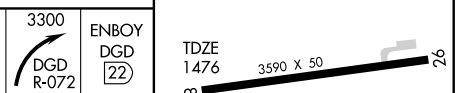
NA

MISSED APPROACH: Climbing right turn to 3300 via DGD R-072 to ENBOY 22 DME and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9







ELEV 1476

CATEGORY	A	B	C	D
S-8	2100-1 624 (700-1)	2100-1¼ 624 (700-1¼)	NA	
CIRCLING	2120-1 644 (700-1)	2120-1¼ 644 (700-1¼)	NA	

LIRL Rwy 8-26

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MOUNTAIN GROVE MEM (1MO) 3 SW UTC−6(−5DT) N37°07.24′ W92°18.67′

KANSAS CITY
L–16G
IAP

1476 B S6 **FUEL** 100LL, JET A1+, MOGAS NOTAM FILE COU

RWY 08–26: H3590X50 (ASPH–RFSC) LIRL (NSTD) 0.5% up E

RWY 08: Trees. **RWY 26:** Trees.

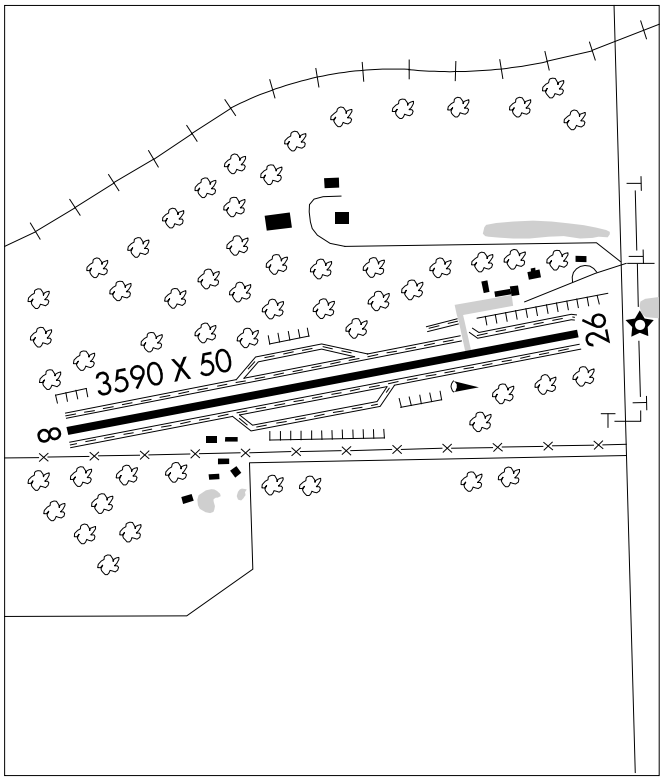
AIRPORT REMARKS: Attended continuously. Crop dusting acft on and invof arpt. NSTD rwy safety areas around entire rwy, incorrect grades, insufficient length byd rwy ends and sides of rwy, numerous trees and obstructions near pavement edges. Exercise caution when using this facility. Numerous Part 77 obstructions in primary, approach, and transitional surfaces around entire rwy. Rwy 08–26 numerous cracks with grass and weeds growing in them. Rwy 08–26 NSTD LIRL, 6 thld lgts at Rwy 26 thld. Rwy lighting system in poor condition.

COMMUNICATIONS: CTAF 122.9

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 072° 27.8 NM to fld. 1600/6E.



MOUNTAIN VIEW (MNF) 1 SW UTC−6(−5DT) N36°59.57′ W91°42.87′

KANSAS CITY
H–6J, L–16G
IAP

1181 B S1 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 10–28: H5005X75 (ASPH) MIRL 0.8% up NW

RWY 10: Thld dsplcd 320′.

RWY 28: PAPI (P4L)—GA 3.0° TCH 52′. Pole.

AIRPORT REMARKS: Attended 1400–2300Z‡. After hrs phone numbers posted on terminal door. Major powerplant repairs avbl. Wildlife on and invof arpt. Rwy 10–28 many cracks with grass and weeds growing in them. NSTD rwy safety areas byd each rwy end, incorrect terrain grades, brush and small trees.

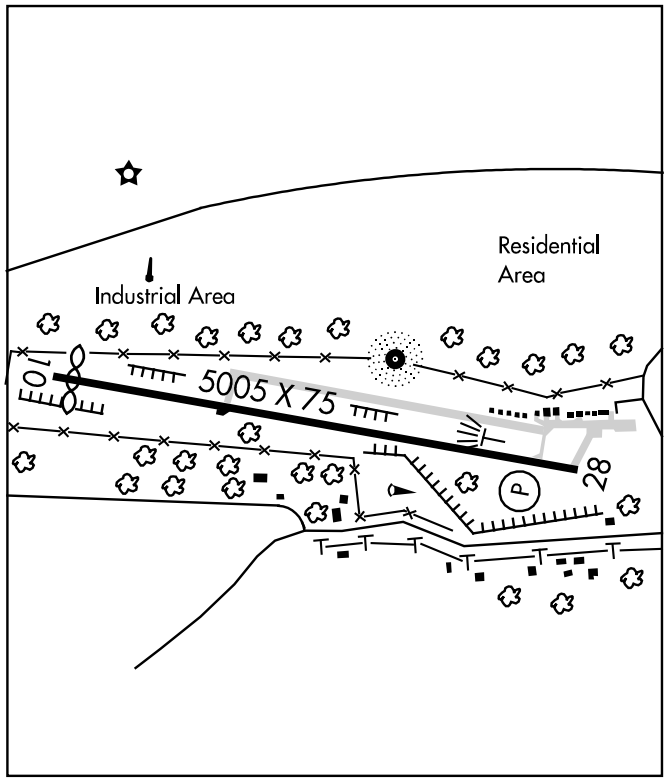
COMMUNICATIONS: CTAF/UNICOM 122.8

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 168° 36.0 NM to fld. 1370/6E. **HIWAS.**

NDB (MHW) 365 MNF N36°59.64′ W91°42.76′ at fld.



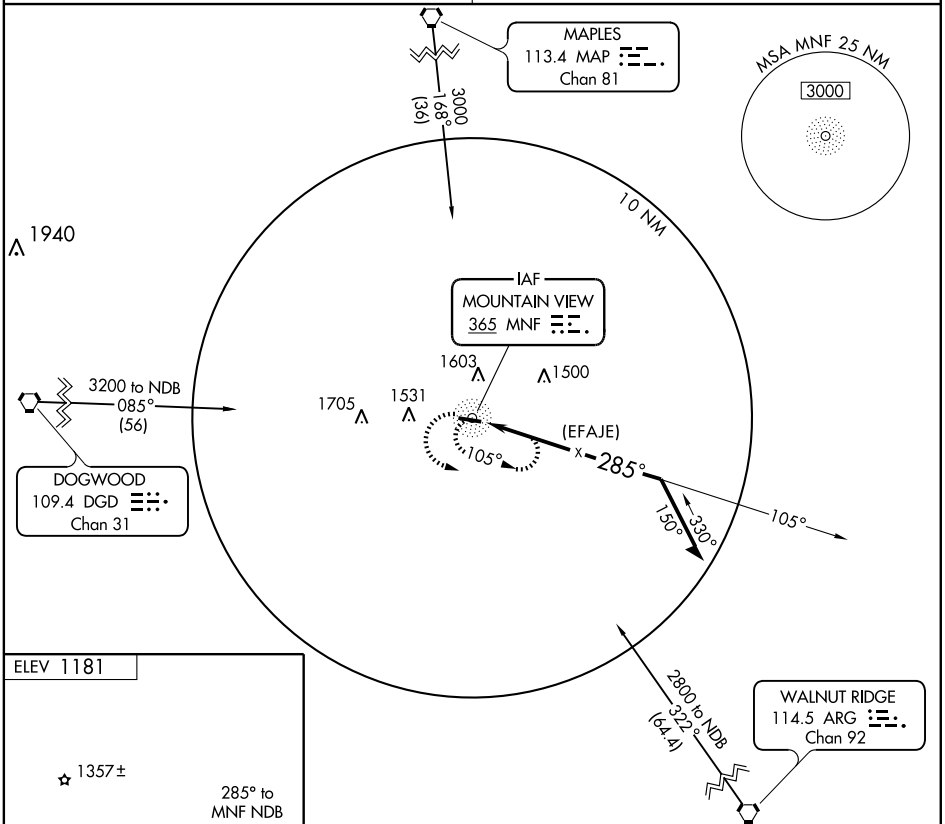
NDB MNF 365	APP CRS 285°	Rwy Idg 5005 TDZE 1165 Apt Elev 1181

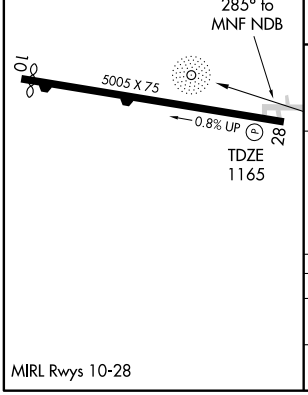
NDB or GPS RWY 28
MOUNTAIN VIEW (MNF)

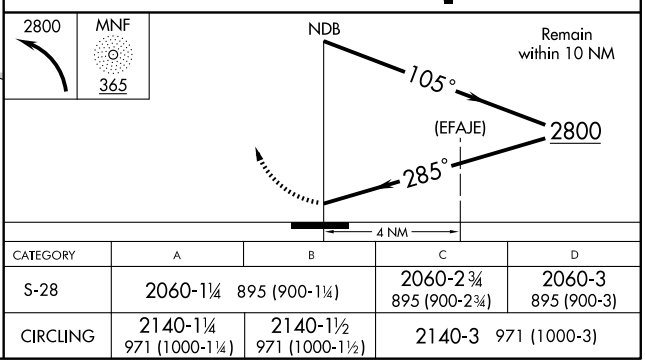
T NA Use Forney AAF altimeter setting. When not available procedure NA.

MISSED APPROACH: Climbing left turn to 2800 in MNF NDB holding pattern.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF)







CATEGORY	A	B	C	D
S-28	2060-1¼ 895 (900-1¼)		2060-2¾ 895 (900-2¾)	2060-3 895 (900-3)
CIRCLING	2140-1¼ 971 (1000-1¼)	2140-1½ 971 (1000-1½)	2140-3 971 (1000-3)	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

MT VERNON MUNI (2MO) 3 SW UTC−6(−5DT) N37°04.10′ W93°53.10′ **KANSAS CITY L–16F**

1244 S4 NOTAM FILE COU

RWY 18–36: H3195X60 (ASPH) MIRL

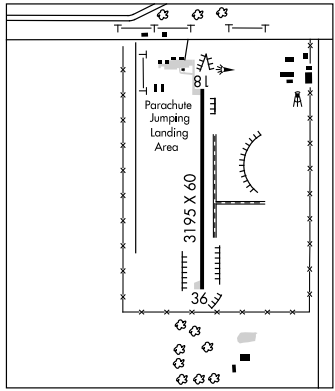
RWY 18: Road. **RWY 36:** Brush.

AIRPORT REMARKS: Attended irregularly. Parachute Jumping. User fee. Insufficient rwy safety area length byd Rwy 36 end. Rwy 18–36 MIRL OTS indef. ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NEOSHO (H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 056° 29.8 NM to fld. 1200/7E.



NAPOLEON N39°05.73′ W94°07.73′ NOTAM FILE COU. **KANSAS CITY H–5C, L–27A, A**

(L) VORTACW 114.0 ANX Chan 87 213° 6.2 NM to East Kansas City. 878/7E.

NEOSHO HUGH ROBINSON (EOS) 3 S UTC−6(−5DT) N36°48.65′ W94°23.50′ **KANSAS CITY H–6I, L–16F IAP**

1255 B S6 **FUEL** 100LL, JET A1+ NOTAM FILE COU

RWY 01–19: H5001X100 (ASPH–AFSC) S–30, D–43 MIRL 0.7% up S

RWY 01: REIL. PAPI(P4L)—GA 3.0° TCH 31′.

RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1400–2200Z‡. For svc after hrs call 417–592–1499. 24 hr self service 100LL fuel pump. Wildlife on and invof arpt. Ground hazard Camp Crowder Firing Range activity—stay above pattern altitude till base leg, weekdays and weekends indef. Rwy 01–19 line of sight obstructed by grade change on north end. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 01 and Rwy 19—CTAF. PAPI Rwy 01 and Rwy 19 opr 24 hrs.

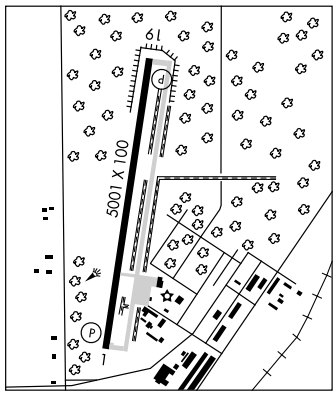
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 117.3T (COLUMBIA RADIO)

Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.6

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

(H) VOR/DME 117.3 EOS Chan 120 N36°50.55′ W94°26.14′ 125° 2.8 NM to fld. 1200/7E.



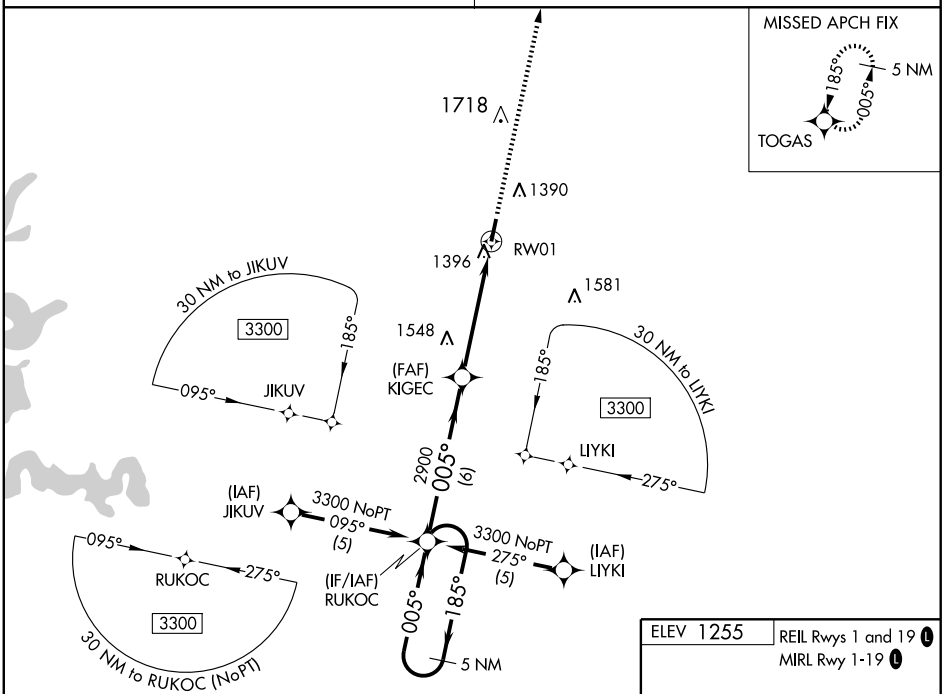
WAAS	APP CRS	Rwy Idg	5001
CH 99302	005°	TDZE	1255
W01A		Apt Elev	1255

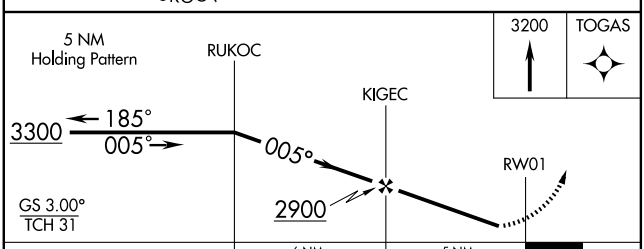
RNAV (GPS) RWY 1
NEOSHO HUGH ROBINSON (EOS)

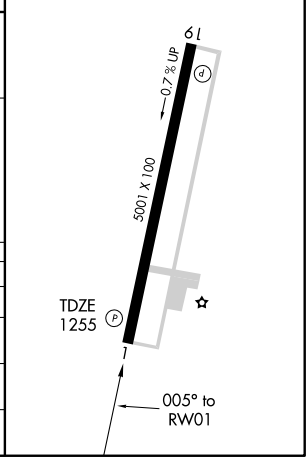
Baro-VNAV NA.
NA DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Joplin altimeter setting and increase all DA 15 feet/MDA 20 feet.

MISSED APPROACH: Climb to 3200 direct TOGAS and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1602-1¼ 347 (400-1¼)			NA
LNAV/VNAV DA	1719-1¾ 464 (500-1¾)			NA
LNAV MDA	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA
CIRCLING	1880-1 625 (700-1)		1880-1¾ 625 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5001
185°	TDZE	1245
	Apt Elev	1255

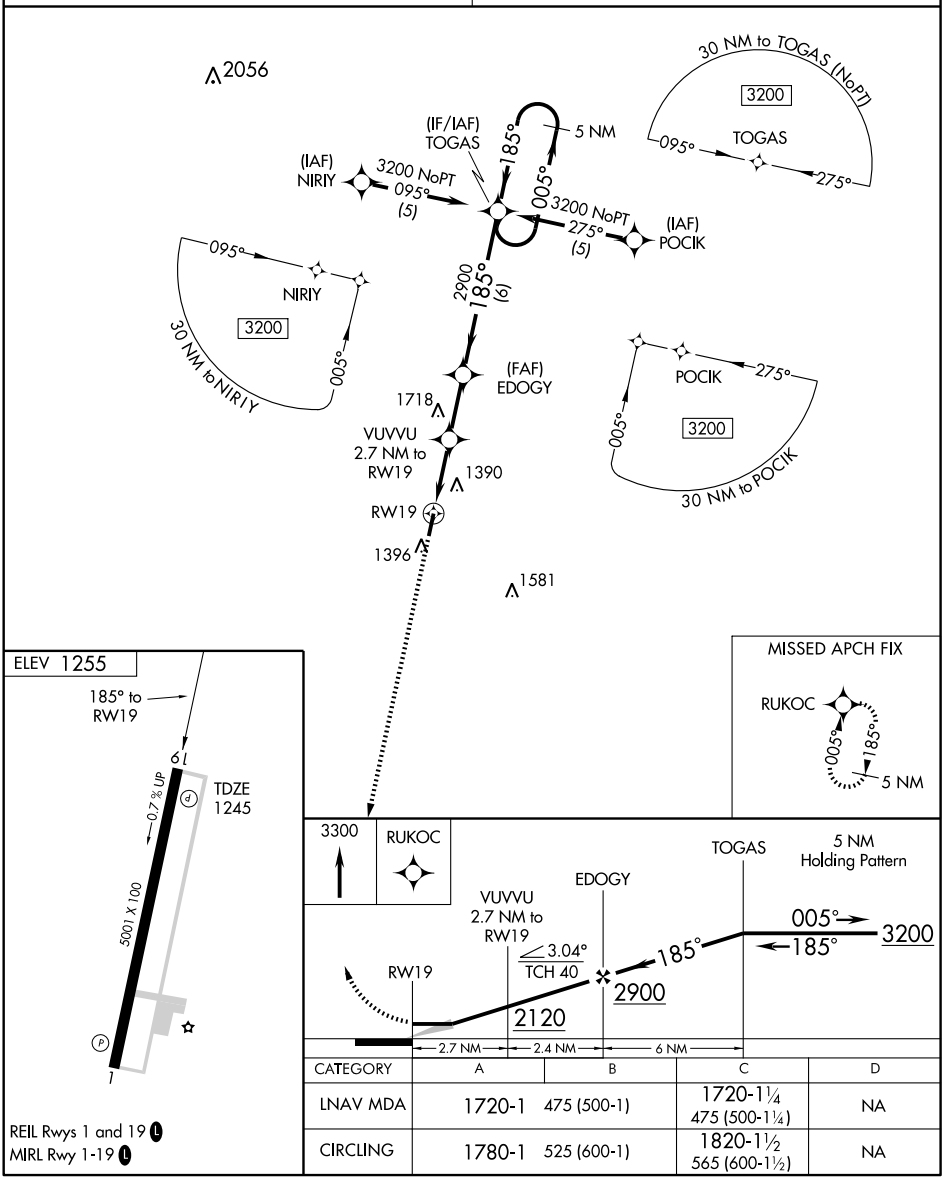
RNAV (GPS) RWY 19
NEOSHO HUGH ROBINSON (EOS)

DME/DME RNP-0.3 NA.
NA When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 3300 direct RUKOC and hold.

KANSAS CITY CENTER
128.6 282.325

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1720-1	475 (500-1)	1720-1¼ 475 (500-1¼)	NA
CIRCLING	1780-1	525 (600-1)	1820-1½ 565 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME EOS 117.3 Chan 120	APP CRS 125°	Rwy Idg N/A TDZE N/A Apt Elev 1255

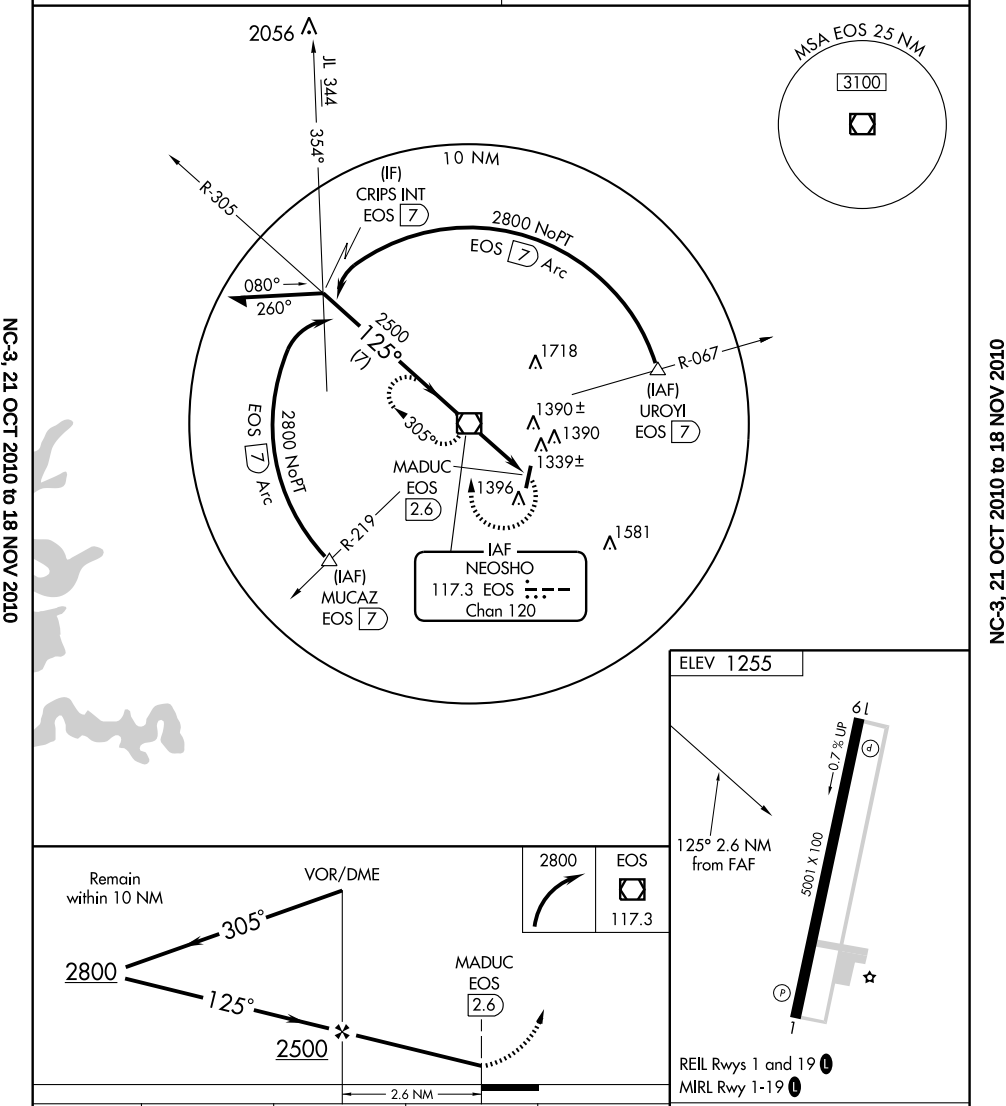
VOR-A

NEOSHO HUGH ROBINSON (EOS)

When local altimeter setting not received, use Joplin altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing right turn to 2800 direct EOS VOR/DME and hold.

KANSAS CITY CENTER	UNICOM
128.6 282.325	122.8 (CTAF) L

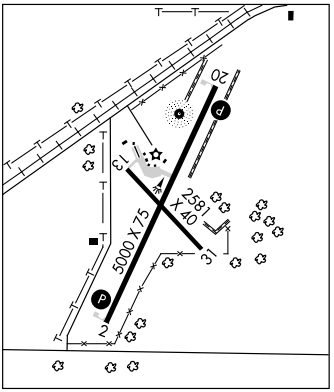


CATEGORY	A	B	C	D
CIRCLING	1780-1 525 (600-1)		1820-1½ 565 (600-1½)	NA

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

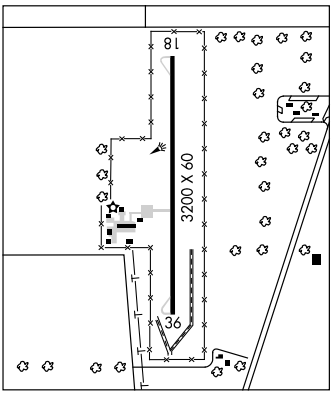
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NEVADA MUNI (NVD) 3 NE UTC−6(−5DT) N37°51.12′ W94°18.29′ KANSAS CITY
892 B S2 **FUEL** 100LL, JET A NOTAM FILE COU H–5C, L–16F
RWY 02–20: H5000X75 (CONC) S–35, D–48 MIRL IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 13–31: H2581X40 (ASPH–DIRT) S–19
RWY 13: Tree. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1330Z‡–dusk. Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk–dawn. Rwy 13–31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13–31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02–20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (417) 448–1635.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 154° 26.6 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld. NDB unusable byd 15 NM.



NEW MADRID

COUNTY MEM (EIW) 4 SW UTC−6(−5DT) N36°32.12′ W89°35.98′ ST LOUIS
296 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 18–36: H3200X60 (ASPH) MIRL IAP
AIRPORT REMARKS: Attended Apr–Sep, Mon–Fri, 1400–2330Z‡, Oct–Mar, Mon–Fri, 1400–2230Z‡, Jan–Dec, Sat–Sun, 1500–2230Z‡. For svc after hrs, call arpt manager at 573–688–5058 or 573–934–3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18–36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 091° 15.1 to fld. 280/3E



NOAH N38°38.23′ W92°14.69′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem. L–27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02′ W90°28.48′ NOTAM FILE STL. ST LOUIS
NDB (LOM) 338 LM 122° 5.8 NM to Lambert–St Louis Intl. L–27B, A

OMAR N BRADLEY (See MOBERLY)

WAAS	APP CRS	Rwy Idg 5000
CH 82019	024°	TDZE 890
W02A		Apt Elev 892

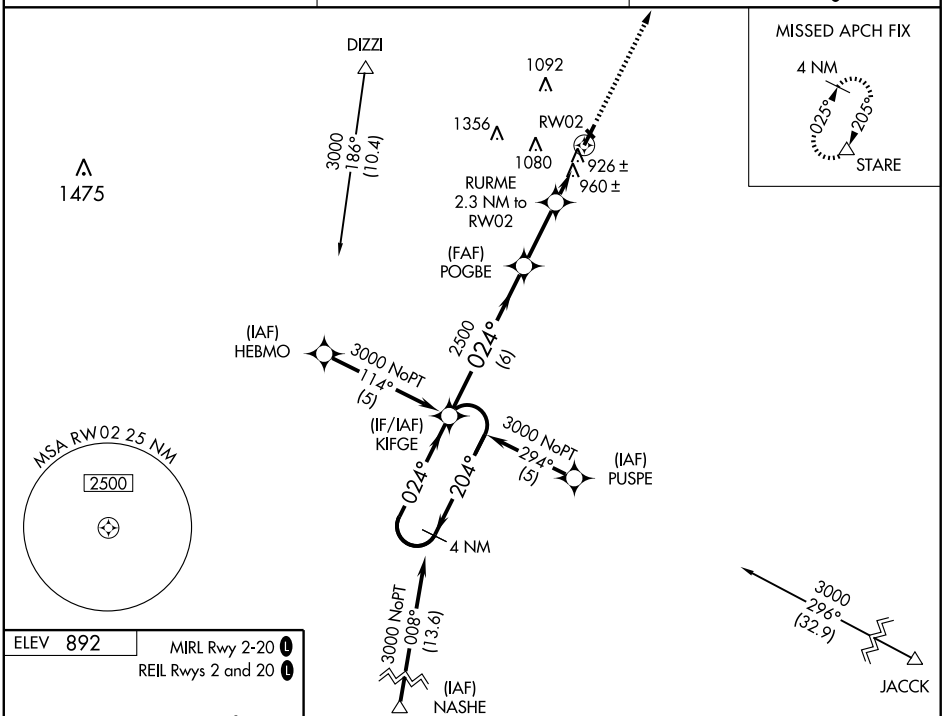
RNAV (GPS) RWY 2
NEVADA MUNI (NVD)

V
NA

DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

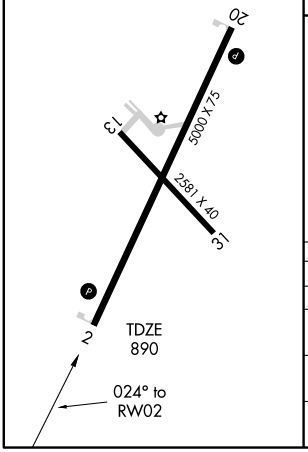
MISSED APPROACH: Climb to 3000 direct STARE and hold.

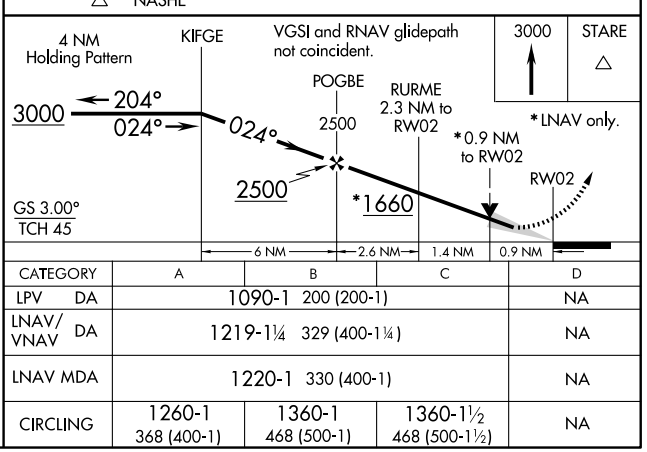
AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L



ELEV 892

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L





CATEGORY	A	B	C	D
LPV DA	1090-1 200 (200-1)			NA
LNAV/VNAV DA	1219-1¼ 329 (400-1¼)			NA
LNAV MDA	1220-1 330 (400-1)			NA
CIRCLING	1260-1 368 (400-1)	1360-1 468 (500-1)	1360-1½ 468 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 77719 W20A	APP CRS 205°	Rwy Idg 5000 TDZE 884 Apt Elev 892

RNAV (GPS) RWY 20

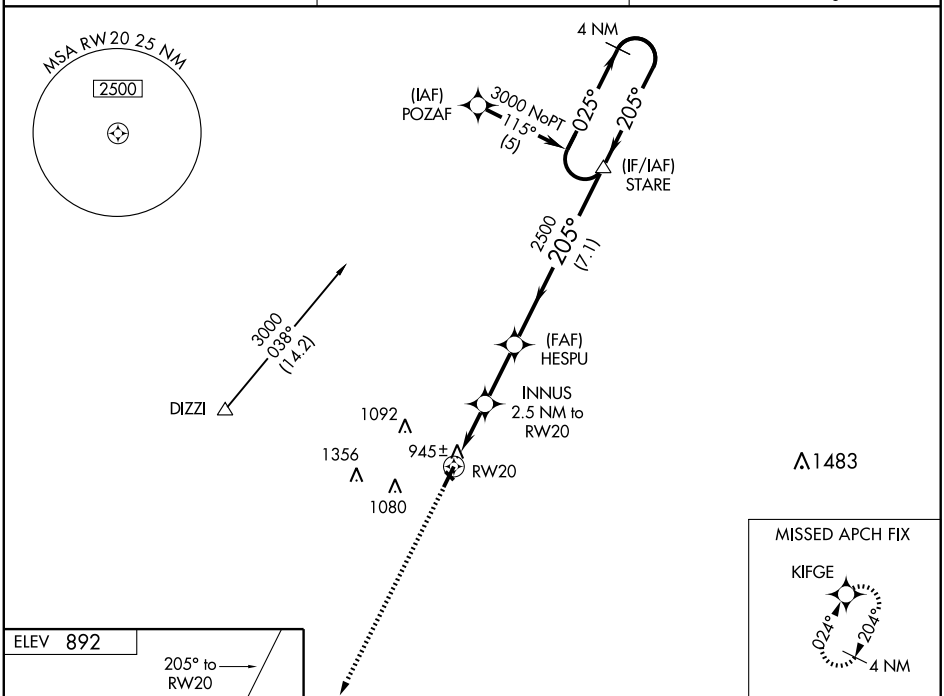
NEVADA MUNI (NVD)

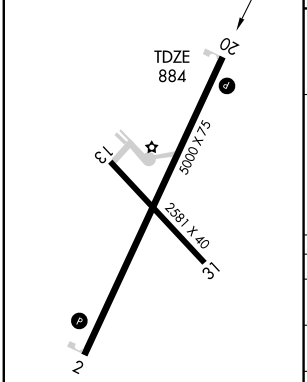
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Joplin Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all DA 112 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and increase LNAV Cat C visibility ¼ mile. Circling NA to Rwy 13-31.

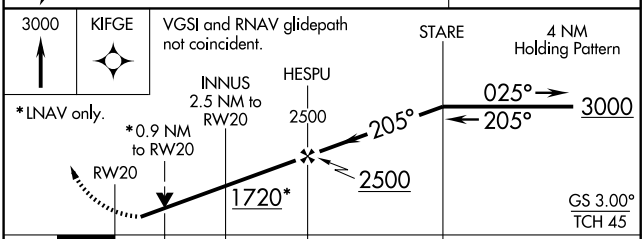
NA

MISSED APPROACH: Climb to 3000 direct KIFGE and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1139-1 255 (300-1)			NA
LNAV/VNAV DA	1216-1¼ 332 (400-1¼)			NA
LNAV MDA	1200-1 316 (400-1)		1200-1½ 316 (400-1½)	NA
CIRCLING	1260-1 368 (400-1)	1360-1 468 (500-1)	1360-1½ 468 (500-1½)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

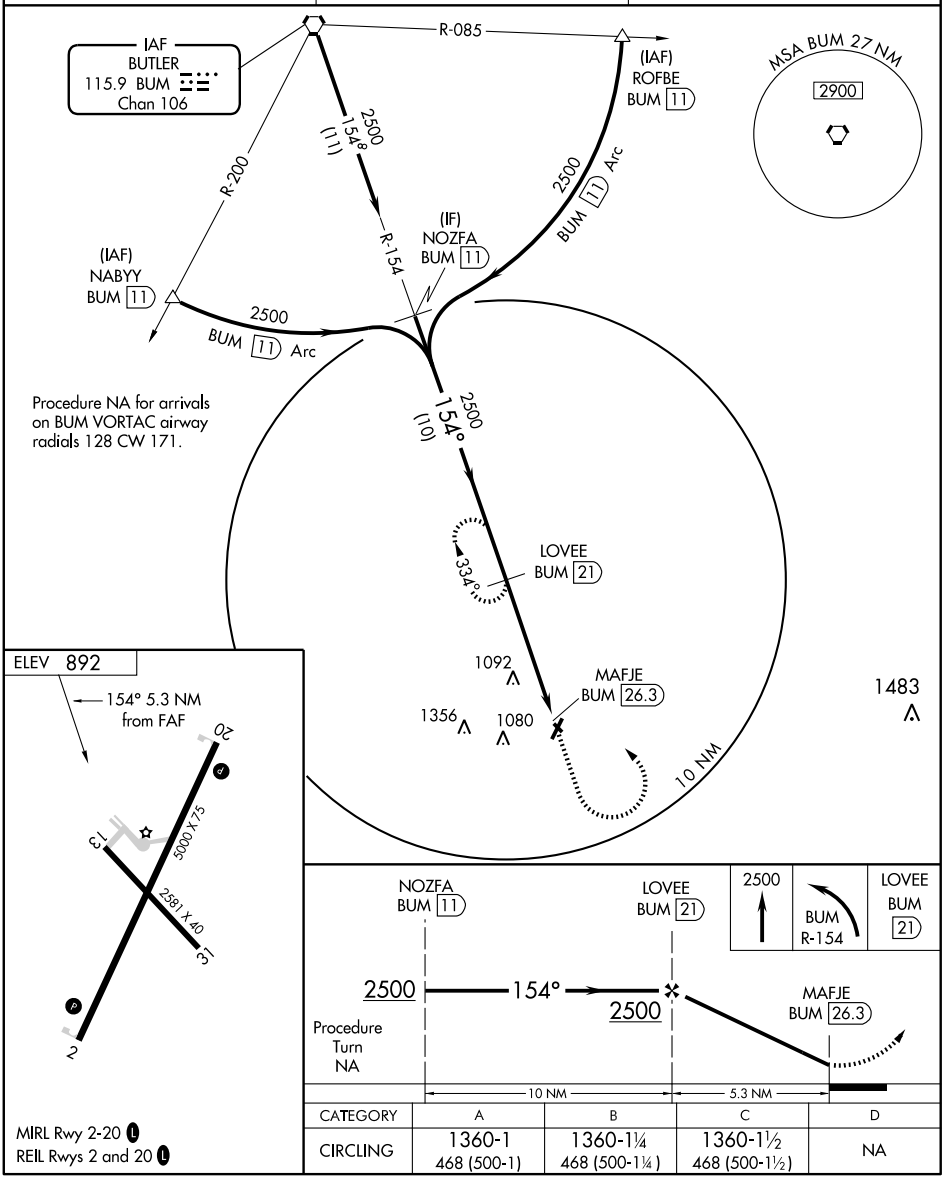
VORTAC BUM 115.9 Chan 106	APP CRS 154°	Rwy Idg N/A TDZE N/A Apt Elev 892

VOR/DME-A
NEVADA MUNI (NVD)

When local altimeter setting not received, use Joplin Rgnl altimeter setting and increase all MDA 120 feet. Circling NA to Rwy 13-31.

MISSED APPROACH: Climb to 2500 then left turn via BUM VORTAC R-154 to LOVEE/21 DME and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.175	125.55 327.0	122.8 (CTAF) L

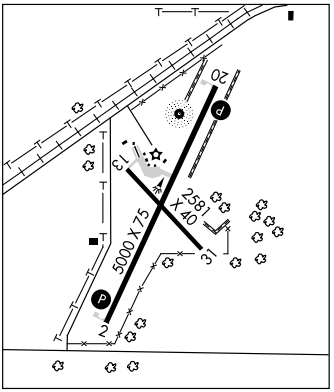


CATEGORY	A	B	C	D
CIRCLING	1360-1 468 (500-1)	1360-1¼ 468 (500-1¼)	1360-1½ 468 (500-1½)	NA

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

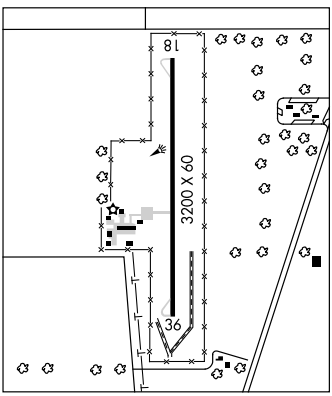
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NEVADA MUNI (NVD) 3 NE UTC−6(−5DT) N37°51.12′ W94°18.29′ KANSAS CITY
892 B S2 **FUEL** 100LL, JET A NOTAM FILE COU H–5C, L–16F
RWY 02–20: H5000X75 (CONC) S–35, D–48 MIRL IAP
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 34′.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 38′. Trees.
RWY 13–31: H2581X40 (ASPH–DIRT) S–19
RWY 13: Tree. **RWY 31:** Trees.
AIRPORT REMARKS: Attended 1330Z‡–dusk. Crop dusting and ultralight acft on and invof arpt. Wildlife on and in vicinity of rwy dusk–dawn. Rwy 13–31 pavement cracked with loose asph chips and vegetation growing in cracks. Rwy 13–31 limited by arpt manager to 8000 pounds single wheel gear. Rwy 02–20 various locations with grass and weeds growing through cracks. ACTIVATE MIRL Rwy 02–20, PAPI Rwy 02 and Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.175 (417) 448–1635.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 125.55
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
BUTLER (H) VORTAC 115.9 BUM Chan 106 N38°16.33′ W94°29.29′ 154° 26.6 NM to fld. 890/7E. **HIWAS.**
NDB (MHW) 209 EAD N37°51.54′ W94°18.16′ at fld. NDB unusable byd 15 NM.



NEW MADRID

COUNTY MEM (EIW) 4 SW UTC−6(−5DT) N36°32.12′ W89°35.98′ ST LOUIS
296 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 18–36: H3200X60 (ASPH) MIRL IAP
AIRPORT REMARKS: Attended Apr–Sep, Mon–Fri, 1400–2330Z‡, Oct–Mar, Mon–Fri, 1400–2230Z‡, Jan–Dec, Sat–Sun, 1500–2230Z‡. For svc after hrs, call arpt manager at 573–688–5058 or 573–934–3734. Crop dusting acft on and in vicinity of arpt. MIRL Rwy 18–36 preset on med ints, to increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
Ⓡ **MEMPHIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 091° 15.1 to fld. 280/3E



NOAH N38°38.23′ W92°14.69′ NOTAM FILE JEF. KANSAS CITY
NDB (MHW) 515 ONH 120° 5.0 NM to Jefferson City Mem. L–27B

NORTH CENTRAL MISSOURI RGNL (See BROOKFIELD)

NORTHWEST MISSOURI RGNL (See MARYVILLE)

OBLIO N38°48.02′ W90°28.48′ NOTAM FILE STL. ST LOUIS
NDB (LOM) 338 LM 122° 5.8 NM to Lambert–St Louis Intl. L–27B, A

OMAR N BRADLEY (See MOBERLY)

WAAS	APP CRS	Rwy Idg	3200
CH 82114	180°	TDZE	295
W18A		Apt Elev	296

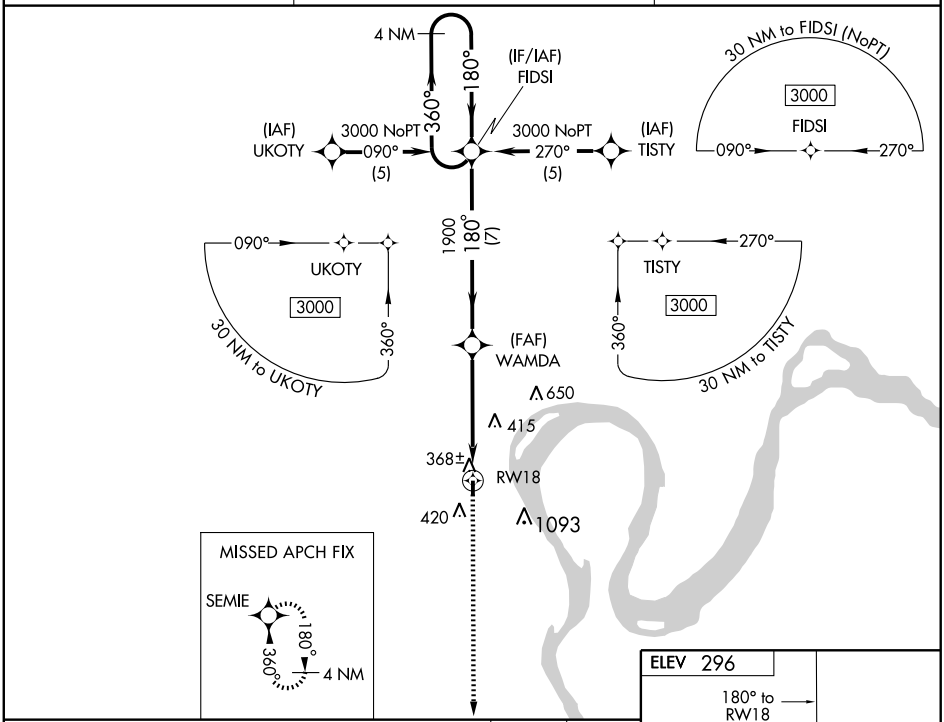
RNAV (GPS) RWY 18

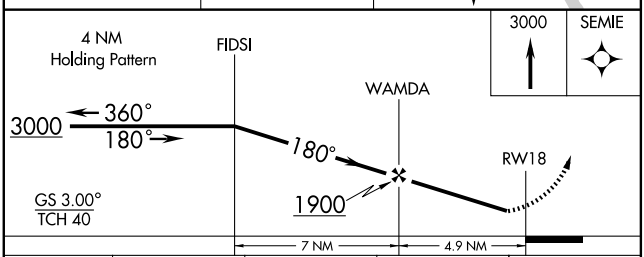
NEW MADRID/COUNTY MEMORIAL (EIW)

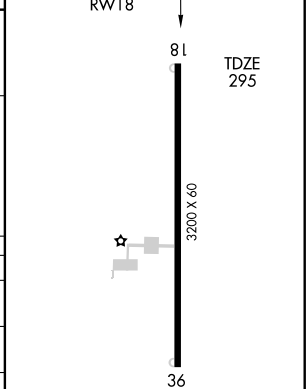
Circling to Rwy 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet.

MISSED APPROACH: Climb to 3000 direct SEMIE and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	628-1¼	333 (400-1¼)	NA	
LNAV/VNAV DA	1016-2½	721 (800-2½)	NA	
LNAV MDA	800-1	505 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3200
CH 56414	360°	TDZE	296
W36A		Apt Elev	296

RNAV (GPS) RWY 36

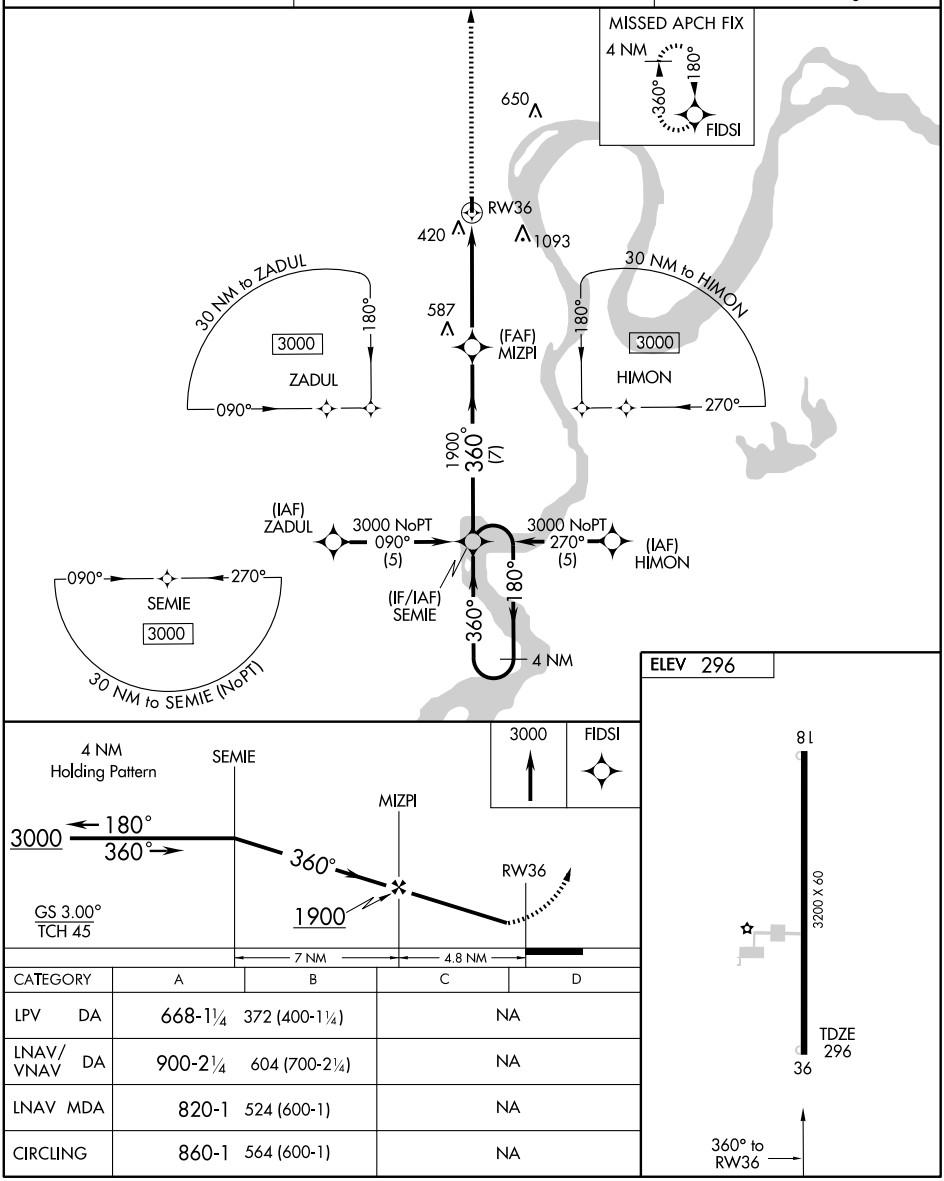
NEW MADRID/COUNTY MEMORIAL (EIW)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Dyersburg altimeter setting; when not received, use Cairo altimeter setting and increase all DA 5 feet and all MDA 20 feet. Straight-in/Circling to Rwy 36 NA at night.

NA

MISSED APPROACH: Climb to 3000 direct FIDSI and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	668-1¼	372 (400-1¼)	NA	
LNAV/VNAV DA	900-2¼	604 (700-2¼)	NA	
LNAV MDA	820-1	524 (600-1)	NA	
CIRCLING	860-1	564 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAW	APP CRS	Rwy Idg	N/A
111.2	091°	TDZE	N/A
Chan 49		Apt Elev	296

VOR/DME-A

NEW MADRID/COUNTY MEMORIAL (EIW)

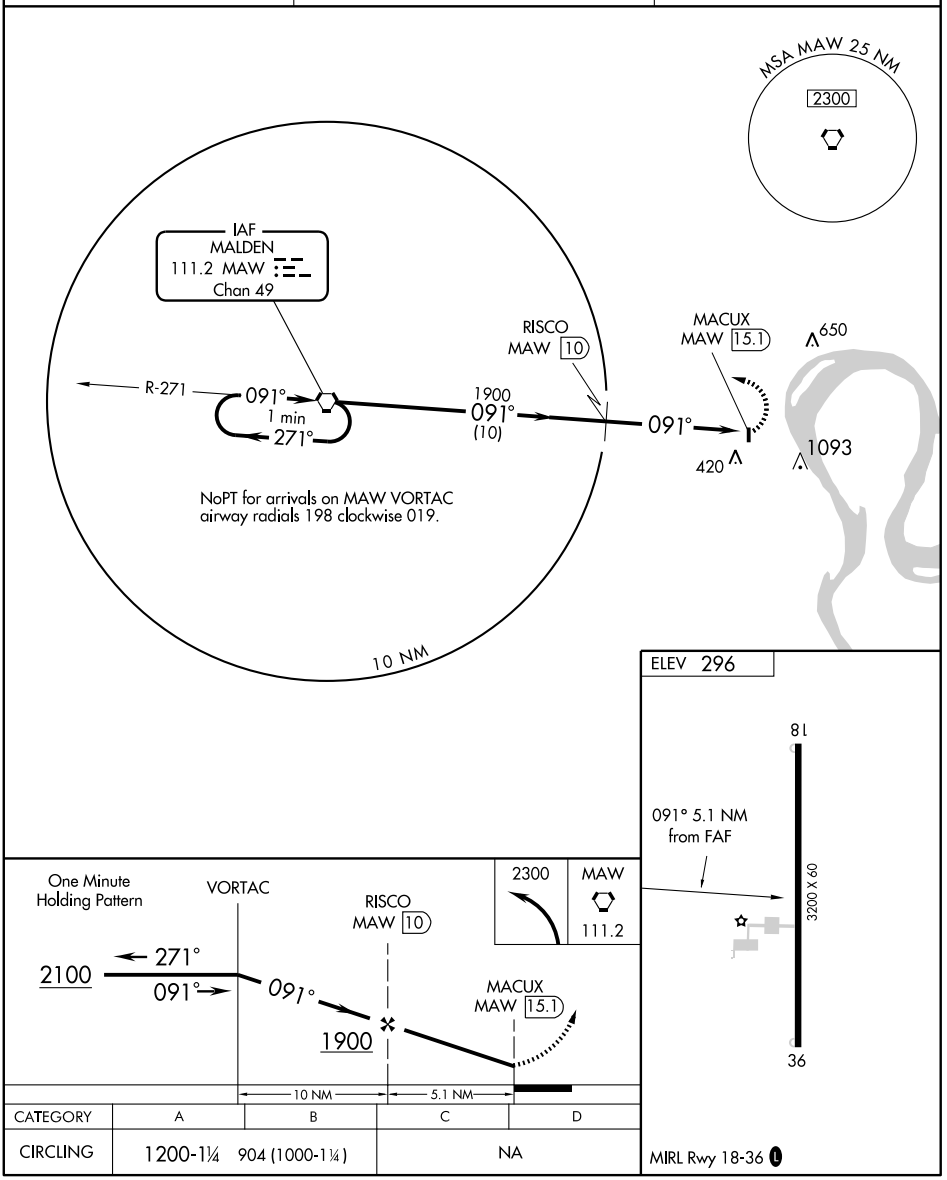
Circling to Rwy 36 NA at night. Use Dyersburg altimeter setting; when not received use Cairo altimeter setting and increase all MDA 20 feet.

NA

MISSED APPROACH: Climbing left turn to 2300 direct MAW VORTAC and hold.

DYERSBURG AWOS-3	MEMPHIS CENTER	UNICOM
135.625	133.65 292.15	122.8 (CTAF) L

NC-3, 21 OCT 2010 to 18 NOV 2010

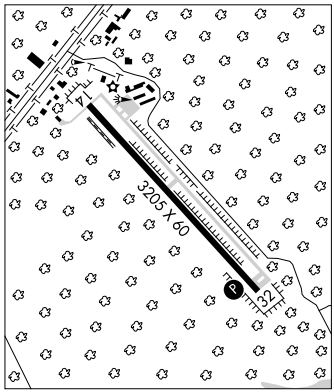


CATEGORY	A	B	C	D
CIRCLING	1200-1¼	904 (1000-1¼)	NA	

MIRL Rwy 18-36 L

OSAGE BEACH

GRAND GLAIZE–OSAGE BEACH (K15) 1 SW UTC−6(−5DT) N38°06.63′ W92°40.83′ KANSAS CITY
875 B **FUEL** 100LL NOTAM FILE COU L–16G
RWY 14–32: H3205X60 (ASPH–RFSC) S–15 MIRL (NSTD) 0.6% up NW IAP
RWY 14: Trees. **RWY 32:** PAPI(P4L)—GA 3.5° TCH 46′. Trees.
AIRPORT REMARKS: Attended Apr–Sep Sat–Thur 1400–0000Z‡, Fri 1400–0200Z‡; Oct–Mar 1400–0000Z‡; Oct–Apr Mon–Wed 1400–2300Z‡, Thur–Sun 1400–0000Z‡. Rwy 14–32 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 573–302–2003. Deer on and invof rwy and taxiways dusk and after dark. NSTD rwy safety area grading byd each rwy end, large drop offs and rolling terrain. Rwy 14–32 NSTD MIRL, incorrect spacing of thld lgts at Rwy 32 end. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 32–CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MIZZU APP/DEP CON** 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 314° 5.6 NM to fld. 910/5E



TAN TAR A RESORT SPB (19T) 6 N UTC−6(−5DT) N38°08.00′ W92°44.01′ KANSAS CITY
659 **FUEL** MOGAS NOTAM FILE COU
WATERWAY NW–SE: 13000X1200 (WATER)
SEAPLANE REMARKS: Unattended. Waterways NW and SE, trees and bluffs all quadrants. No buoys showing ldg areas. Heavy boat tfc Apr thru Oct. Waterways NW and SE rough sfc conditions Apr–Oct.
COMMUNICATIONS: CTAF 122.9

OSCEOLA MUNI (3MO) 2 S UTC−6(−5DT) N38°01.12′ W93°41.59′ KANSAS CITY
900 NOTAM FILE COU
RWY 18–36: 2430X74 (TURF–GRVL) LIRL (NSTD)
RWY 18: Fence. **RWY 36:** Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 south end 800′ very soft turf after rain and in spring. Rwy 18–36 rough and uneven. NSTD Rwy safety area beyond Rwy 18 end, insufficient length and fence. Perpendicular twy not intended for landing. Private E/W twy at Rwy 18 thld. Rwy 18 marked with large yellow cones. Dsplcd thld marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld dalgt use only; dsplcd thld +3′ higher than rwy end thld. Rwy 18–36 NSTD LIRL, Rwy 18–6 green thld lgts; Rwy 36–6 green thld lgts; no dsplcd thld lgts. Rwy lighting system in poor condition with many broken and missing edge and thld lgts. ACTIVATE LIRL Rwy 18–36—122.8.
COMMUNICATIONS: CTAF 122.9

OWEN FLD (See SEYMOUR)

APP CRS	Rwy Idg	3205
140°	TDZE	875
	Apt Elev	875

RNAV (GPS) RWY 14

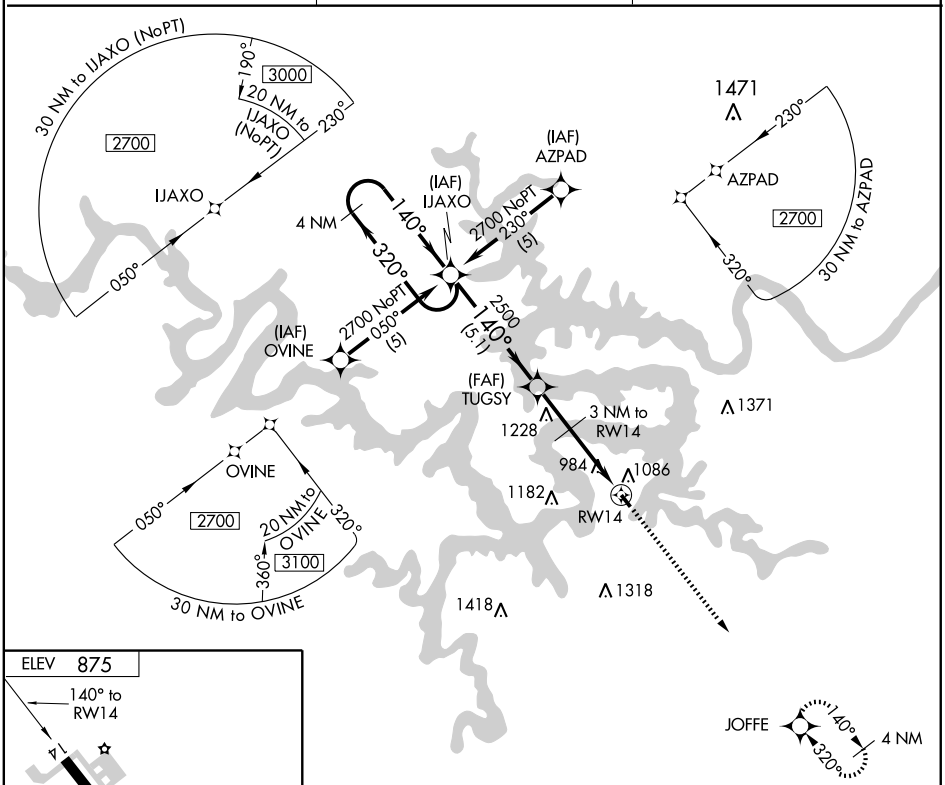
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

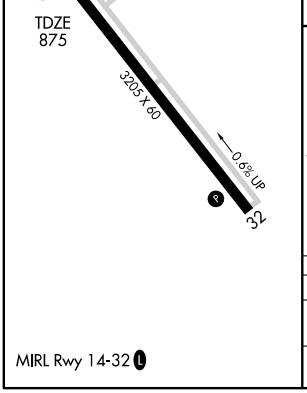
T
NA

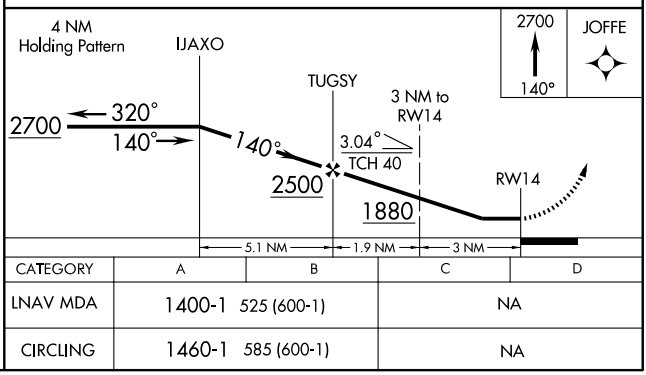
Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 140° course to JOFFE WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1400-1 525 (600-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

MIRL Rwy 14-32 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3205
320°	TDZE	875
	Apt Elev	875

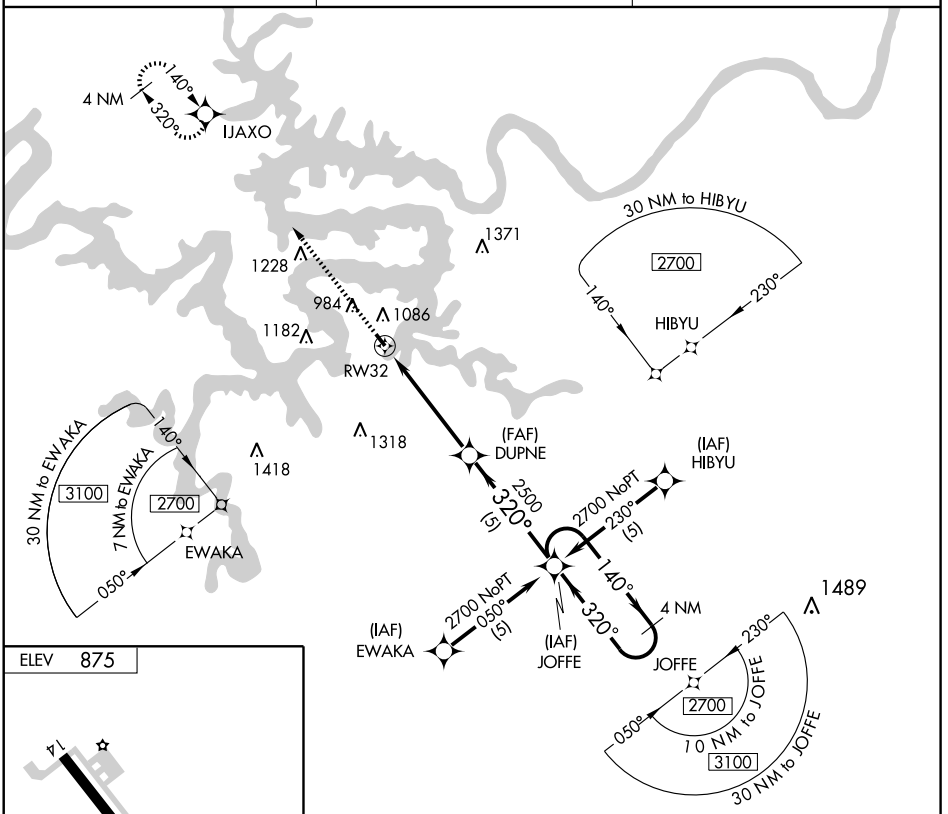
RNAV (GPS) RWY 32

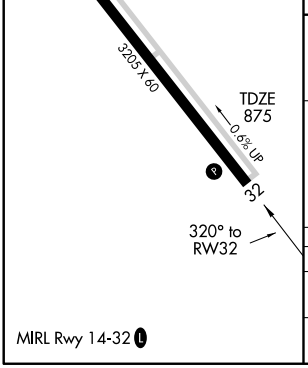
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

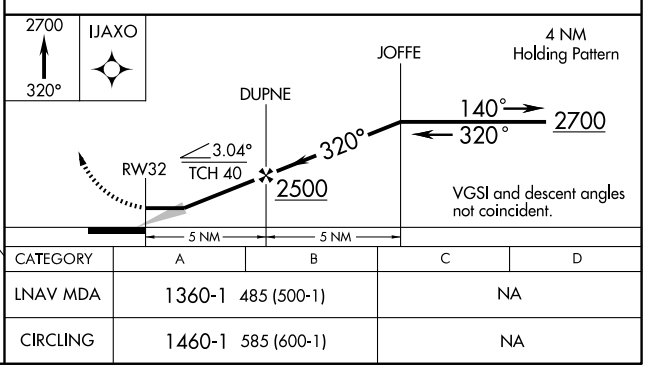
Use Lee C. Fine Memorial altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2700 via 320° course to IJAXO WP and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1360-1 485 (500-1)		NA	
CIRCLING	1460-1 585 (600-1)		NA	

MIRL Rwy 14-32 (L)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME SHY	APP CRS	Rwy Idg	3205
108.4	313°	TDZE	875
Chan 21		Apt Elev	875

VOR RWY 32

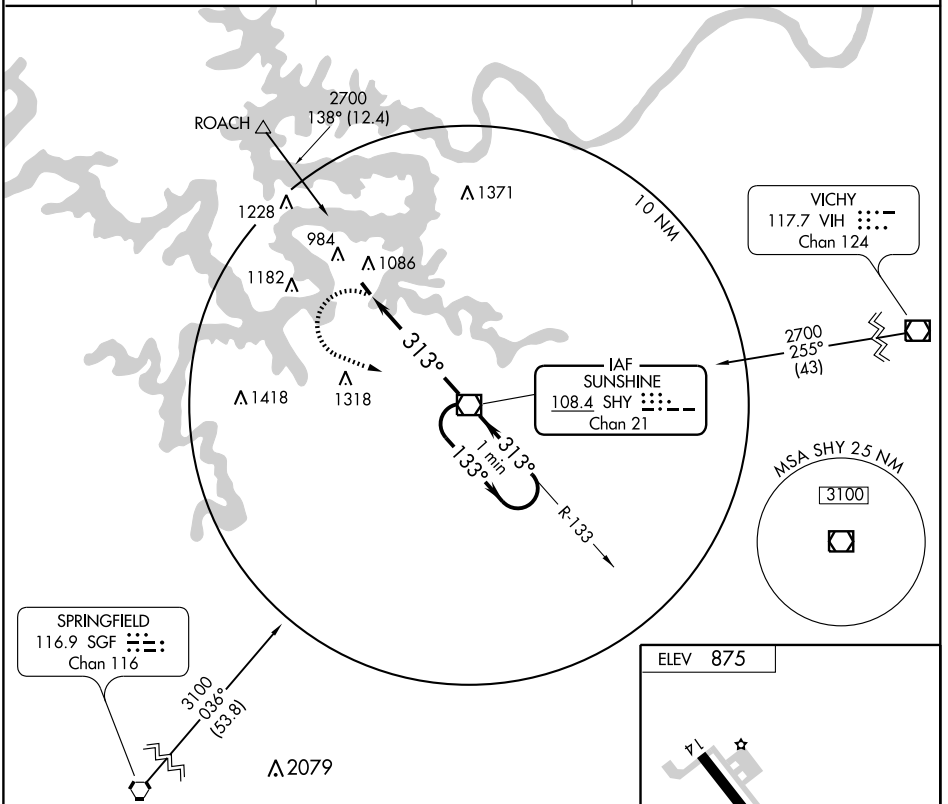
OSAGE BEACH/ GRAND GLAIZE-OSAGE BEACH (K15)

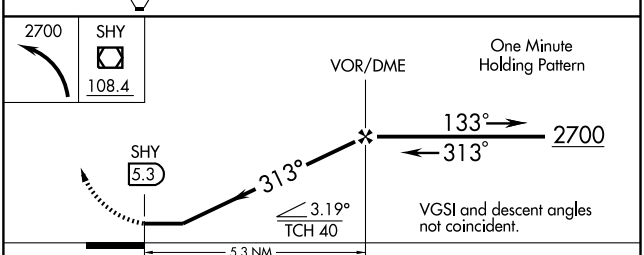
T
A NA

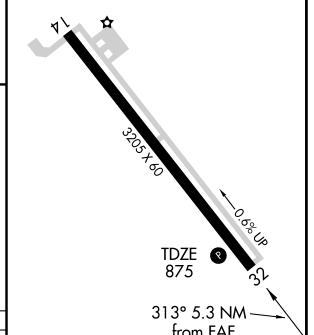
Use Lee C. Fine Memorial altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct SHY VOR/DME and hold.

KAISER (LAKE OZARK) AWOS-3	MIZZU APP CON	UNICOM
135.325	124.1 353.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	1320-1	445 (500-1)	NA	
CIRCLING	1460-1	585 (600-1)	NA	

MIRL Rwy 14-32 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PERRINE N37°45.84′ W90°25.72′ NOTAM FILE FAM. **ST LOUIS**

NDB (MHW) 367 PRI at Farmington Rgnl. Unmonitored. **L–16H**

PERRYVILLE MUNI (KØ2) 9 N UTC−6(−5DT) N37°52.12′ W89°51.73′ **ST. LOUIS**

372 B S2 NOTAM FILE STL **H–5D, L–16H**

RWY 02–20: H7003X100 (CONC) S–28, D–48 MIRL **IAP**

RWY 02: REIL. Thld dsplcd 520′.Road.

RWY 20: REIL. PAPI(P2L).

AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1400–2000Z‡. Transient acft use facilities on west side of rwy. High performance military jet acft production test flying during daylight hours; cables may be across rwy at these times. Cables are located approximately 1,800′ south of Rwy 20 thld and 1,800′ north of Rwy 02 thld. Check NOTAMS and ask UNICOM opr for current rwy situation. NSTD rwy safety area byd Rwy 20 end, incorrect terrain grades and crops. REIL located at rwy thld, not at dsplcd thld. MIRL Rwy 02–20 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 02–20, PAPI Rwy 20, REIL Rwy 02 and Rwy 20—CTAF.



COMMUNICATIONS: CTAF/UNICOM 122.8

FARMINGTON RCO 122.3 (ST LOUIS RADIO)

FARMINGTON RCO 122.1R 115.7T (ST LOUIS RADIO)

KANSAS CITY CENTER APP/DEP CON 127.47

RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.

FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 055° 21.2 NM to fld. 1220/1E. **HIWAS.**

WAAS	APP CRS	Rwy Idg	6483
CH 93618	017°	TDZE	371
W02A		Apt Elev	372

RNAV (GPS) RWY 2

PERRYVILLE MUNI (KØ2)

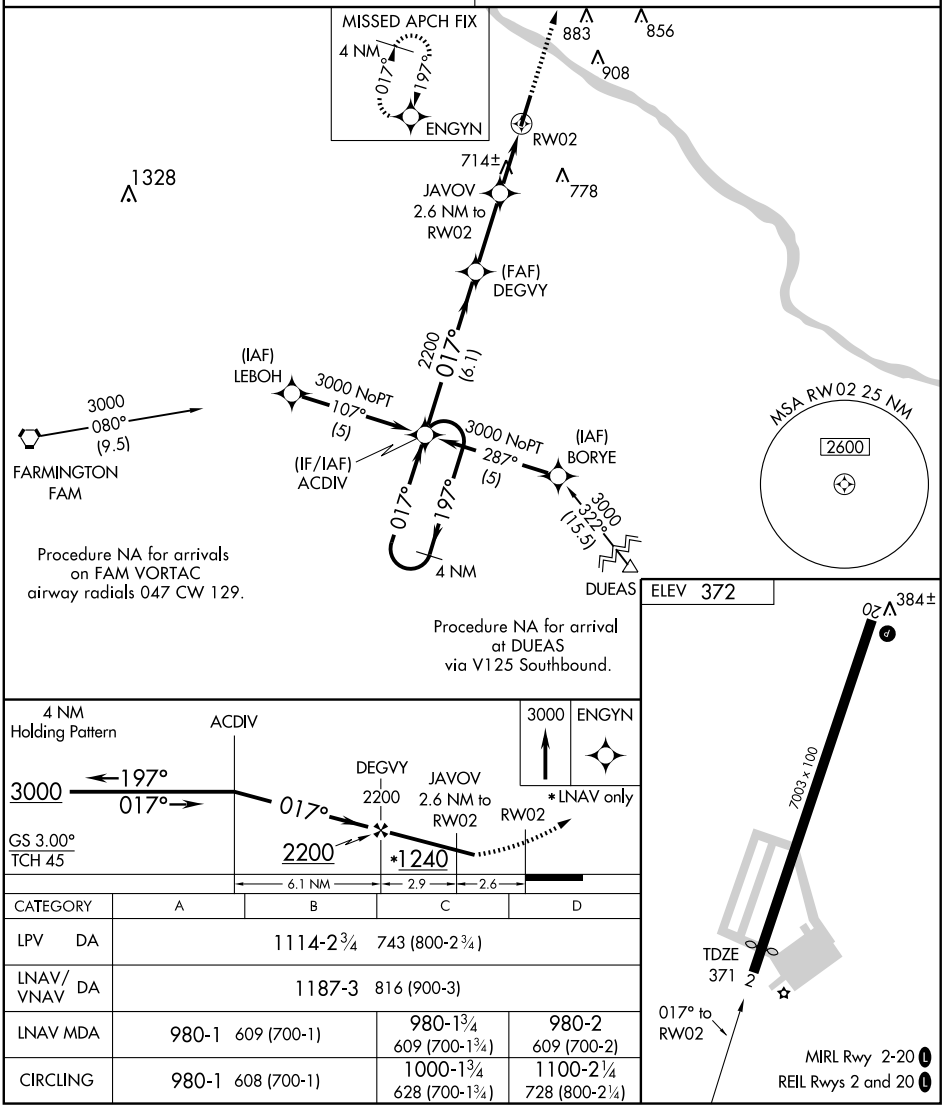
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C and D visibility and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA when using Cape Girardeau altimeter setting. When VGSI inoperative, Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 3000 direct ENGYN and hold.

KANSAS CITY CENTER
127.47 291.7

UNICOM
122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1114-2¾ 743 (800-2¾)			
LNAV/VNAV DA	1187-3 816 (900-3)			
LNAV MDA	980-1 609 (700-1)		980-1¾ 609 (700-1¾)	980-2 609 (700-2)
CIRCLING	980-1 608 (700-1)		1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 53418	197°	TDZE	372
W20A		Apt Elev	372

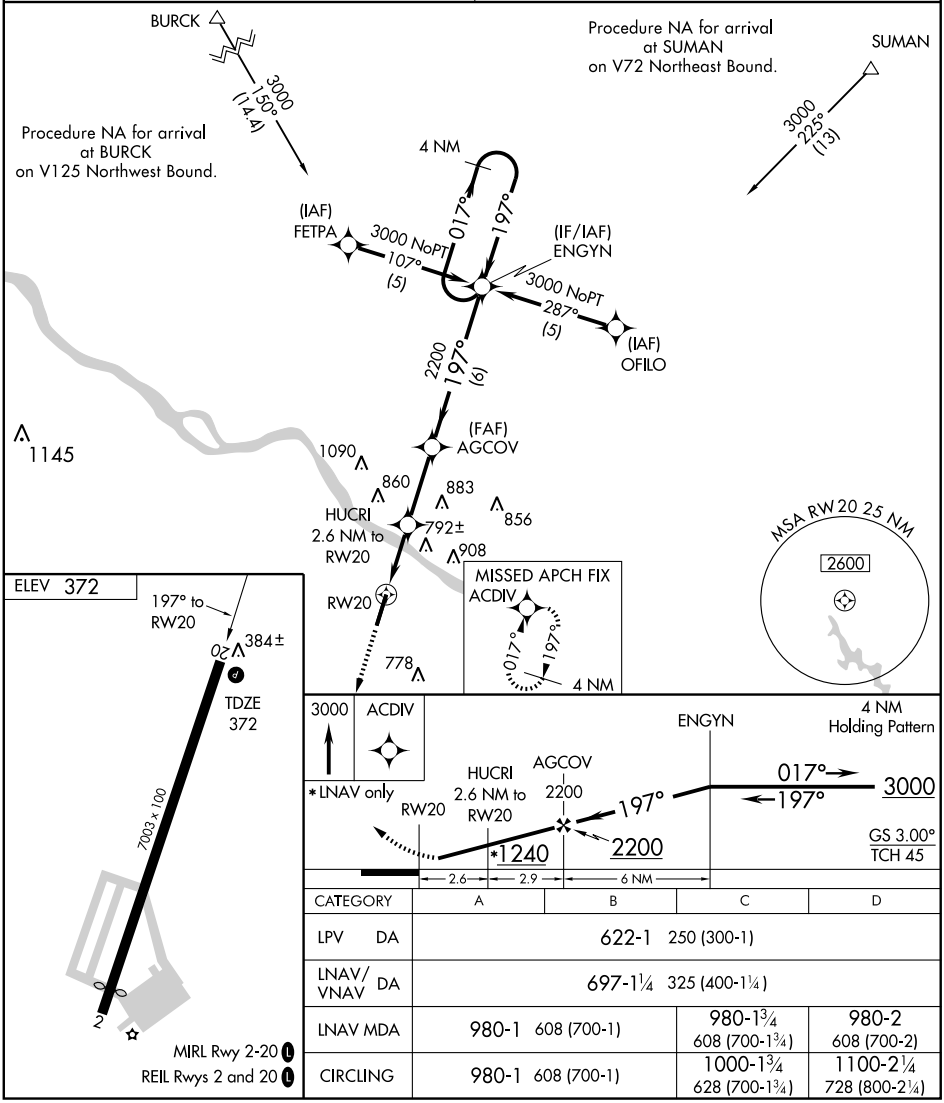
RNAV (GPS) RWY 20

PERRYVILLE MUNI (KØ2)

T NA When VGSI inoperative, Straight-in/Circling Rwy 20 procedureNA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all DA/MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. Baro-VNAV NA with Cape Girardeau altimeter setting.

MISSED APPROACH: Climb to 3000 direct ACDIV and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	622-1 250 (300-1)			
LNAV/VNAV DA	697-1¼ 325 (400-1¼)			
LNAV MDA	980-1 608 (700-1)		980-1¾ 608 (700-1¾)	980-2 608 (700-2)
CIRCLING	980-1 608 (700-1)		1000-1¾ 628 (700-1¾)	1100-2¼ 728 (800-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC FAM	APP CRS	Rwy Idg	N/A
115.7	056°	TDZE	N/A
Chan 104		Apt Elev	372

VOR/DME-A

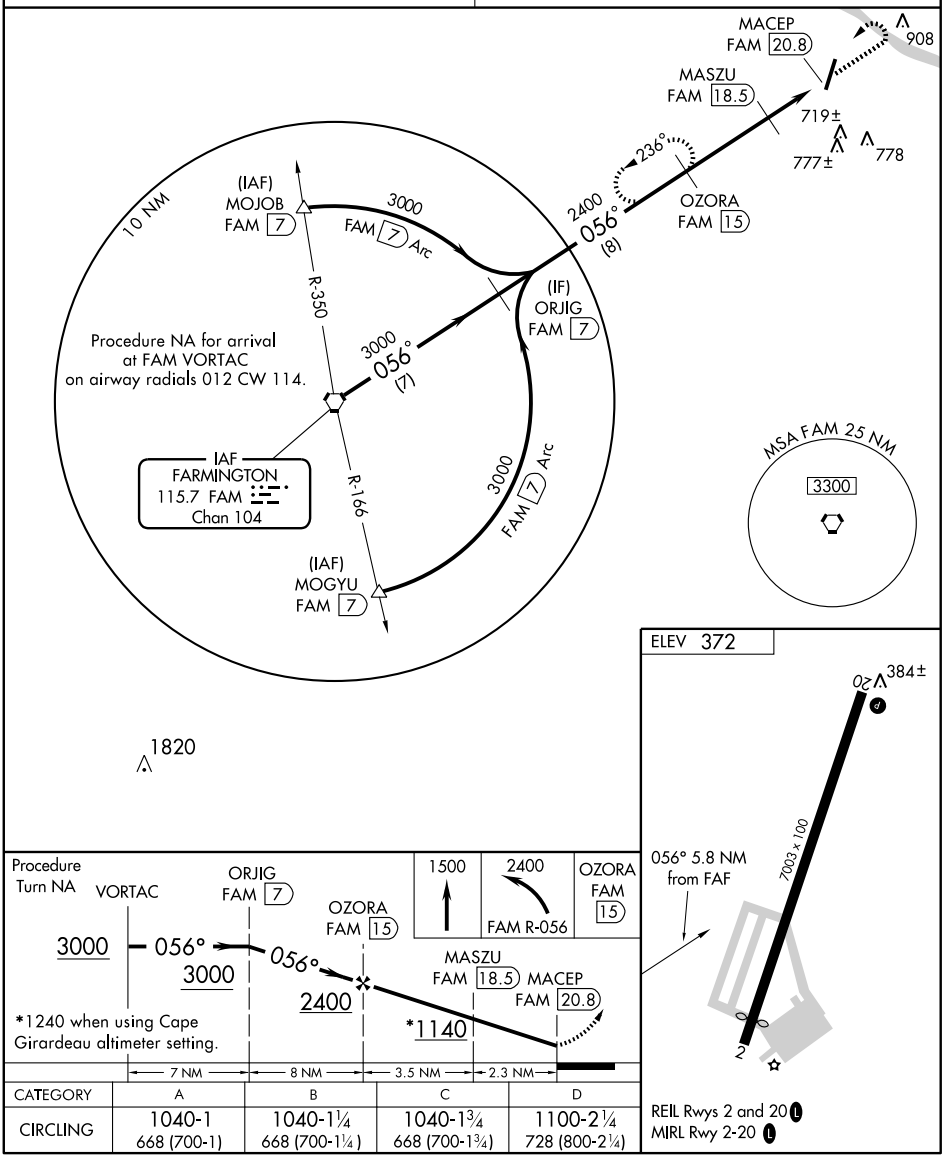
PERRYVILLE MUNI (KØ2)

T NA

When VGSI inoperative, Circling Rwy 20 NA at night. Obtain local altimeter setting on CTAF; when not received, use Cape Girardeau altimeter setting and increase all MDA 100 feet and increase Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 via FAM VORTAC R-056 to OZORA/15 DME and hold.

KANSAS CITY CENTER	UNICOM
127.47 291.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1040-1 668 (700-1)	1040-1¼ 668 (700-1¼)	1040-1¾ 668 (700-1¾)	1100-2¼ 728 (800-2¼)

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

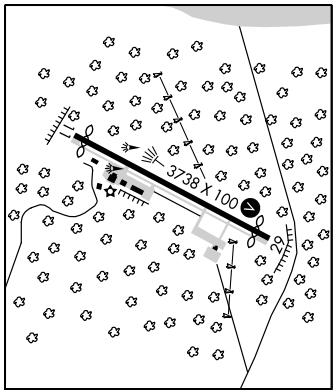
PIEDMONT MUNI (PYN) 2 SW UTC−6(−5DT) N37°07.57′ W90°42.81′ KANSAS CITY
467 B **FUEL** 100LL NOTAM FILE STL L–16H
RWY 03–21: H3300X60 (ASPH) S–12.5 MIRL
RWY 03: REIL. Trees. Rgt tfc. **RWY 21:** REIL. Trees.
AIRPORT REMARKS: Unattended. For fuel call 573–223–4300. Rwy 03–21 CLOSED SS–SR. Birds and wildlife on and invof arpt. Last 35′ of turnaround at SE twy not usable, pilots of low wing acft use care. Rotating bcn OTS indef. MIRL 03–21 OTS indef. MIRL Rwy 03–21 preset on med ints and REIL Rwy 03 and Rwy 21 opr dusk–0800Z‡, to increase ints MIRL Rwy 03–21 ACTIVATE—CTAF. After 0800Z‡ ACTIVATE MIRL Rwy 03–21 and REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (573) 223–2796.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM freq not monitored.
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 214° 40.0 NM to fld. 1220/1E.
HIWAS. VASI Rwy 21 opr 24 hrs.

PLATTSBURG AIRPARK (5MO) 2 N UTC−6(−5DT) N39°35.68′ W94°27.69′ KANSAS CITY
1020 S4 NOTAM FILE COU
RWY 18–36: 2100X20 (ASPH–TURF)
RWY 18: Fence. **RWY 36:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. Wildlife on and invof arpt, large flocks of geese on lake. Rwy 18–36 asph width variance 6–20′. Rwy 18–36 south 510′ and north 70′ of turf in good condition, asph has potholes with loose aggregate and vegetation growing in cracks.
COMMUNICATIONS: CTAF 122.9

POINT LOOKOUT N36°37.65′ W93°13.80′ NOTAM FILE COU. KANSAS CITY
RCO 122.65 (COLUMBIA RADIO) L–16F

POINT LOOKOUT

M. GRAHAM CLARK–TANEY CO (PLK) 1 NE UTC−6(−5DT) N36°37.56′ W93°13.74′ KANSAS CITY
940 B S2 **FUEL** 100LL, JET A NOTAM FILE COU L–16F
RWY 11–29: H3738X100 (ASPH–GRVD) S–70, D–100 MIRL IAP
RWY 11: REIL. Thld dsplcd 113′.
RWY 29: REIL. VASI(V4R)—GA 3.0° TCH 52′. Thld dsplcd 86′.
AIRPORT REMARKS: Attended Sep–May 1300–0100Z‡, Jun–Aug 1300–0300Z‡. Deer on and invof arpt. Student training activities in the area. Branson Arpt attractions near arpt. General aviation svcs E end of airfield. Private air ambulance helicopter parking on east side of general aviation terminal. No safety/overrun areas at rwy ends—large drop–offs. Steep terrain gradients along rwy pavement edges. Rwy 11 REIL located at dsplcd thld. Rwy 29 REIL located at dsplcd thld. ACTIVATE MIRL Rwy 11–29, VASI Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
POINT LOOKOUT RCO 122.65 (COLUMBIA RADIO)
Ⓡ **SPRINGFIELD APP/DEP CON** 126.35
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
DOGWOOD (L) VORTAC 109.4 DGD Chan 31 N37°01.41′ W92°52.62′ 210° 29.2 NM to fld. 1600/6E.



APP CRS	Rwy Idg	3625
116°	TDZE	938
	Apt Elev	938

GPS RWY 11

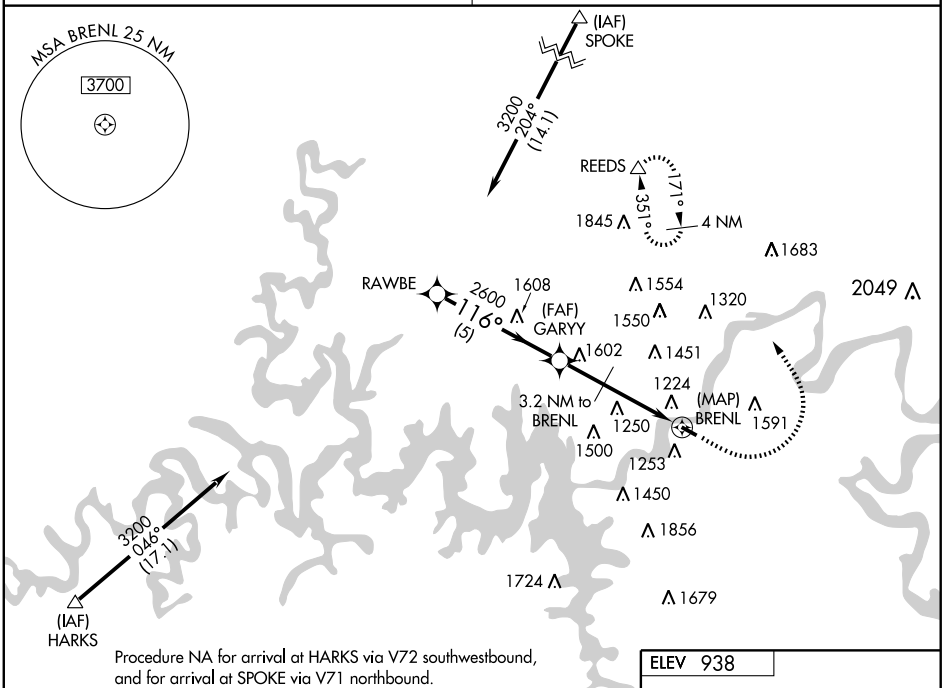
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

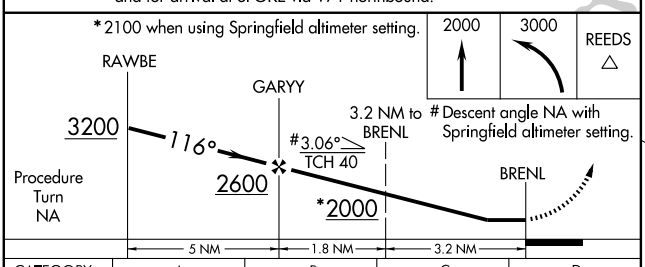
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct REEDS WP and hold.

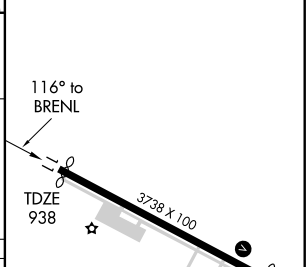
SPRINGFIELD APP CON	UNICOM
126.35	122.7 (CTAF) L



Procedure NA for arrival at HARKS via V72 southwestbound, and for arrival at SPOKE via V71 northbound.



CATEGORY	A	B	C	D
S-11	1520-1 582 (600-1)		1520-1½ 582 (600-1½)	NA
CIRCLING	1600-1 662 (700-1)		1600-1¾ 662 (700-1¾)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-11	1660-1 722 (800-1)		1660-2 722 (800-2)	NA
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2 ¼ 802 (900-2¼)	NA



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC DGD	APP CRS	Rwy Idg	3652
109.4	293°	TDZE	938
Chan 31		Apt Elev	938

VOR/DME RNAV or GPS RWY 29

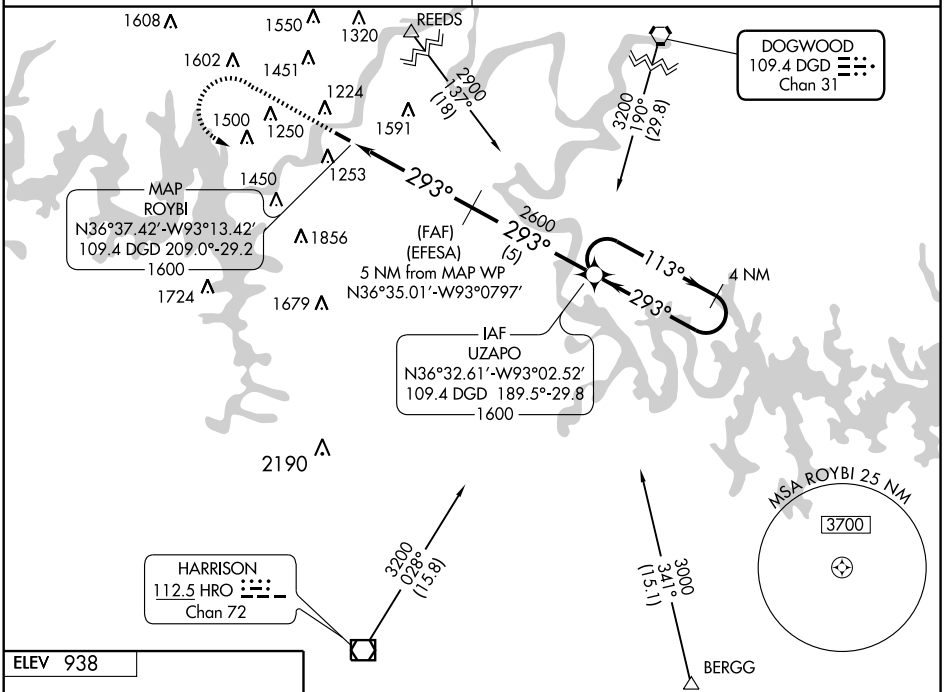
POINT LOOKOUT/M. GRAHAM CLARK-TANEY COUNTY (PLK)

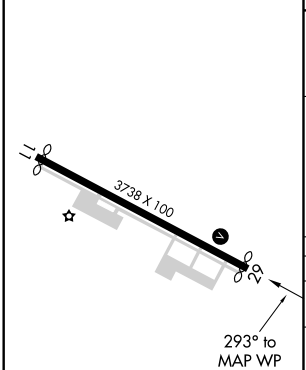
Obtain local altimeter on CTAF; when not received use Springfield altimeter setting.

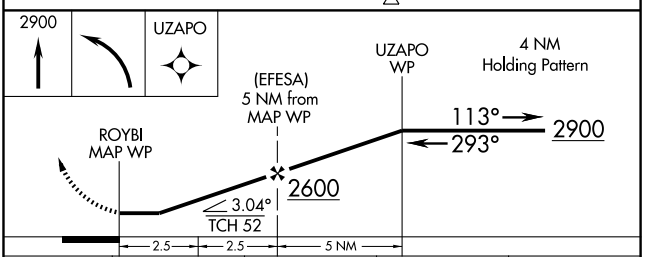
NA

MISSED APPROACH: Climb to 2900 then left turn direct UZAPO WP and hold.

SPRINGFIELD APP CON	UNICOM
126.35	122.7 (CTAF) L





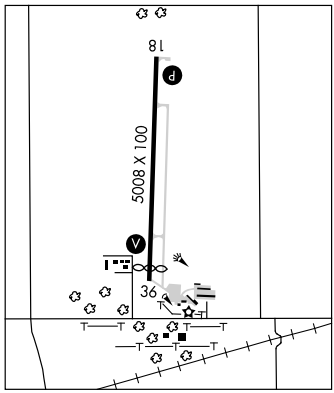


CATEGORY	A	B	C	D
S-29	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
CIRCLING	1800-1 862 (900-1)	1800-1¼ 862 (900-1¼)	1800-2½ 862 (900-2½)	NA
SPRINGFIELD ALTIMETER SETTING MINIMUMS				
S-29	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA
CIRCLING	1940-1¼ 1002 (1100-1¼)	1940-1½ 1002 (1100-1½)	1940-3 1002 (1100-3)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

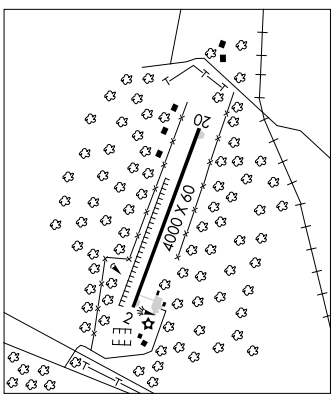
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

POPLAR BLUFF MUNI (POF) 3 E UTC−6(−5DT) N36°46.44′ W90°19.49′ **ST LOUIS**
331 B S2 **FUEL** 100LL, JET A NOTAM FILE POF **H–6J, L–16H**
RWY 18–36: H5008X100 (ASPH–CONC) S–16 MIRL (NSTD) **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18–36 first 1000′ of Rwy 18 is conc remainder is asph. Rwy 18–36 dsplcd thld lgts set at 300′ fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS 124.225 (573) 778–9172.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 300° 23.9 NM to fld. 280/3E.
EARLI NDB (MHW/LOM) 278 FD N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.
SDF 108.7 FDI Rwy 36. LOM EARLI NDB. Backcourse unusable.



POTOSI

WASHINGTON CO (8WC) 3 E UTC−6(−5DT) N37°55.75′ W90°43.89′ **ST LOUIS**
959 B **FUEL** 100LL, JET A NOTAM FILE STL **L–16H**
RWY 02–20: H4000X60 (ASPH) S–11 MIRL 0.3% up S. **IAP**
RWY 02: Trees. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02–20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 302° 28.2 NM to fld. 1220/1E. **HIWAS.**



PRINCETON–KAUFFMAN MEM (7MO) 2 NW UTC−6(−5DT) N40°25.26′ W93°35.97′ **OMAHA**
858 NOTAM FILE COU
RWY 18–36: 2475X100 (TURF)
RWY 18: Tree. **RWY 36:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660–748–4375. 45′ utility lines 1300′ south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18–36 marked with large yellow cones, dsplcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld is 3′ higher than rwy end.
COMMUNICATIONS: CTAF 122.9

RANKIN (See MARYVILLE)

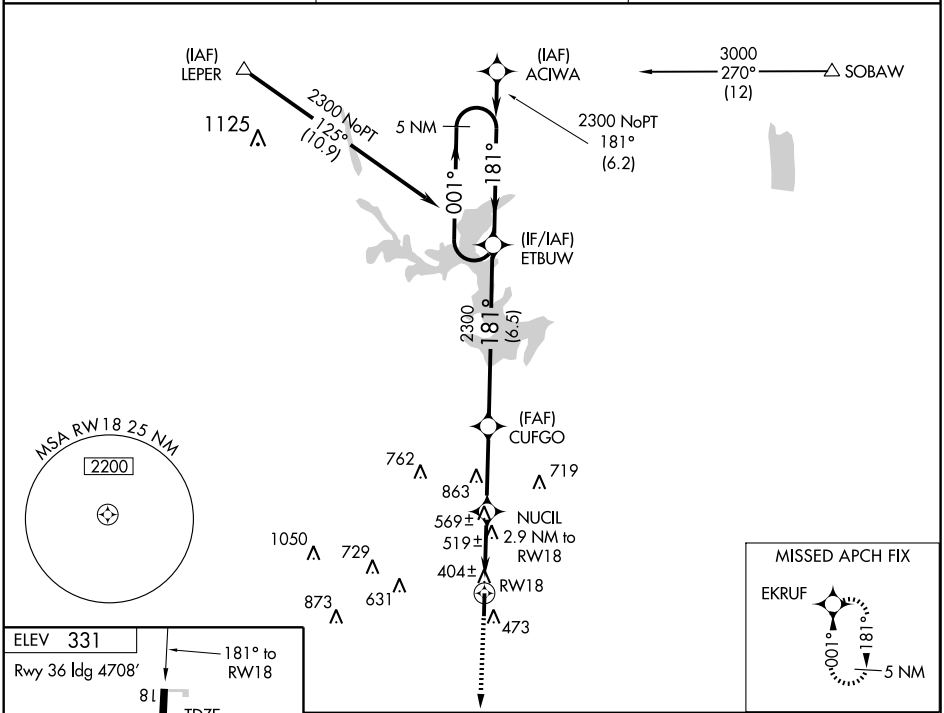
WAAS	APP CRS	Rwy Idg	5008
CH 97499	181°	TDZE	331
W18A		Apt Elev	331

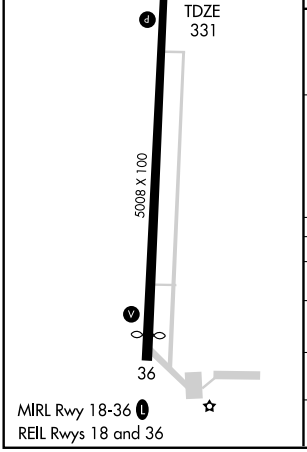
RNAV (GPS) RWY 18
POPLAR BLUFF MUNI (POF)

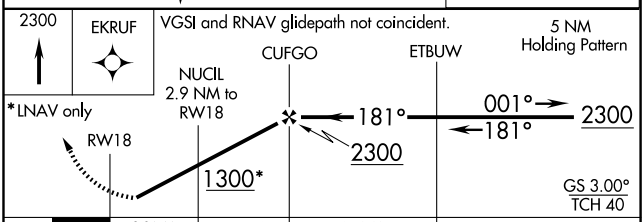
Baro-VNAV NA when using Cape Girardeau altimeter setting.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.

MISSED APPROACH: Climb to 2300 direct EKRUF and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	634-1 303 (400-1)			
LNAV/VNAV DA	675-1¼ 344 (400-1¼)			
LNAV MDA	800-1 469 (500-1)		800-1¼ 469 (500-1¼)	800-1½ 469 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

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WAAS	APP CRS	Rwy Idg	4708
CH 56399	001°	TDZE	331
W36A		Apt Elev	331

RNAV (GPS) RWY 36

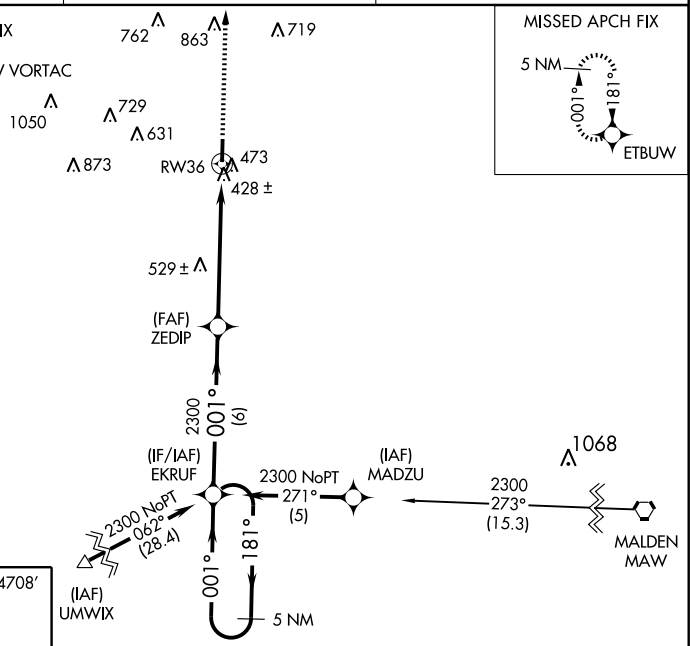
POPLAR BLUFF MUNI (POF)

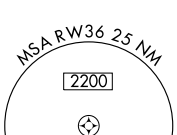
Baro-VNAV NA when using Cape Girardeau altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs 106 feet/MDAs 120 feet.
VDP NA when using Cape Girardeau altimeter setting.

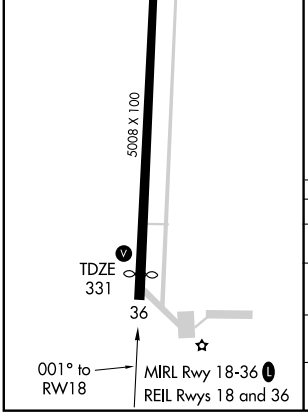
MISSED APPROACH: Climb to 2300 direct ETBUW and hold.

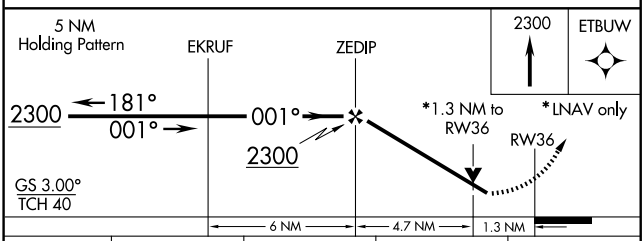
ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L

Procedure NA for arrival at UMWIX on V69 southbound.
Procedure NA for arrival on MAW VORTAC airway radials 239 CW 316.









CATEGORY	A	B	C	D
LPV DA	669-1¼ 338 (400-1¼)			
LNAV/VNAV DA	773-1½ 442 (500-1½)			
LNAV MDA	780-1 449 (500-1)		780-1¼ 449 (500-1¼)	780-1½ 449 (500-1½)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

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NC-3, 21 OCT 2010 to 18 NOV 2010

SDF FDI	APP CRS	Rwy Idg	4708
108.7	358°	TDZE	330
		Apt Elev	331

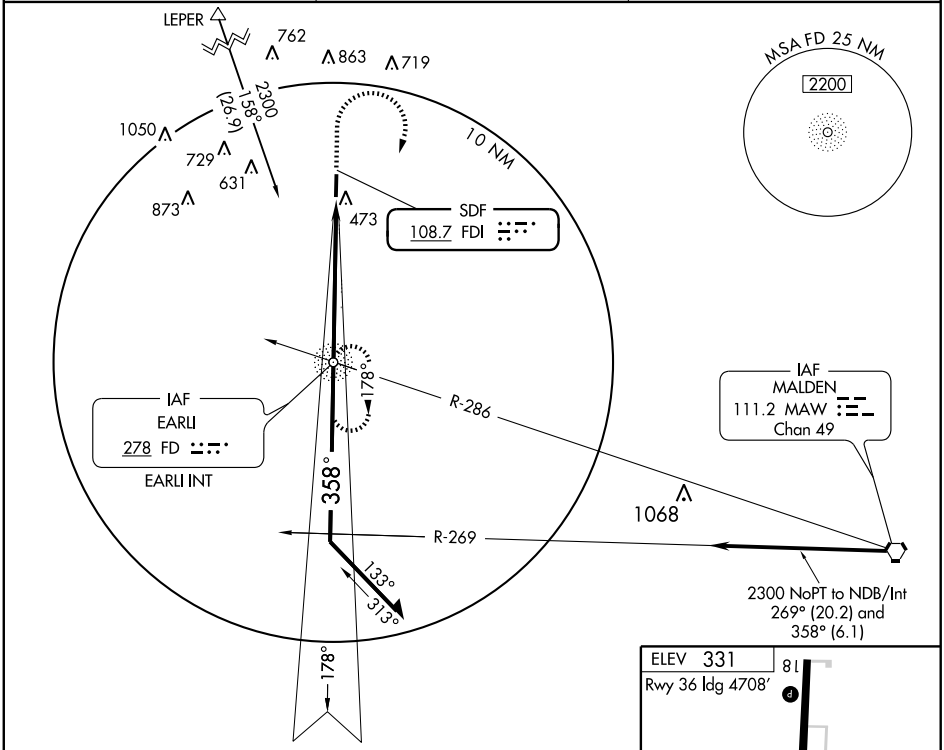
AL-5622 (FAA)

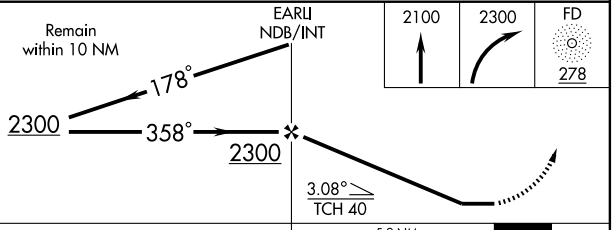
SDF RWY 36

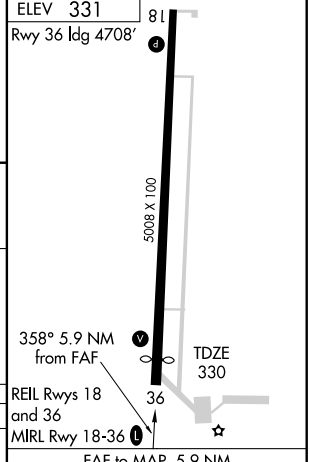
POPLAR BLUFF MUNI (POF)

MISSED APPROACH: Climb to 2100 then climbing right turn to 2300 direct EARLI NDB/Int and hold.

ASOS	MEMPHIS CENTER	UNICOM
124.225	120.075 289.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	680-1 350 (400-1)			680-1¼ 350 (400-1¼)
CIRCLING	840-1 509 (600-1)		840-1½ 509 (600-1½)	900-2 569 (600-2)

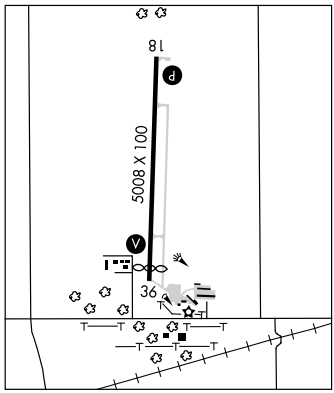
FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

36°46'N-90°19'W

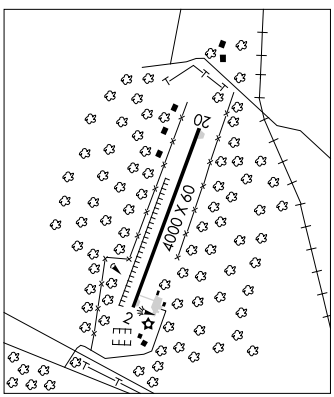
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

POPLAR BLUFF MUNI (POF) 3 E UTC−6(−5DT) N36°46.44′ W90°19.49′ **ST LOUIS**
331 B S2 **FUEL** 100LL, JET A NOTAM FILE POF **H–6J, L–16H**
RWY 18–36: H5008X100 (ASPH–CONC) S–16 MIRL (NSTD) **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 300′. Trees.
AIRPORT REMARKS: Attended 1300–2200Z‡. Crop dusting on and invof arpt from Mar to Aug. Rwy 18–36 first 1000′ of Rwy 18 is conc remainder is asph. Rwy 18–36 dsplcd thld lgts set at 300′ fm rwy end. NSTD Rwy 36 marking, incorrect spacing of dsplcd thld markings. Twy from apron to Rwy 36 end does not provide sufficient visual reference of Rwy 36 apch area while taxiing to Rwy 36 end from apron. ACTIVATE MIRL Rwy 18–36 and VASI Rwy 36 and PAPI Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS 124.225 (573) 778–9172.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
MALDEN (L) VORTAC 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 300° 23.9 NM to fld. 280/3E.
EARLI NDB (MHW/LOM) 278 FD N36°40.14′ W90°19.70′ 359° 6.3 NM to fld. Unmonitored. NOTAM FILE POF.
SDF 108.7 FDI Rwy 36. LOM EARLI NDB. Backcourse unusable.



POTOSI

WASHINGTON CO (8WC) 3 E UTC−6(−5DT) N37°55.75′ W90°43.89′ **ST LOUIS**
959 B **FUEL** 100LL, JET A NOTAM FILE STL **L–16H**
RWY 02–20: H4000X60 (ASPH) S–11 MIRL 0.3% up S. **IAP**
RWY 02: Trees. Rgt tfc. **RWY 20:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡. For fuel after hrs call number posted by outside phone. FBO and fuel located at south apron. Wildlife on and invof arpt. Use right tfc for Rwy 02, do not overfly prison area. Rwy 02–20 pavement rated for acft under 12,500 pounds. ACTIVATE MIRL Rwy 02–20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **KANSAS CITY CENTER APP/DEP CON** 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAM.
FARMINGTON (H) VORTAC 115.7 FAM Chan 104 N37°40.41′ W90°14.04′ 302° 28.2 NM to fld. 1220/1E. **HIWAS.**



PRINCETON–KAUFFMAN MEM (7MO) 2 NW UTC−6(−5DT) N40°25.26′ W93°35.97′ **OMAHA**
858 NOTAM FILE COU
RWY 18–36: 2475X100 (TURF)
RWY 18: Tree. **RWY 36:** Thld dsplcd 200′. Tree.
AIRPORT REMARKS: Unattended. Call arpt manager for conditions 660–748–4375. 45′ utility lines 1300′ south of Rwy 36 thld. Rwy soft in spring and fall. Wildlife on and invof arpt. Rwy thlds line of sight obstructed by changes in terrain grade. NSTD rwy safety areas byd each rwy end, Rwy 18 end has incorrect terrain grades, insufficient length, ditch, bush and trees, Rwy 36 end has insufficient length, ditch, fence, road, brush and trees. Rwy 18–36 marked with large yellow cones, dsplcd thld Rwy 36 marked with 3 large yellow cones on each side of rwy. Rwy 36 dsplcd thld is 3′ higher than rwy end.
COMMUNICATIONS: CTAF 122.9

RANKIN (See MARYVILLE)

APP CRS	Rwy Idg	4000
031°	TDZE	959
	Apt Elev	959

RNAV (GPS) RWY 2

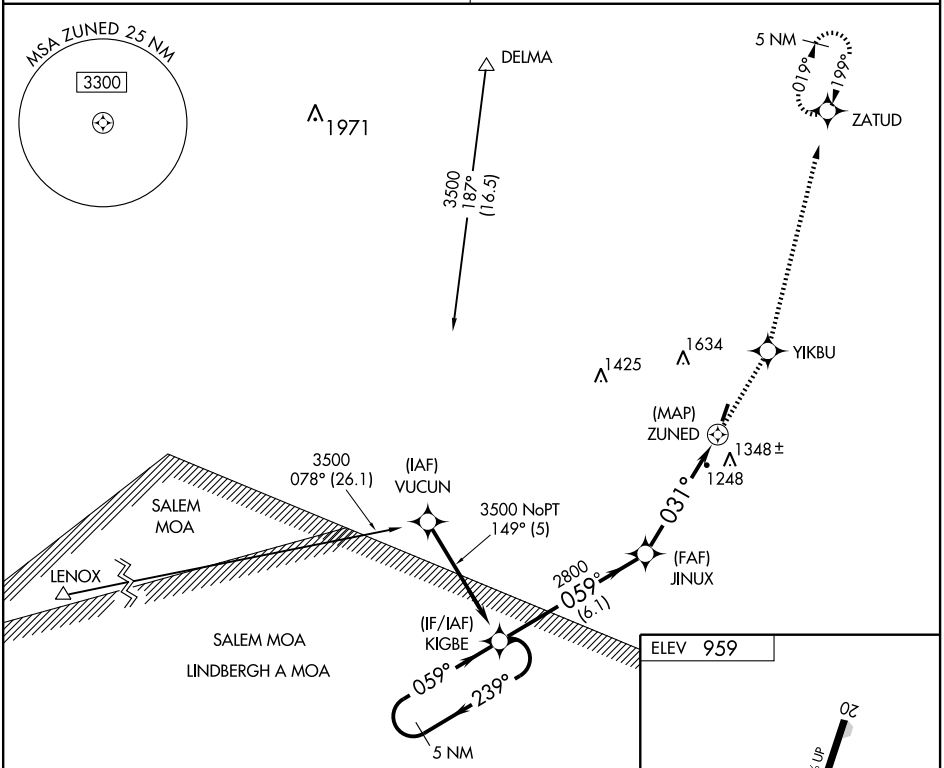
POTOSI/ WASHINGTON COUNTY (8WC)

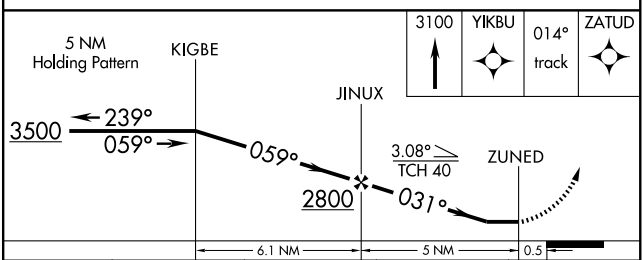
Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.
Visibility reduction by helicopters NA.

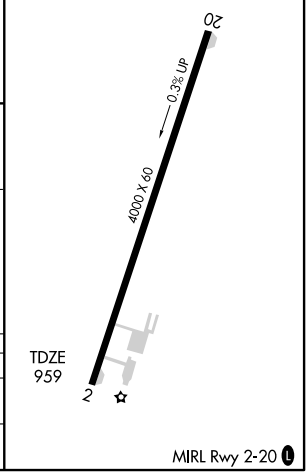
NA

MISSED APPROACH: Climb to 3100 direct YIKBU and via 014° track to ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1660-1	701 (800-1)	1660-2 701 (800-2)	NA
CIRCLING	1660-1	701 (800-1)	1660-2 701 (800-2)	NA

MIRL Rwy 2-20 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

POTOSI/ WASHINGTON COUNTY (8WC)

APP CRS	Rwy Idg	4000
199°	TDZE	956
	Apt Elev	959

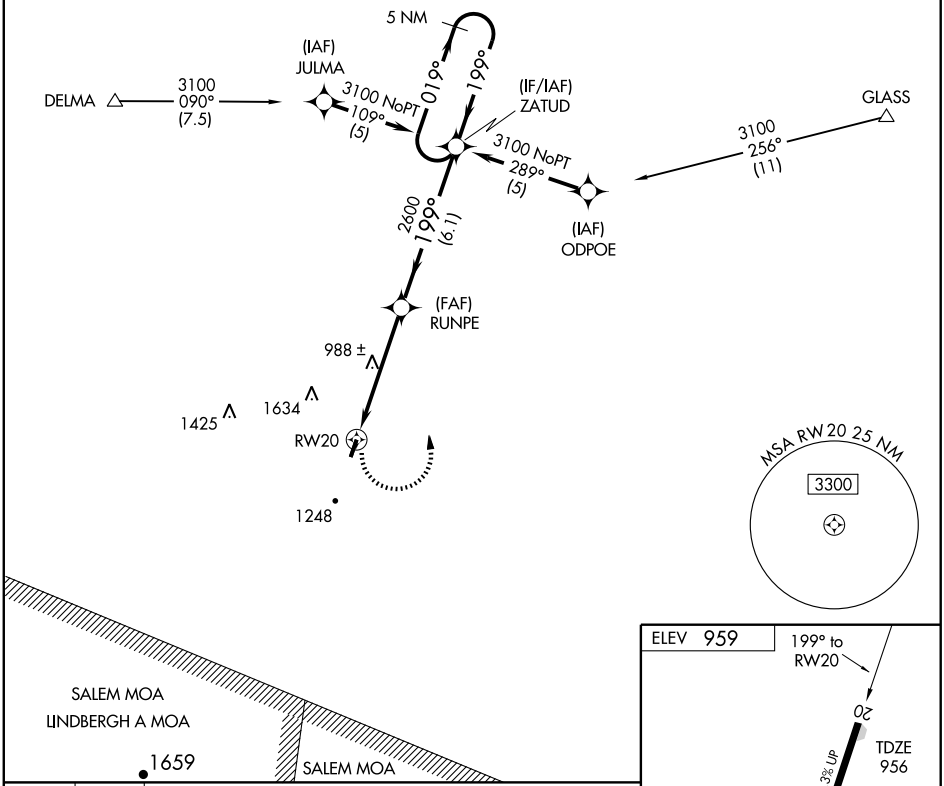
T
A NA

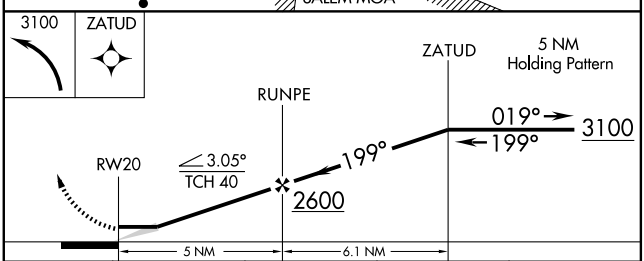
DME/DME RNP- 0.3 NA. Circling NA west of Rwy 2-20.
Use Farmington altimeter setting, if not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 140 feet.

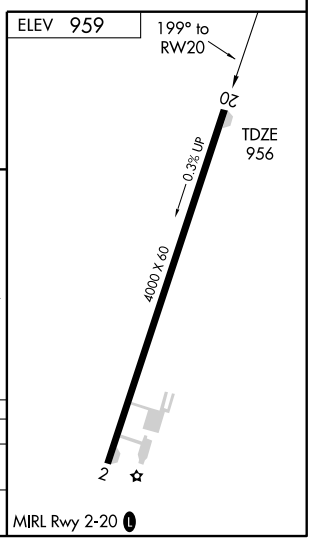
MISSED APPROACH: Climbing left turn to 3100 direct ZATUD and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	123.0 (CTAF) L

Procedure NA for arrivals at DELMA via V238 southwest bound.





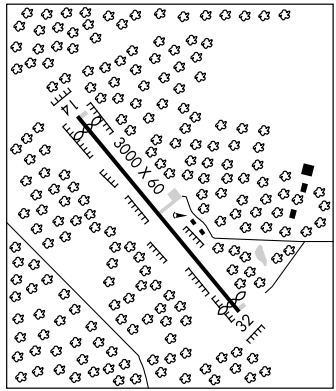


MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1360-1 404 (500-1)		1360-1¼ 404 (500-1¼)	NA
CIRCLING	1560-1 601 (700-1)	1580-1 621 (700-1)	1620-1¾ 661 (700-1¾)	NA

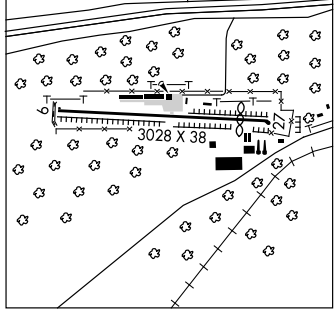
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RICHLAND MUNI (MO1) 1 N UTC−6(−5DT) N37°52.49′ W92°24.48′ KANSAS CITY L–16G
1110 NOTAM FILE COU
RWY 14–32: H3000X60 (ASPH) S–6 LIRL
RWY 14: Thld dsplcd 170′. Trees.
RWY 32: Thld dsplcd 130′. Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Wildlife on and invof arpt. Turnoff lgts to ramp only. Golfers crossing rwy approximately 800′ NW of Rwy 32 thld. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 294° 34.0 NM to fld. 1370/6E. **HIWAS.**



RIVERSIDE N39°07.22′ W94°35.80′ NOTAM FILE MKC. KANSAS CITY L–10J, A
(T) VORW/DME 111.4 RIS Chan 51 at Charles B. Wheeler Downtown. 740/5E.
VOR/DME unusable 090°–170° 320°–345°
VOR unusable byd 15 NM

ROLLA DOWNTOWN (KØ7) 3 SW UTC−6(−5DT) N37°56.14′ W91°48.81′ KANSAS CITY L–16G IAP
987 NOTAM FILE COU
RWY 09–27: H3028X38 (ASPH) LIRL (NSTD) 0.3% up E
RWY 09: Trees. **RWY 27:** Thld dsplcd 445′. Tree.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight acft on and invof arpt. Rwy 09–27 line of sight obstructed by grade change in rwy. Tall brush located 70–125′ S of rwy, fm Rwy 09 thld to access twy. Rwy 09–27 glassphalt coating deteriorating and glass chips are becoming loose. Tall weeds on rwy. Rwy 09–27 NSTD LIRL; Two green thld lgts Rwy 09; Two green thld lgts 10–15 feet west of dsplcd thld bar Rwy 27; No dsplcd thld lgts; Rwy edge lgts 35–40 feet from rwy edge. First 445 feet of Rwy 27 unlgtd. Rwy 27 dsplcd thld elev 7 feet higher than rwy end elev; dalgt ops only. Rwy 09–27 NSTD LIRL OTS indef. ACTIVATE LIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8 UNICOM unmonitored.
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.
VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 195° 14.0 NM to fld. 1110/6E.



ROLLA NATIONAL (See ROLLA/VICHY)

VOR/DME VIH	APP CRS	Rwy Idg	N/A
117.7	195°	TDZE	N/A
Chan 124		Apt Elev	987

VOR/DME or GPS-A

ROLLA DOWNTOWN (KØ7)

Use Rolla National Airport altimeter setting; when not available use Columbia altimeter setting and increase all MDAs 420 feet. Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 2700 direct to VIH VOR/DME and hold.

KANSAS CITY CENTER	UNICOM
128.35 284.67	122.8 (CTAF) L

NoPT for arrivals on VIH VORTAC airway radials 315 clockwise 085

IAF
VICHY
117.7 VIH
Chan 124

063° 1 min 243° R-063

MSA VIH 25 NM
2600

2700
195°
(10)

PHELP
VIH 10

1640
1425
(MAGDY) 1099±
1501
1293
1333
1298
1693
10 NM
1642

3000
001°
(34)

MAPLES
113.4 MAP
Chan 81

ELEV 987
Rwy 27 ldg 2583'
(nights only)

195° 4 NM from FAF

0.3% UP
3028 X 38
27

2700	VIH	PHELP VIH 10	VOR/DME	One Minute Holding Pattern
	117.7	(MAGDY) VIH 14	195° 2700	063° 243° 2700

4 NM 10 NM

CATEGORY	A	B	C	D
CIRCLING	1800-1 813 (900-1)	1840-1¼ 853 (900-1¼)	NA	

LIRL Rwy 9-27 L

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC−6(−5DT) N38°07.65′ W91°46.17′

KANSAS CITY
H–5D, L–16G
IAP

1148 B S2 **FUEL** 100LL, JET A NOTAM FILE COU

RWY 04–22: H5500X100 (ASPH) S–75, D–85, 2S–108, 2D–130 HIRL (NSTD) 0.5% up SW

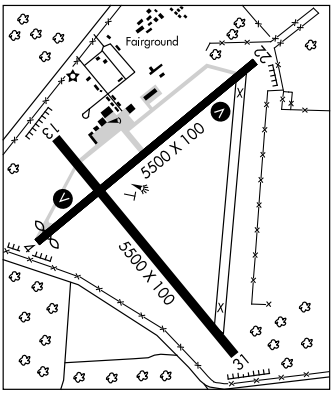
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 213′. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 13–31: H5500X100 (ASPH) S–48, D–62, 2D–92 MIRL

RWY 13: Road.

RWY 31: Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. 97′ twr located 1800′ NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18–36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04–22 NSTD HIRL, lgts are 34′ from pavement edge. ACTIVATE HIRL Rwy 04–22 MIRL Rwy 13–31, VASI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (573) 299–4419.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200–0400Z‡.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 236° 3.4 NM to fld. 1110/6E.

ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC−6(−5DT) N38°50.92′ W90°30.01′

ST LOUIS
L–27B, A
IAP

442 B S4 **FUEL** 100LL TPA–1092(650) NOTAM FILE STL

RWY 09–27: H3451X50 (ASPH) S–8 LIRL (NSTD)

RWY 09: VASI(V4L)—GA 3.0° TCH 40′. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39′. P-line. Rgt tfc.

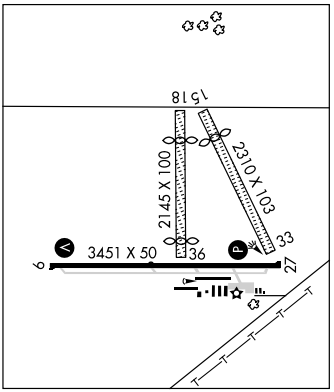
RWY 15–33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400′. Road. **RWY 33:** P-line.

RWY 18–36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400′. Road.

RWY 36: Thld dsplcd 200′. Bldg.



AIRPORT REMARKS: Attended Apr–Oct 1400–0400Z‡, Nov–Mar 1400–0200Z‡. Rwy 09–27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09–27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15–33 rolling rough and uneven. Rwy 18–36 various areas are rolling and rough. Crops located 60′ fm rwy thlds and 120′ fm centerline first 1,800′ of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09–27 located 70–75′ fm rwy. Rwy 15–33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18–36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09–27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45–50′ from pavement edge. Rwy edge lgts white last 1700′ of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ST LOUIS APP/DEP CON** 124.2 **CLNC DEL** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E.

HIWAS.

WAAS	APP CRS	Rwy Idg	5287
CH 78119	045°	TDZE	1137
W04A		Apt Elev	1148

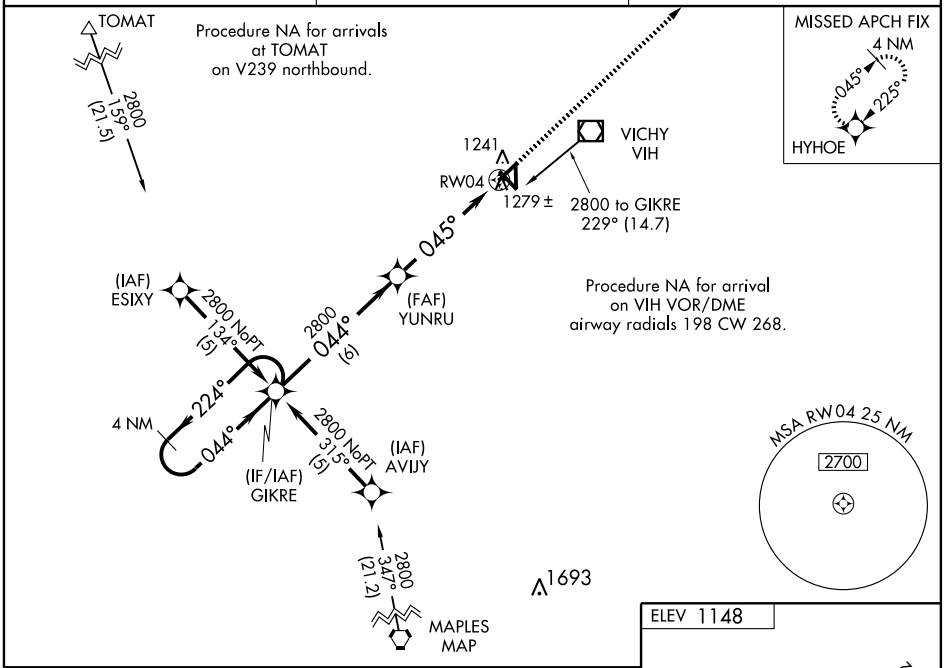
RNAV (GPS) RWY 4

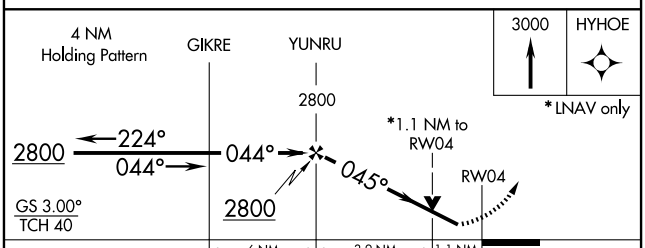
ROLLA NATIONAL (VIH)

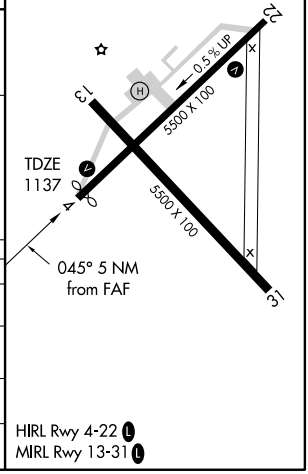
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 3000 direct HYHOE and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1387-1 250 (300-1)			
LNAV/VNAV DA	1549-1½ 412 (500-1½)			
LNAV MDA	1540-1 403 (400-1)		1540-1¼ 403 (400-1¼)	
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 72719 W22A | APP CRS 225° | Rwy Idg 5500 | TDZE 1117 | Apt Elev 1148

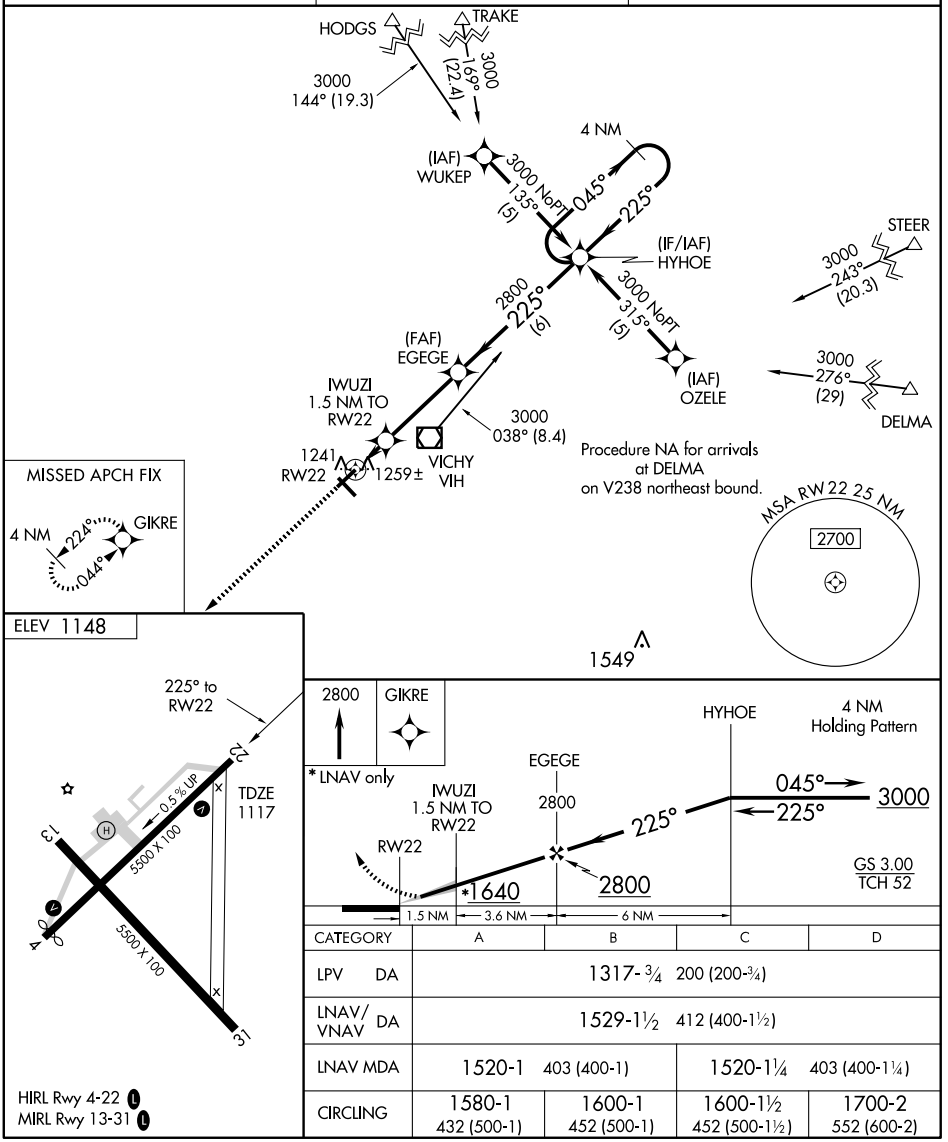
RNAV (GPS) RWY 22

ROLLA NATIONAL (VIH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility, and LNAV Cat D visibility ¼ mile. Baro-VNAV NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2800 direct GIKRE and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1317-¾ 200 (200-¾)			
LNAV/VNAV DA	1529-1½ 412 (400-1½)			
LNAV MDA	1520-1 403 (400-1)		1520-1¼ 403 (400-1¼)	
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VIH	APP CRS	Rwy Idg	5287
117.7	056°	TDZE	1137
Chan 124		Apt Elev	1148

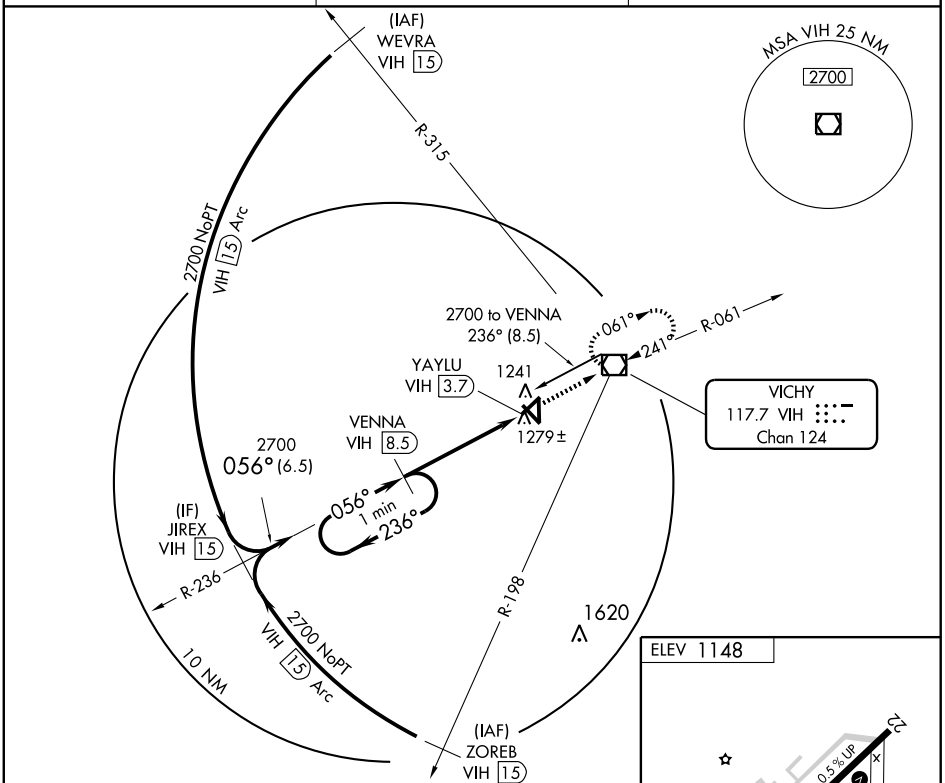
VOR/DME RWY 4

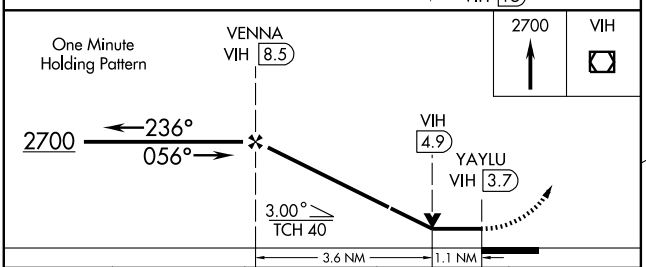
ROLLA NATIONAL (VIH)

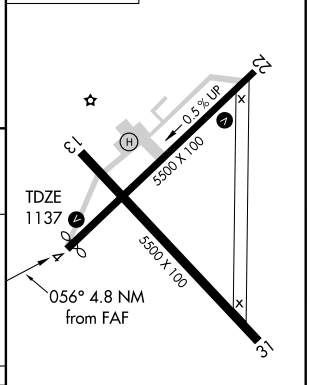
T A Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-4 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-4	1540-1	403 (400-1)	1540-1¼	403 (400-1¼)
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 13-31 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME VIH	APP CRS	Rwy Idg	5500
117.7	241°	TDZE	1117
Chan 124		Apt Elev	1148

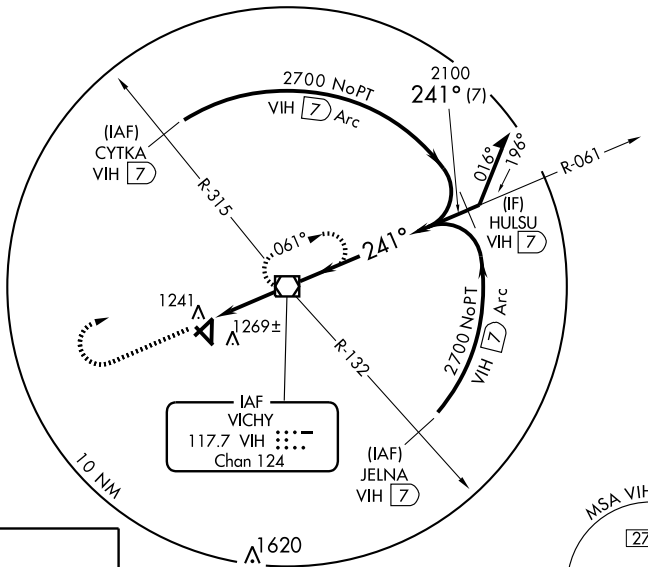
VOR RWY 22

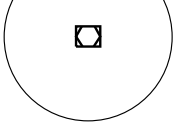
ROLLA NATIONAL (VIH)

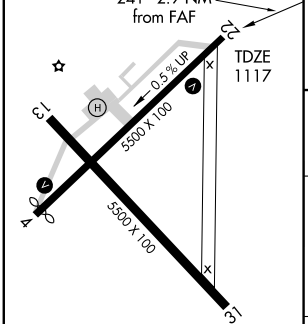
When local altimeter setting not received, use Fort Leonard Wood altimeter setting and increase all MDA 80 feet, increase S-22 Cat D visibility ¼ mile. VDP NA with Fort Leonard Wood altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct VIH VOR/DME and hold.

ASOS	KANSAS CITY CENTER	UNICOM
119.025	128.35 284.67	123.0 (CTAF) L

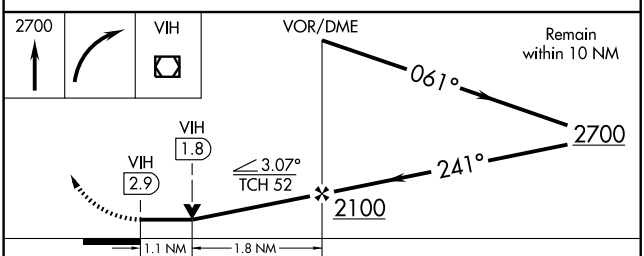






HIRL Rwy 4-22 L
MIRL Rwy 13-31 L

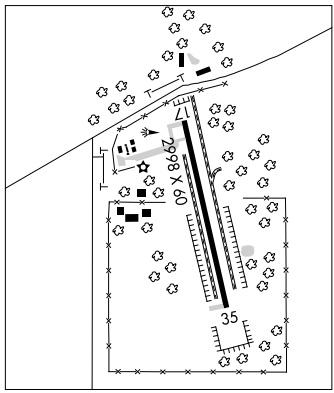
FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58



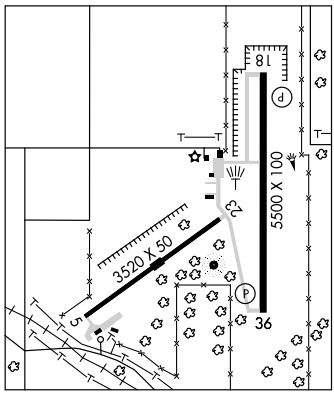
CATEGORY	A	B	C	D
S-22	1520-1 403 (400-1)		1520-1¼ 403 (400-1¼)	
CIRCLING	1580-1 432 (500-1)	1600-1 452 (500-1)	1600-1½ 452 (500-1½)	1700-2 552 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SALEM MEM (K33) 4 SW UTC−6(−5DT) N37°36.91′ W91°36.27′ KANSAS CITY
1241 B **FUEL** 100LL TPA—2041(800) NOTAM FILE STL L–16G
RWY 17–35: H2998X60 (ASPH) S–12.5 MIRL 0.7% up S IAP
RWY 17: REIL. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17–35 NSTD markings. ACTIVATE MIRL Rwy 17–35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MAP
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 074° 9.0 NM to fld. 1370/6E. **HIWAS.**



SEDALIA MEM (DMO) 2 E UTC−6(−5DT) N38°42.44′ W93°10.55′ KANSAS CITY
909 B S3 **FUEL** 100LL, JET A NOTAM FILE DMO H–5D, L–27A
RWY 18–36: H5500X100 (CONC–WC) S–30, D–48 MIRL 0.4% up S IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree. Rgt tfc.
RWY 05–23: H3520X50 (ASPH) S–9, D–11.3 0.7% up SW
RWY 05: Tree. **RWY 23:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1300–0100Z‡ Nov–Mar Mon–Fri 1300–0000Z‡. Jan–Dec Sat–Sun 1400–2200Z‡. Wildlife on rwys early morning and dusk. Rwy 18–36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS 120.525 (660) 826–8225.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.
NDB (MHW) 281 DMO N38°42.26′ W93°10.60′ at fld.



SEYMOUR

OWEN FLD (H58) 3 NE UTC−6(−5DT) N37°11.08′ W92°44.26′ KANSAS CITY
1600 NOTAM FILE COU
RWY 01–19: 2800X45 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
RWY 15–33: 1725X25 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417–935–2232 for rwy conditions. Rwy 01–19 first 1000′ of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15–33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	2998
166°	TDZE	1241
	Apt Elev	1241

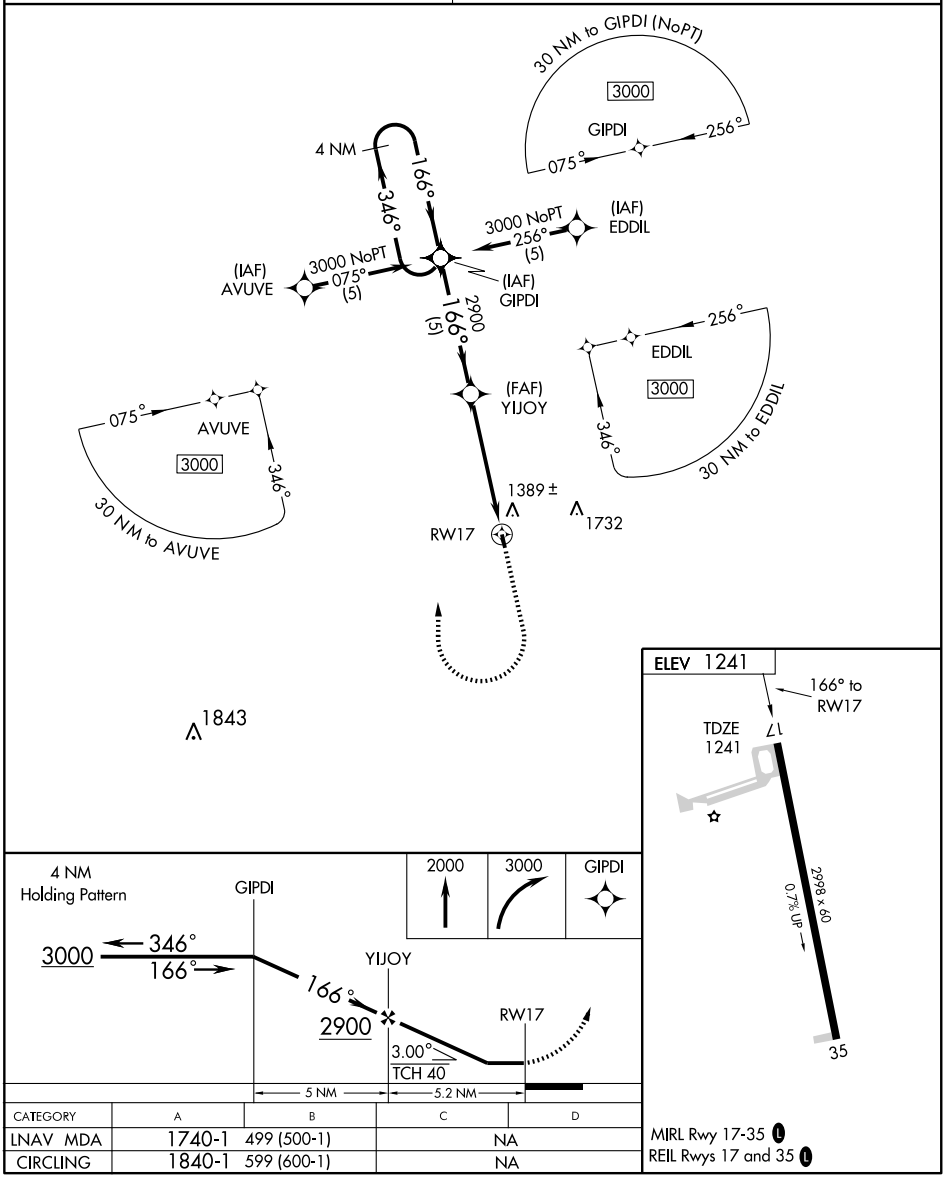
RNAV (GPS) RWY 17

SALEM MEMORIAL (K33)

⚠ NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GIPDI WP and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1740-1	499 (500-1)	NA	
CIRCLING	1840-1	599 (600-1)	NA	

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

SALEM MEMORIAL (K33)

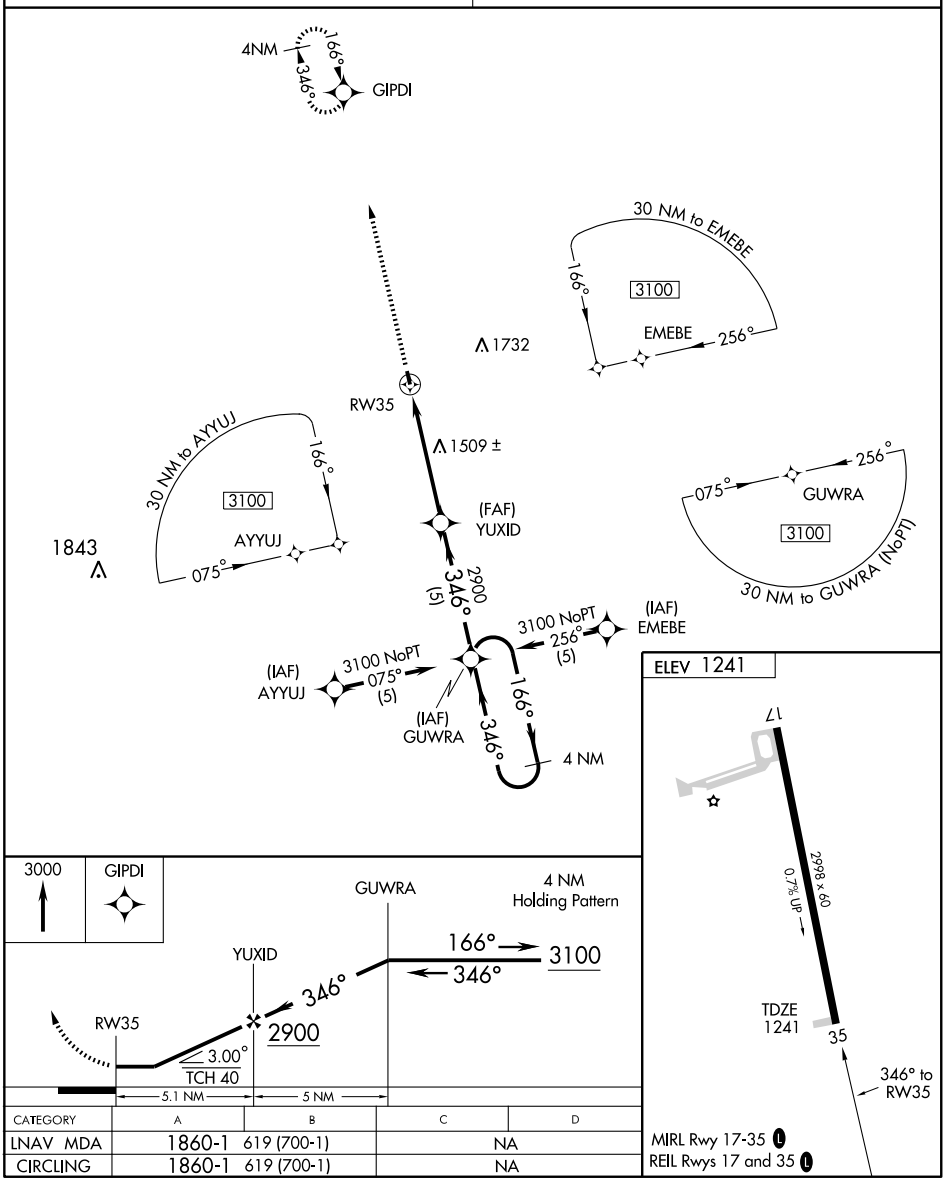
APP CRS	Rwy Idg	2998
346°	TDZE	1241
	Apt Elev	1241

NA — Use Rolla National altimeter setting. GPS or RNP -0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GIPDI and hold.

KANSAS CITY CENTER
128.35 284.67

CTAF
122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1860-1	619 (700-1)	NA	
CIRCLING	1860-1	619 (700-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC MAP	APP CRS	Rwy Idg	N/A
113.4	074°	TDZE	N/A
Chan 81		Apt Elev	1241

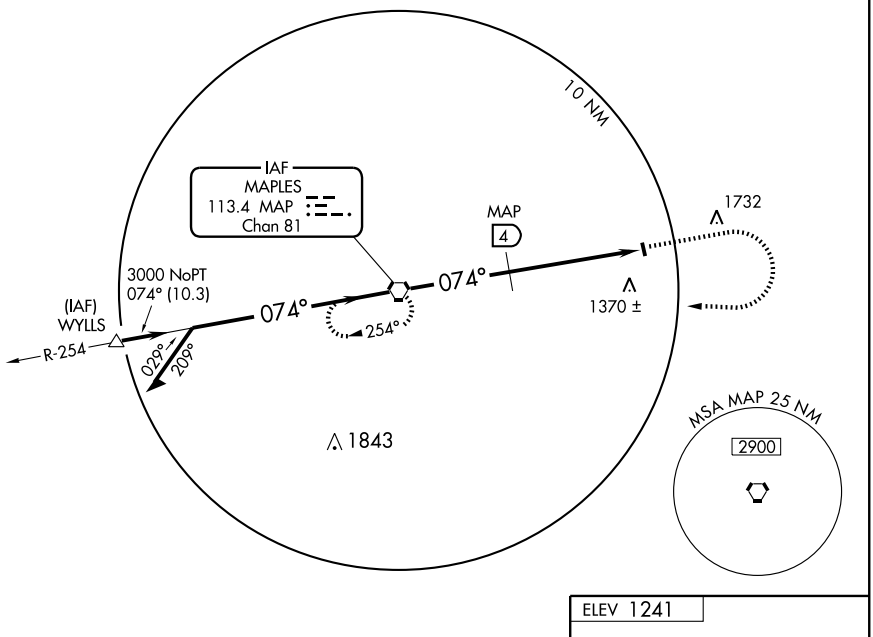
VOR-A

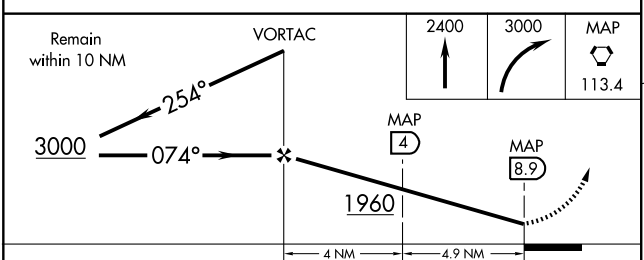
SALEM MEMORIAL (K33)

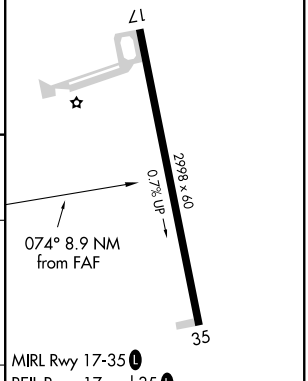
NA Use Rolla National altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct MAP VORTAC and hold.

KANSAS CITY CENTER	CTAF
128.35 284.67	122.9 L







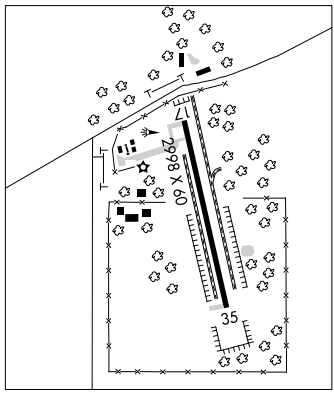
CATEGORY	A	B	C	D
CIRCLING	1960-1	719 (800-1)	NA	
DME MINIMUMS				
CIRCLING	1840-1	599 (600-1)	NA	

FAF to MAP 8.9 NM

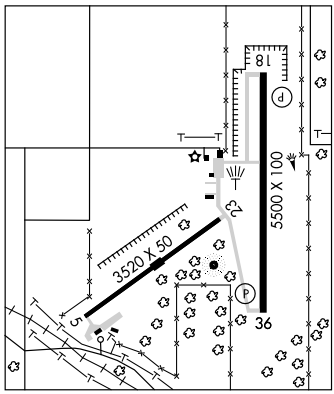
Knots	60	90	120	150	180
Min:Sec	8:54	5:56	4:27	3:34	2:58

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SALEM MEM (K33) 4 SW UTC−6(−5DT) N37°36.91′ W91°36.27′ KANSAS CITY
1241 B **FUEL** 100LL TPA—2041(800) NOTAM FILE STL L–16G
RWY 17–35: H2998X60 (ASPH) S–12.5 MIRL 0.7% up S IAP
RWY 17: REIL. Trees. **RWY 35:** REIL. Trees.
AIRPORT REMARKS: Unattended. Fuel unavbl. Helicopter operations on and invof arpt. Rwy 17–35 NSTD markings. ACTIVATE MIRL Rwy 17–35—CTAF; to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
KANSAS CITY CENTER APP/DEP CON 128.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MAP
MAPLES (L) VORTAC 113.4 MAP Chan 81 N37°35.45′ W91°47.32′ 074° 9.0 NM to fld. 1370/6E. **HIWAS.**



SEDALIA MEM (DMO) 2 E UTC−6(−5DT) N38°42.44′ W93°10.55′ KANSAS CITY
909 B S3 **FUEL** 100LL, JET A NOTAM FILE DMO H–5D, L–27A
RWY 18–36: H5500X100 (CONC–WC) S–30, D–48 MIRL 0.4% up S IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree. Rgt tfc.
RWY 05–23: H3520X50 (ASPH) S–9, D–11.3 0.7% up SW
RWY 05: Tree. **RWY 23:** Tree. Rgt tfc.
AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1300–0100Z‡ Nov–Mar Mon–Fri 1300–0000Z‡. Jan–Dec Sat–Sun 1400–2200Z‡. Wildlife on rwys early morning and dusk. Rwy 18–36 approximately 40% of rwy wire combed. Rwy 18 and Rwy 36 REIL OTS indefinitely. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF. PAPI Rwy 18 and Rwy 36 on 24 hrs.
WEATHER DATA SOURCES: ASOS 120.525 (660) 826–8225.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.05 (COLUMBIA RADIO)
Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
Ⓡ **DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 110° 50.3 NM to fld. 878/7E.
NDB (MHW) 281 DMO N38°42.26′ W93°10.60′ at fld.



SEYMOUR

OWEN FLD (H58) 3 NE UTC−6(−5DT) N37°11.08′ W92°44.26′ KANSAS CITY
1600 NOTAM FILE COU
RWY 01–19: 2800X45 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
RWY 15–33: 1725X25 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Hazardous operating conditions exist at this arpt. Exercise caution when using this facility. Cattle and livestock may be on rwys at any time. NSTD rwy safety areas byd each rwy end, incorrect terrain gradients, fences, trees, brush, ditches, crops and bldgs. Wildlife on and invof arpt. Line of sight fm rwy ends obstructed by changes in rwy grade. After heavy rains, call 417–935–2232 for rwy conditions. Rwy 01–19 first 1000′ of Rwy 19 has a very steep slope, rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end. Rwy 15–33 rwy surface rough, rolling, uneven and narrow with tall obstructions at rwy end.
COMMUNICATIONS: CTAF 122.9

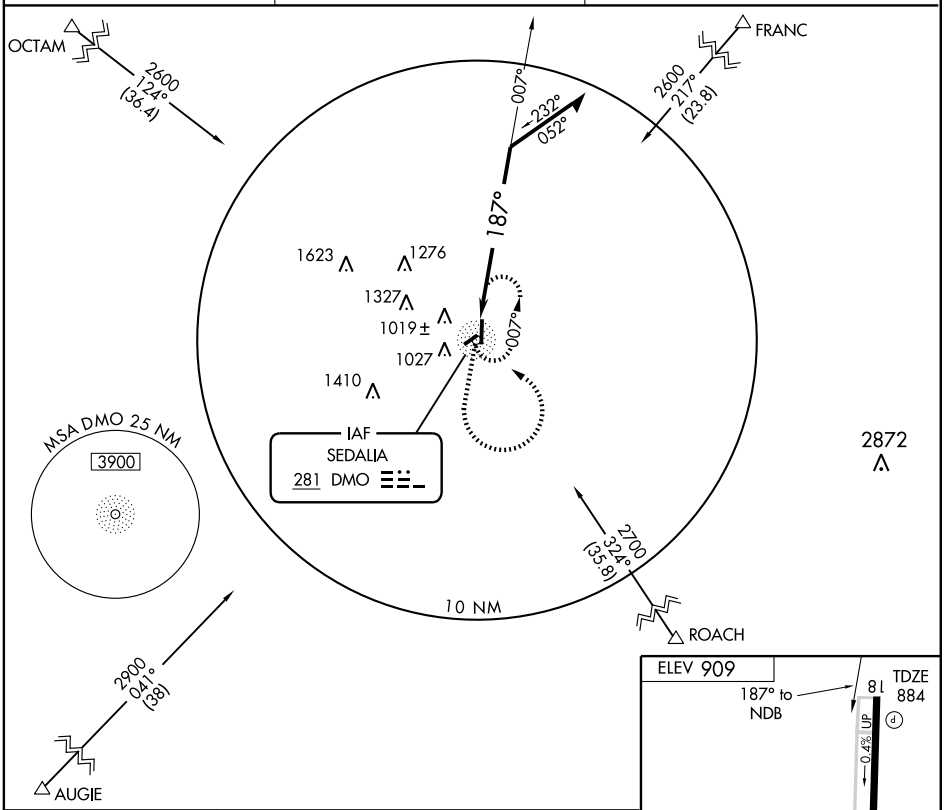
NDB DMO	APP CRS	Rwy Idg	5500
281	187°	TDZE	884
		Apt Elev	909

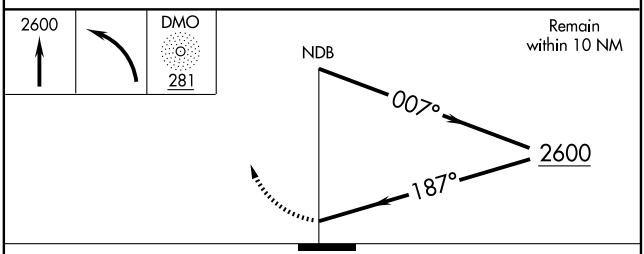
NDB RWY 18
SEDALIA MEMORIAL (DMO)

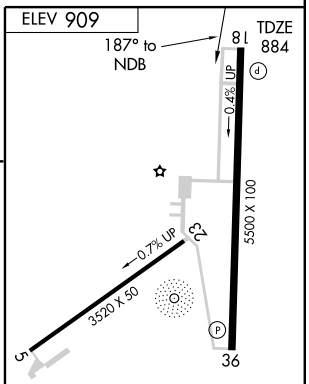
NA

MISSED APPROACH: Climb to 2600 then left turn direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1380-1 496 (500-1)		1380-1¼ 496 (500-1¼)	1380-1½ 496 (500-1½)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB DMO	APP CRS	Rwy Idg	5500
281	343°	TDZE	902
		Apt Elev	909

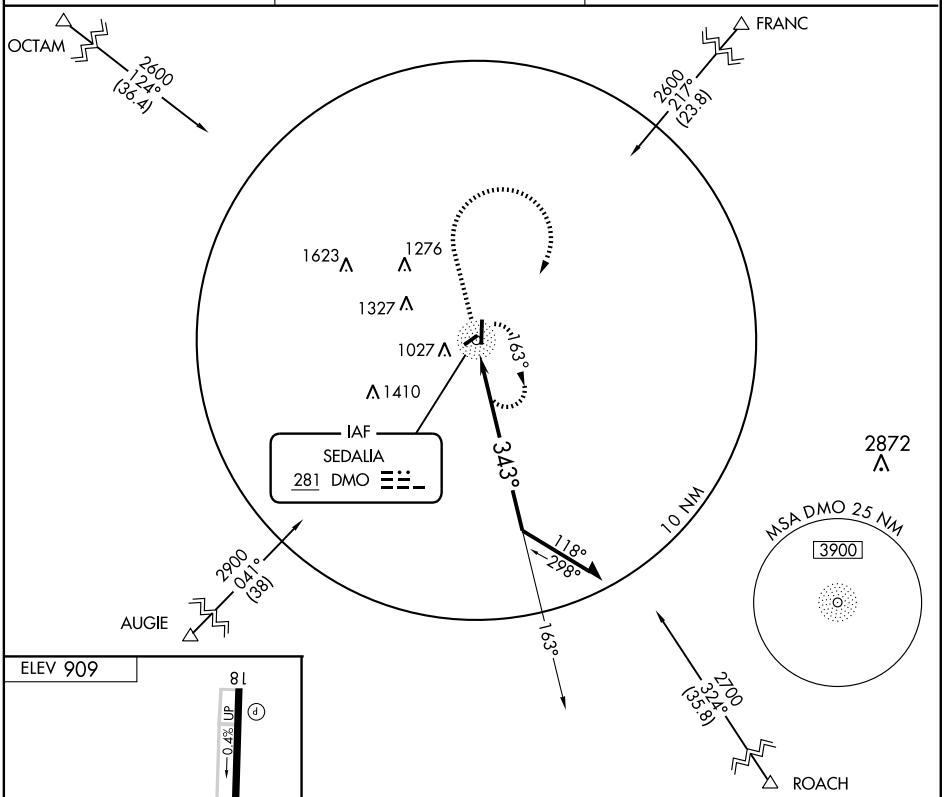
NDB RWY 36

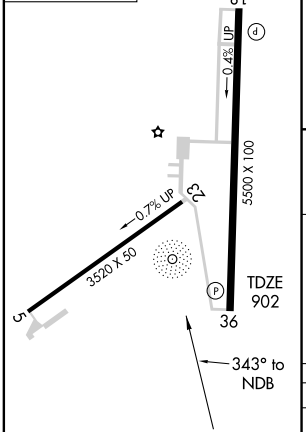
SEDALIA MEMORIAL (DMO)

NA

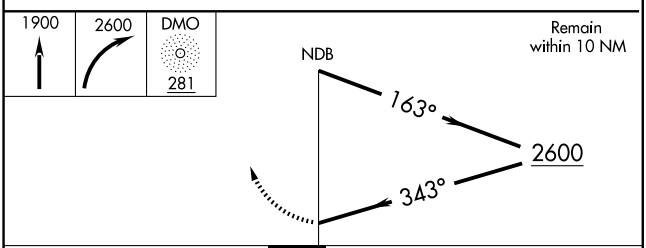
MISSED APPROACH: Climb to 1900 then climbing right turn to 2600 direct DMO NDB and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L



CATEGORY	A	B	C	D
S-36	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-1¾ 571 (600-1¾)
CIRCLING	1480-1 571 (600-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 18

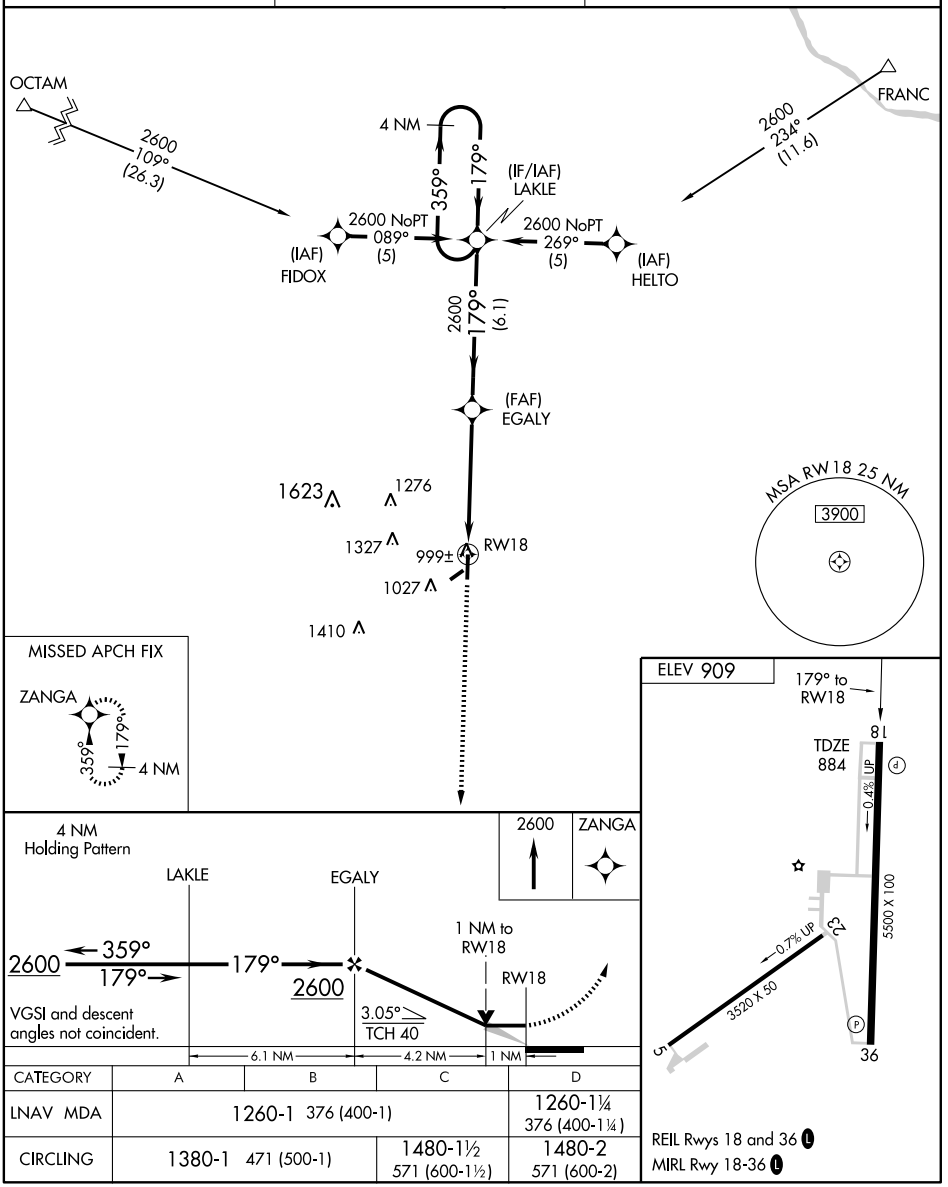
SEDALIA MEMORIAL (DMO)

APP CRS	Rwy Idg	5500
179°	TDZE	884
	Apt Elev	909

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ZANGA and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1260-1 376 (400-1)			1260-1¼ 376 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 36

SEDALIA MEMORIAL (DMO)

WAAS	APP CRS	Rwy Idg	5500
CH 60913	359°	TDZE	902
W36A		Apt Elev	909

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)

MISSED APPROACH: Climb to 2600 direct LAKLE and hold.

ASOS	WHITEMAN APP CON ★	UNICOM
120.525	127.45 284.0	122.8 (CTAF) L

MISSED APCH FIX
4 NM 359° 179° LAKLE

1623 1276 1327 1027 RW36 1410 1019± 2872

FRANC
2600 to ZANGA 205° (33.4)

(FAF) OLOVE
2600 359° (6.1)

MSA RW36 25 NM
3900

(IAF) CARNI
2600 NoPT 089° (5)
2600 NoPT 269° (5)
(IAF) TIPSE

2600 049° (26.7) AUGIE
(IF/IAF) ZANGA
359° 179° 4 NM
2700 318° (23.6) ROACH

ELEV 909
18 0.4% UP 5500 X 100 TDZE 902 36
23 0.7% UP 3520 X 50 5
359° to RW36
REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

4 NM Holding Pattern
ZANGA
OLOVE
2600
LAKLE
2600 179° 359° 359°
2600
VGSI and RNAV glidepath not coincident.
RW36
GS 3.00°
TCH 45
6.1 NM
5.1 NM

CATEGORY	A	B	C	D
LPV DA	1170-1 268 (300-1)			
LNAV/VNAV DA	1280-1¼ 378 (400-1¼)			
LNAV MDA	1280-1 378 (400-1)			1280-1¼ 378 (400-1¼)
CIRCLING	1380-1 471 (500-1)		1480-1½ 571 (600-1½)	1480-2 571 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SHELBY CO (See SHELBYVILLE)

SHELBYVILLE

SHELBY CO (6K2) 1 NW UTC−6(−5DT) N39°48.75′ W92°03.01′ KANSAS CITY

766 NOTAM FILE COU

RWY 17–35: 2300X46 (TURF)

RWY 17: Fence. **RWY 35:** Tree.

AIRPORT REMARKS: Unattended. Radio controlled model airplanes on and invof arpt and heavy concentration of large waterfowl on and invof arpt. NSTD rwy safety areas beyond each rwy end, Rwy 17 has fence 80′ from thld, Rwy 35 has large drop off and lake. Rwy 17–35 marked with large yellow cones. Rwy 35 has 5′ orange numbers at thld (fair condition).

COMMUNICATIONS: CTAF 122.9

SIKESTON MEM MUNI (SIK) 2 NE UTC−6(−5DT) N36°53.93′ W89°33.71′ ST LOUIS

315 B **FUEL** 100LL, JET A NOTAM FILE STL H–6J, L–16H

RWY 02–20: H5502X100 (ASPH) S–30, D–38 MIRL (NSTD) IAP

RWY 02: VASI(V2L)—GA 3.0° TCH 25′. Trees.

RWY 20: REIL. VASI(V2L)—GA 3.0° TCH 27′.

AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1400–2300Z‡. 24–hr automatic credit card fueling system for 100LL. Ultralight activity on and invof arpt. Numerous birds invof arpt. Rwy 02–20 has cracks with grass growing in them. Twy lgts OTS indef. Rwy 02–20 NSTD MIRL; thld lgts spacing incorrect. Rwy 02 VASI OTS indef. Rwy 20 VASI OTS indef. VASI Rwy 02 and Rwy 20 on 24 hrs. MIRL Rwy 02–20 preset on low ints, to increase ints and ACTIVATE REIL Rwy 20—CTAF.

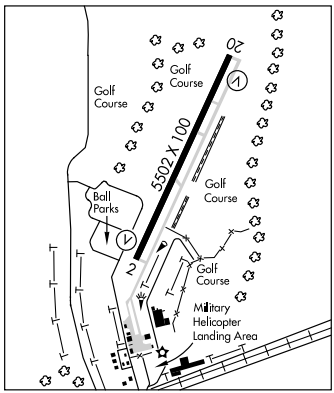
WEATHER DATA SOURCES: AWOS–3 119.175 (573) 471–7371.

COMMUNICATIONS: CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 133.65

RADIO AIDS TO NAVIGATION: NOTAM FILE CGI.

CAPE GIRARDEAU (L) VOR/DME 112.9 CGI Chan 76 N37°13.65′ W89°34.34′ 178° 19.7 NM to fld. 340/1E.



SKYHAVEN (See WARRENSBURG)

SLATER MEM (9K5) 1 NW UTC−6(−5DT) N39°13.76′ W93°04.37′ KANSAS CITY

860 NOTAM FILE COU

RWY 04–22: 2455X132 (TURF)

RWY 22: Thld dsplcd 300′. Road.

AIRPORT REMARKS: Unattended. Rwy 04–22 soft during prolonged wet periods. Model radio controlled acft on and invof arpt. Large waterfowl on and invof arpt. +1–10′ crops along rwy edges from spring to fall. Rwy 04–22 no line of sight between rwy ends. Rwy 04 thld marked with 6 large yellow cones. Rwy 04–22 edges not marked. Rwy 22 dsplcd thld 4′ higher than rwy end. Dsplcd thld not marked. Thld marked with 6 large yellow cones.

COMMUNICATIONS: CTAF 122.9

SNOOP N38°38.36′ W90°46.03′ NOTAM FILE SUS. KANSAS CITY

NDB (LOM) 326 SU 074° 5.6 NM to Spirit of St. Louis. Unmonitored.

SPIRIT OF ST LOUIS (See ST LOUIS)

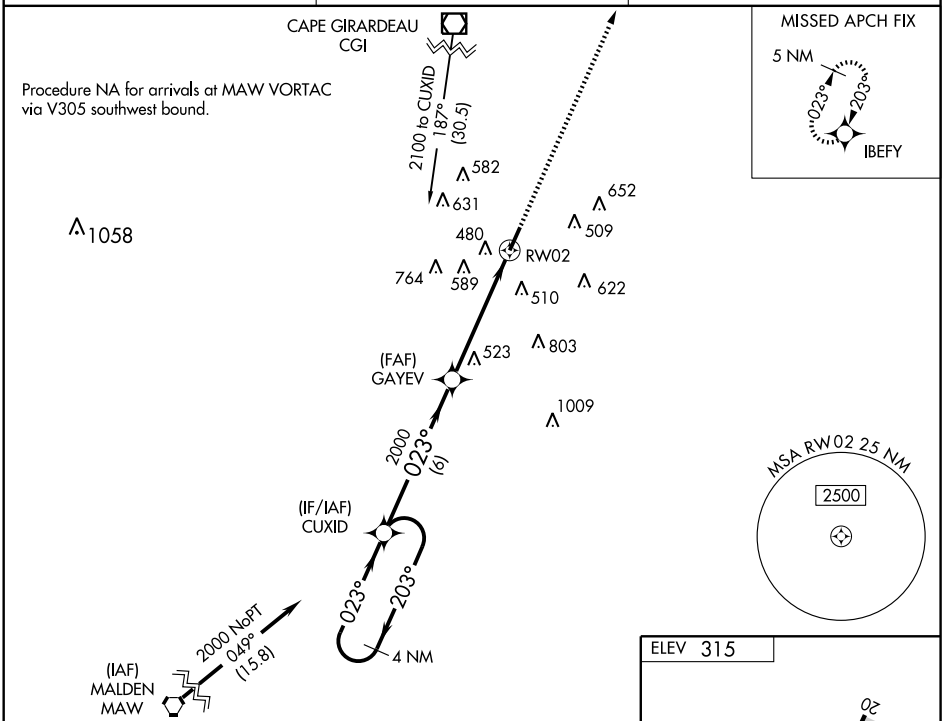
WAAS	APP CRS	Rwy Idg	5502
CH 86801	023°	TDZE	315
W02A		Apt Elev	315

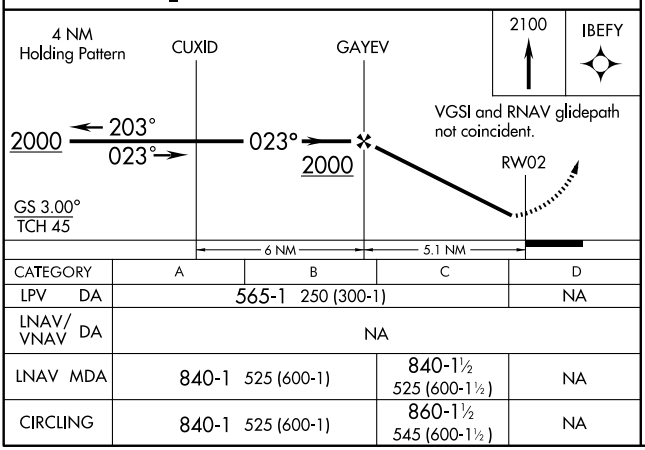
RNAV (GPS) RWY 2
SIKESTON MEMORIAL MUNI (SIK)

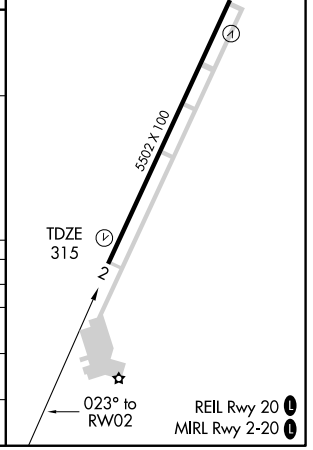
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all DAs/MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 direct IBEFY and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	565-1 250 (300-1)			NA
LNAV/VNAV DA	NA			
LNAV MDA	840-1 525 (600-1)		840-1½ 525 (600-1½)	NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

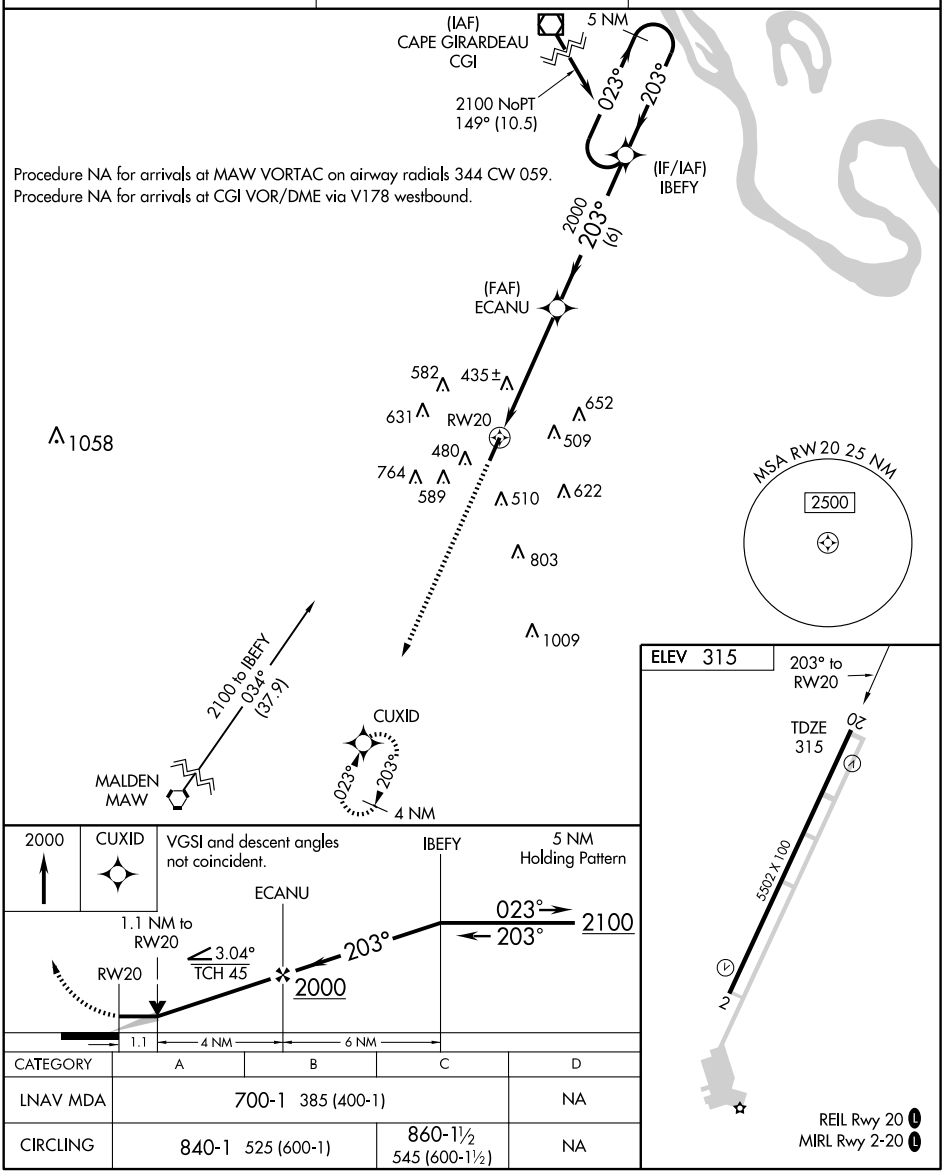
APP CRS	Rwy Idg	5502
203°	TDZE	315
	Apt Elev	315

RNAV (GPS) RWY 20
SIKESTON MEMORIAL MUNI (SIK)

DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2000 direct CUXID and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	700-1 385 (400-1)			NA
CIRCLING	840-1 525 (600-1)		860-1½ 545 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME MAW	APP CRS	Rwy Idg	5502
111.2	036°	TDZE	315
Chan 49		Apt Elev	315

VOR/DME RWY 2

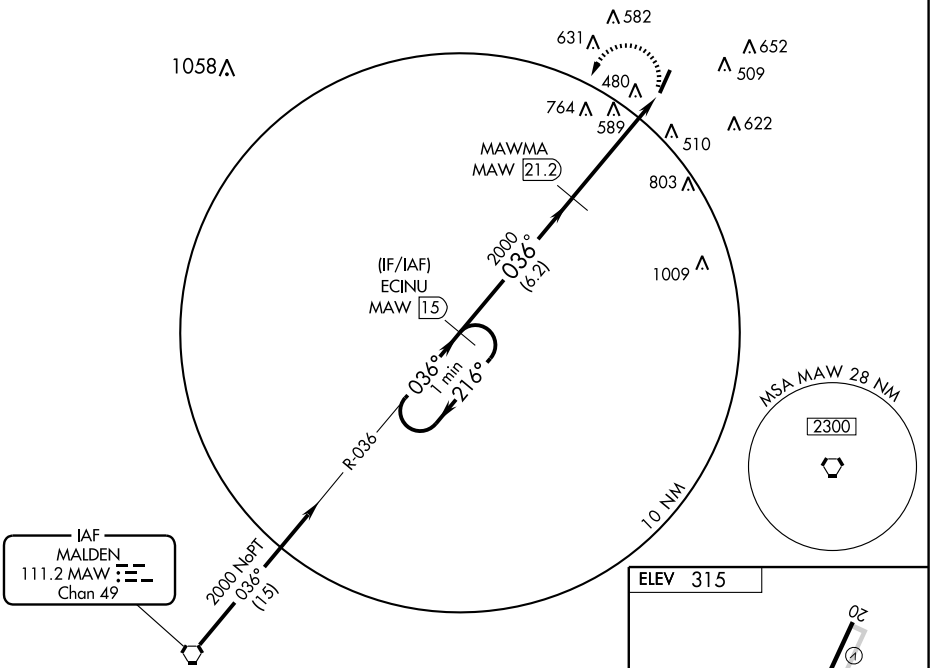
SIKESTON MEMORIAL MUNI (SIK)

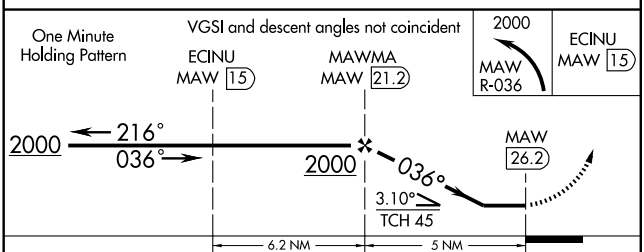
T NA — If local altimeter setting not received, use Cape Girardeau altimeter setting and increase all MDAs 60 feet. Visibilty reduction by helicopters NA.

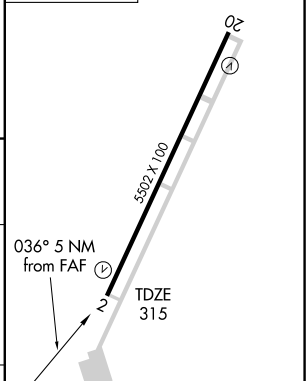
MISSED APPROACH: Climbing left turn to 2000 via MAW R-036 to ECINU/15 DME and hold.

AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

Procedure NA for arrivals on MAW VORTAC airway radials 344 CW 059.







CATEGORY	A	B	C	D
S-2	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA
CIRCLING	1020-1 705 (800-1)	1020-1¼ 705 (800-1¼)	1020-2 705 (800-2)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VOR/DME CGI	APP CRS	Rwy Idg	5502
112.9	177°	TDZE	315
Chan 76		Apt Elev	315

VOR RWY 20

SIKESTON MEMORIAL MUNI (SIK)

T
NA

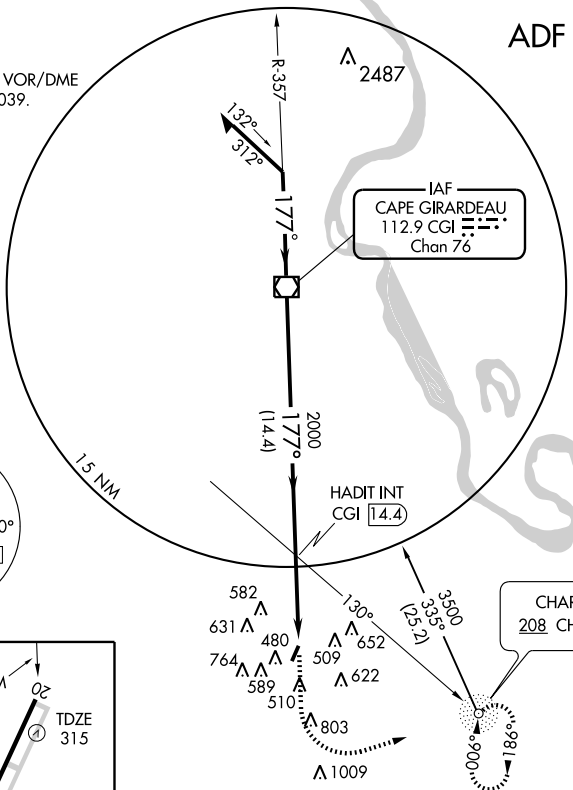
Use Cape Girardeau altimeter setting.

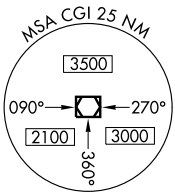
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct CHQ NDB and hold.

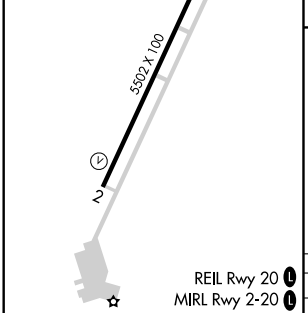
AWOS	MEMPHIS CENTER	UNICOM
119.175	133.65 292.15	122.8 (CTAF) L

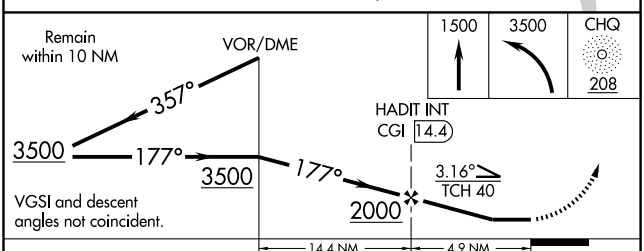
ADF REQUIRED

NoPT for arrivals on CGI VOR/DME airway radials 309 CW 039.







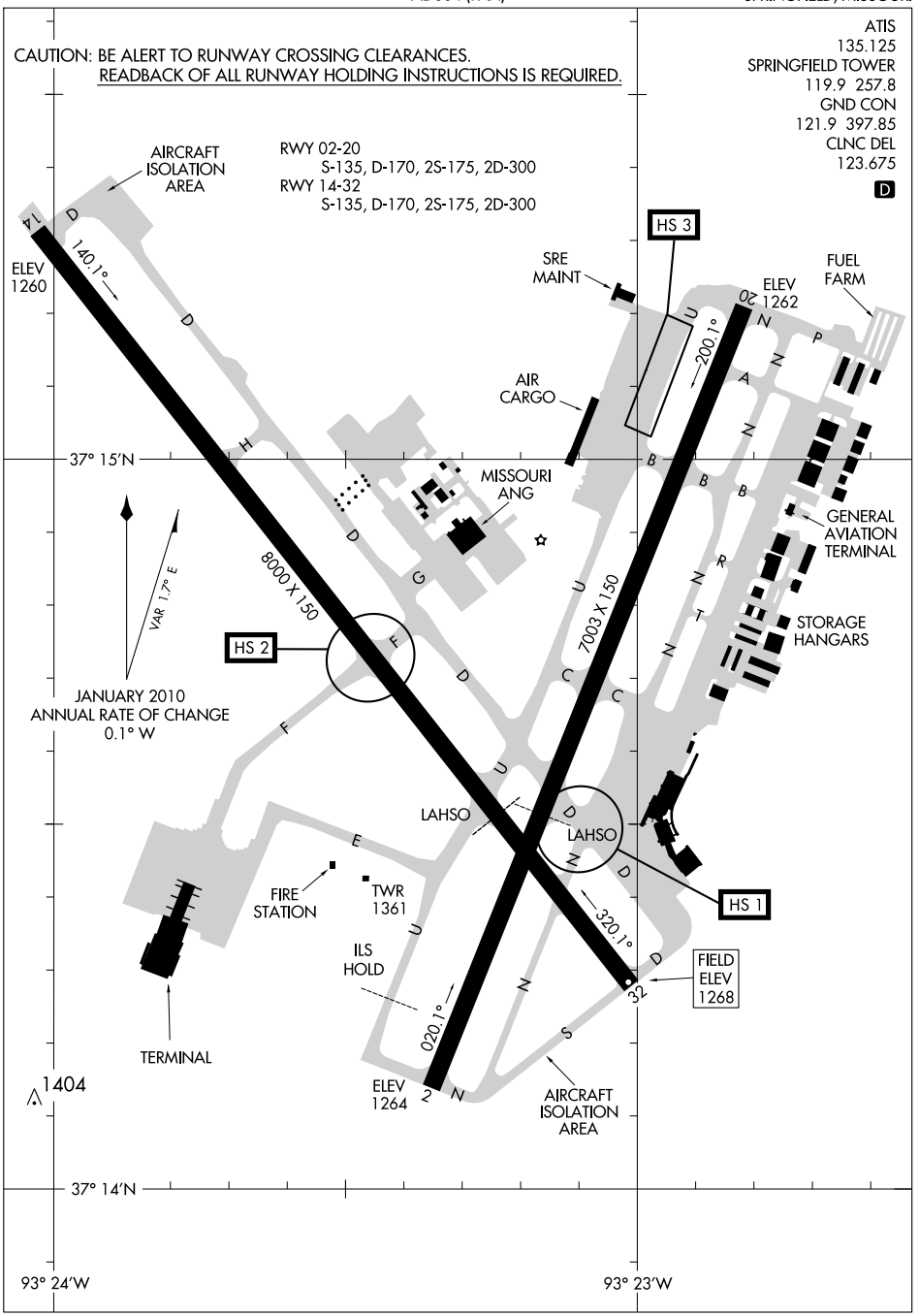


CATEGORY	A	B	C	D
S-20	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	880-1 565 (600-1)		920-1¾ 605 (700-1¾)	920-2 605 (700-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

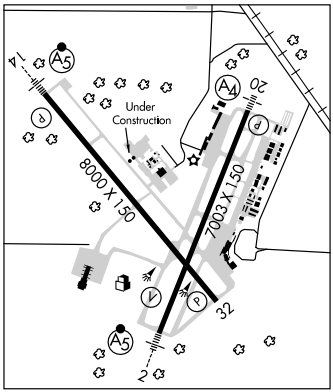
NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



NC-3, 21 OCT 2010 to 18 NOV 2010

SPRINGFIELD–BRANSON NATL (SGF) 5 NW UTC−6(−5DT) N37°14.74′ W93°23.32′ **KANSAS CITY**
1268 B S4 **FUEL** 100LL, JET A, OX 1, 2 TPA–See Remarks LRA **H–6I, L–16F**
ARFF Index—See Remarks NOTAM FILE SGF **IAP, AD**

RWY 14–32: H8000X150 (ASPH–CONC–GRVD)
S–135, D–170, 2S–175, 2D–300 HIRL
RWY 14: MALSR. PAPI(P4R)—GA 3.0° TCH 56′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 02–20: H7003X150 (CONC–GRVD) S–135, D–170, 2S–175, 2D–300 HIRL
RWY 02: MALSR. VASI(V4L)—GA 3.0° TCH 54′.
RWY 20: MALS. PAPI(P4L)—GA 3.0° TCH 47′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 14	02–20	6200
RWY 20	14–32	4550

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–7003	TODA–7003	ASDA–6893	LDA–6893
RWY 14:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000
RWY 20:	TORA–7003	TODA–7003	ASDA–7003	LDA–7003
RWY 32:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000

AIRPORT REMARKS: Attended continuously. Self service fueling station avbl. Use caution for powered parachute activity invof Downtown Arpt (7 miles east northeast of SGF) at or blo 1,000′. Birds and wildlife on and invof arpt. Oxygen avbl Mon–Fri 1300–1600Z‡. Class I, ARFF Index B. PPR 24 hours for unscheduled air carrier ops with more than 30 passenger seats call SGF 417–869–1990. ARFF Index B provided 1100–0600Z‡; avbl on req 0600–1100Z‡. ARFF index C avbl on request. Rwy 14–32 is 5,400′ asph (PFC) and 2,600′ conc (GRVD). Rwy 02 touchdown rwy visual range avbl. TPA 2268 (1000) piston acft and 2768 (1500) for jet acft. Flight Notification Service (ADCUS) available.

WEATHER DATA SOURCES: ASOS (417) 863–6158. **HIWAS** 116.9 SGF. LLWAS.
COMMUNICATIONS: ATIS 135.125 **UNICOM** 122.95
RCO 122.1R 116.9T (COLUMBIA RADIO) **RCO** 122.55 (COLUMBIA RADIO)
Ⓡ **APP/DEP CON** 124.95 (200°–019°) 121.1 (020°–199°)
TOWER 119.9 **GND CON** 121.9 **CLNC DEL** 123.675
AIRSPACE: CLASS C svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.
(H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 198° 7.1 NM to fld. 1240/4E. **HIWAS.**
COOLE NDB (LOM) 404 SG N37°10.81′ W93°25.03′ 016° 4.2 NM to fld. Unmonitored.
ILS 109.9 I–SGF Rwy 02 Class IB LOM COOLE NDB.
ILS/DME 109.7 I–GWA Chan 34 Rwy 14. Class IE.

SPRING RIVER N37°29.22′ W94°18.61′ NOTAM FILE COU. **KANSAS CITY**
NDB (MHW) 356 LLU at Lamar Muni. **L–16F**

STEELE MUNI (M12) 2 NW UTC−6(−5DT) N36°05.74′ W89°51.57′ **ST LOUIS**
258 B NOTAM FILE STL **L–16H**
RWY 18–36: H3985X60 (ASPH) MIRL
RWY 18: Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. Parallel twy CLOSED. All twys CLOSED except main twy to ramp. Crop dusting acft on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DYR.
DYERSBURG (L) VORTACW 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 277° 26.8 NM to fld. 380/3E. **HIWAS.**

HI-TACAN RWY 20

VORTAC SGF 116.9 Chan 116	APCH CRS 196°	Rwy ldg 7003 TDZE 1262 Arpt Elev 1268

JAL-604 [USAF]

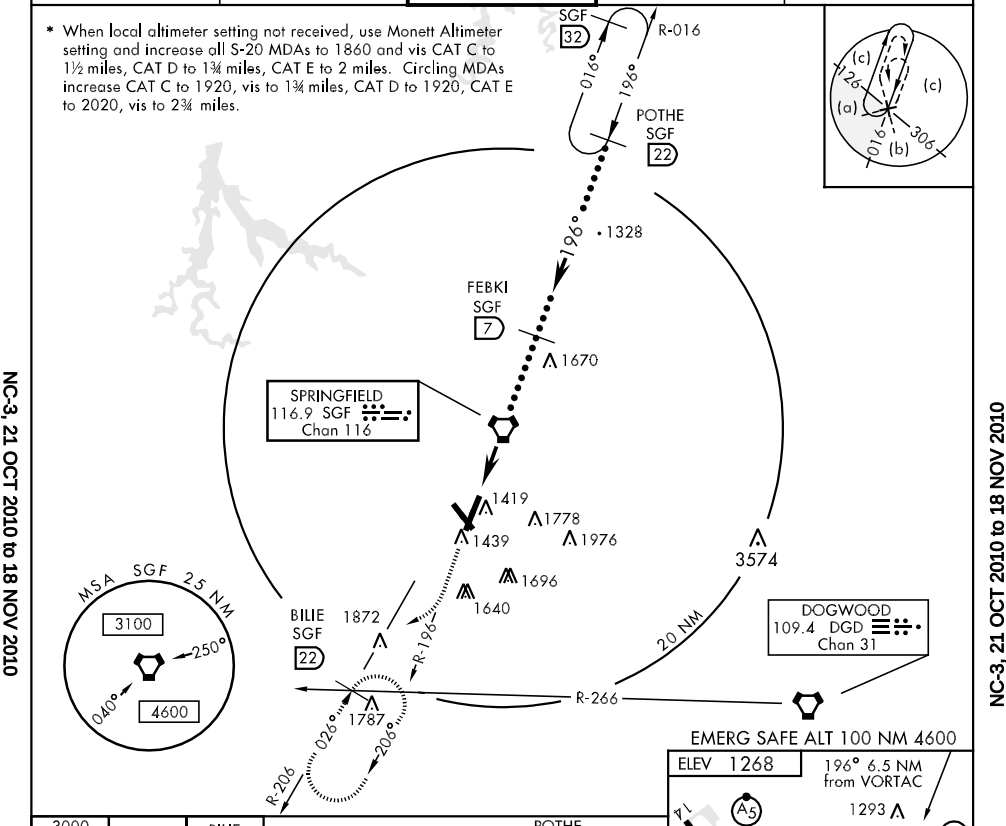
SPRINGFIELD-BRANSON NATIONAL (KSGF)

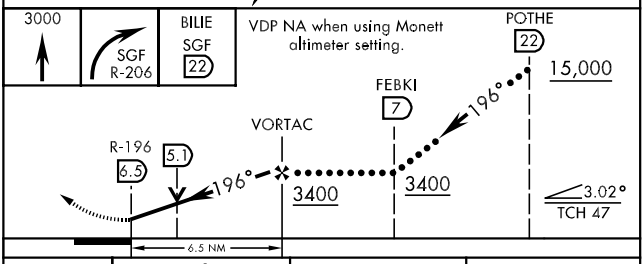
MALS A4

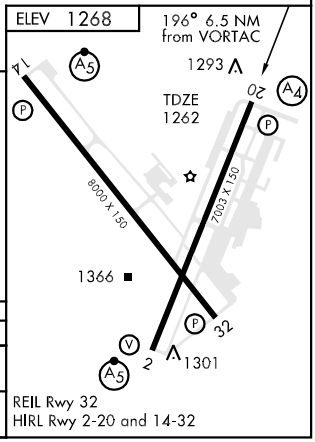
MISSED APPROACH: Climb to 3000 then right turn via SGF VORTAC R-206 to BILIE INT/SGF 22 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

* When local altimeter setting not received, use Monett Altimeter setting and increase all S-20 MDAs to 1860 and vis CAT C to 1½ miles, CAT D to 1¾ miles, CAT E to 2 miles. Circling MDAs increase CAT C to 1920, vis to 1¾ miles, CAT D to 1920, CAT E to 2020, vis to 2¾ miles.







CATEGORY	C	D	E
S-20 *	1760-1¼ 498 (500-1¼)	1760-1½ 498 (500-1½)	1760-1¾ 498 (500-1¾)
CIRCLING *	1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SGF	APP CRS	Rwy Idg	6893
109.9	019°	TDZE	1265
		Apt Elev	1268

ILS or LOC RWY 2

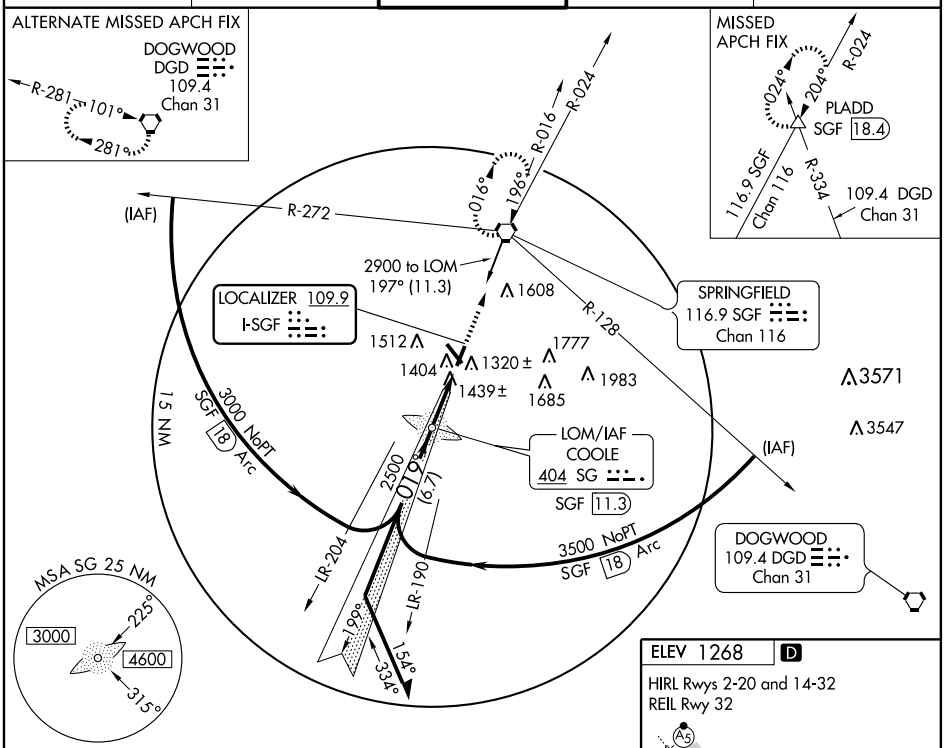
SPRINGFIELD-BRANSON NATIONAL (SGF)

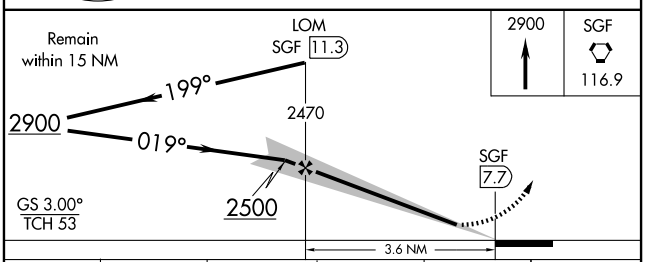
T For inoperative MALSR, increase S-ILS 2 Cat E visibility to ¾ and S-LOC 2 Cat E to 1½.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

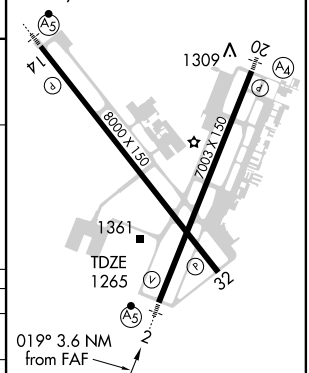
MALSR

MISSED APPROACH: Climb to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD Int and hold N, right turn 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D	E
S-ILS 2	* 1465/24 200 (200-½)				
S-LOC 2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1740-1 472 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

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NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-GWA	APP CRS	Rwy Idg	8000
109.7	139°	TDZE	1262
Chan 34		Apt Elev	1268

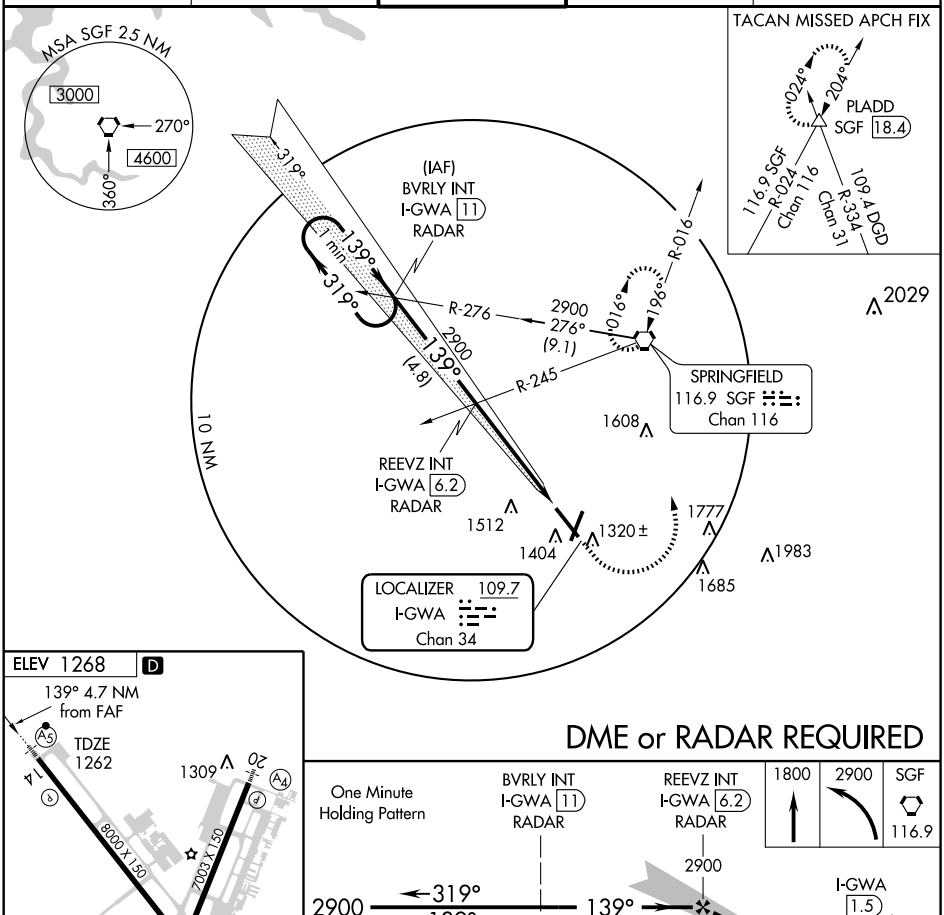
ILS or LOC RWY 14

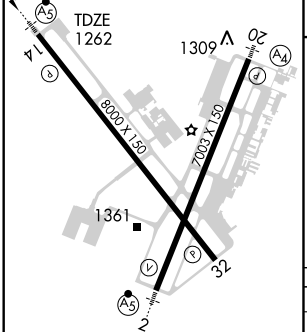
SPRINGFIELD-BRANSON NATIONAL (SGF)

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2900 direct SGF VORTAC and hold. (TACAN aircraft continue via R-024 to PLADD INT and hold N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

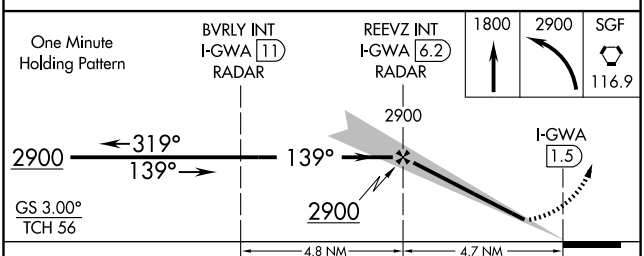




REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 14	1462-½ 200 (200-½)			
S-LOC 14	1620-½ 358 (400-½)			1620-¾ 358 (400-¾)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
CEDAR RAPIDS, IA			
THE EASTERN IOWA (CID)	09	13-31	5,800 feet
COLUMBIA, MO			
COLUMBIA RGNL (COU)	02	13-31	6,050 feet
	13	02-20	3,500 feet
DES MOINES, IA			
DES MOINES INTL (DSM)	05	13-31	6,350 feet
	13	05-23	5,950 feet
DUBUQUE, IA			
DUBUQUE RGNL (DBQ)	31	18-36	4,800 feet
	36	13-31	4,900 feet
JOPLIN, MO			
JOPLIN RGNL (JLN)	13	18-36	3,250 feet
	18	13-31	4,900 feet
KANSAS CITY, MO			
CHARLES B. WHEELER DOWNTOWN (MKC)	19	03-21	3,850 feet
SIOUX CITY, IA			
SIOUX GATEWAY/COL. BUD DAY FIELD (SUX)	13	17-35	5,400 feet
	17	13-31	5,650 feet
SPRINGFIELD, MO			
SPRINGFIELD-BRANSON NATIONAL (SGF)	14	02-20	6,200 feet
	20	14-32	4,550 feet
WATERLOO, IA			
WATERLOO RGNL (ALO)	06	12-30	3,900 feet
	12	06-24	6,100 feet
	18	06-24	4,850 feet
	24	18-36	3,950 feet
	30	18-36	4,800 feet
	36	12-30	3,650 feet

21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6893
CH 86214	019°	TDZE	1265
W02A		Apt Elev	1268

RNAV (GPS) RWY 2

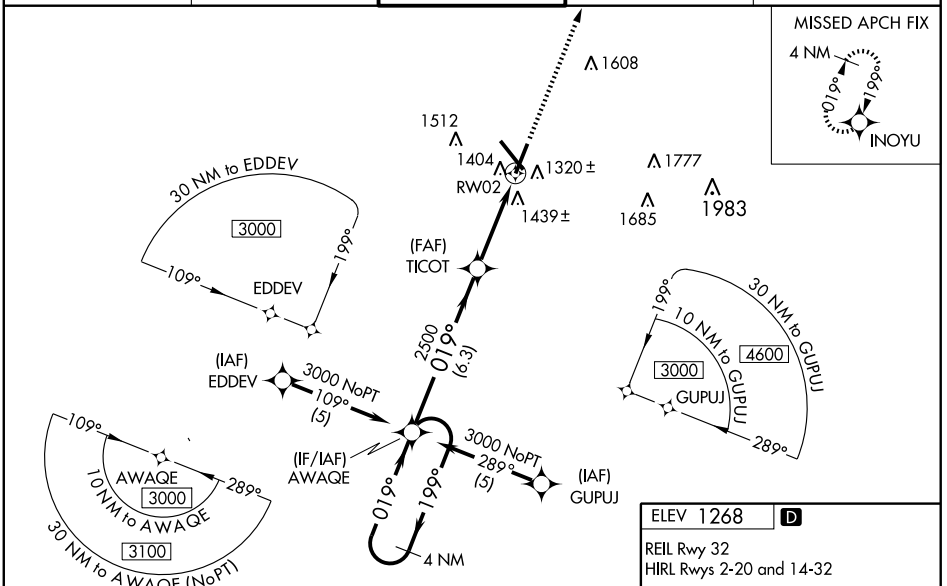
SPRINGFIELD-BRANSON NATIONAL (SGF)

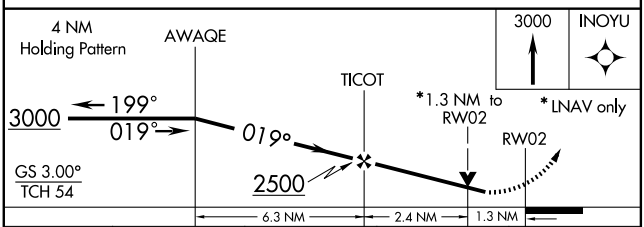
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and all MDAs 100 feet, increase LPV visibility all Cats to RVR 5000, LNAV/VNAV visibility all Cats to 1½ miles, LNAV visibility Cat C to RVR 5000 and Cat D to RVR 6000, and increase visibility Circling Cat C to 1¾ miles, and Cat D to 2 miles.
For inoperative MALSR, when using Monett altimeter setting, increase LPV visibility all Cats to 1½, LNAV Cat A and B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 direct INOYU and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675

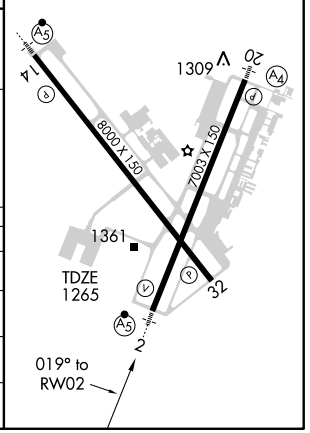




CATEGORY	A	B	C	D
LPV DA	1590/40 325 (400-¾)			
LNAV/VNAV DA	1754/60 489 (500-1¼)			
LNAV MDA	1720/40 455 (500-¾)			1720/50 455 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

ELEV 1268 D

REIL Rwy 32
HIRL Rwys 2-20 and 14-32



NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

SPRINGFIELD-BRANSON NATIONAL (SGF)

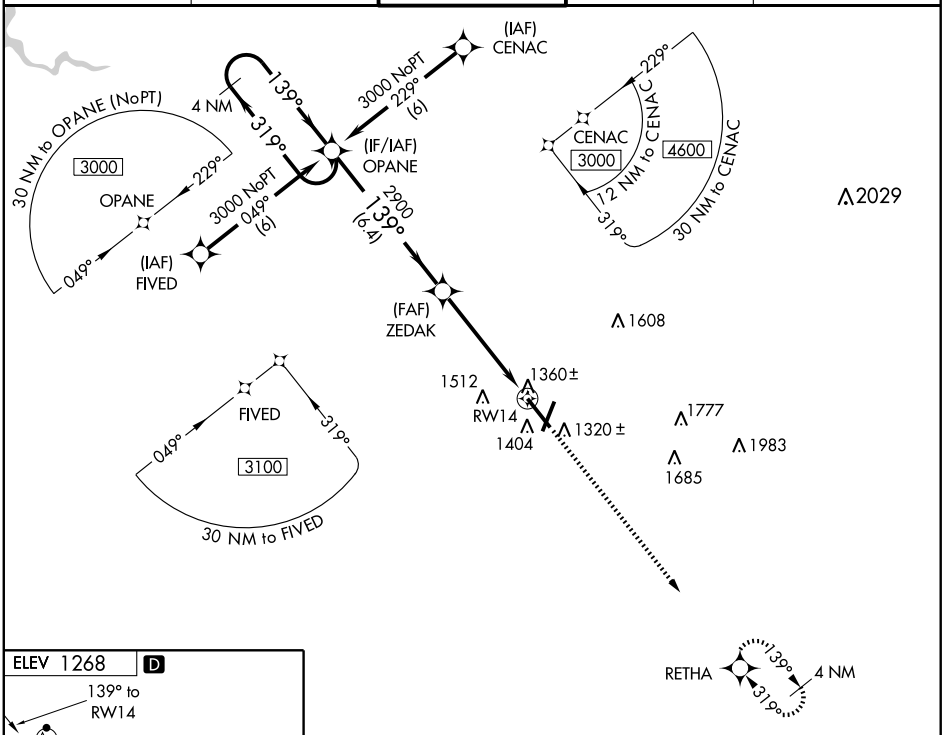
APP CRS	Rwy Idg	8000
139°	TDZE	1262
	Apt Elev	1268

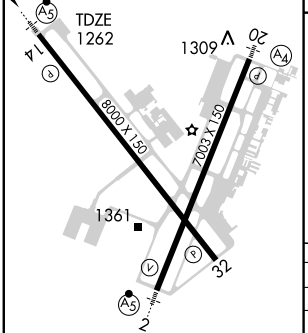
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

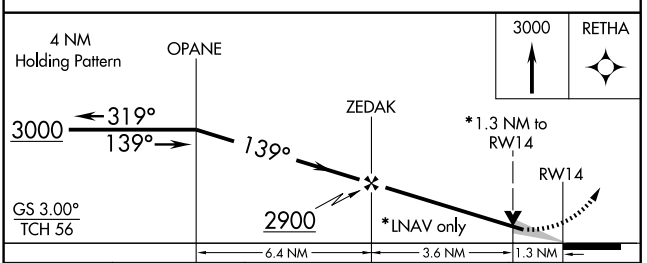
MISSED APPROACH: Climb to 3000 direct RETHA WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675





REIL Rwy 32
HIRL Rwys 2-20 and 14-32



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1620-¾ 358 (400-¾)			
LNAV MDA	1720-½ 458 (500-½)		1720-¾ 458 (500-¾)	1720-1 458 (500-1)
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7003
CH 65613	199°	TDZE	1262
W20A		Apt Elev	1268

RNAV (GPS) RWY 20

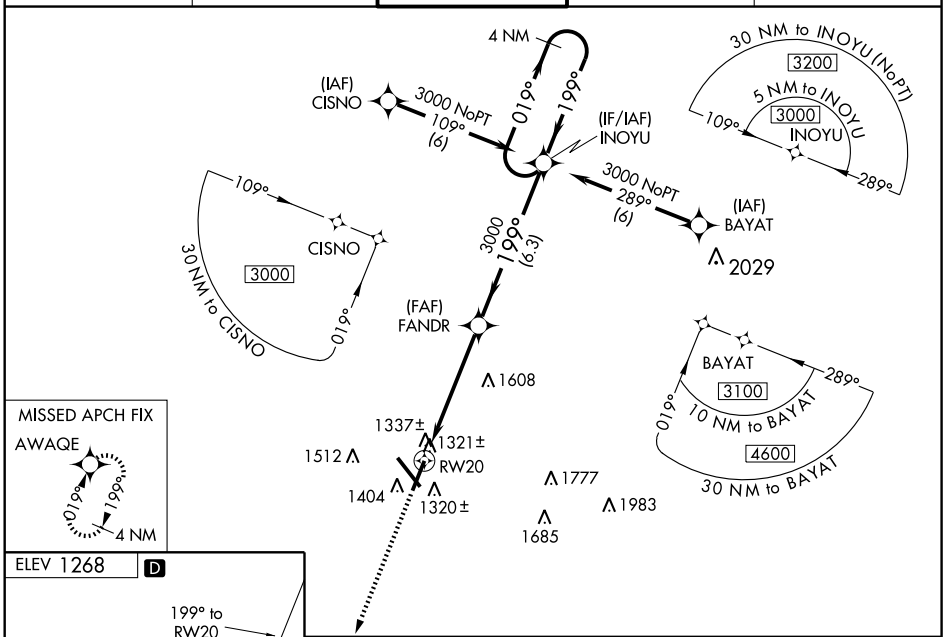
SPRINGFIELD-BRANSON NATIONAL (SGF)

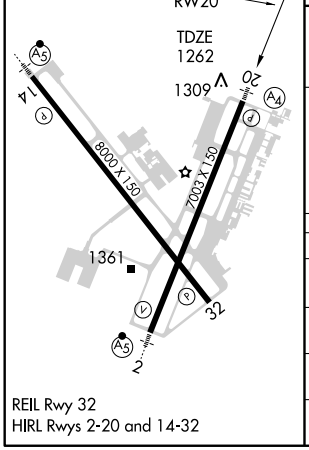
T DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
Baro-VNAV and VDP NA when using Monett altimeter setting.
Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.
When local altimeter setting not received, use Monett altimeter setting and increase all DAs 90 feet and increase all MDAs 100 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV all Cats ¼ mile, increase LNAV Cats C and D ¼ mile, increase Circling Cat C ¼ mile.

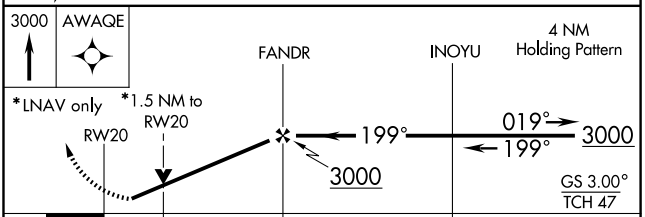
MALS

MISSED APPROACH: Climb to 3000 direct AWAQE and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D
LPV DA	1531-1 269 (300-1)			
LNAV/VNAV DA	1656-1½ 394 (400-1½)			
LNAV MDA	1780-¾ 518 (600-¾)		1780-1½ 518 (600-1½)	1780-1¾ 518 (600-1¾)
CIRCLING	1780-1 512 (600-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

SPRINGFIELD-BRANSON NATIONAL (SGF)

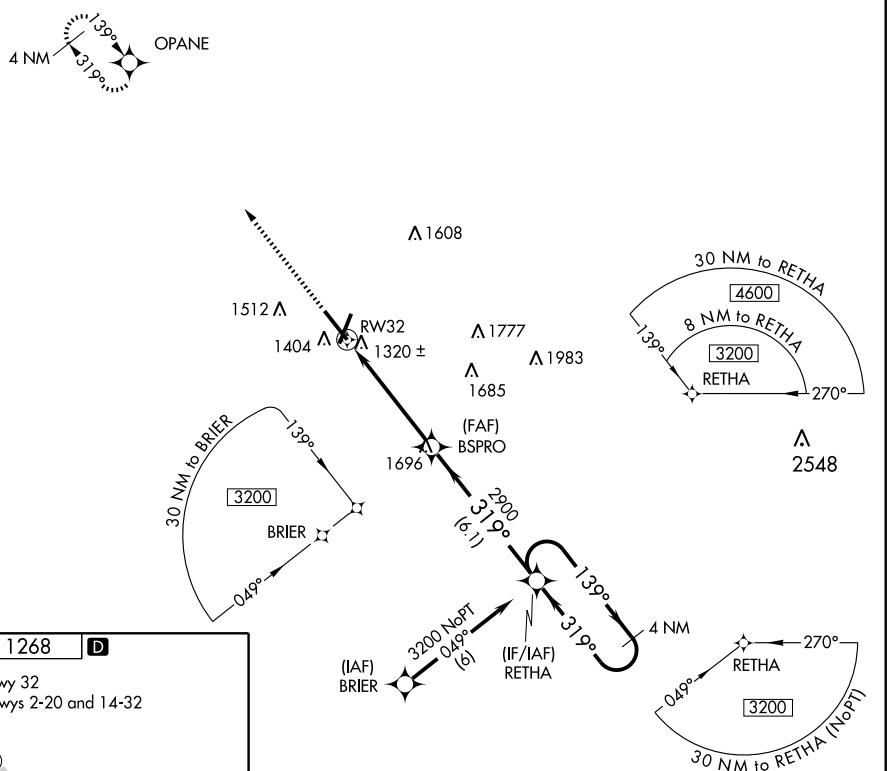
APP CRS	Rwy Idg	8000
319°	TDZE	1267
	Apt Elev	1268

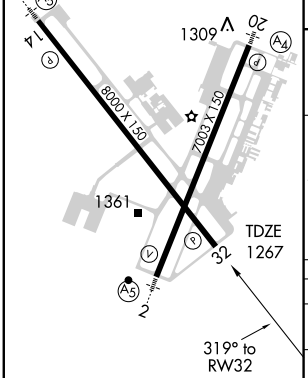
T
A NA

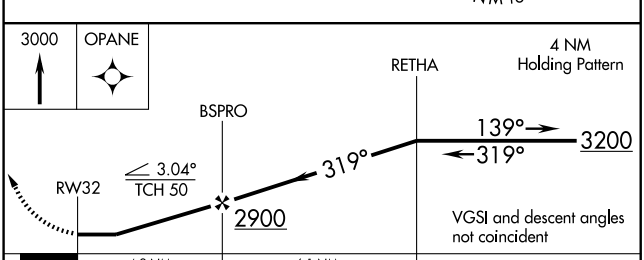
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3000 direct OPANE WP and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675







CATEGORY	A	B	C	D
LNAV MDA	1740-1	473 (500-1)	1740-1¼ 473 (500-1¼)	1740-1½ 473 (500-1½)
CIRCLING	1760-1	492 (500-1)	1820-1½ 552 (600-1½)	1820-2 552 (600-2)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 016°	Rwy Idg 6893 TDZE 1265 Apt Elev 1268

VOR/DME or TACAN RWY 2

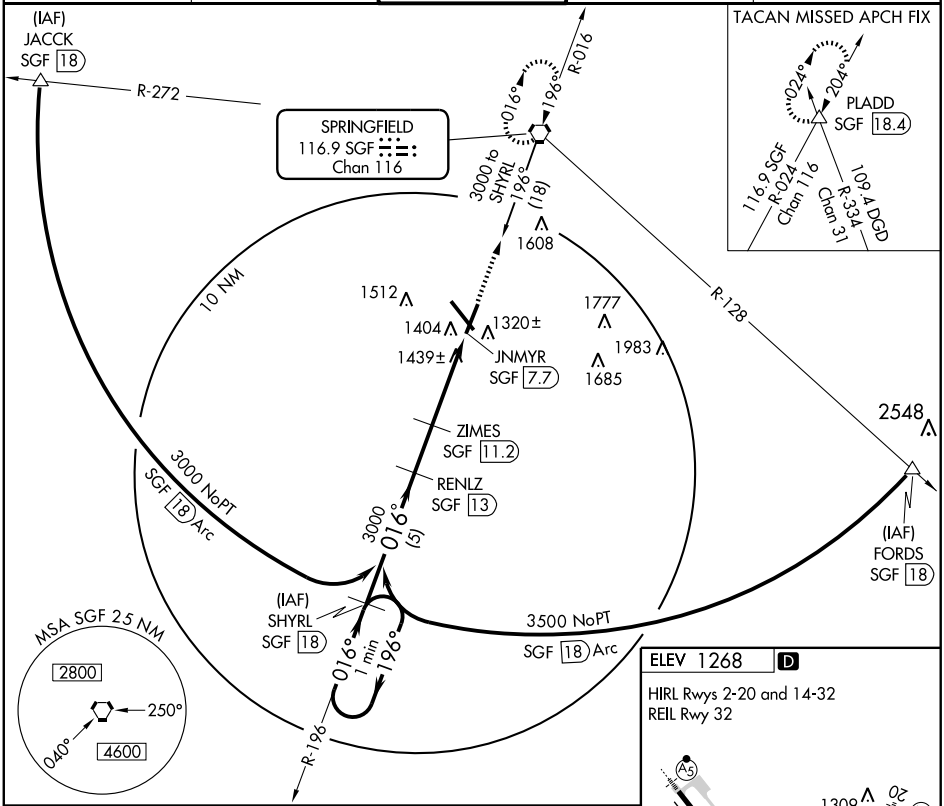
SPRINGFIELD-BRANSON NATIONAL (SGF)

For inoperative MALSR, increase S-2 Cat A and B visibility to RVR 5000 and Cat E to 1½.

MALSR

MISSED APPROACH: Climb to 3000 direct SGF VORTAC and hold (TACAN Aircraft continue via SGF R-204 to PLADD INT and hold, N, right turns, 204° inbound).

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



CATEGORY	A	B	C	D	E
S-2	1700/40 435 (500-¾)			1700/50 435 (500-1)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 196°	Rwy Idg 7003 TDZE 1262 Apt Elev 1268

VOR or TACAN RWY 20

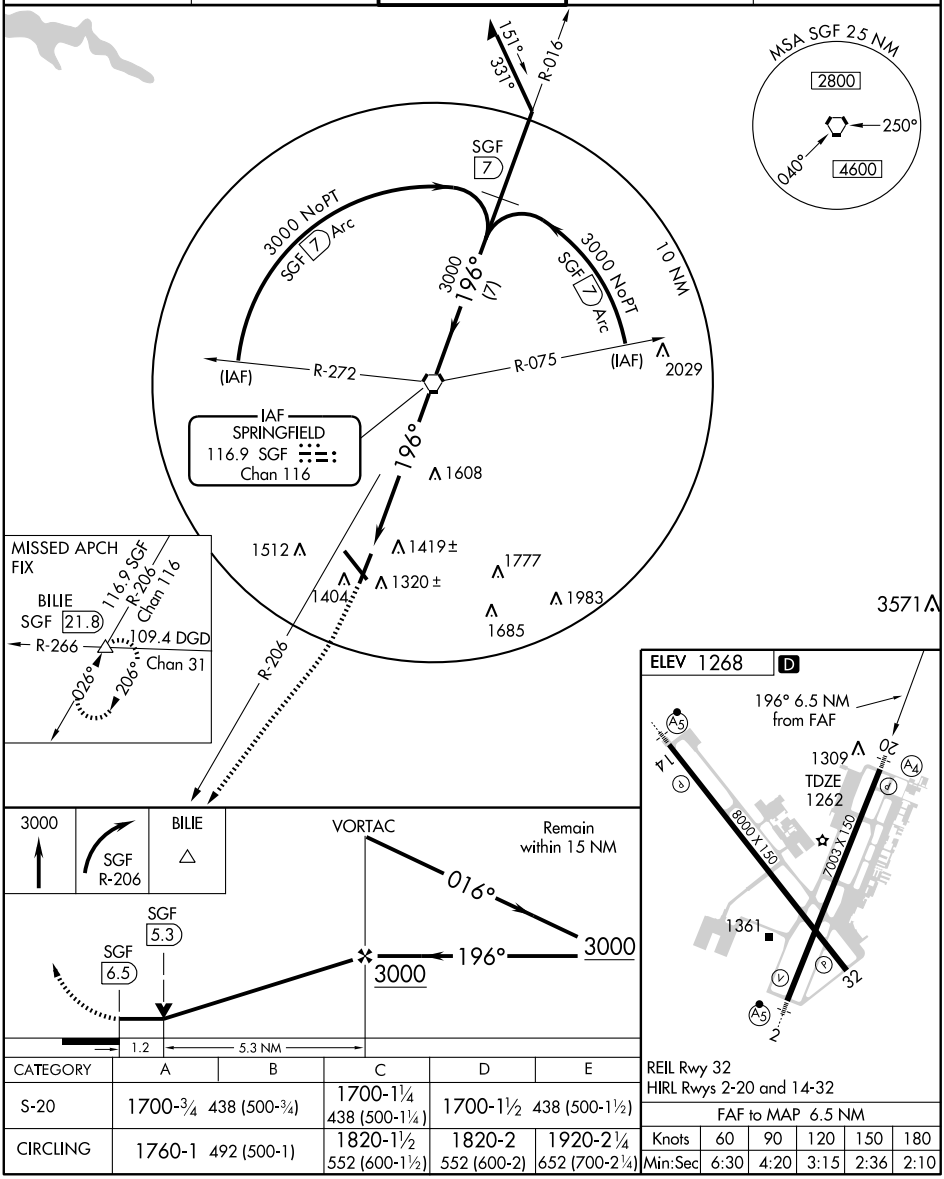
SPRINGFIELD-BRANSON NATIONAL (SGF)

T A Inoperative table does not apply to Cat C.

MALS

MISSED APPROACH: Climb to 3000 then right turn to intercept SGF R-206 to BILIE INT/SGF 21.8 DME and hold.

ATIS	SPRINGFIELD APP CON	SPRINGFIELD TOWER	GND CON	CLNC DEL
135.125	121.1 290.5	119.9 257.8	121.9 397.85	123.675



CATEGORY	A	B	C	D	E
S-20	1700-¾ 438 (500-¾)		1700-1¼ 438 (500-1¼)	1700-1½ 438 (500-1½)	
CIRCLING	1760-1 492 (500-1)		1820-1½ 552 (600-1½)	1820-2 552 (600-2)	1920-2¼ 652 (700-2¼)

REIL Rwy 32
HIRL Rwys 2-20 and 14-32

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROLLA/VICHY

ROLLA NATIONAL (VIH) 11 N UTC−6(−5DT) N38°07.65′ W91°46.17′

KANSAS CITY
H–5D, L–16G
IAP

1148 B S2 **FUEL** 100LL, JET A NOTAM FILE COU

RWY 04–22: H5500X100 (ASPH) S–75, D–85, 2S–108, 2D–130 HIRL (NSTD) 0.5% up SW

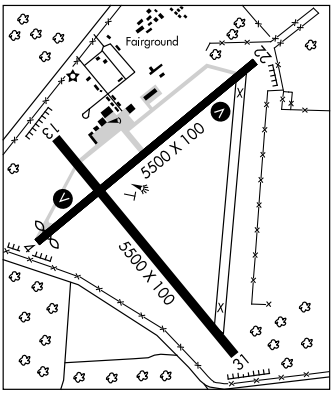
RWY 04: VASI(V4L)—GA 3.0° TCH 45′. Thld dsplcd 213′. Road.

RWY 22: VASI(V4L)—GA 3.0° TCH 52′. Tree.

RWY 13–31: H5500X100 (ASPH) S–48, D–62, 2D–92 MIRL

RWY 13: Road.

RWY 31: Trees.



AIRPORT REMARKS: Attended 1300Z‡–dusk. 97′ twr located 1800′ NNE of Rwy 13 thld. Radio controlled model airplanes invof arpt. Wildlife on and invof arpt. CLSD Rwy 18–36 not to be used as twy. Helipad parking on SE corner of apron. Airframe and power plant repairs emergency only. Rwy 04–22 NSTD HIRL, lgts are 34′ from pavement edge. ACTIVATE HIRL Rwy 04–22 MIRL Rwy 13–31, VASI Rwy 04 and Rwy 22—CTAF.

WEATHER DATA SOURCES: ASOS 119.025 (573) 299–4419.

COMMUNICATIONS: CTAF/UNICOM 123.0

KANSAS CITY CENTER APP/DEP CON 128.35

AIRSPACE: CLASS E svc 1200–0400Z‡.

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 236° 3.4 NM to fld. 1110/6E.

ROOSTERVILLE (See LIBERTY)

ROSECRANS MEM (See ST JOSEPH)

ROY OTTEN MEM AIRFIELD (See VERSAILLES)

ST CHARLES

ST CHARLES (3SQ) 4 N UTC−6(−5DT) N38°50.92′ W90°30.01′

ST LOUIS
L–27B, A
IAP

442 B S4 **FUEL** 100LL TPA–1092(650) NOTAM FILE STL

RWY 09–27: H3451X50 (ASPH) S–8 LIRL (NSTD)

RWY 09: VASI(V4L)—GA 3.0° TCH 40′. Brush.

RWY 27: PAPI(P4R)—GA 3.0° TCH 39′. P-line. Rgt tfc.

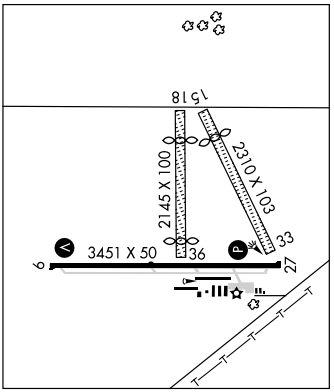
RWY 15–33: 2310X103 (TURF)

RWY 15: Thld dsplcd 400′. Road. **RWY 33:** P-line.

RWY 18–36: 2145X100 (TURF)

RWY 18: Thld dsplcd 400′. Road.

RWY 36: Thld dsplcd 200′. Bldg.



AIRPORT REMARKS: Attended Apr–Oct 1400–0400Z‡, Nov–Mar 1400–0200Z‡. Rwy 09–27 rough rwy surface. Transverse asphalt ridges over majority of rwy. Rwy 09–27 cracks, rocks and asphalt breaking up, length of rwy. Rwy 15–33 rolling rough and uneven. Rwy 18–36 various areas are rolling and rough. Crops located 60′ fm rwy thlds and 120′ fm centerline first 1,800′ of Rwy 09 are within rwy object free area and primary and transitional surfaces. NSTD rwy safety area clearing and terrain grades byd the end of Rwy 09, Rwy 27, Rwy 15 and Rwy 18, crops and ditch. Partial parallel twy for Rwy 09–27 located 70–75′ fm rwy. Rwy 15–33 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Rwy 18–36 marked with large yellow cones, dsplcd thlds marked with 3 large yellow cones on each side of rwy. Moderate student training. Rwy 09–27 NSTD LIRL, 4 thld lgts Rwy 09. All thld lgt lens nstd color. Thld lgts and rwy edge lgts placed 45–50′ from pavement edge. Rwy edge lgts white last 1700′ of Rwy 09. ACTIVATE VASI Rwy 09, PAPI Rwy 27—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **ST LOUIS APP/DEP CON** 124.2 **CLNC DEL** 120.15

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 228° 1.1 NM to fld. 450/1E.

HIWAS.

VORTAC STL 117.4 Chan 121	APP CRS 060°	Rwy Idg 3451 TDZE 442 Apt Elev 442

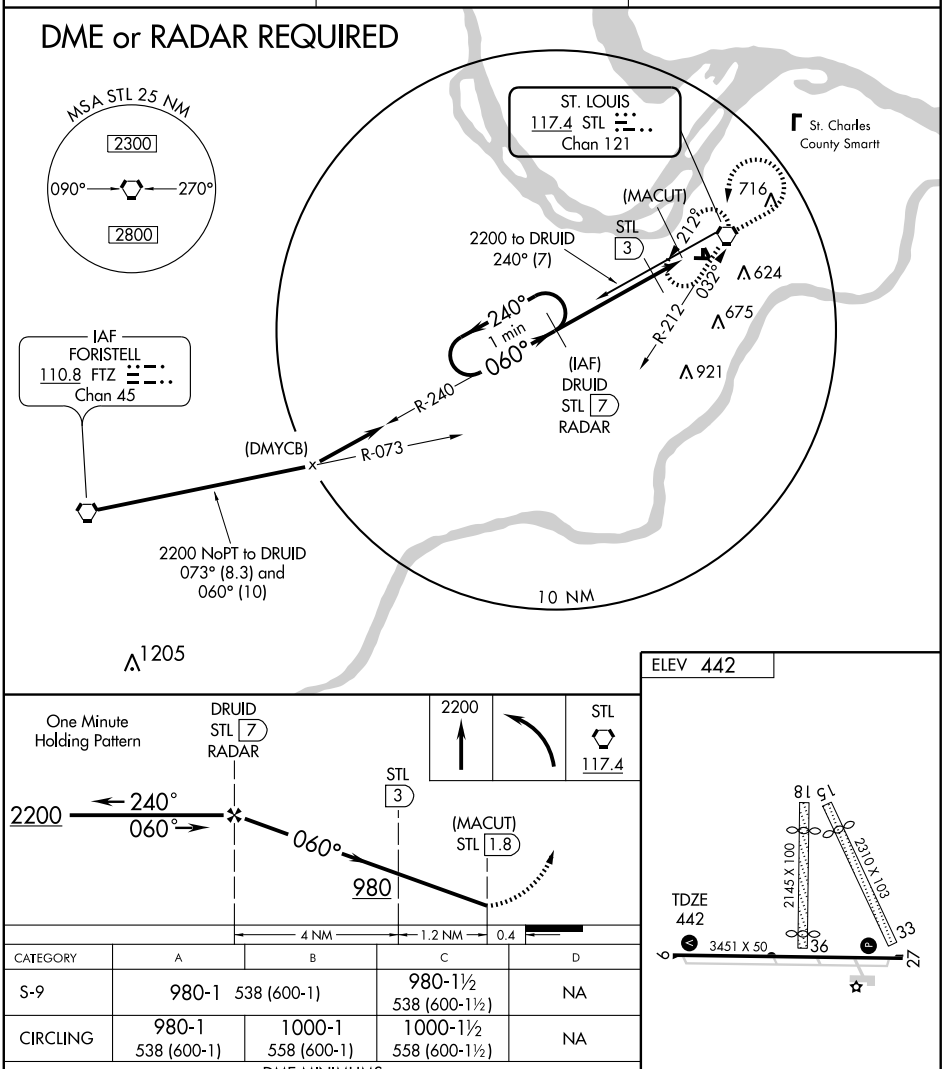
VOR or GPS RWY 9
ST. CHARLES (3SQ)

NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 2200 then left turn direct STL VORTAC and hold.

ST. LOUIS APP CON	CLNC DEL	UNICOM
124.2 353.9	120.15	123.0 (CTAF) L

DME or RADAR REQUIRED

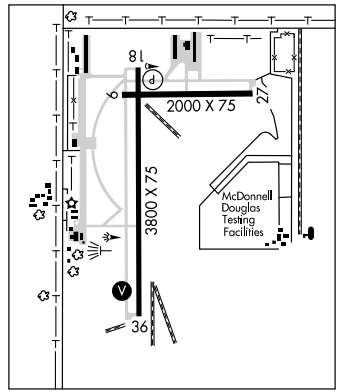


CATEGORY	A	B	C	D
S-9	980-1 538 (600-1)		980-1½ 538 (600-1½)	NA
CIRCLING	980-1 538 (600-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA
DME MINIMUMS				
S-9	860-1 418 (500-1)		860-1¼ 418 (500-1¼)	NA
CIRCLING	900-1 458 (500-1)	1000-1 558 (600-1)	1000-1½ 558 (600-1½)	NA

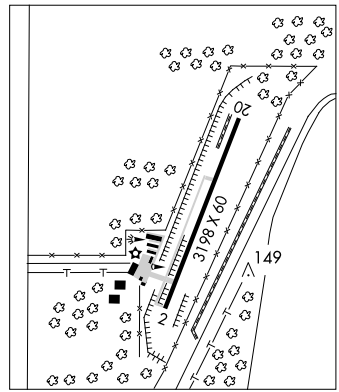
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ST CHARLES CO SMARTT (SET) 9 NE UTC−6(−5DT) N38°55.78′ W90°25.80′ **ST LOUIS**
437 B S4 **FUEL** 100LL NOTAM FILE SET **L–27B, A**
RWY 18–36: H3800X75 (ASPH) S–12.5 MIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 51′. Road.
RWY 36: VASI(V4L)—GA 3.0° TCH 41′.
RWY 09–27: H2000X75 (ASPH) S–12.5 MIRL
RWY 09: P-line.
AIRPORT REMARKS: Attended Apr–Oct 1400Z‡–dusk, Nov–Mar 1400–2300Z‡. NSTD rwy safety area terrain grades byd the ends of Rwy 09 and Rwy 27. Moderate student training. ACTIVATE VASI Rwy 36—CTAF. PAPI Rwy 18 operates continuously.
WEATHER DATA SOURCES: ASOS 118.075 (636) 250–4590.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ST LOUIS APP/DEP CON** 124.2
CLNC DEL 121.6
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 030° 4.8 NM to fld. 450/1E.
HIWAS.



ST CLAIR RGNL (K39) 2 N UTC−6(−5DT) N38°22.54′ W90°58.33′ **ST LOUIS**
656 B NOTAM FILE STL **L–27B, A**
RWY 02–20: H3198X60 (ASPH) S–4 LIRL
RWY 02: REIL. Trees. **RWY 20:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Helicopter ops on and invof arpt. Ultralights on and invof arpt. Rwy 02 REIL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 175° 19.1 NM to fld. 818/5E.



ST JOSEPH N39°57.64′ W94°55.51′ NOTAM FILE STJ. **KANSAS CITY**
(H) VORTAC 115.5 STJ Chan 102 168° 11.3 NM to Rosecrans Mem. 1160/8E. **H–5C, L–10J**
RCO 122.3 122.1R 115.5T (COLUMBIA RADIO)

APP CRS	Rwy Idg	3800
180°	TDZE	436
	Apt Elev	436

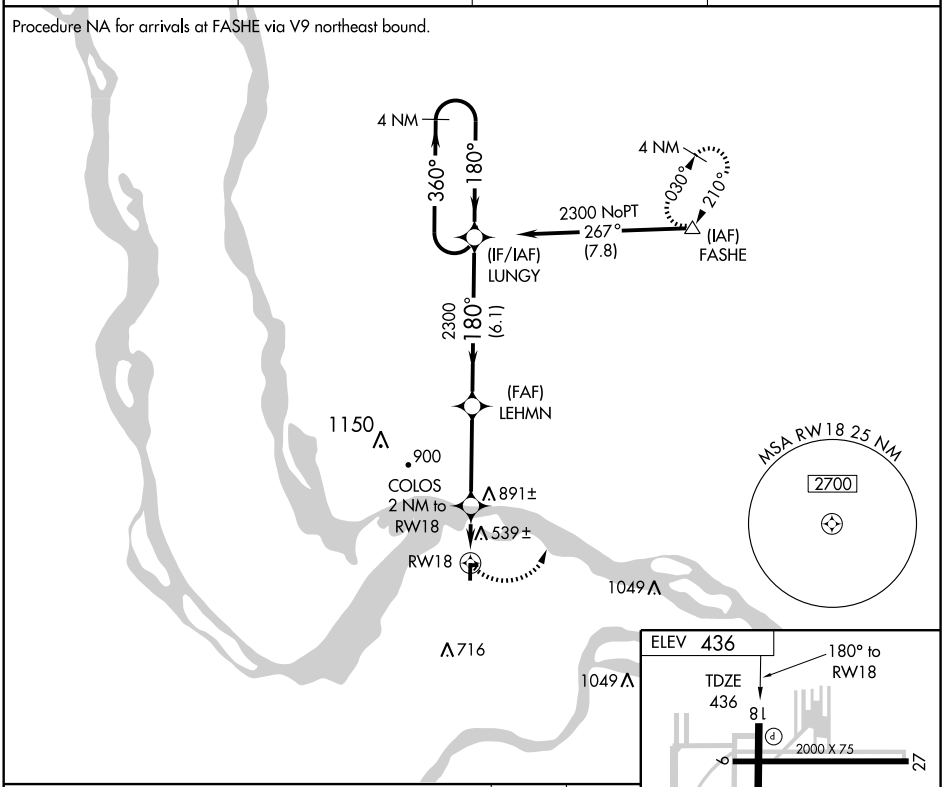
RNAV (GPS) RWY 18
ST. CHARLES COUNTY SMARTT (SET)

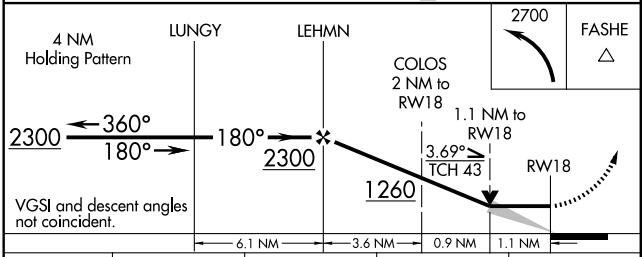
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
VDP NA with Lambert-St Louis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2700 direct FASHE and hold.

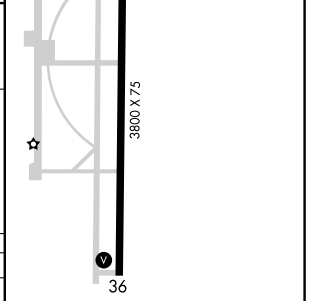
ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF) L

Procedure NA for arrivals at FASHE via V9 northeast bound.





CATEGORY	A	B	C	D
LNAV MDA	840-1 404 (500-1)		840-1¼ 404 (500-1¼)	NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA



REIL Rwy 18
MIRL Rwys 9-27 and 18-36

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC STL 117.4 Chan 121	APP CRS 208°	Rwy Idg 3800 TDZE 436 Apt Elev 436

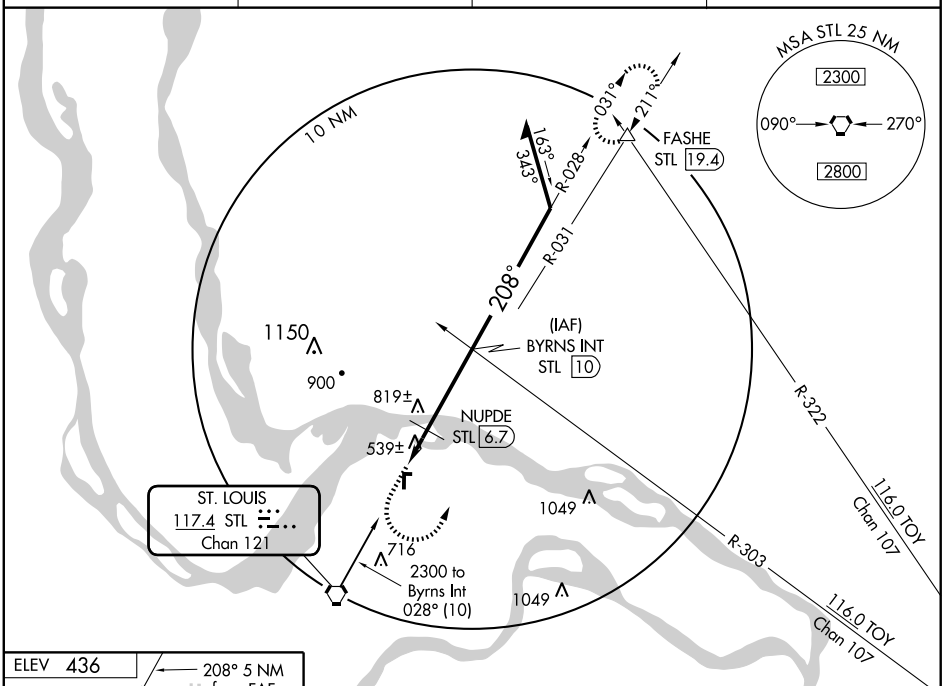
VOR RWY 18

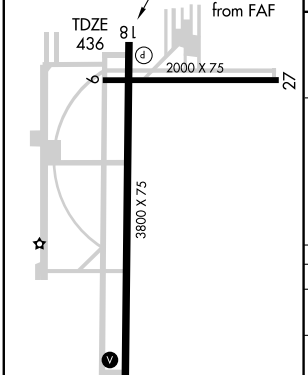
ST. CHARLES COUNTY SMARTT (SET)

If local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all MDAs 60 feet.
Straight-in minimums NA with Lambert-St. Louis altimeter setting.

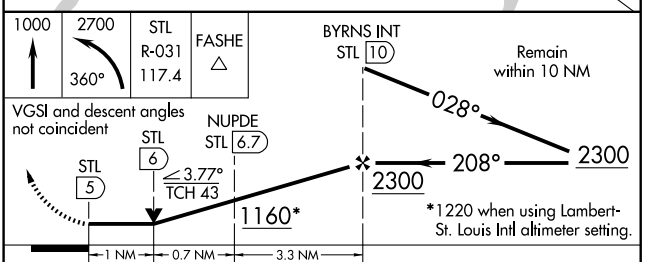
MISSED APPROACH: Climb to 1000 then climbing left turn to 2700 via heading 360°and STL R-031 to FASHE INT/19.4 DME and hold.

ASOS	ST. LOUIS APP CON	CLNC DEL	UNICOM
118.075	124.2 353.9	121.6	122.7 (CTAF)





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-18	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
CIRCLING	1160-1	724 (800-1)	1160-2 724 (800-2)	NA
NUPDE FIX MINIMUMS				
S-18	800-1 364 (400-1)			NA
CIRCLING	840-1 404 (500-1)	900-1 464 (500-1)	900-1½ 464 (500-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)
ST. JOSEPH, MISSOURI

AL-359 (FAA)

ATIS
125.05
ST. JOSEPH TOWER ★
126.9 239.0
GND CON
121.9

RWY 13-31
S-75, D-110, 2S-140, 2D-180, 2D/2D2-180
RWY 17-35
S-75, D-130, 2S-175, 2D-220, 2D/2D2-220

FIELD ELEV 826

17

177.3°

39°47'N

VAR 2.7° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

A

C

ELEV 810

13

133.0°

8059 X 150

HS 1

HS 3

FBO

GENERAL AVIATION PARKING

TWR 892

TERMINAL

B

4797 X 75

MO ANG RAMP ONLY

MISSOURI ANG

FIRE STATION

39°46'N

MISSOURI ANG

ELEV 811

313.0°

31

357.3°

A

HS 2

35 ELEV 812

94°55'W

94°54'W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-3, 21 OCT 2010 to 18 NOV 2010

ST JOSEPH

ROSECRANS MEM (STJ) 3 NW UTC−6(−5DT) N39°46.32′ W94°54.58′

KANSAS CITY
H–5C, L–10J
IAP, AD

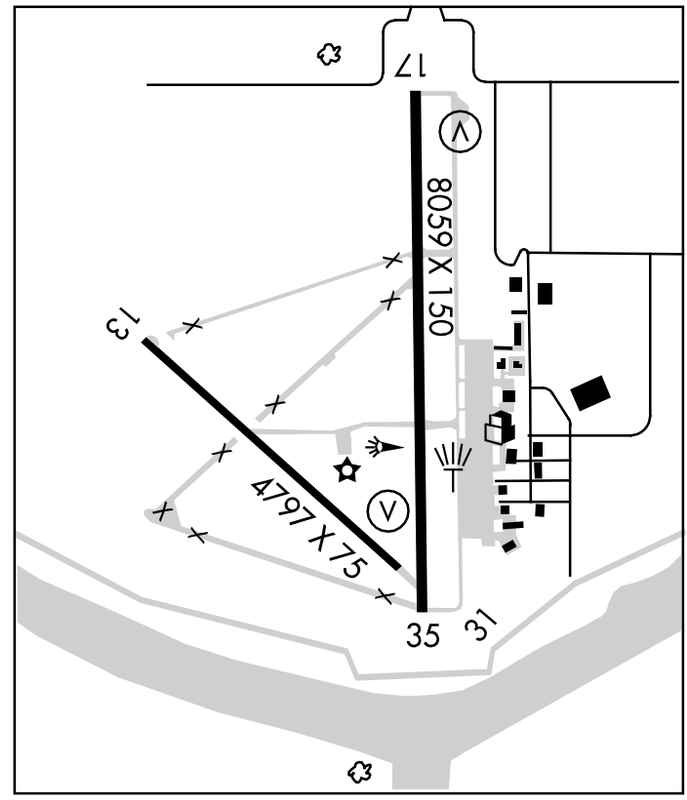
826 B S4 **FUEL** 100LL, JET A OX 3,4 Class IV, ARFF Index A NOTAM FILE STJ

RWY 17–35: H8059X150 (CONC–GRVD) S–75, D–130, 2S–175, 2D–220, 2D/2D2–220 HIRL

RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 56′.

RWY 35: REIL. VASI(V4L)—GA 2.8° TCH 64′.

RWY 13–31: H4797X75 (ASPH–CONC) S–75, D–110, 2S–140, 2D–180, 2D/2D2–180



AIRPORT REMARKS: Attended 1300–0100Z‡. Rwy 13–31 open SR–SS. For svcs after hrs call number posted at FBO entrance. ARFF available by Air National Guard. Arpt CLOSED to acft over 350,000 lbs exception prior permission. CLOSED to air carrier ops over 30 passenger seats except 48 hrs PPR, call arpt manager 816–271–4886. High migratory bird activity Oct–Mar on and invof arpt. ROSECRANS MEM (STJ) is surrounded by lakes and the Missouri River. Bird watch condition phase II Mar–Apr and Oct–Nov. Moderate small bird activity possible during early morning daylight hours from May thru Sep. Intensive Air National Guard tactical training within arpt tfc area. For advisory and position information, call St Joseph Twr or monitor twr frequency when clsd. Rwy 13–31 and Twy B west to Rwy 31 open to general aviation acft VFR conditions and dalgt hrs only. All C5/C17 acft must use Twy B to the guard ramp. This request will require back taxi of these acft on the active rwy. Rwy 17–35 center 130′ grooved. Rwy 35 touchdown runway visual range avbl. HIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: ASOS (816) 233–0666. LAWRS.

COMMUNICATIONS: CTAF 126.9 **ATIS** 125.05 **UNICOM** 122.95

Ⓡ **ST JOSEPH APP/DEP CON** 120.35 (Mon–Sat 1400–0000Z‡, Sun 1800–0000Z‡)

Ⓡ **KANSAS CITY APP/DEP CON** 124.7 (Mon–Sat 0000–1400Z‡, Sun 0000–1800Z‡)

ST JOSEPH TOWER 126.9 (1400–0000Z‡) **GND CON** 121.9

AIRSPACE: CLASS D svc (1400–0000Z‡) other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 168° 11.3 NM to fld. 1160/8E.

AMAZON NDB (MHW) 233 AZN N39°53.04′ W94°54.49′ 175° 6.7 NM to fld.

TARIO NDB (LOM) 260 ST N39°40.55′ W94°54.42′ 355° 5.8 NM to fld.

ILS 110.3 I–STJ Rwy 35. Class IE. LOM TARIO NDB. ILS unmonitored when twr clsd.

ASR

COMM/NAV/WEATHER REMARKS: Frequency 121.9 remoted to Kansas City App Con when twr clsd.

ST LOUIS N38°51.64′ W90°28.94′ NOTAM FILE STL.

ST LOUIS
H–5D, L–27B, A

(H) VORTACW 117.4 STL Chan 121 141° 8.5 NM to Lambert–St. Louis Intl. 450/1E. **HIWAS.**

RCO 122.45 (ST LOUIS RADIO)

BRAYMER FOUR ARRIVAL

(BQS.BQS4) 08101

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY INTL APP CON
120.95 318.1

LAMONI
116.7 LMN
Chan 114
N40°35.81′ -W93°58.06′
L-27, H-5

FONIX
N39°50.01′
W93°21.93′

KIRKSVILLE
114.6 IRK
Chan 93
N40°08.10′ -W92°35.50′
L-27, H-5

SPINNER
112.7 SPI
Chan 74
N39°50.38′ -W89°40.66′
L-27, H-5

QUINCY
113.6 UIN
Chan 83
N39°50.87′ -W91°16.74′

HUGIN
N39°42.31′
W93°03.64′

DONNS
N39°32.37′
W94°03.36′

ROSECRANS MEMORIAL

MATTZ
N39°26.74′ - W94°14.49′
Turbojets Landing North:
Expect to cross at 12000

BRAYMER
111.2 BQS
Chan 49
N39°37.83′ -W93°52.52′
Turbojets Landing South:
Expect to cross at 12000

CORIM
N39°38.62′
W93°12.93′

MACON
112.9 MCM
Chan 76
N39°39.24′ -W92°28.93′
L-27

SHERMAN AAF

KANSAS CITY INTL

MIDWEST NATIONAL AIR CENTER

BYGEC
N39°16.45′
W94°34.64′
210K

CHARLES B. WHEELER DOWNTOWN

NAPOLEON
114.0 ANX
Chan 87

LEE'S SUMMIT MUNI

NEW CENTURY AIRCENTER

JOHNSON COUNTY EXECUTIVE

N

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

NOTE: Chart not to scale.

ST-780 (FAA)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

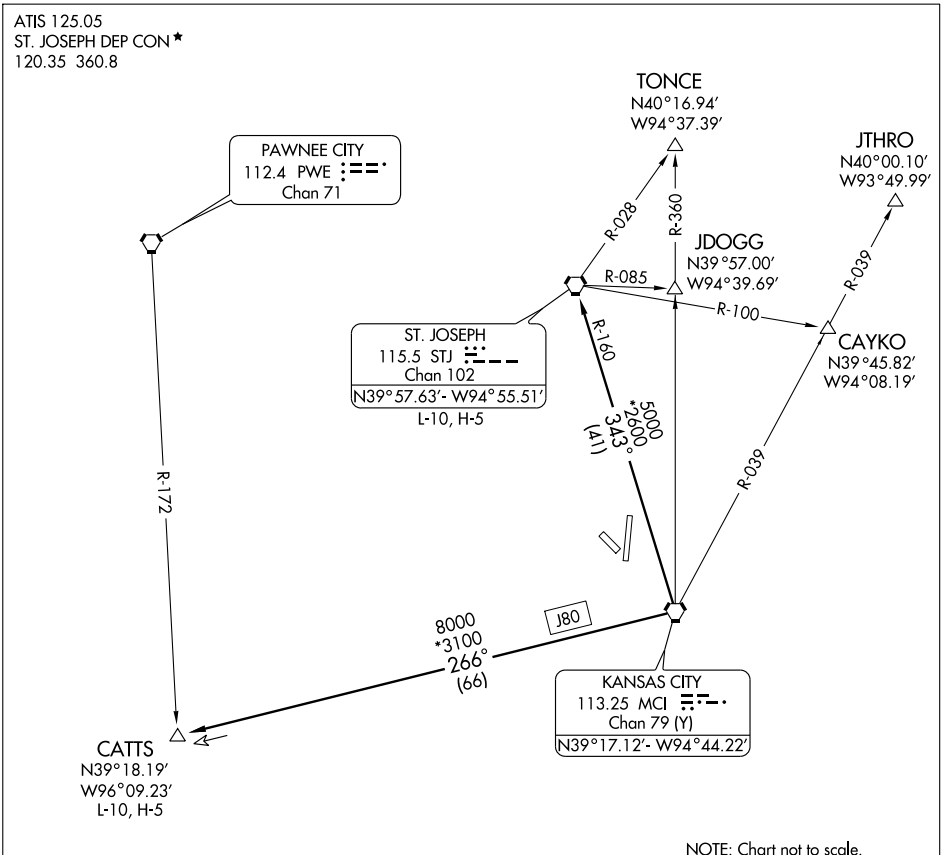
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	356°	TDZE	814
		Apt Elev	826

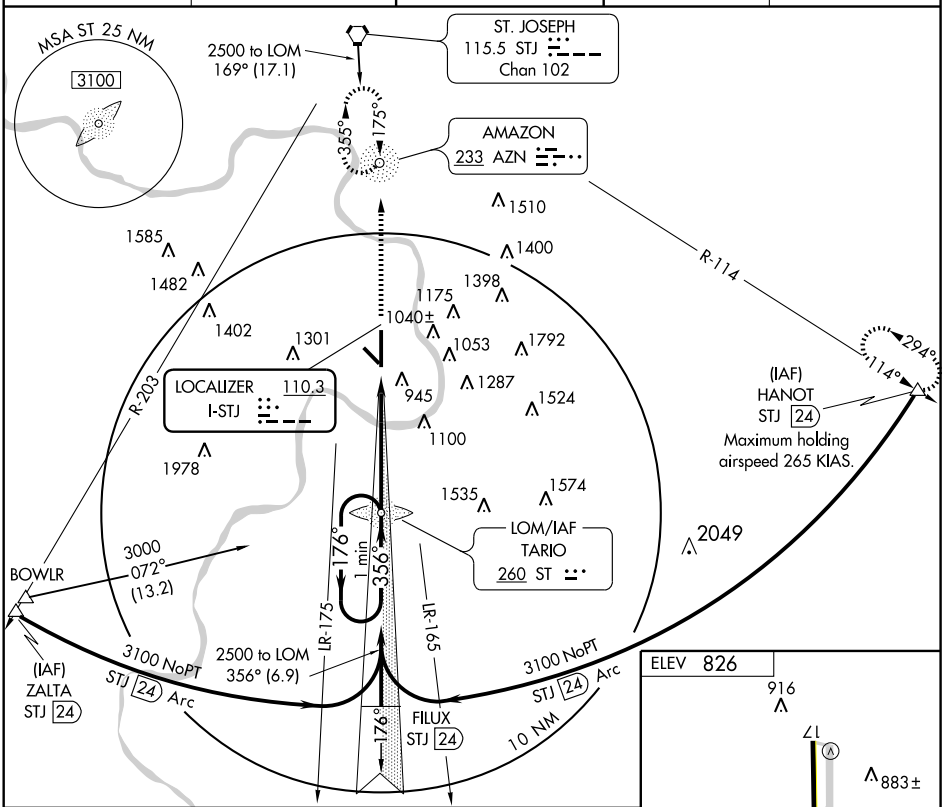
ILS or LOC RWY 35

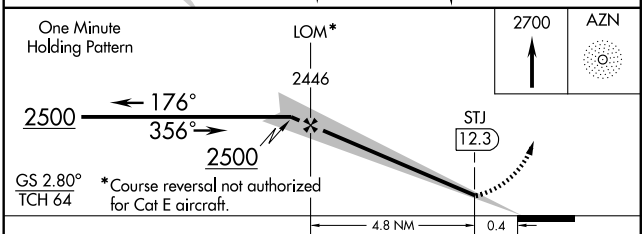
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

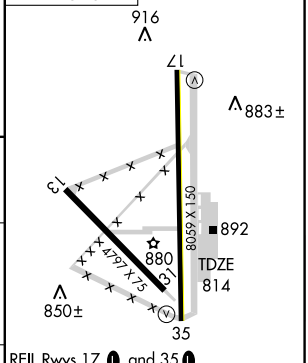
ASR/PAR — ADF or TACAN Required.

MISSED APPROACH: Climb to 2700 direct AZN NDB and hold. (TACAN aircraft climb to 2700 then climbing right turn to 3100 via STJ R-114 to HANOT/ 24 DME and hold NW, LT, 114° inbound).

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D	E
S-ILS 35	1014/40 200 (200-¾)				
S-LOC 35	1160/50 346 (400-1)			1160/60 346 (400-1¼)	
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

FAF to MAP 4.8 NM

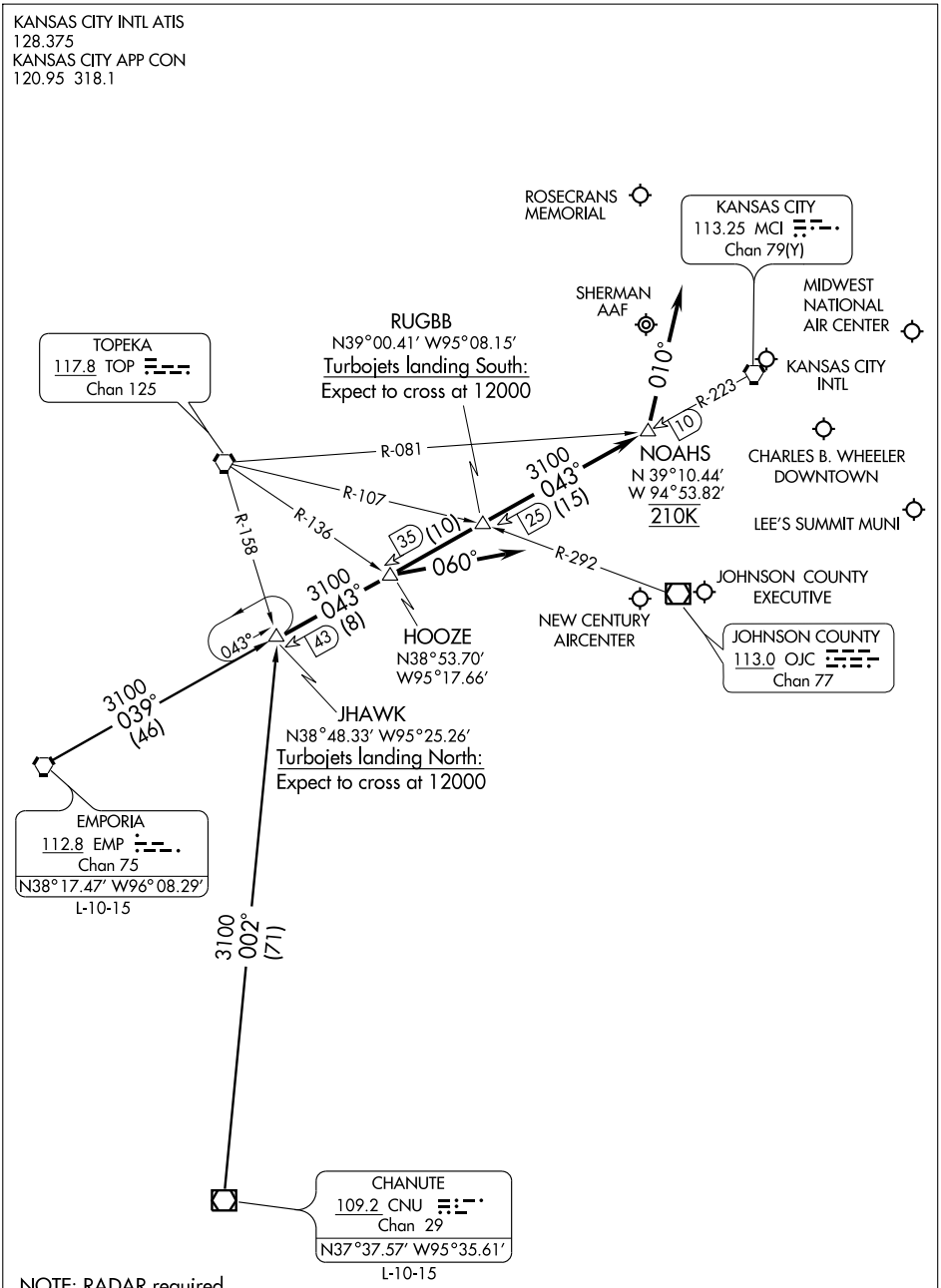
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-3, 21 OCT 2010 to 18 NOV 2010
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JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

(JHAWK.JHAWK6) 08101

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....
Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....
Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...
Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

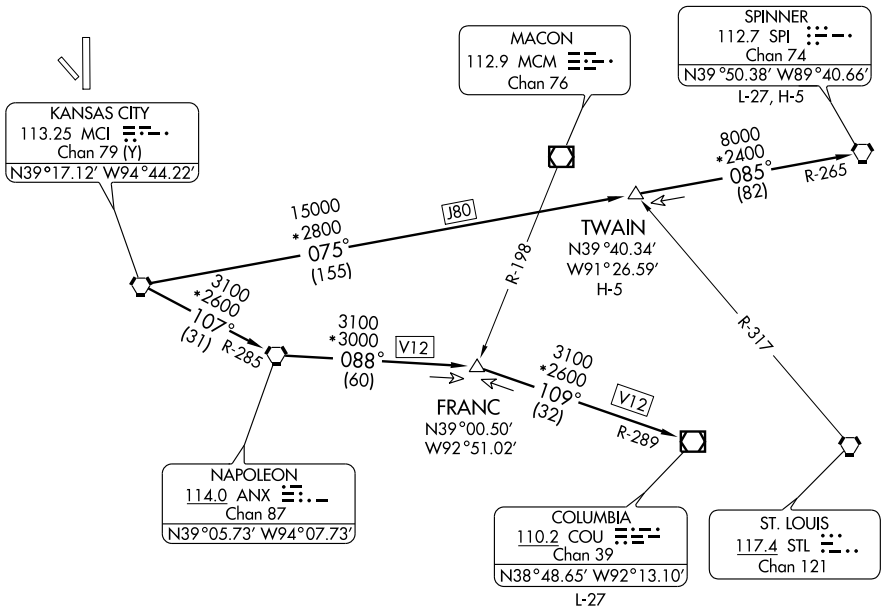
From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS 125.05
ST. JOSEPH DEP CON ★
120.35 360.8



TAKE-OFF MINIMUMS

Rwy 13, 17, 35: Standard.
Rwy 31: 400-2¼ or standard with minimum climb of 325' per NM to 1300'.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Tree 3394' from DER, 655' left of centerline, 100' AGL/919' MSL.
Rwy 17: Trees beginning 2691' from DER, across courseline, up to 109' AGL/928' MSL.
Rwy 31: Trees beginning 1.18 NM from DER, 986' left of centerline, up to 100' AGL/1139' MSL.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: DME required for TWAIN and SPINNER transitions.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-STJ	APP CRS	Rwy Idg	8059
110.3	176°	TDZE	826
		Apt Elev	826

LOC BC RWY 17

ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ASR/PAR

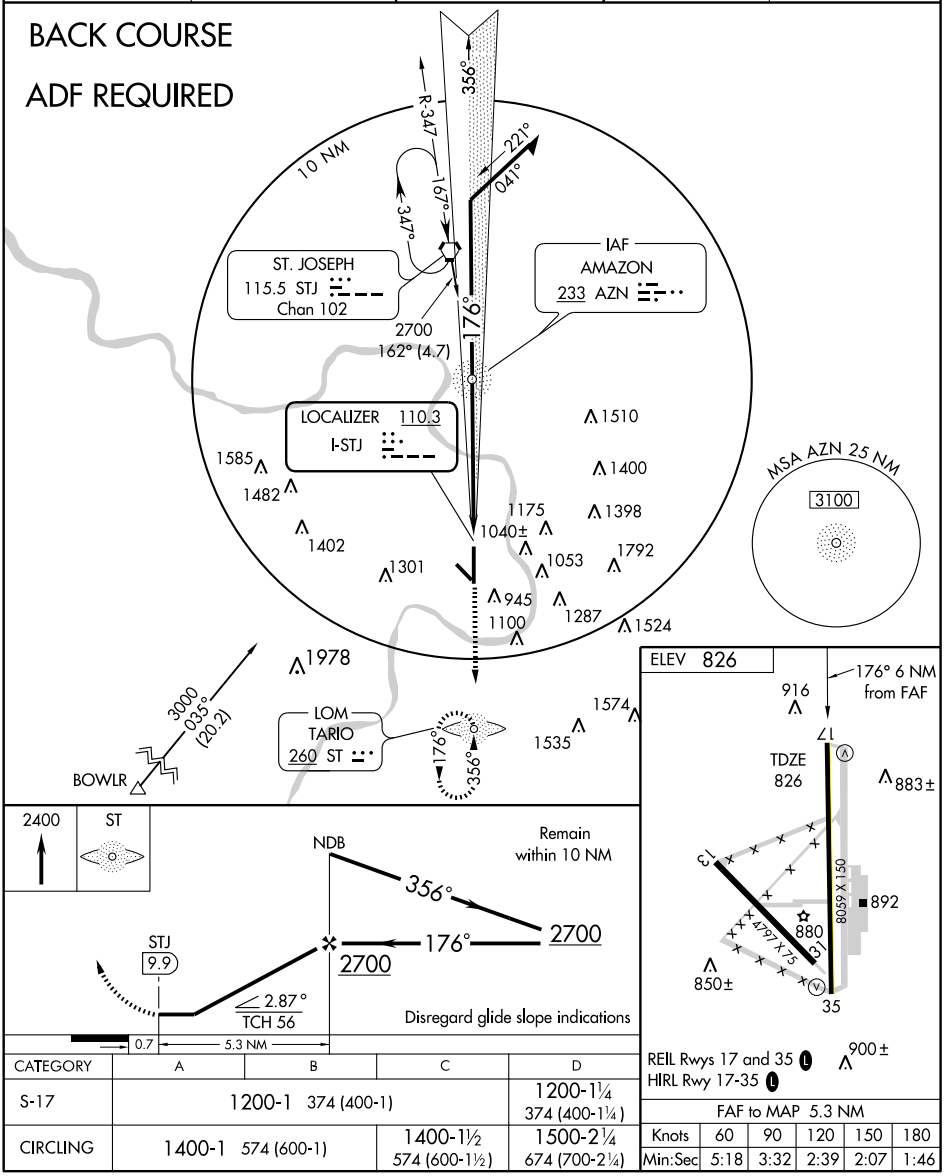
MISSED APPROACH: Climb to 2400 direct ST LOM and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95

NC-3, 21 OCT 2010 to 18 NOV 2010

BACK COURSE

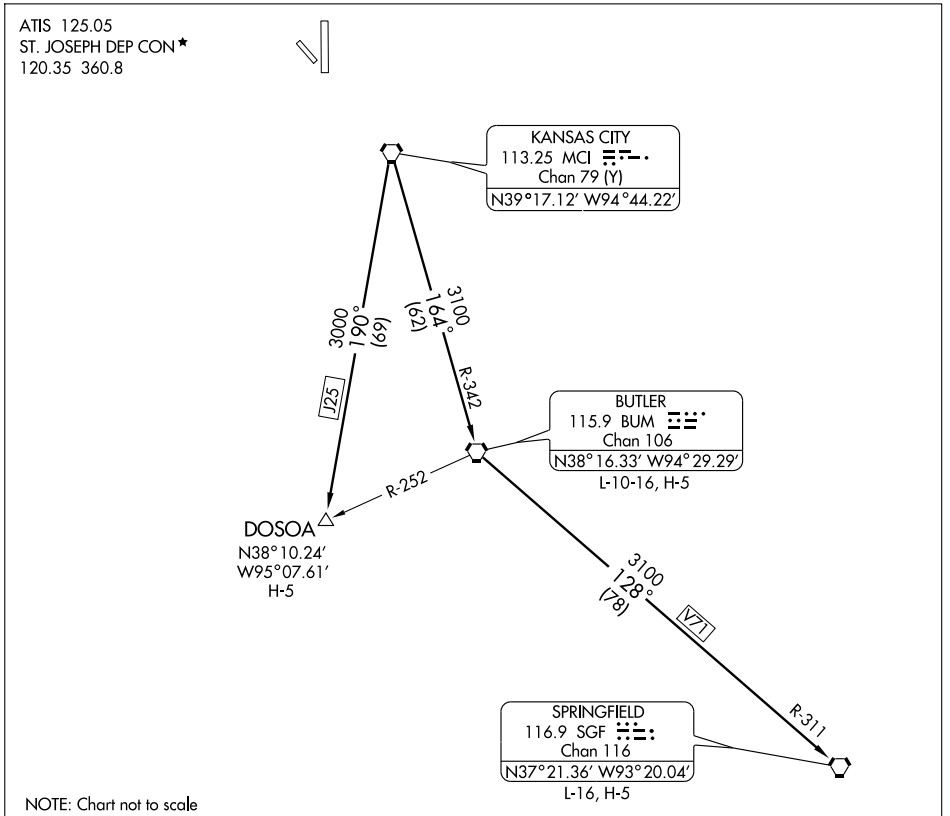
ADF REQUIRED



CATEGORY	A	B	C	D
S-17	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1400-1 574 (600-1)		1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8059
176°	TDZE	826
	Apt Elev	826

RNAV (GPS) RWY 17

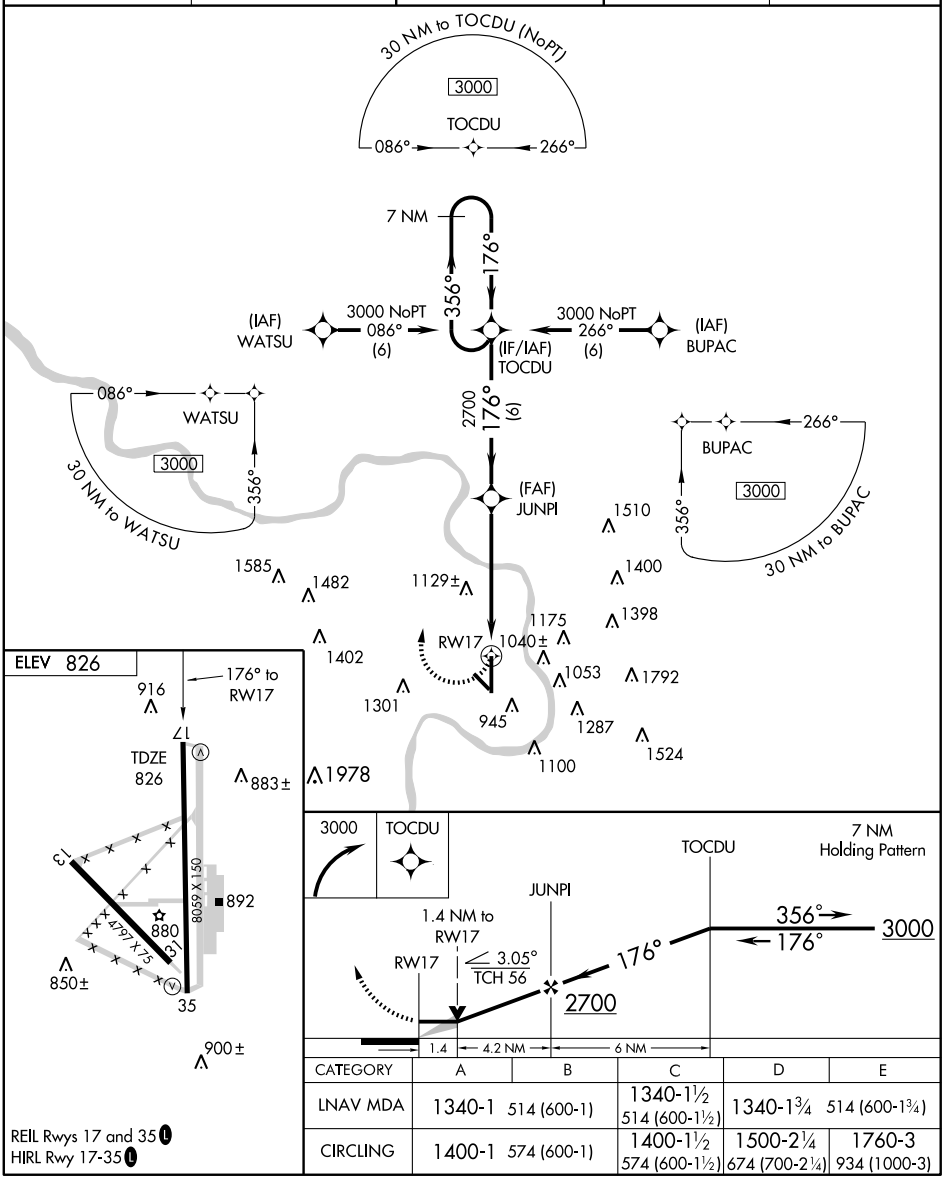
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

NA
ASR/PAR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct TOCDU WP and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



CATEGORY	A	B	C	D	E
LNAV MDA	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8059
CH 77819	356°	TDZE	814
W35A		Apt Elev	826

RNAV (GPS) RWY 35

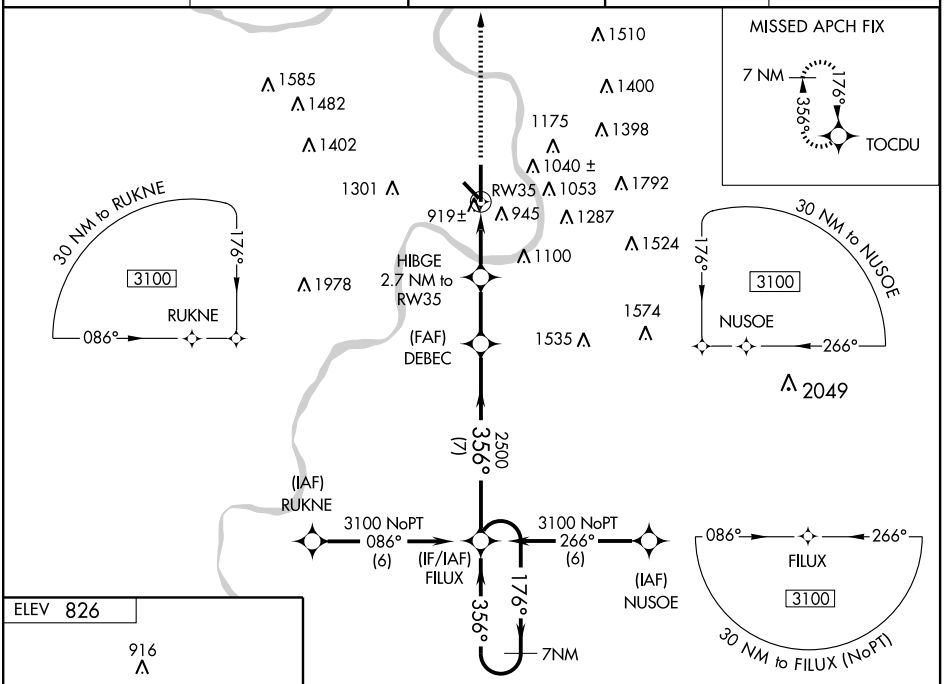
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

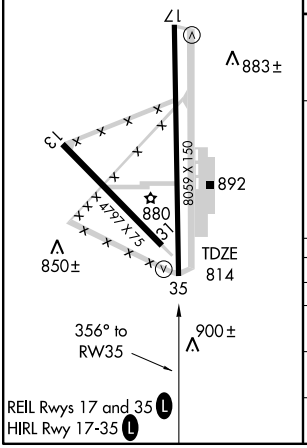
T A ASR/PAR

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Kansas City Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Kansas City Intl altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, Cat E ½ mile and Circling Cat C visibility ¼ mile, Cat D ½ mile.

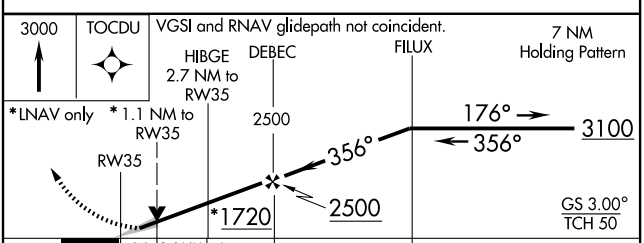
MISSED APPROACH: Climb to 3000 direct TOCDU and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95





REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L



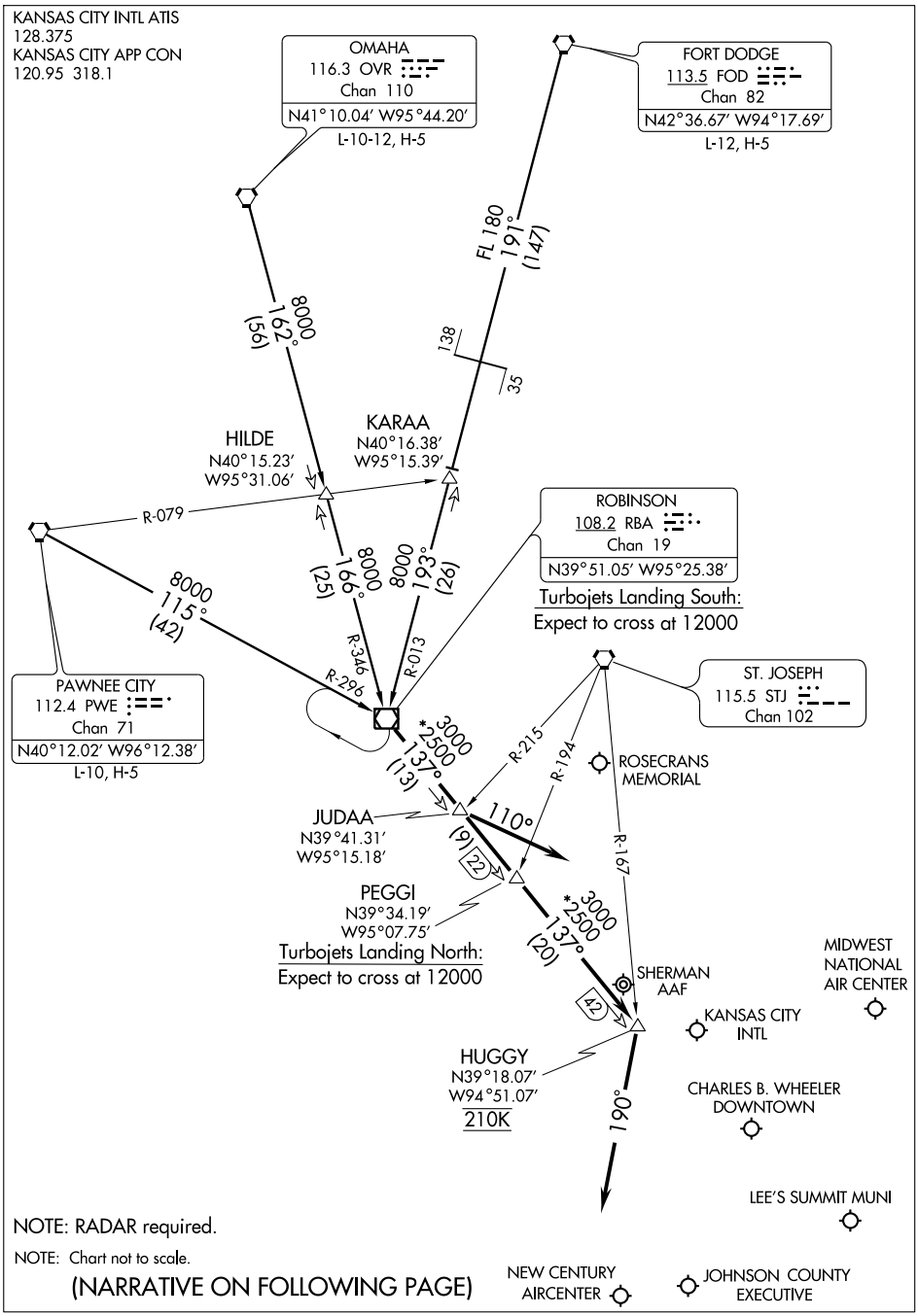
CATEGORY	A	B	C	D	E
LPV DA	1014/50 200 (200-1)				
LNAV/VNAV DA	1219-1½ 405 (400-1½)				
LNAV MDA	1180/50 366 (400-1)			1180/60 366 (400-1¼)	
CIRCLING	1460-1 634 (700-1)	1460-1¾ 634 (700-1¾)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



ROBINSON THREE ARRIVAL

KANSAS CITY, MISSOURI

(RBA.RBA3) 08101

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .
OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .
PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:
Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....
Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....
Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

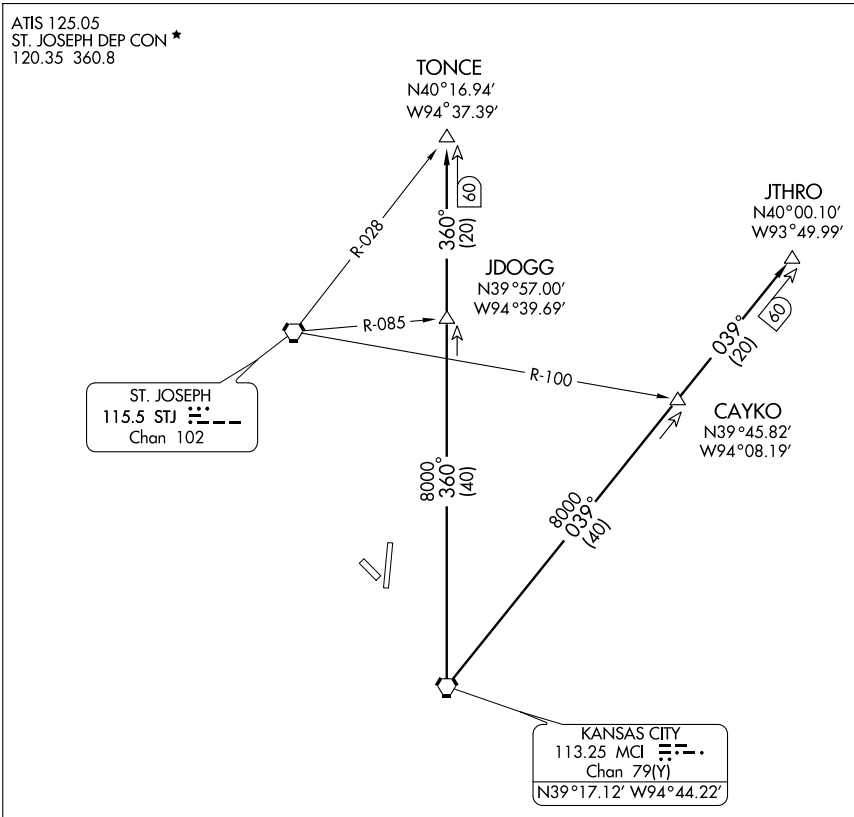
LANDING CHARLES B. WHEELER DOWNTOWN (MKC):
Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...
Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

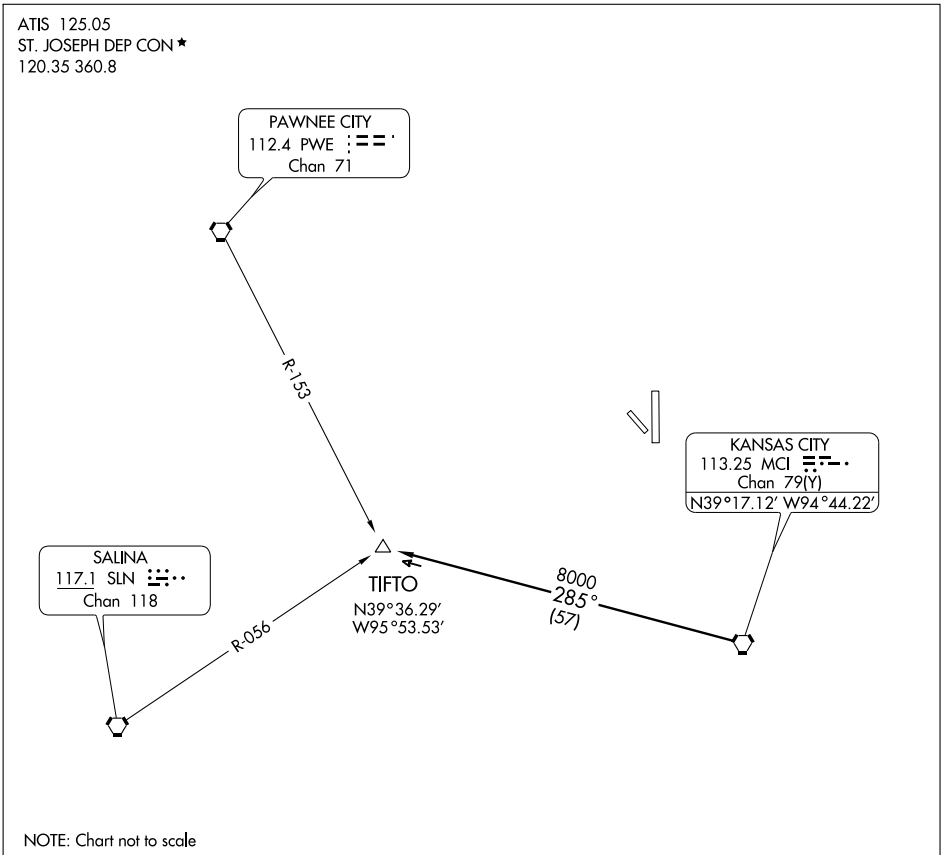
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

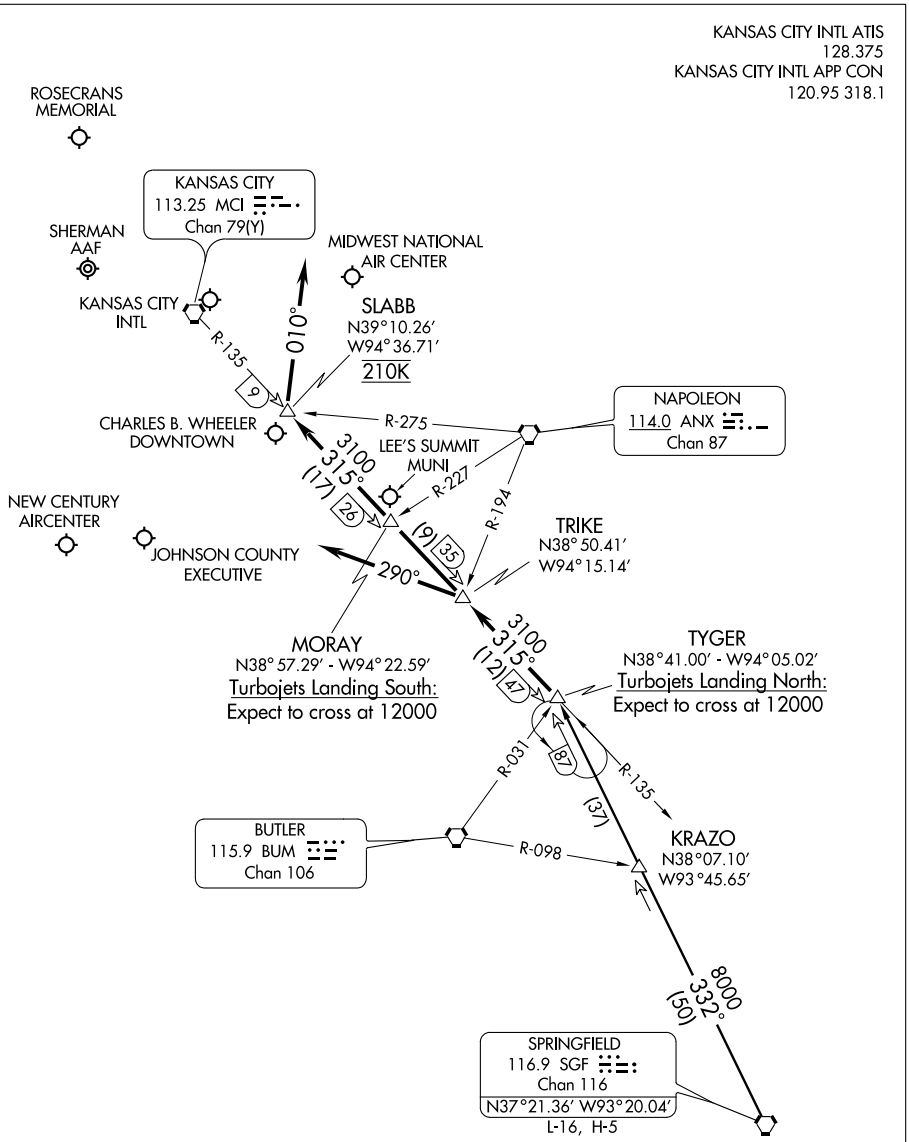


NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

STJ VORTAC 115.5 Chan 102	APP CRS 348°	Rwy Idg 8059 TDZE 814 Apt Elev 826

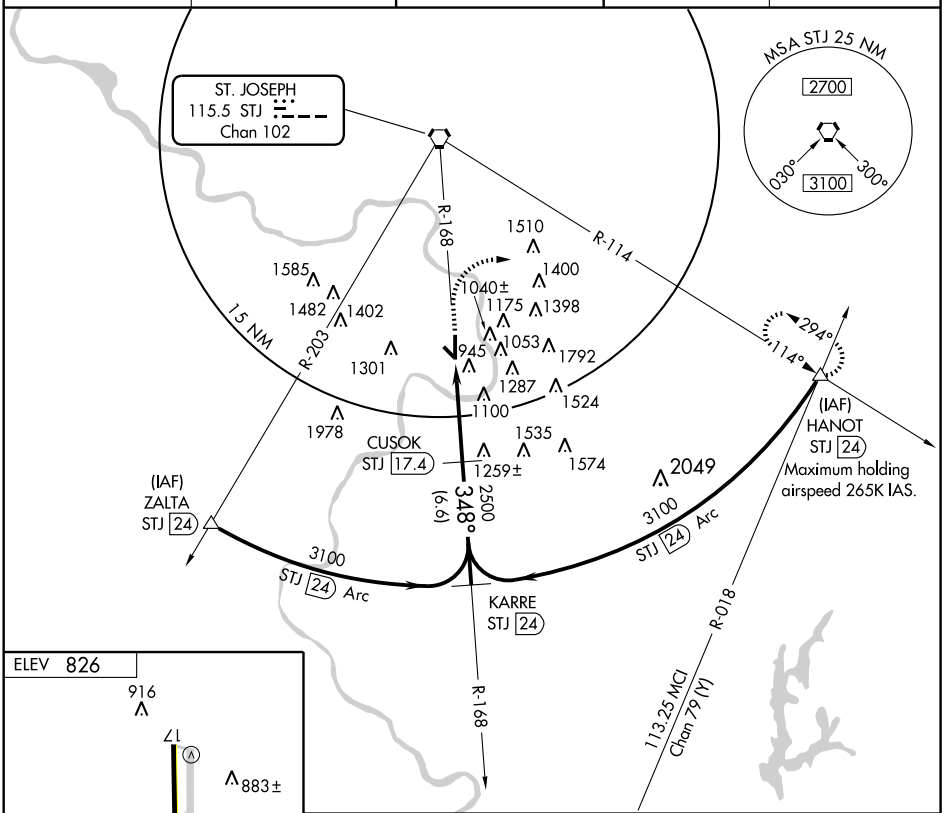
VOR/DME or TACAN RWY 35

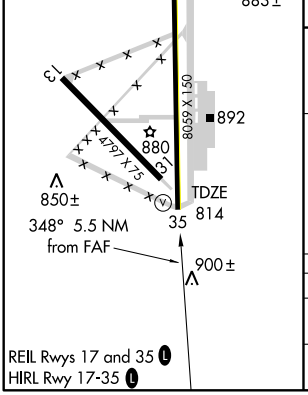
ST. JOSEPH/ ROSECRANS MEMORIAL (STJ)

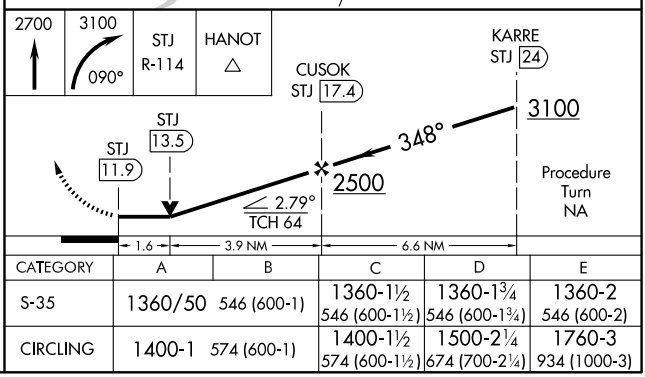
NA
ASR/PAR

MISSED APPROACH: Climb to 2700 then climbing right turn to 3100 via heading 090° and STJ R-114 to HANOT/24 DME and hold.

ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95







CATEGORY	A	B	C	D	E
S-35	1360/50	546 (600-1)	1360-1½ 546 (600-1½)	1360-1¾ 546 (600-1¾)	1360-2 546 (600-2)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2¼ 674 (700-2¼)	1760-3 934 (1000-3)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC STJ 115.5 Chan 102	APP CRS 167°	Rwy Idg 8059 TDZE 826 Apt Elev 826

VOR or TACAN RWY 17

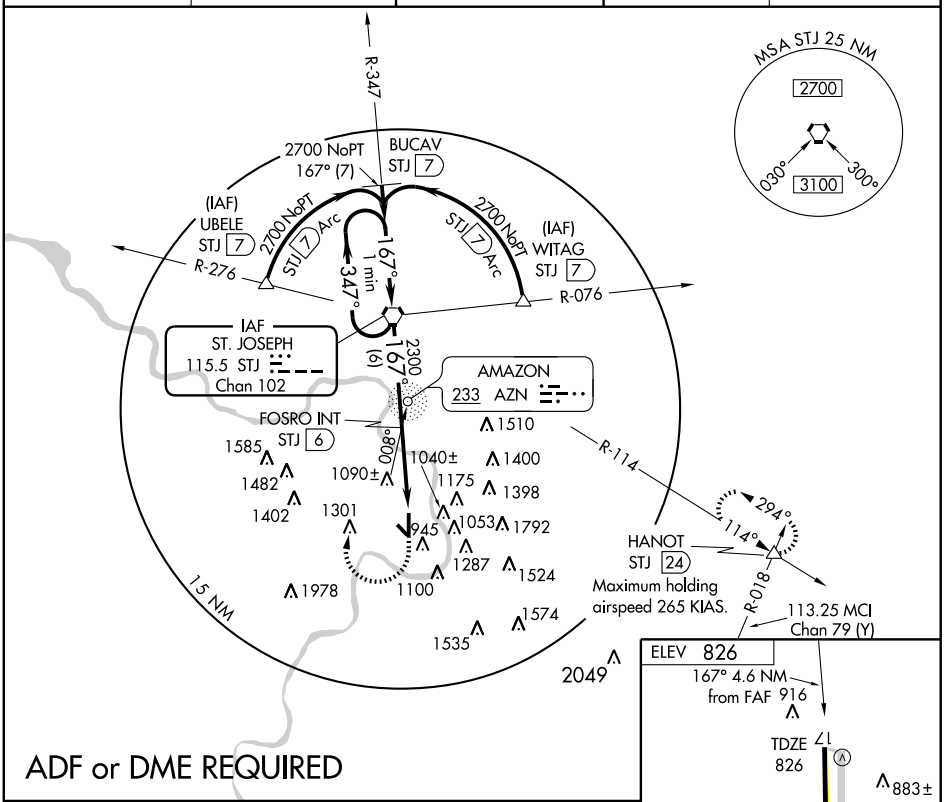
ST. JOSEPH/ROSECRANS MEMORIAL (STJ)

ASR/PAR

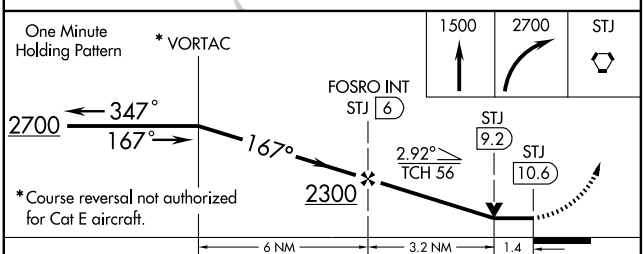
Missed approach to STJ VORTAC not authorized for Cat. E aircraft.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct STJ VORTAC and hold. (TACAN aircraft climb to 2300 then climbing left turn to 3100 direct HANOT/STJ 24 DME and hold NW, LT, 114° inbound).

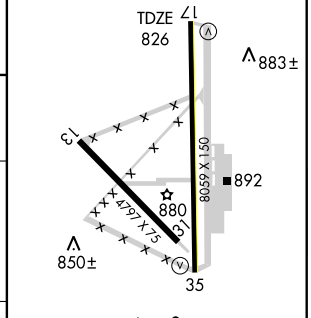
ATIS	ST. JOSEPH APP CON ★	ST. JOSEPH TOWER ★	GND CON	UNICOM
125.05	120.35 360.8	126.9 (CTAF) L 239.0	121.9	122.95



ADF or DME REQUIRED

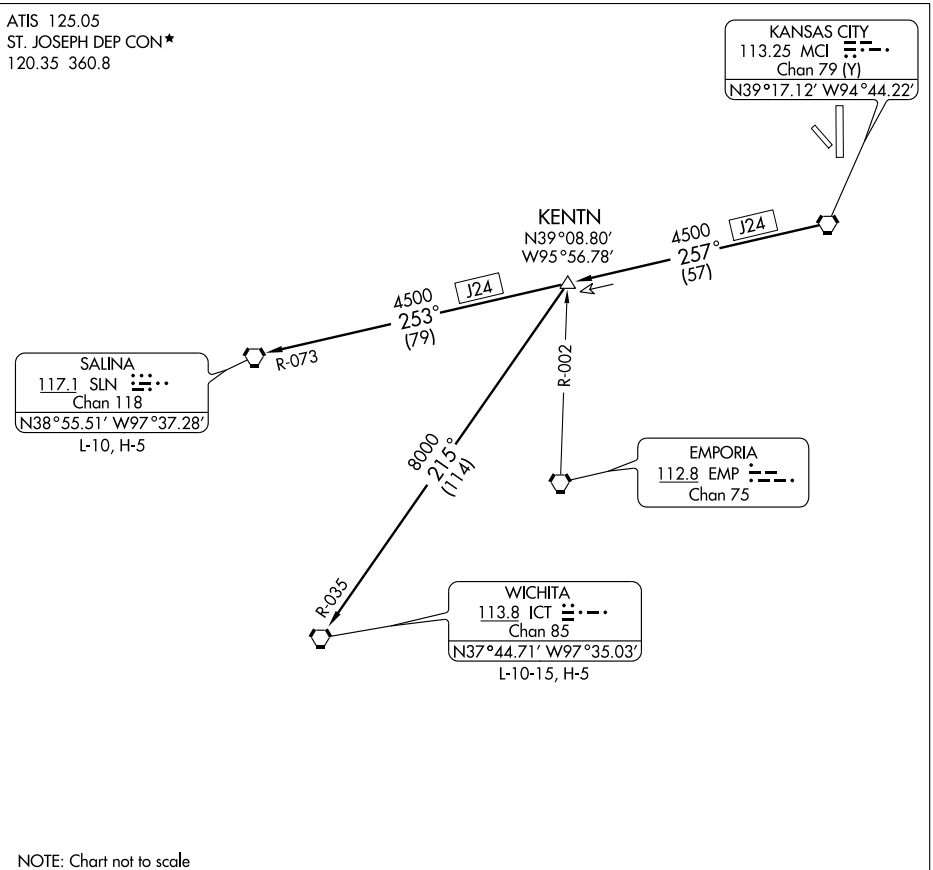


CATEGORY	A	B	C	D	E
S-17	1340-1	514 (600-1)	1340-1½ 514 (600-1½)	1340-1¾	514 (600-1¾)
CIRCLING	1400-1	574 (600-1)	1400-1½ 574 (600-1½)	1500-2½ 674 (700-2½)	1760-3 934 (1000-3)



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

ST LOUIS

CREVE COEUR (1HØ) 4 NW UTC−6(−5DT) N38°43.60′ W90°30.50′ ST. LOUIS

463 B S3 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE STL L–27B, A

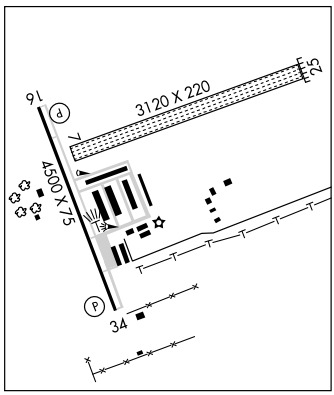
RWY 16–34: H4500X75 (CONC) S–3 MIRL IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

RWY 07–25: 3120X220 (TURF)

RWY 07: Trees. **RWY 25:** Crops. Rgt tfc.



AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 07–25 and Rwy 16–34 CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07–25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16–34 restricted to acft 30,000 lbs max gross weight or less, single wheel. Rwy 16–34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314–878–6400. Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07–25 marked with large yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ST LOUIS APP/DEP CON** 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E.

LAMBERT–ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC−6(−5DT) ST LOUIS

N38°44.92′ W90°21.20′ H–5D, L–27B, A

618 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D IAP, DIAP, AD

NOTAM FILE STL

RWY 12R–30L: H11019X200 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69′. Thld dsplcd 467′. Road. Rgt tfc.

RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58′ Thld dsplcd 201′. Sign. 0.7% down.

RWY 12L–30R: H9003X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64′. Building. 0.8% up.

RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71′. Tower. Rgt tfc. 0.9% down.

RWY 11–29: H9001X150 (CONC–GRVD) S–75, D–200, 2D–325, 2D/2D2–700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57′. 0.7% down.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56′. 0.7% up.

RWY 06–24: H7602X150 (CONC–GRVD) S–75, D–176, 2S–175, 2D–280, 2D/2D2–660 HIRL

RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Tree.

RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53′. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7602	TODA–7602	ASDA–7352	LDA–7352
RWY 11:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 12L:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 12R:	TORA–11019	TODA–11019	ASDA–11019	LDA–10562
RWY 24:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 29:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 30L:	TORA–11019	TODA–11019	ASDA–11019	LDA–10819
RWY 30R:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003

ARRESTING GEAR/SYSTEM

RWY 12R HOOK BAK–12A(B) (1090′) HOOK BAK 12A(B) (1300′) **RWY 30L**

RWY 06 HOOK BAK–12A(B) (1450′)

MILITARY SERVICE: A–GEAR Retractable BAK–12A(B) available Rwy 06, 12R, and 30L. A–Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. No practice apch unless authorized by twr and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apchs to parallel rwys separated by 1,300 ft in effect. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 30L PAPI offset 5° S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800′. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precison Runway Monito Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities.

MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re–alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426–0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA **D-ATIS** 125.025 379.925 **UNICOM** 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

Ⓡ **ST LOUIS APP CON** 133.55 338.25 (S–W) 132.125 360.6 (N–E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R) 351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

Ⓡ **ST LOUIS DEP CON** 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 141° 8.5 NM to fld. 450/1E. **HIWAS.**

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16′ W90°21.65′ at fld. 530/0E.

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I–RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780′ LOC unusable missed approach inbound.

ILS/DME 111.3 I–SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I–STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I–LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I–LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I–JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500′.

ILS/DME 111.95 I–OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I–RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre–taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

WAAS	APP CRS	Rwy Idg	4500
CH 50403	158°	TDZE	451
W16A		Apt Elev	463

RNAV (GPS) RWY 16

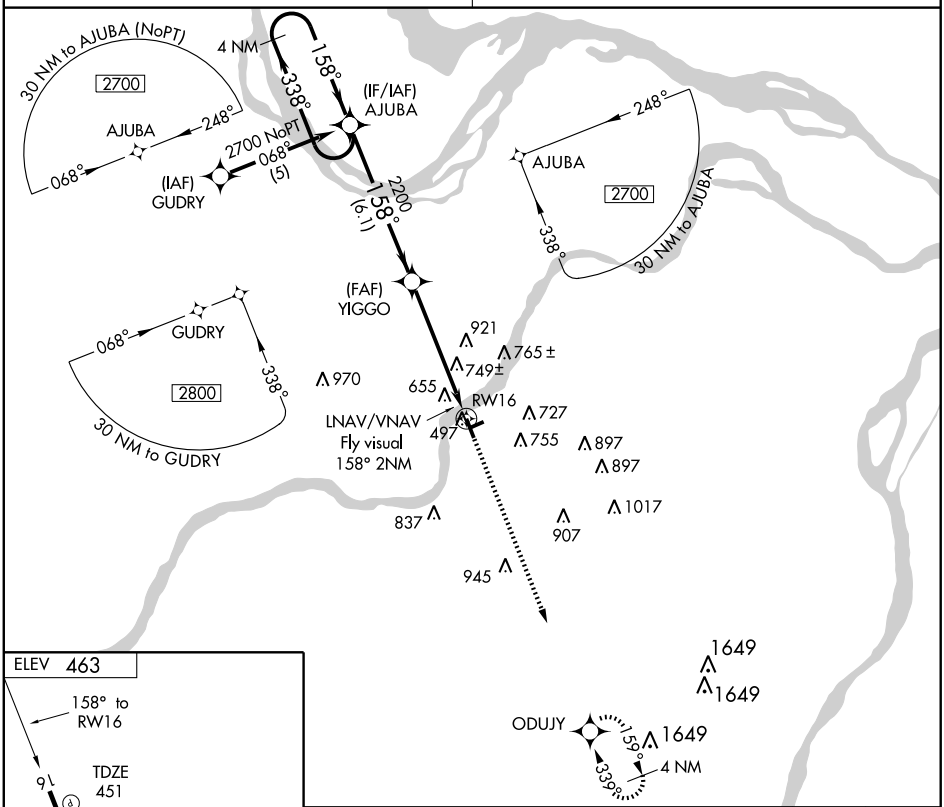
ST. LOUIS/CREVE COEUR (1H0)

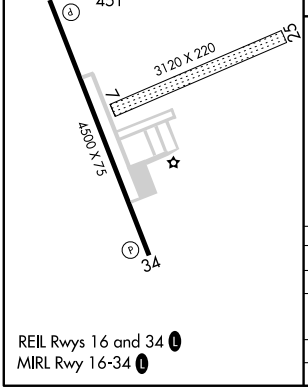
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

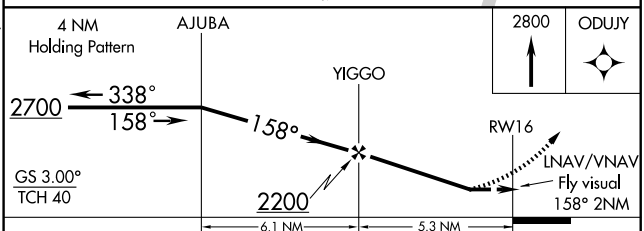
MISSED APPROACH: Climb to 2800 direct ODUJY and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	912-1¾ 461 (500-1¾)		NA	
LNAV/VNAV DA	1130-2 679 (700-2)		NA	
LNAV MDA	1160-1 709 (700-1)		NA	
CIRCLING	1160-1 697 (700-1)		NA	

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WAAS	APP CRS	Rwy Idg	4500
CH 93905	338°	TDZE	463
W34A		Apt Elev	463

RNAV (GPS) RWY 34

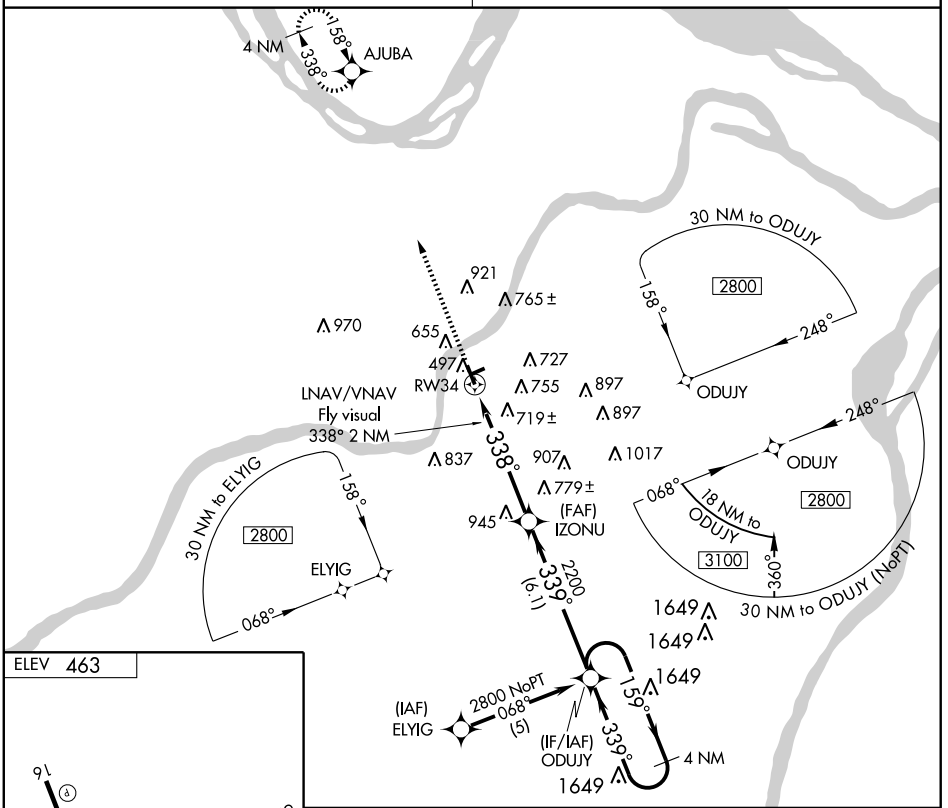
ST. LOUIS/CREVE COEUR (1H0)

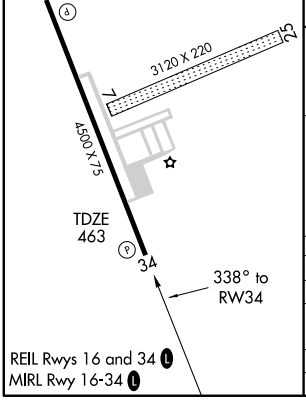
Use Lambert-St Louis Intl altimeter setting.
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

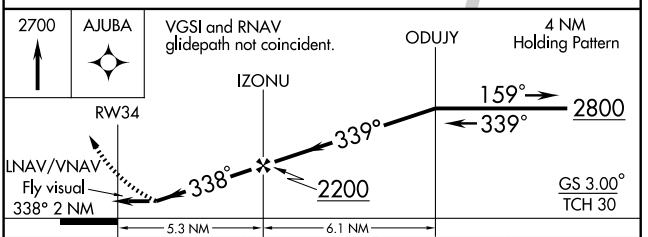
MISSED APPROACH: Climb to 2700 direct AJUBA and hold.

ST. LOUIS APP CON
126.5 254.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	809-1¼ 346 (400-1¼)		NA	
LNAV/VNAV DA	1131-2 668 (700-2)		NA	
LNAV MDA	1080-1 617 (700-1)		NA	
CIRCLING	1080-1 617 (700-1)		NA	

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VORTAC FTZ 110.8 Chan 45	APP CRS 080°	Rwy Idg N/A TDZE N/A Apt Elev 451

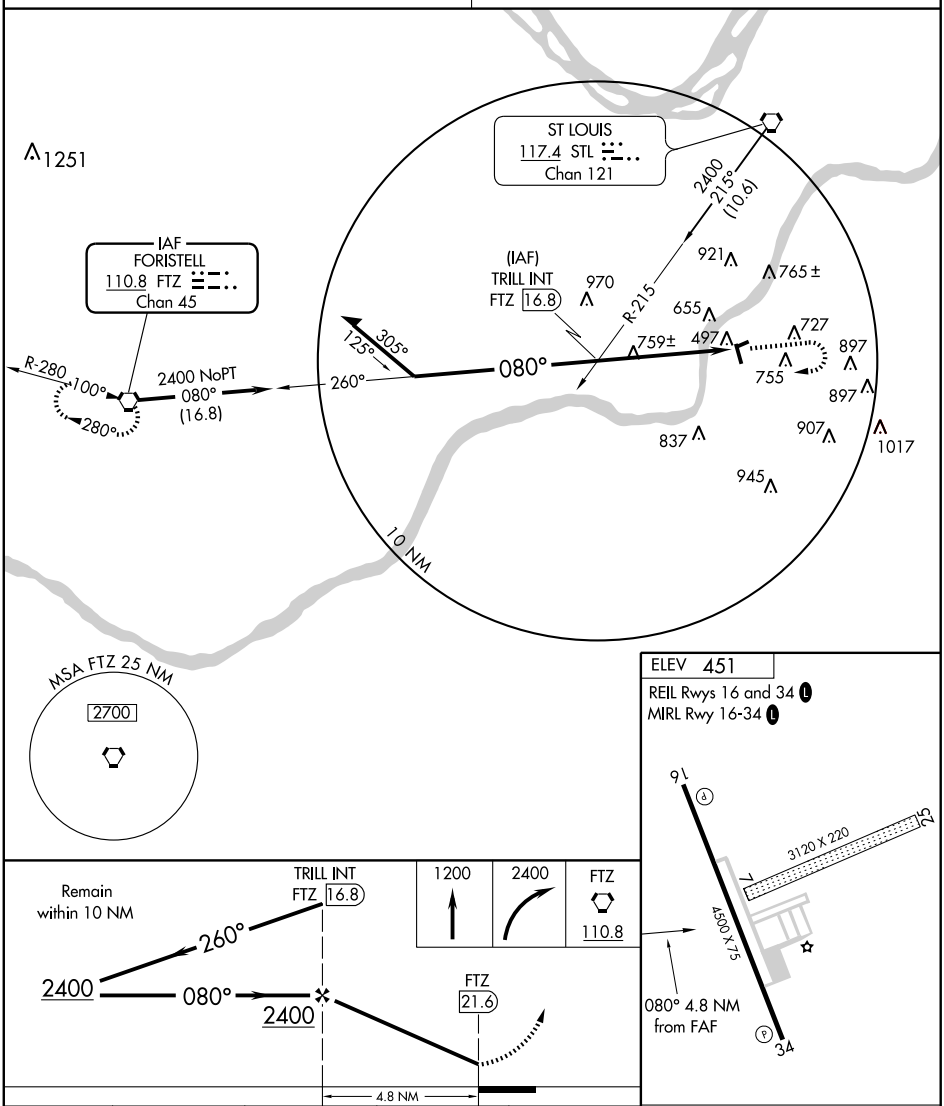
VOR-A

ST. LOUIS/ CREVE COEUR (1H0)

T
A NA Use Lambert-St. Louis Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct FTZ VORTAC and hold.

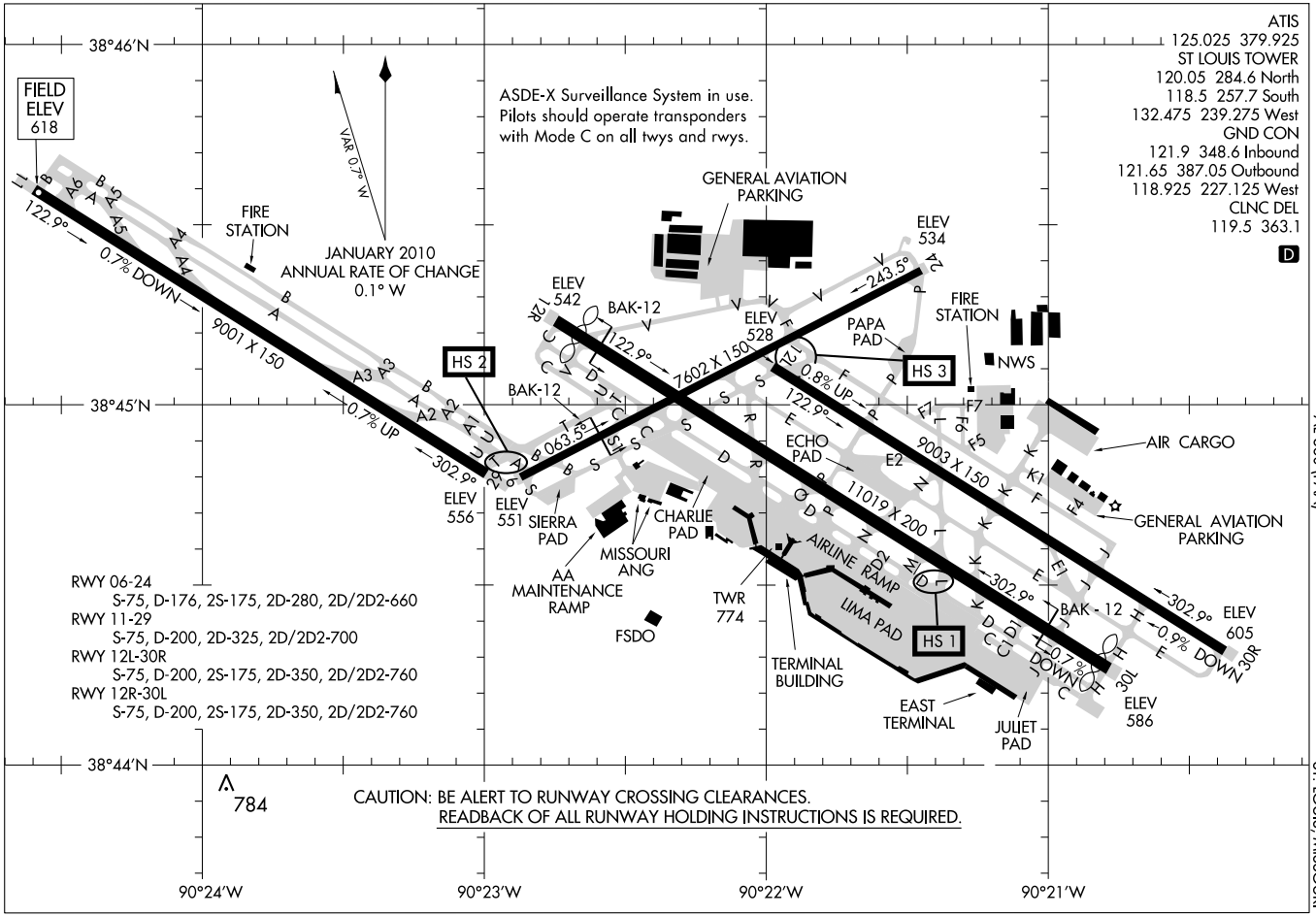
ST. LOUIS APP CON	UNICOM
126.5 254.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-1 609 (700-1)	1080-1¼ 629 (700-1¼)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

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38°46'N
38°45'N
38°44'N
90°24'W
90°23'W
90°22'W
90°21'W
FIELD ELEV 618
VAR 0.7° W
JANUARY 2010 ANNUAL RATE OF CHANGE 0.1° W
ASDE-X Surveillance System in use. Pilots should operate transponders with Mode C on all twys and rwys.
GENERAL AVIATION PARKING
FIRE STATION
ELEV 534
ELEV 542
BAK-12
ELEV 528
PAPA PAD
FIRE STATION
NWS
HS 2
HS 3
HS 1
122.9°
0.7% DOWN
9001 X 150
0.7% UP
302.9°
7602 X 150
0.8% UP
122.9°
243.5°
063.5°
BAK-12
ELEV 556
ELEV 551
SIERRA PAD
CHARLIE PAD
MISSOURI ANG
AA MAINTENANCE RAMP
ECHO PAD
9003 X 150
11019 X 200
AIRLINE RAMP
LIMA PAD
TWR 774
FSDO
TERMINAL BUILDING
EAST TERMINAL
JULIET PAD
AIR CARGO
GENERAL AVIATION PARKING
BAK - 12
0.9% DOWN
0.7% DOWN
ELEV 605
ELEV 586
30L
30R
ATIS
125.025 379.925
ST LOUIS TOWER
120.05 284.6 North
118.5 257.7 South
132.475 239.275 West
GND CON
121.9 348.6 Inbound
121.65 387.05 Outbound
118.925 227.125 West
CLNC DEL
119.5 363.1
D
AL-360 (FAA)
RWY 06-24
S-75, D-176, 2S-175, 2D-280, 2D/2D2-660
RWY 11-29
S-75, D-200, 2D-325, 2D/2D2-700
RWY 12L-30R
S-75, D-200, 2S-175, 2D-350, 2D/2D2-760
RWY 12R-30L
S-75, D-200, 2S-175, 2D-350, 2D/2D2-760
784
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ST LOUIS

CREVE COEUR (1HØ) 4 NW UTC−6(−5DT) N38°43.60′ W90°30.50′ ST. LOUIS

463 B S3 **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE STL L–27B, A

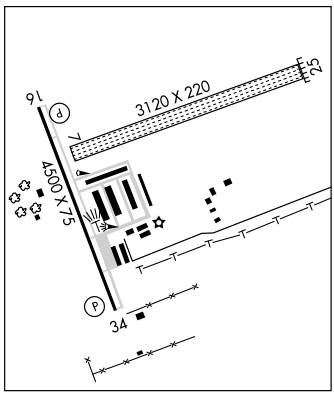
RWY 16–34: H4500X75 (CONC) S–3 MIRL IAP

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

RWY 07–25: 3120X220 (TURF)

RWY 07: Trees. **RWY 25:** Crops. Rgt tfc.



AIRPORT REMARKS: Attended 1400Z‡–dusk. Rwy 07–25 and Rwy 16–34 CLOSED to touch and go ldgs. Deer on and invof arpt. Helicopter ops on and invof arpt. Hover taxi training ops are conducted parallel to Rwy 07–25. Be alert to increased antique acft ops on and invof arpt on weekends. Rwy 16–34 restricted to acft 30,000 lbs max gross weight or less, single wheel. Rwy 16–34 restricted to acft 12,000 lbs max gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager on 314–878–6400. Ultralights not allowed. Call arpt manager for information about twy and apron strength. TPA—1113(650) and 1463(1000) for acft over 12,500 pounds. Rwy 07–25 marked with large yellow cones. MIRL Rwy 16–34 preset on low ints, to increase ints and ACTIVATE REIL Rwy 16 and Rwy 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **ST LOUIS APP/DEP CON** 126.5

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 080° 21.8 NM to fld. 818/5E.

LAMBERT–ST LOUIS INTL (STL)(KSTL) CIV/MIL 10 NW UTC−6(−5DT) ST LOUIS

N38°44.92′ W90°21.20′ H–5D, L–27B, A

618 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index D IAP, DIAP, AD

NOTAM FILE STL

RWY 12R–30L: H11019X200 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12R: MALSR. TDZL. PAPI (P4L)—GA 3.0° TCH 69′. Thld dsplcd 467′. Road. Rgt tfc.

RWY 30L: REIL. MALSR. PAPI(P4R)—GA 3.0° TCH 58′ Thld dsplcd 201′. Sign. 0.7% down.

RWY 12L–30R: H9003X150 (CONC–GRVD) S–75, D–200, 2S–175, 2D–350, 2D/2D2–760 HIRL CL

RWY 12L: ALSF2. TDZL. REIL. PAPI (P4R)—GA 3.0° TCH 64′. Building. 0.8% up.

RWY 30R: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 71′. Tower. Rgt tfc. 0.9% down.

RWY 11–29: H9001X150 (CONC–GRVD) S–75, D–200, 2D–325, 2D/2D2–700 HIRL CL

RWY 11: ALSF2. TDZL. PAPI (P4R)—GA 3.0° TCH 57′. 0.7% down.

RWY 29: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56′. 0.7% up.

RWY 06–24: H7602X150 (CONC–GRVD) S–75, D–176, 2S–175, 2D–280, 2D/2D2–660 HIRL

RWY 06: MALSR. PAPI (P4R)—GA 3.0° TCH 51′. Tree.

RWY 24: MALS. PAPI (P4L)—GA 3.0° TCH 53′. Sign.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 06:	TORA–7602	TODA–7602	ASDA–7352	LDA–7352
RWY 11:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 12L:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003
RWY 12R:	TORA–11019	TODA–11019	ASDA–11019	LDA–10562
RWY 24:	TORA–7602	TODA–7602	ASDA–7602	LDA–7602
RWY 29:	TORA–9001	TODA–9001	ASDA–9001	LDA–9001
RWY 30L:	TORA–11019	TODA–11019	ASDA–11019	LDA–10819
RWY 30R:	TORA–9003	TODA–9003	ASDA–9003	LDA–9003

ARRESTING GEAR/SYSTEM

RWY 12R HOOK BAK–12A(B) (1090′) HOOK BAK 12A(B) (1300′) **RWY 30L**

RWY 06 HOOK BAK–12A(B) (1450′)

MILITARY SERVICE: A–GEAR Retractable BAK–12A(B) available Rwy 06, 12R, and 30L. A–Gear are kept in recessed position until req for use. Twr must be notified at least 5 seconds prior to engagement so that cable may be raised.

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

AIRPORT REMARKS: Attended continuously. No practice apch unless authorized by twr and/or arpt authority. Taxiing acft should use caution in early morning and late afternoon. Sun glare may make visual recognition of signs and markings difficult. No designated taxilanes or apron twys located on air carrier ramps. No student solo ops permitted. Waiver to conduct simultaneous apchs to parallel rwys separated by 1,300 ft in effect. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Rwy 30L PAPI offset 5° S to accommodate LDA/DME apch to Rwy 30L. Rwy 30R ALSF2 unmonitored except when rwy visual range visibility blo 1800′. Rwy 06 touchdown rwy visual range avbl. Rwy 12L rwy visual range touchdown, midpoint and rollout avbl. Rwy 12R touchdown zone lights OTS indef. Ldg fee. Ldg fee based on acft weight collected by FBO. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices—Precison Runway Monito Electronic Scan Radar System (PRM), Simultaneous Offset Instrument Approach (SOIA) Procedure For Pilots Filing Flight Plans, Continuous Power Facilities.

MILITARY REMARKS: ANG No svc at Missouri ANG ramp. Base re–alignment in process.

WEATHER DATA SOURCES: ASOS (C314) 426–0159. LAWRS. LLWAS.

COMMUNICATIONS: SFA **D-ATIS** 125.025 379.925 **UNICOM** 122.95

ST LOUIS RCO 122.45 122.6 (ST LOUIS RADIO)

Ⓡ **ST LOUIS APP CON** 133.55 338.25 (S–W) 132.125 360.6 (N–E) 123.7

ST LOUIS TWR 118.5 257.7 (South) 120.05 284.6 (North) 132.475 239.275 (West) 278.3 (Rwy 30R) 351.9 (Rwy 30L)

ST LOUIS GND CON 121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)

GND METERING 127.55 360.2 (East) 121.075 346.35 (West)

CLNC DEL 119.5 363.1

Ⓡ **ST LOUIS DEP CON** 128.1 307.05 (S/W) 119.15 335.5 (N/E) 124.25 126.55 270.35

AIRSPACE: CLASS B See VFR Terminal Area Chart.

RADIO AIDS TO NAVIGATION: NOTAM FILE STL.

ST LOUIS (H) VORTACW 117.4 STL Chan 121 N38°51.64′ W90°28.94′ 141° 8.5 NM to fld. 450/1E. **HIWAS.**

CARDINAL (H) VORW/DME 116.45 CSX Chan 111(Y) N38°45.16′ W90°21.65′ at fld. 530/0E.

OBLIO NDB (LOM) 338 LM N38°48.02′ W90°28.48′ 122° 5.8 NM to fld.

ZUMAY NDB (LOM) 404 ST N38°47.28′ W90°16.73′ 241° 4.9 NM to fld.

ILS 111.5 I–BKY Rwy 30L. Class IB LOC unusable byd 25 degrees either side of course.

ILS/DME 111.75 I–RMK Chan 54(Y) Rwy 30L. Class I. GS unusable blo 1780′ LOC unusable missed approach inbound.

ILS/DME 111.3 I–SJW Chan 50 Rwy 30R. Class IIIE.

ILS/DME 110.3 I–STL Chan 40 Rwy 24. Class IC. LOM ZUMAY NDB. LOC unusable byd 25 degrees both sides.

ILS/DME 109.7 I–LMR Chan 34 Rwy 12R. Class IB. LOM OBLIO NDB.

ILS 108.9 I–LDZ Rwy 12L. Class IIE. LOM OBLIO NDB.

ILS/DME 110.3 I–JAK Chan 40 Rwy 06. Class IB LOC unusable inside of .3 NM fm thld. GS unusable byd 5° left of course, byd 7° right of course. DME unusable 12 NM blo 3500′.

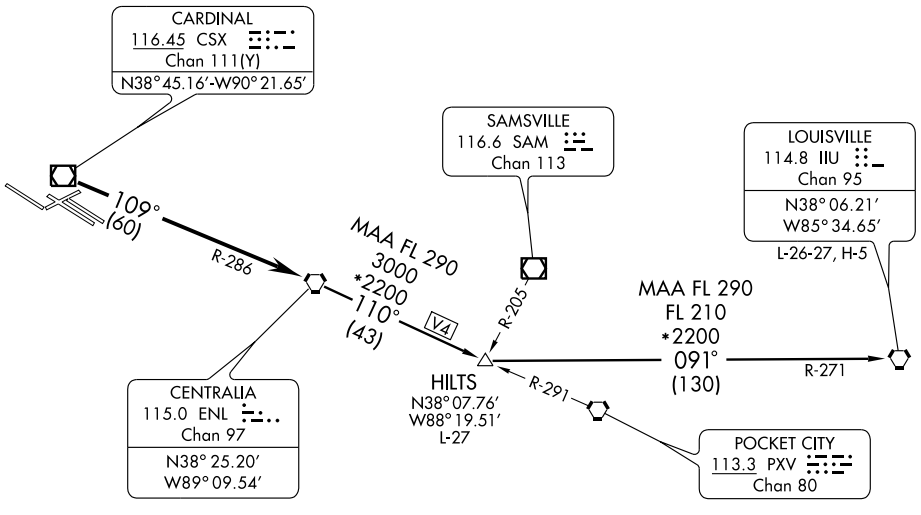
ILS/DME 111.95 I–OGZ Chan 56(Y) Rwy 11. Class IIIE.

ILS/DME 111.95 I–RQN Chan 56(Y) Rwy 29. Class IE. GS unusable for coupled approaches.

COMM/NAV/WEATHER REMARKS: A pre–taxi clnc program is in effect. IFR dep are req to contact St Louis Clnc Del no more than 10 minutes prior to taxi time.

BLUES TWO DEPARTURE

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.

LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then via IIU R-271 to IIU VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

CARDS SEVEN DEPARTURE

CLNC DEL
119.5 363.1
GND CON
121.9 348.6 (Inbound)
121.65 387.05 (Outbound)
118.925 227.125 (WEST)
GND METER
127.55 360.2 (EAST)
121.075 346.35 (WEST)
ST. LOUIS DEP CON
119.15 335.5

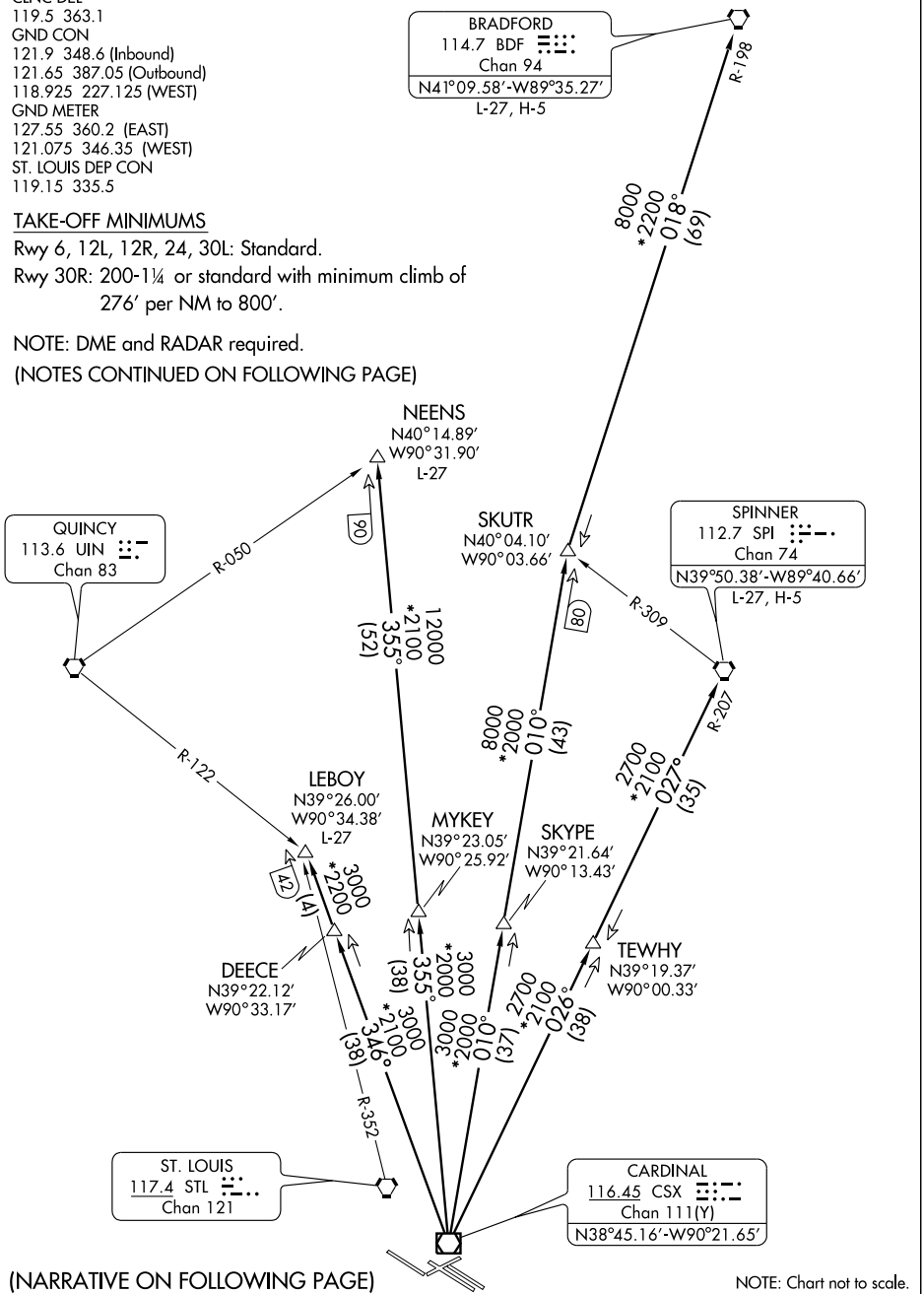
TAKE-OFF MINIMUMS

Rwy 6, 12L, 12R, 24, 30L: Standard.

Rwy 30R: 200-1¼ or standard with minimum climb of 276′ per NM to 800′.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Turbojet departures climb and maintain 5000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure. Propeller driven departures climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 6: Railroad 577′ from DER, 618′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA 1037′ from DER, 709′ right of centerline, 391′ AGL/573′ MSL.
Pole 1368′ from DER, 635′ right of centerline, 28′ AGL/568′ MSL.
Antenna on bldg 2478′ from DER, 1012′ right of centerline, 30′ AGL/598′ MSL.

Rwy 12L: OL on DME 551′ from DER, 258′ left of centerline, 20′ AGL/619′ MSL.

Rwy 12R: Traffic sign 1416′ from DER, 705′ right of centerline, 7′ AGL/636′ MSL.
Bush 1791′ from DER, 503′ right of centerline, 7′ AGL/636′ MSL.
Tree 1933′ from DER, 370′ left of centerline, 88′ AGL/657′ MSL.
Tree 2228′ from DER, 162′ left of centerline, 75′ AGL/654′ MSL.
Sign 2804′ from DER, 873′ right of centerline, 93′ AGL/672′ MSL.

Rwy 24: Multiple trees and antenna beginning 3766′ from DER, 899′ right of centerline, up to 115′ AGL/704′ MSL.

Rwy 30L: Ground beginning at DER, 157′ right of centerline, up to 592′ MSL.
Multiple trees and poles beginning 1684′ from DER, 641′ left of centerline, 107′ AGL/684′ MSL.

Rwy 30R: OL on GS 950′ from DER, on centerline, 28′ AGL/587′ MSL.
Multiple buildings and antenna beginning 1374′ from DER, 709′ right of centerline, up to 81′ AGL/611′ MSL.
Multiple trees and antenna beginning 4240′ from DER, 253′ right of centerline, up to 142′ AGL/741′ MSL.

NC-3, 21 OCT 2010 to 18 NOV 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 08325

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

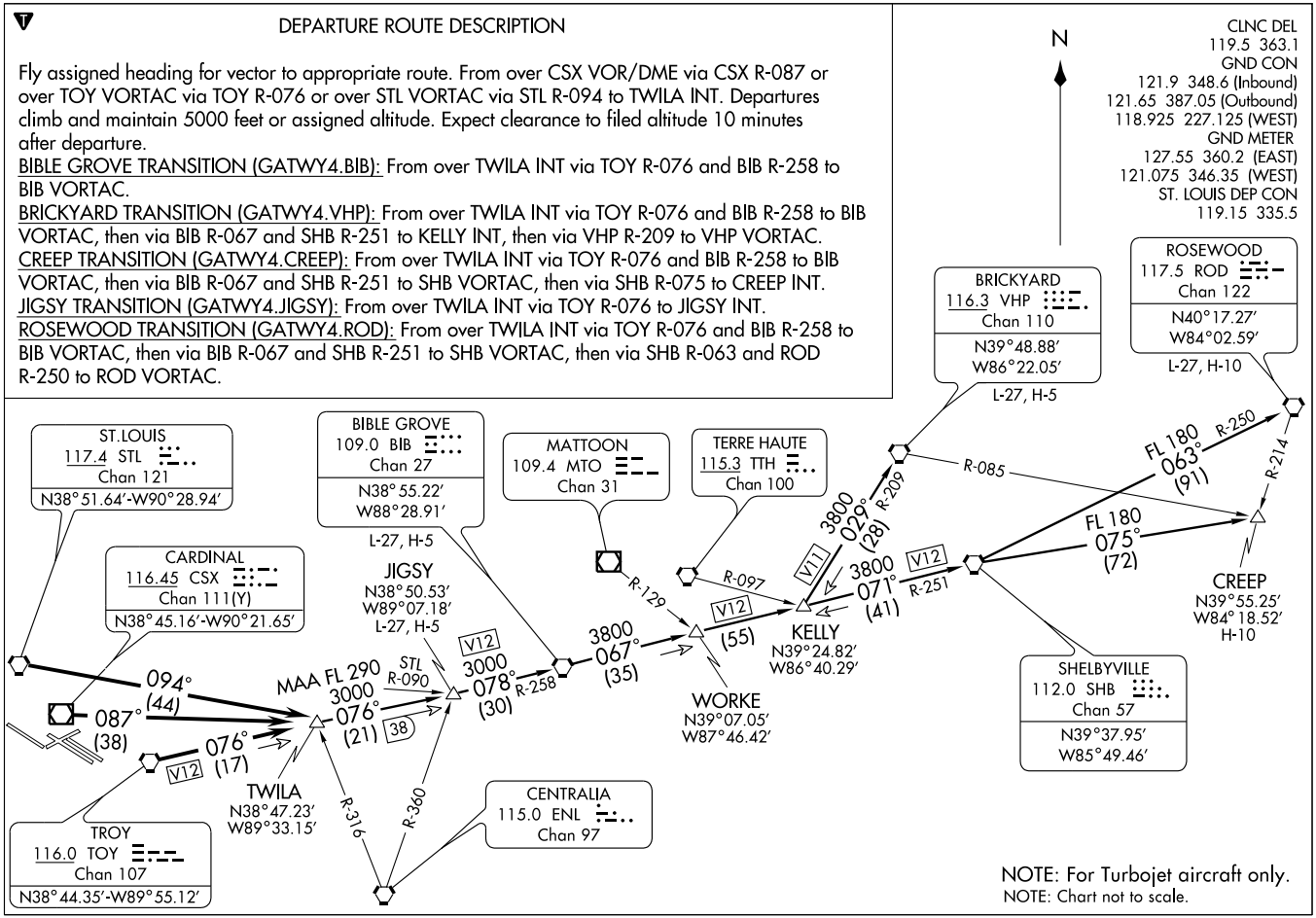
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



GATEWAY FOUR DEPARTURE
(GATWY4.STL) 08325
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI

SL-360 (FAA)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-JAK	APP CRS	Rwy Idg	7602
110.3	063°	TDZE	551
Chan 40		Apt Elev	618

ILS or LOC RWY 6

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

When MALSR inoperative, increase visibility S-ILS 6 Cat E ¼ mile and S-LOC 6 Cat E ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct ZUMAY LOM and hold, continue climb-in-hold to 3000.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

ALTERNATE MISSED APCH FIX

031° 211°

FASHE STL 19.4

117.4 STL R-031 Chan 121

116.0 TOY R-322 Chan 107

MSA CSX 25 NM

2200

090° 270°

2800

ST. LOUIS 117.4 STL Chan 121

LOM ZUMAY 404 ST

240° 060°

CARDINAL 116.45 CSX Chan 111(Y)

10 NM

IAF FORISTELL 110.8 FTZ Chan 45

R-207 R-194 R-179

745 720 784 738 897 897 875

LOCALIZER 110.3 I-JAK Chan 40

ENCOE INT I-JAK 12.9 RADAR

5000 095° (16.3)

2400 063° (3.2)

3400 063° (4.5)

TONII INT I-JAK 5.2 RADAR 1017

WOODE INT I-JAK 8.5 RADAR

243°

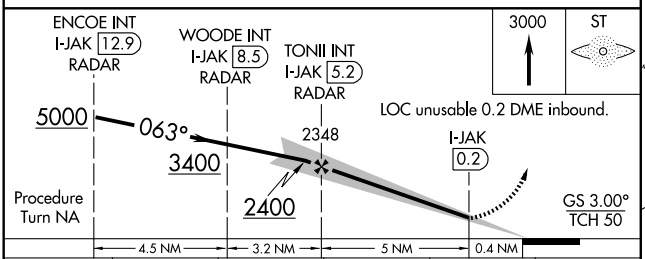
ADF REQUIRED

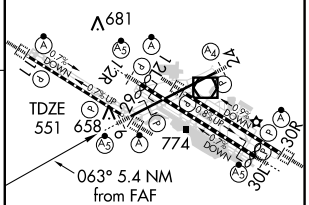
1649

Procedure NA for arrival on FTZ VORTAC airway radials 082 CW 095.

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 6	801/40 250 (200-¾)				
S-LOC 6	1020/24 469 (500-½)		1020/40 469 (500-¾)	1020/50 469 (500-1)	1020/60 469 (500-1¼)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS or LOC RWY 11

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

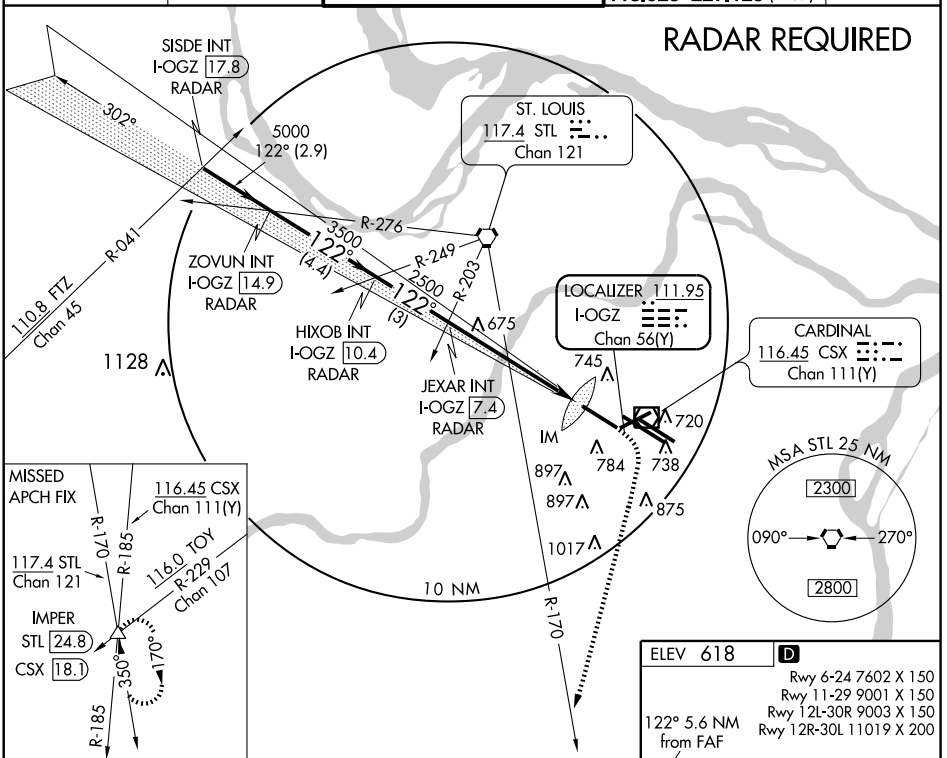
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

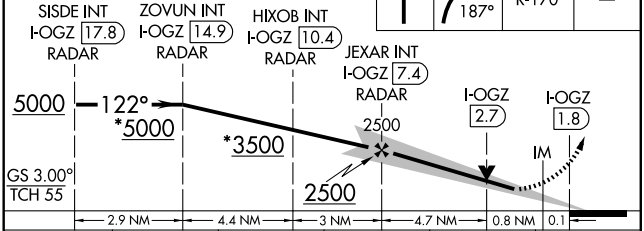
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

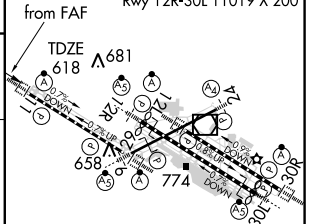
RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
↑	187°	R-170	△





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)
S-LOC 11	980/24 362 (400-½)			980/40 362 (400-¾)	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

ILS or LOC RWY 12L

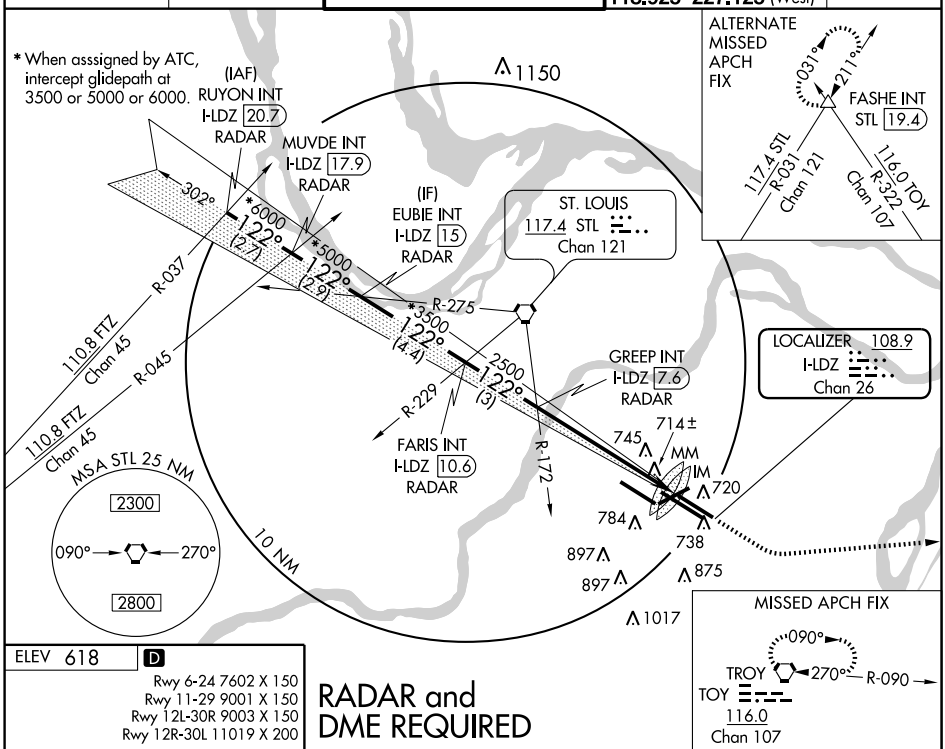
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS 12L Cat E visibility to RVR 4000 and S-LOC 12L Cat E visibility to 1½ mile. Disregard OM indications.

ALSF-2

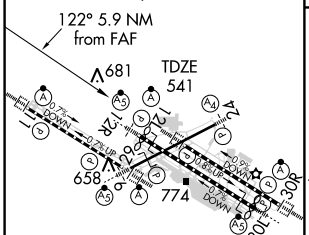
MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

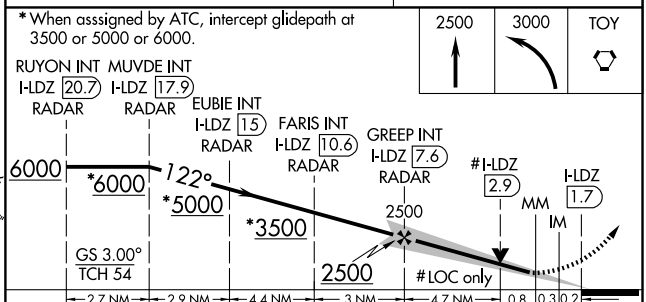
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

RADAR and DME REQUIRED



CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)
S-LOC 12L	980/24 439 (400-½)		980/40 439 (400-¾)	980/50 439 (400-1)	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LMR	APP CRS	Rwy Idg 12R	Rwy Idg 12L
109.7	122°	10552	9003
Chan 34		TDZE 540	TDZE 541
		Apt Elev 618	Apt Elev 618

ILS or LOC RWY 12R

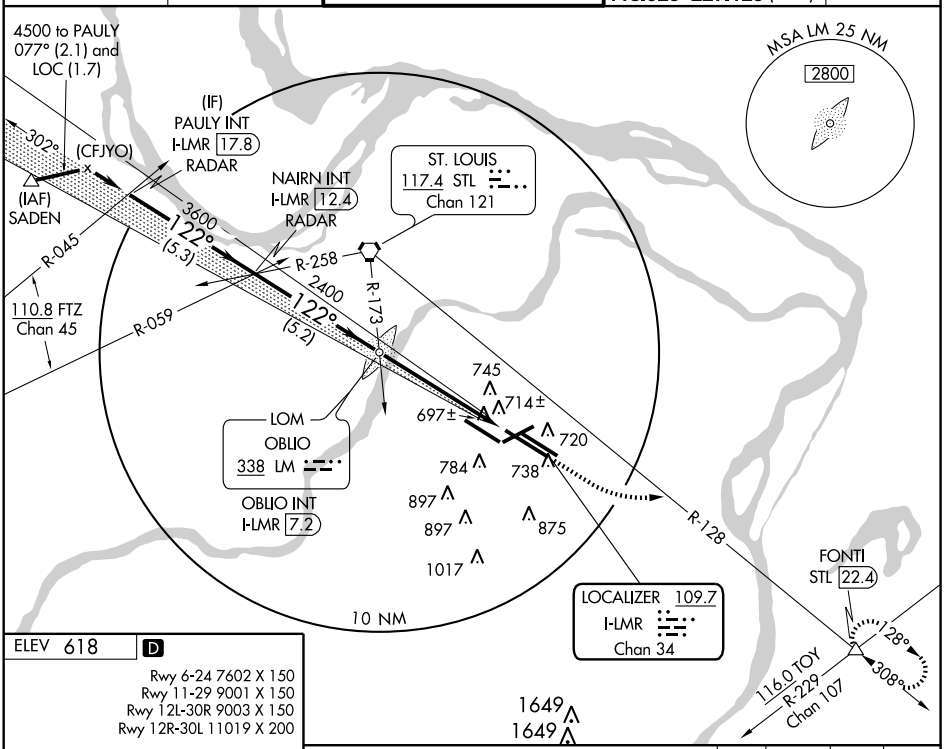
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

T Inoperative table does not apply to S-ILS 12R or sidestep 12L. For inoperative MALSR, increase S-LOC 12R Cats A and B visibility to RVR 5000 and Cat E visibility to 1½. Visibility reduction by helicopters NA.

MALSR Rwy 12R | ALSF-2 Rwy 12L

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL VORTAC R-128 to FONTI INT/STL 22.4 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

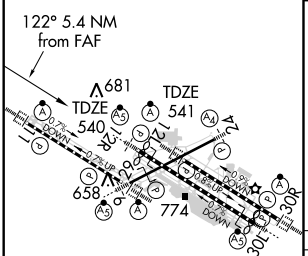


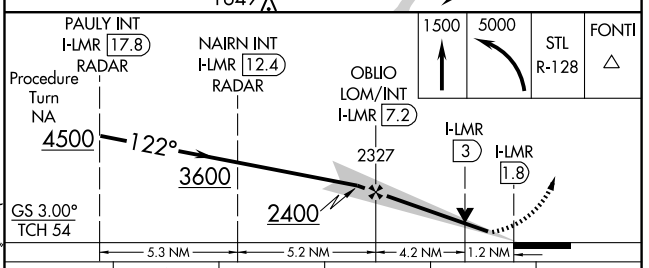
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D	E
S-ILS 12R	790/40 250 (200-¾)				
S-LOC 12R	960/40 420 (400-¾)				960/50 420 (400-1)
SIDESTEP RWY 12L	980-1 439 (400-1)		980-1½ 439 (400-1½)		980-2 439 (400-2)

ILS or LOC RWY 24

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-STL	APP CRS	Rwy Idg	7602
110.3	243°	TDZE	534
Chan 40		Apt Elev	604

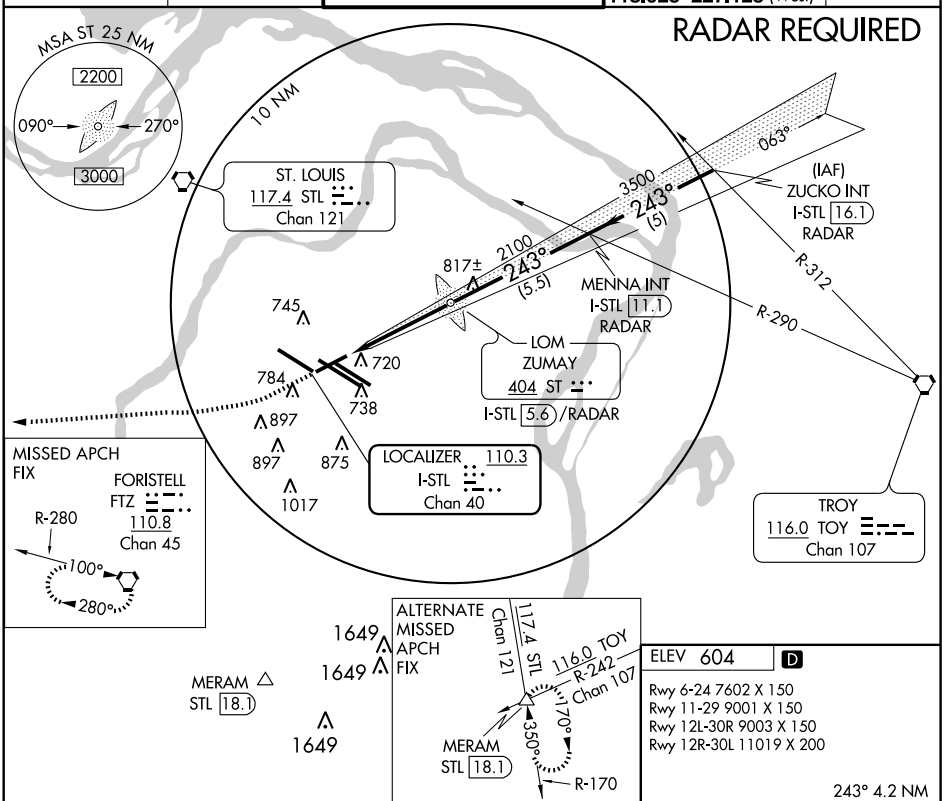
Inoperative table does not apply to S-LOC 24 Cat C. When MALS inoperative, increase visibility S-LOC 24 Cat E ¼ mile.

MALS

MISSED APPROACH: Climb to 3000 then right turn direct FTZ VORTAC and hold.

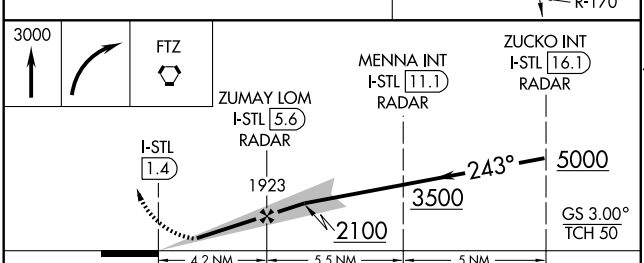
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

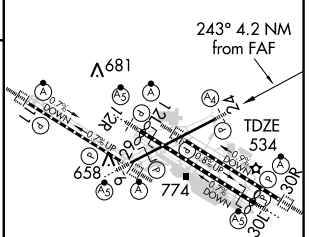
RADAR REQUIRED



ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





CATEGORY	A	B	C	D	E
S-ILS 24	784/40 250 (200-¾)				
S-LOC 24	1000/40 466 (400-¾)		1000/60 466 (400-1¼)	1000-1½ 466 (400-1½)	

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP	4.2 NM				
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

ILS or LOC RWY 29

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

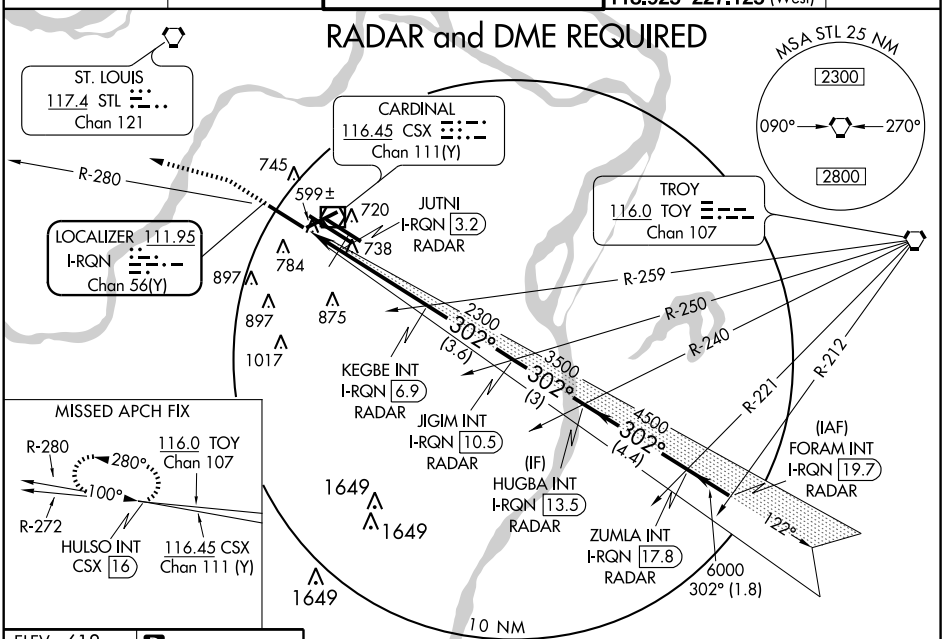
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000; S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1¾ ; JUTNI FIX MINIMUMS increase S-LOC Cats A/B visibility to RVR 5000, Cat E visibility to 1½ . Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/ DME R-280 to HULSO/CSX 16 DME and hold.

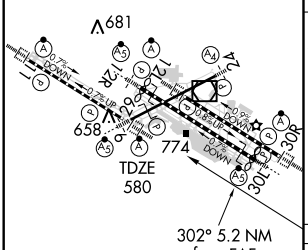
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

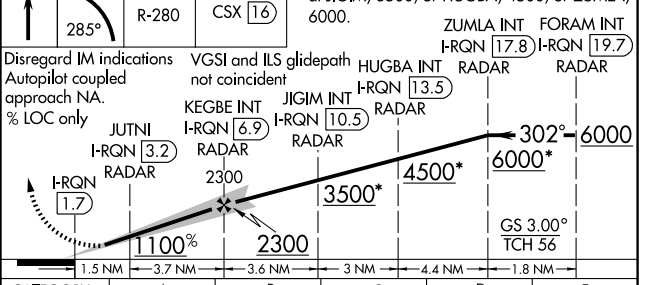
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1040	3000	CSX	HULSO INT
	285°	R-280	CSX 16

* When assigned by ATC, intercept glidepath at JIGIM, 3500; or HUGBA, 4500; or ZUMLA, 6000.

Disregard IM indications
Autopilot coupled approach NA.
% LOC only

VGSI and ILS glidepath not coincident



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				
S-LOC 29	1100/40 520 (500-¾)		1100/50 520 (500-1)	1100/60 520 (500-1¼)	
JUTNI FIX MINIMUMS					
S-LOC 29	1000/40 420 (400-¾)				1000/50 420 (400-1)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-BKY	APP CRS	Rwy Idg	10818
111.5	302°	TDZE	583
		Apt Elev	618

ILS or LOC RWY 30L

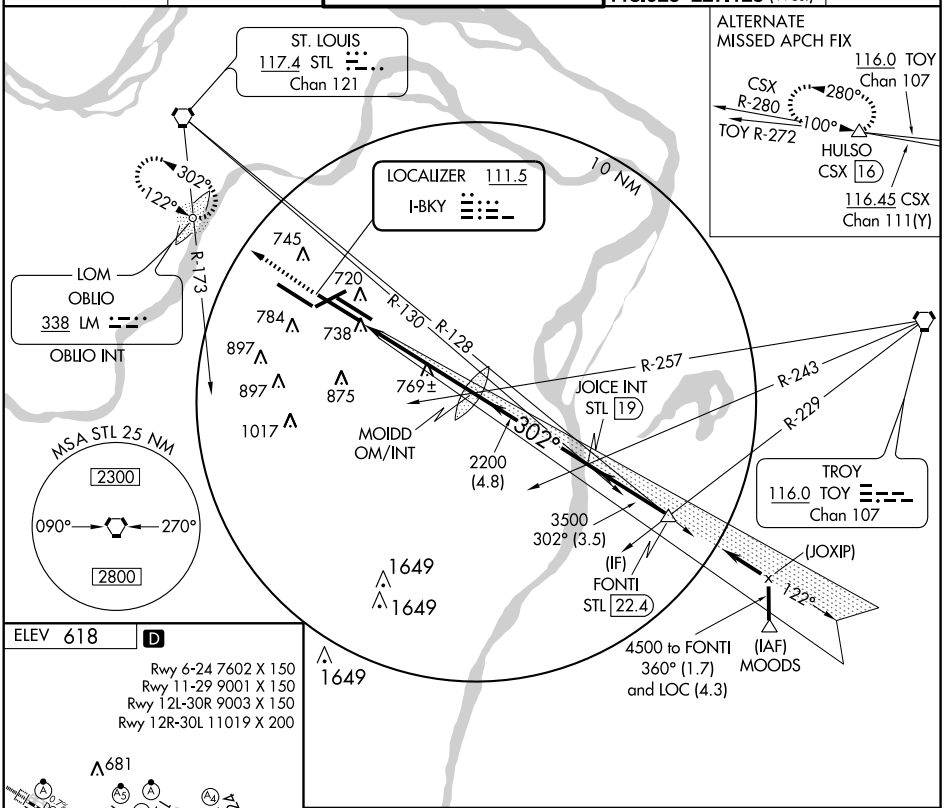
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ADF required.
For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 2 miles.
* RVR 1800 authorized with the use of HD or AP or HUD to DA.

MALSR

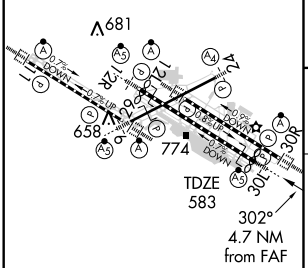
MISSED APPROACH: Climb to 3000 then direct OBLIO LOM/INT and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



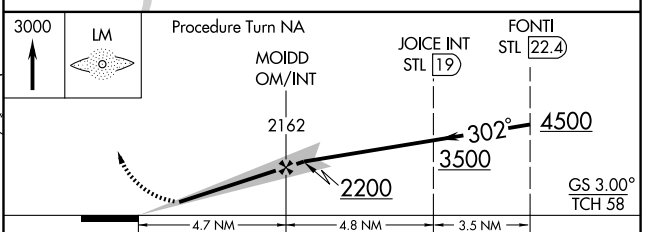
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D	E
S-ILS 30L	* 783/24 200 (200-½)				
S-LOC 30L	1140/24 557 (600-½)		1140/50 557 (600-1)	1140/60 557 (600-1¼)	1140-1½ 557 (600-1½)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

ILS or LOC RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase S-ILS 30R Cat E visibility to RVR 4000 and S-LOC 30R Cat E visibility to 1½ mile. Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3

117.4 STL Chan 121

116.45 CSX Chan 111 (Y)

116.0 TOY Chan 107

R-031 R-322

R-012 R-258 R-245 R-227 R-212

745 720 784 738 897 897 1017 875 759± IM

2100 302° (4.2) *3500 302° (4.4) *5000 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

1649 1649 1649

*When assigned by ATC, intercept glidepath at 3500 or 5000.

10 NM

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

ELEV 618 D

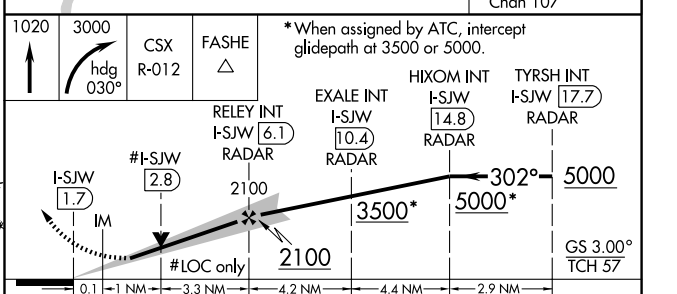
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774 TDZE 605

302° 4.5 NM from FAF

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)
S-LOC 30R	1020/24 415 (500-½)		1020/40 415 (500-¾)		1020/50 415 (500-1)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 11
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

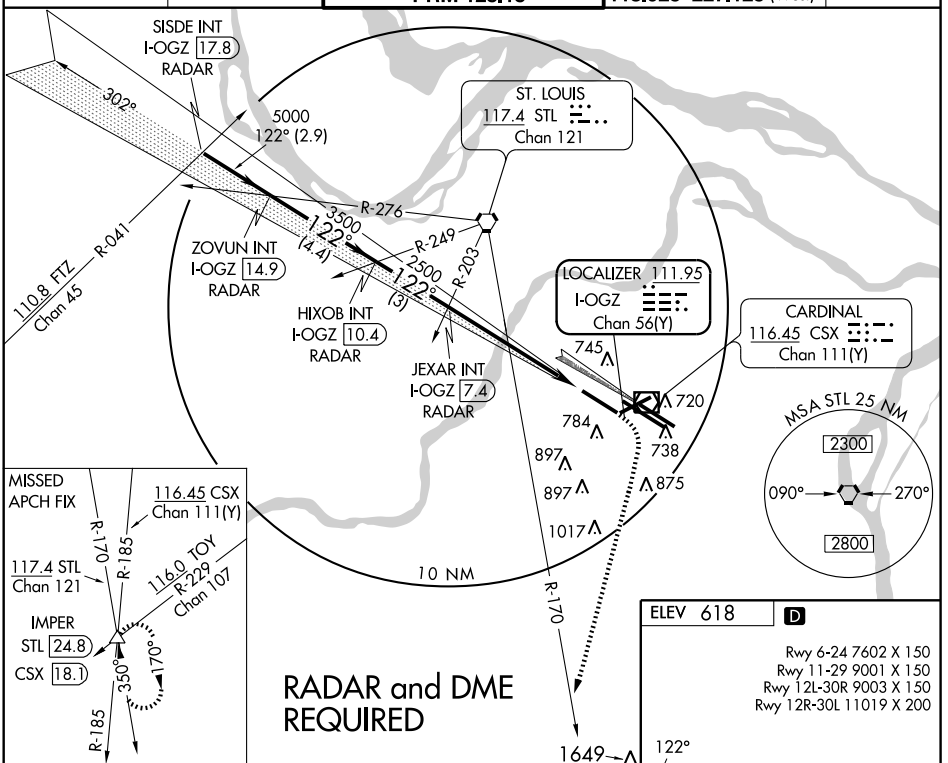
LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

Dual VHF comm required. Disregard MM and IM indications.
See additional requirements on PRM information page.
NA For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 4000.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

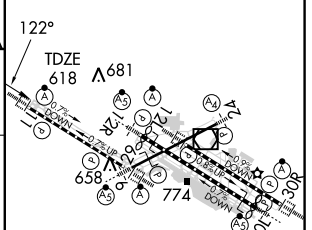
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



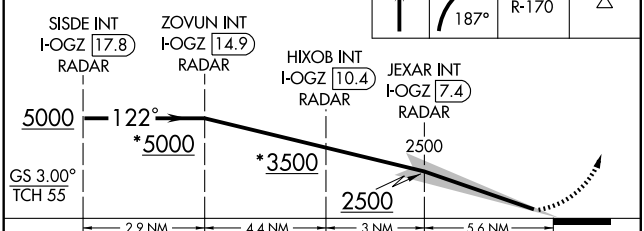
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	



CATEGORY	A	B	C	D	E
S-ILS 11	818/18 200 (200-½)				818/24 200 (200-½)

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 11 (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

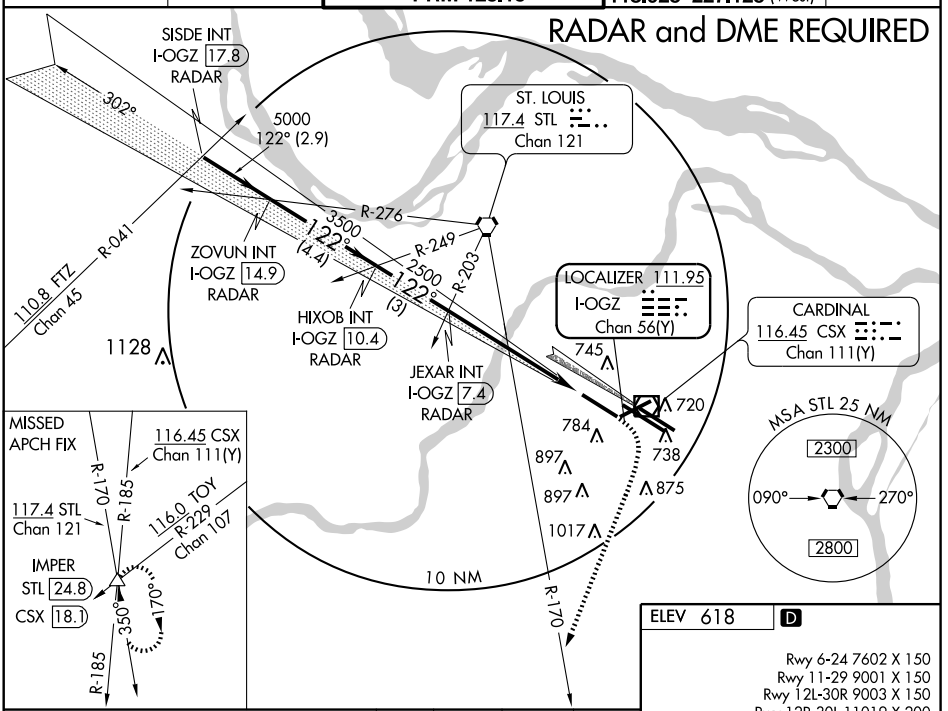
Dual VHF comm required.
Disregard MM and IM indications.
NA See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

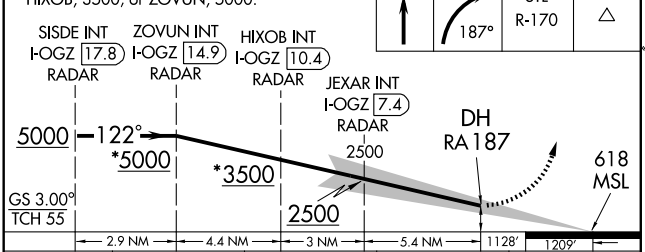
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR and DME REQUIRED



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

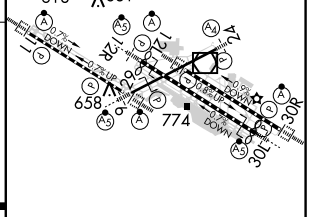
1020	3000	STL	IMPER
	187°	R-170	△



CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ILS PRM RWY 11 (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

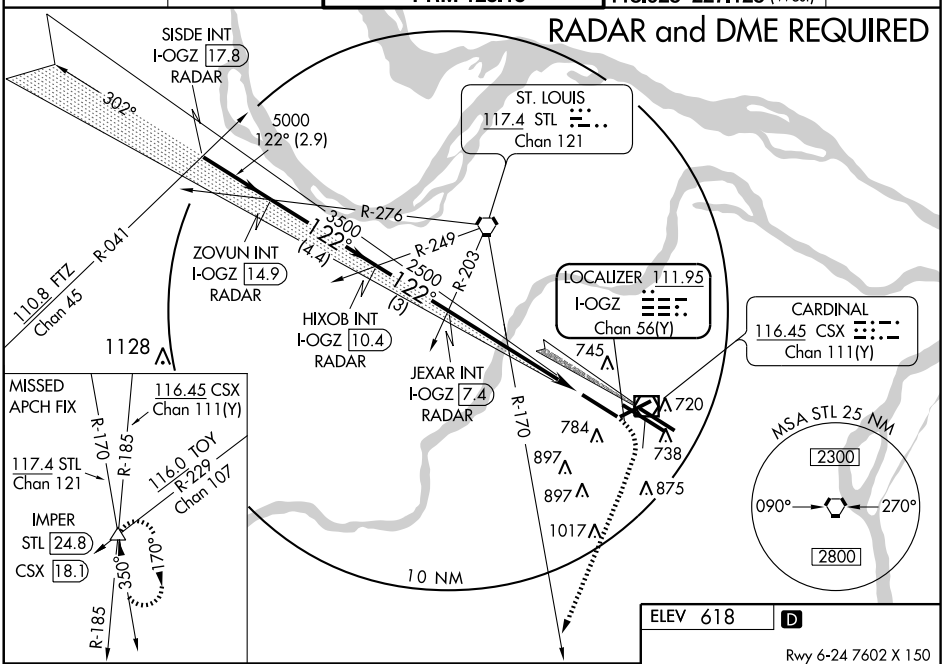
LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

Dual VHF comm required.
NA Disregard MM and IM indications.
See additional requirements on PRM information page.
Simultaneous close parallel approach authorized with ILS PRM RWY 12L.
Procedure not authorized when glideslope not available.

ALSF-2

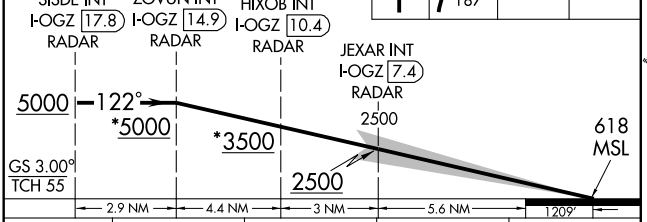
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



*When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
	187°	R-170	△

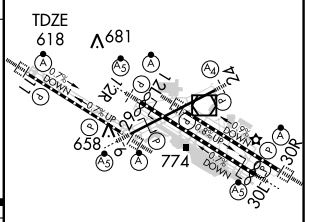


CATEGORY	A	B	C	D
S-ILS 11	CAT IIIa	RVR 07		
S-ILS 11	CAT IIIb	RVR 06		
S-ILS 11	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit and shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 11 and ILS/PRM 12L approaches are in progress, pilots should brief to fly the ILS/PRM 11 approach. If later advised to expect an ILS 11 approach, the ILS/PRM 11 chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 11 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

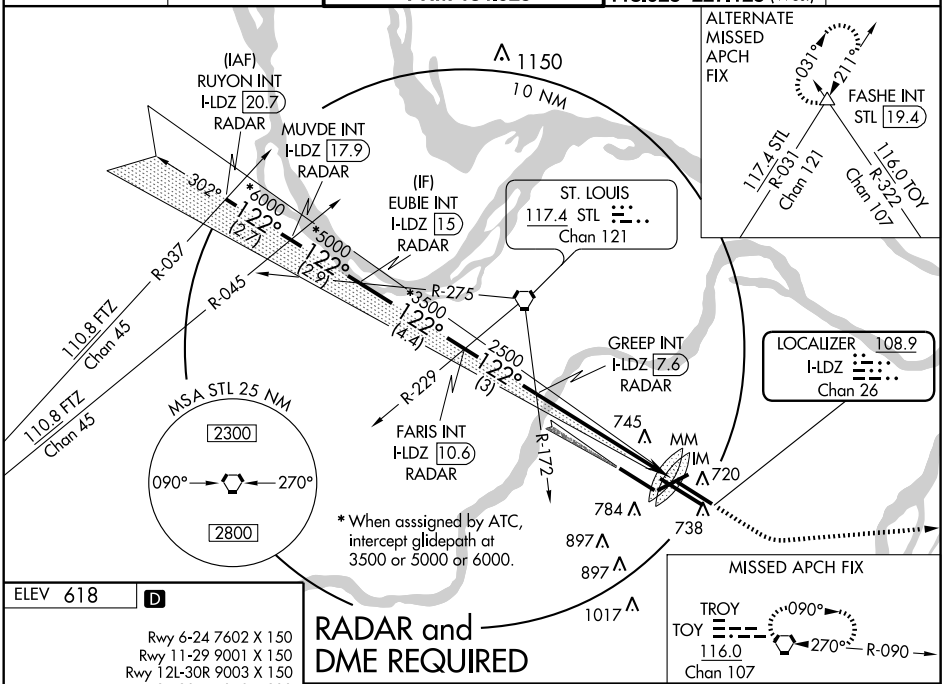
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.
Disregard OM, MM and IM indications.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

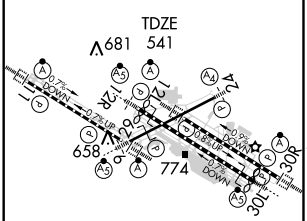
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



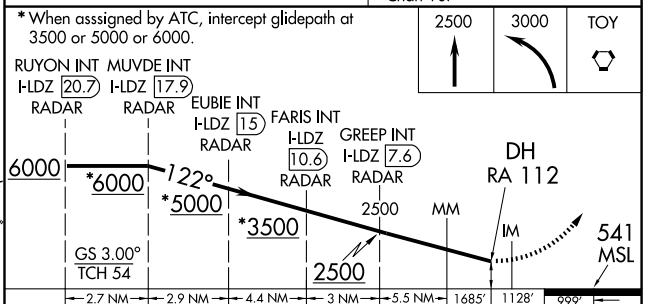
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
S-ILS 12L	RA 112/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

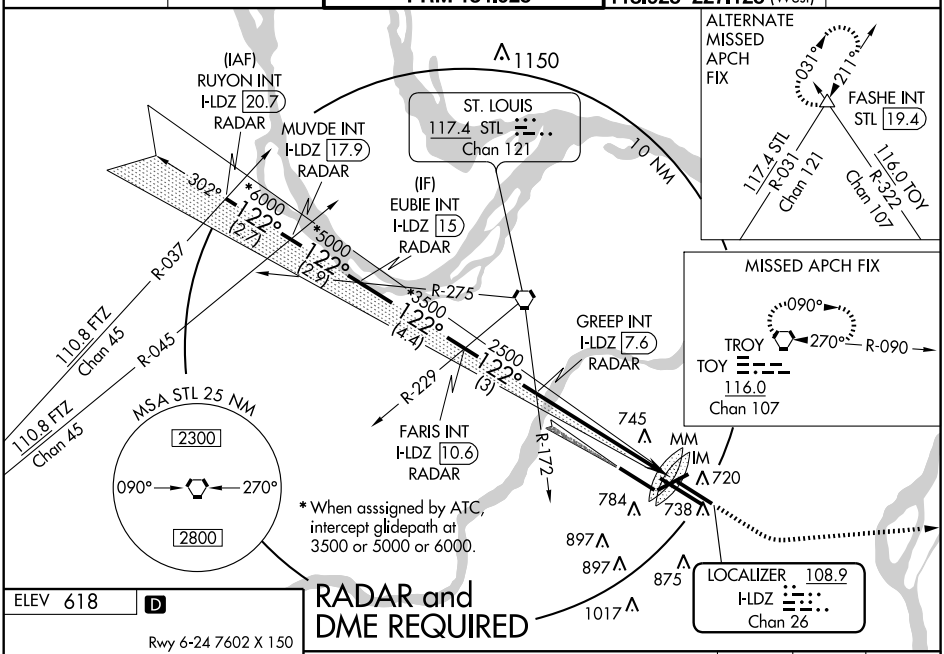
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.
Disregard OM, MM and IM indications.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

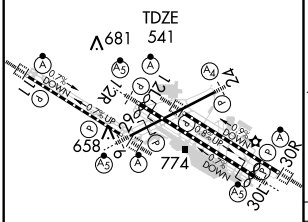


* When asssigned by ATC, intercept glidepath at 3500 or 5000 or 6000.

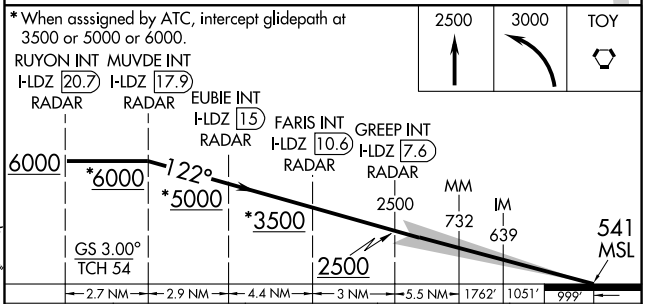
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
S-ILS 12L		CAT IIIa	RVR 07	
S-ILS 12L		CAT IIIb	RVR 06	
S-ILS 12L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

ST. LOUIS, MISSOURI

AL-360 (FAA)

ILS PRM RWY 12L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

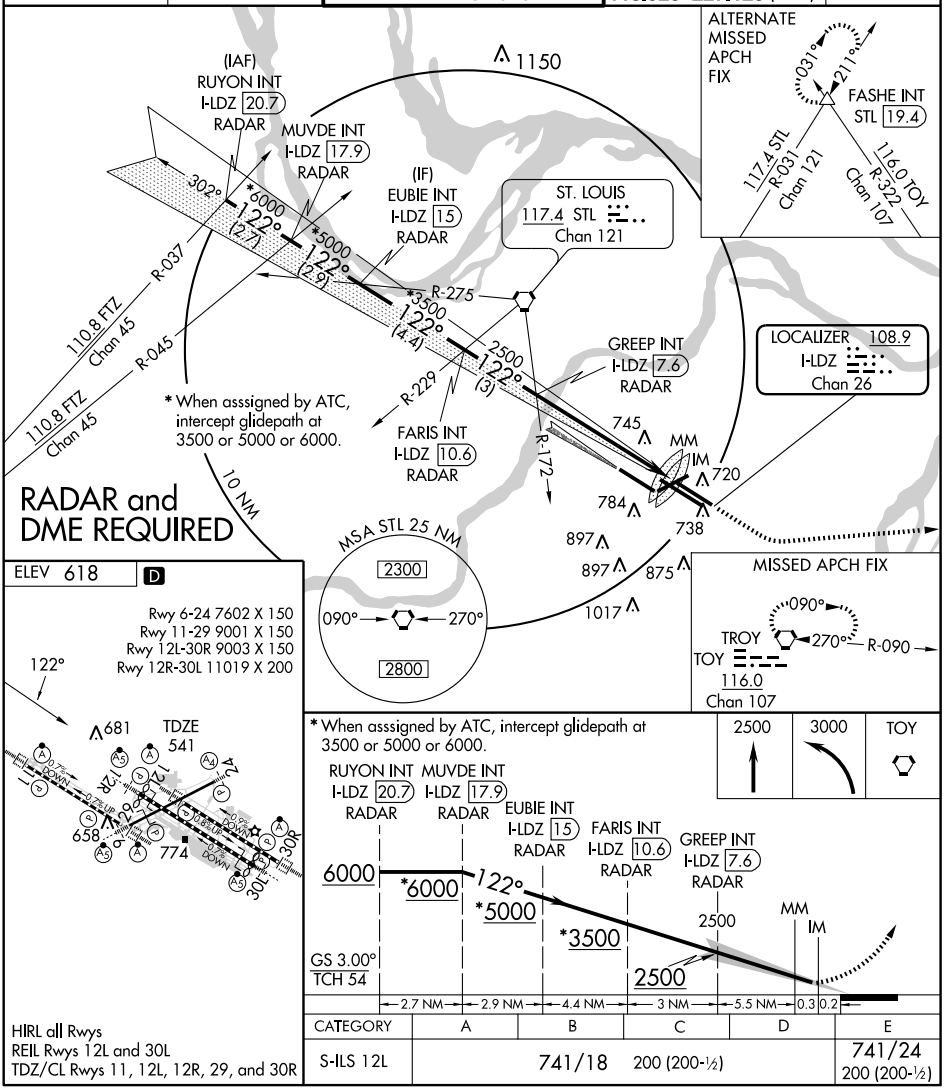
LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

T Simultaneous close parallel approach authorized with ILS PRM RWY 11, ILS PRM RWY 11 (CAT II), and ILS PRM RWY 11 (CAT III).
Procedure not authorized when glideslope not available.
Dual VHF comm required.
See additional requirements on AAUP.
Disregard OM, MM and IM indications.
For inoperative ALSF-2, increase S-ILS 12L Cat E visibility to RVR 4000.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY	A	B	C	D	E
S-ILS 12L	741/18 200 (200-½)				741/24 200 (200-½)

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM 12L and ILS/PRM 11 approaches are in progress, pilots should brief to fly the ILS/PRM 12L approach. If later advised to expect an ILS 12L approach, the ILS/PRM 12L chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 12L approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 29
(SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

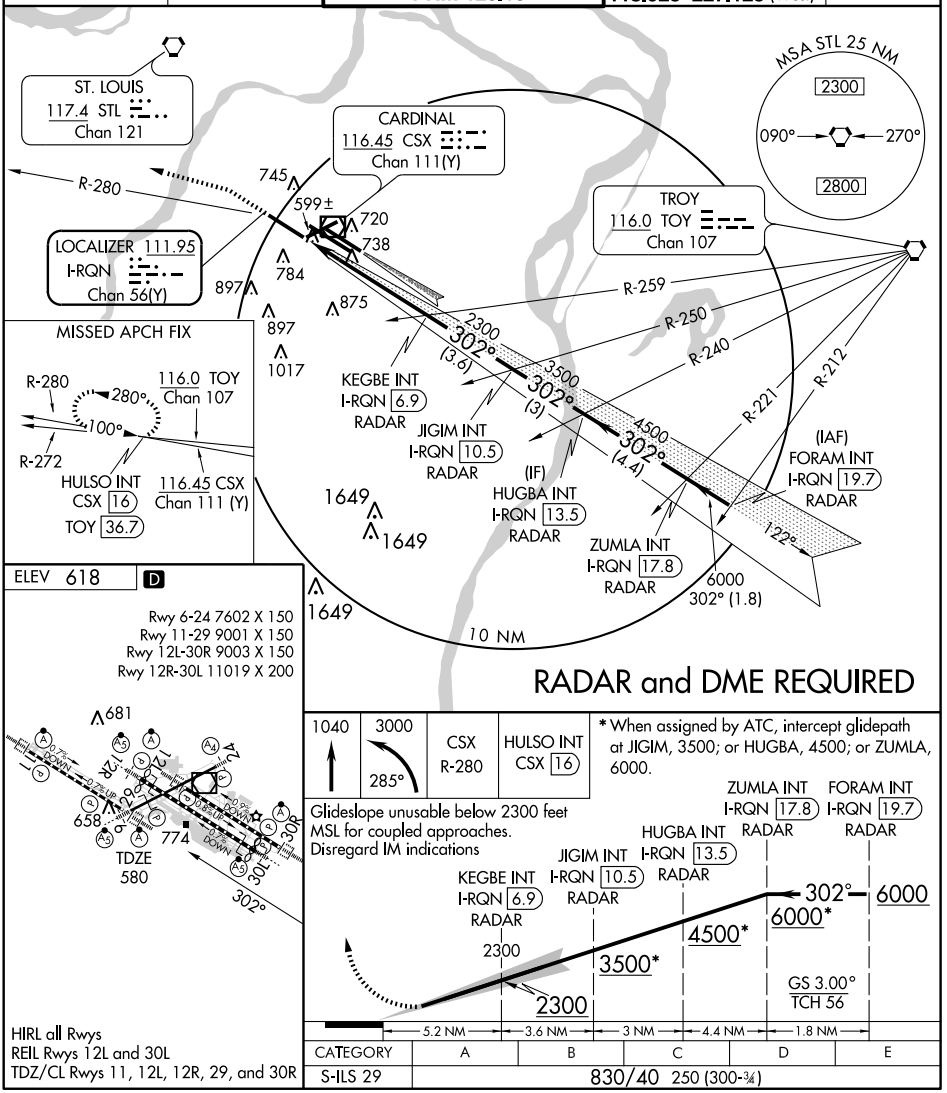
LOC/DME I-RQN	APP CRS	Rwy Idg	9001
111.95	302°	TDZE	580
Chan 56(Y)		Apt Elev	618

Procedure not authorized when glideslope not available.
Dual VHF comm required. DME Required.
NA See additional requirements on PRM information page.
For inoperative ALSF-2, increase S-ILS Cat E visibility to RVR 5000.
Simultaneous close parallel approach authorized
with ILS PRM RWY 30R, ILS PRM RWY 30R (CAT II),
and ILS PRM RWY 30R (CAT III).

ALSF-2

MISSED APPROACH: Climb to 1040 then climbing left turn to 3000 via heading 285° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7	121.9 348.6 (Inbound)	119.5 363.1
		W 132.475 239.275	121.65 387.05 (Outbound)	
		PRM 125.15	118.925 227.125 (West)	



CATEGORY	A	B	C	D	E
S-ILS 29	830/40 250 (300-¾)				

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-paticipating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS 29 approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

      "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 30R (CAT II) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX
R-012
012°
192°
FASHE CSX 23.3
117.4 STL Chan 121
R-031
116.45 CSX Chan 111 (Y)
116.0 TOY Chan 107
R-322

R-012
745
720
784
738
MM
IM
897
897
875
1017
R-258
R-245
R-227
R-212
2100
302°
(4.2)
3500
302°
(4.4)
5000
302°
(2.9)
122°

RELEY INT
I-SJW 6.1
RADAR

EXALE INT
I-SJW 10.4
RADAR

(IF)
HIXOM INT
I-SJW 14.8
RADAR

(IAF)
TYRSH INT
I-SJW 17.7
RADAR

TROY
116.0 TOY
Chan 107

MSA STL 25 NM
2300
090° 270°
2800

1649
1649

10 NM

ALTERNATE MISSED APCH FIX
090°
270°
R-090
TROY
TOY
116.0
Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681
TDZE 605
658
774
12L
12R
30L
30R
6
24
11
29

1020	3000	CSX	FASHE
↑	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.

RELEY INT I-SJW 6.1 RADAR
EXALE INT I-SJW 10.4 RADAR
HIXOM INT I-SJW 14.8 RADAR
TYRSH INT I-SJW 17.7 RADAR

DH
RA 116
IM
MM
2100
302°
3500*
5000*
5000
605
MSL
2100
GS 3.00°
TCH 57

1200' 834' 1502' 4.1 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 30R (CAT III) (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

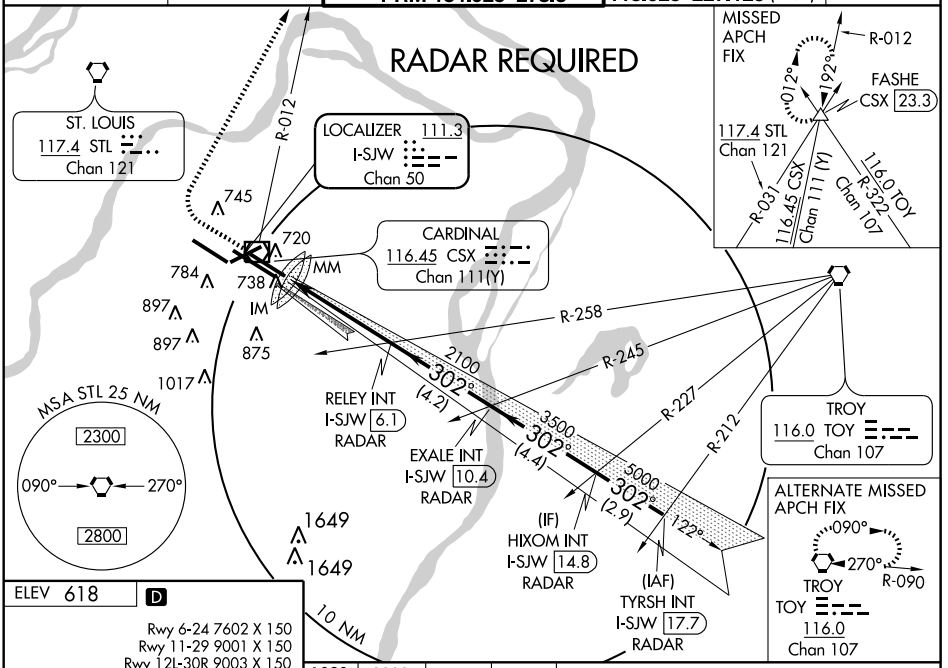
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

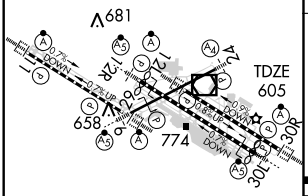
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200


681
658
774
TDZE
605
6.7%
6.7%
6.7%

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 21 OCT 2010 to 18 NOV 2010

ILS PRM RWY 30R (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

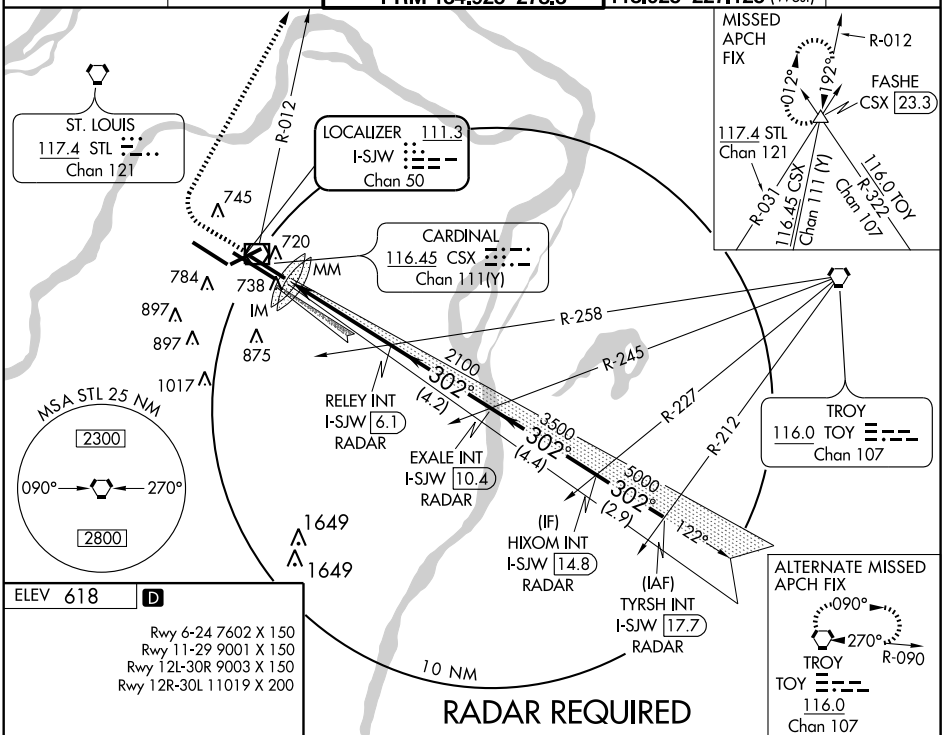
LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
When ALS inoperative, increase S-ILS visibility Cat. E ¼ mile.
Simultaneous close parallel approach authorized with LDA PRM RWY 30L or ILS PRM RWY 29.
Dual VHF comm required.
Procedure NA when glideslope not available.
See additional requirements on PRM information page.

ALSF-2

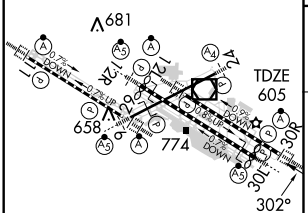
MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 134.925 278.3	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



ELEV 618 D

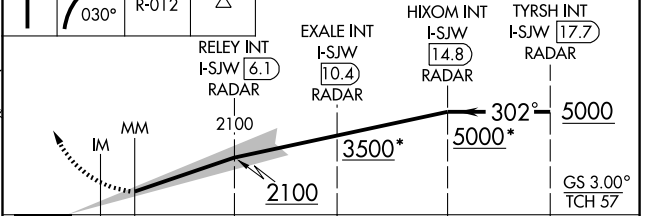
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000	CSX	FASHE
	030°	R-012	△

*When assigned by ATC, intercept glidepath at EXALE, 3500; or HIXOM, 5000.



CATEGORY	A	B	C	D	E
S-ILS 30R	805/18 200 (200-½)				805/24 200 (200-½)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS/PRM approaches or ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the ILS/PRM approach. If later advised to expect an ILS approach, the ILS/PRM chart may be used after completing the following briefing items:
   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect ILS approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

5. **LDA Traffic (SOIA only):** When ILS/PRM 30R and LDA/PRM 30L approaches are in progress, the aircraft conducting the Offset LDA/PRM approach to Runway 30L will approach from the left-rear and will re-align with 30L after making visual contact with the ILS traffic.

NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56(Y)		Apt Elev	618

ILS RWY 11 (CAT II)

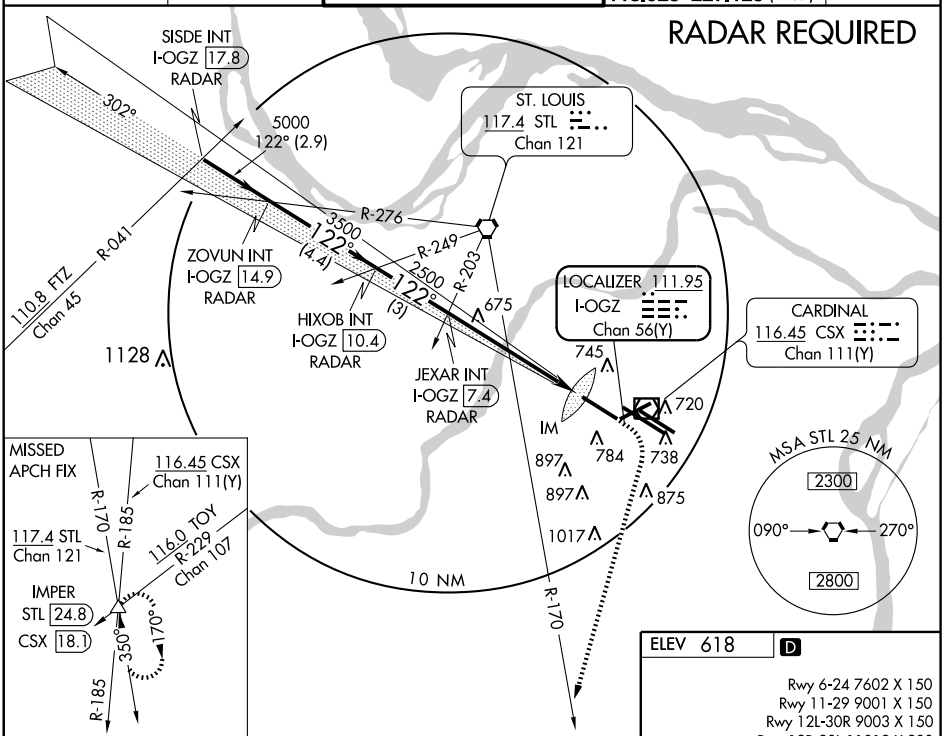
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

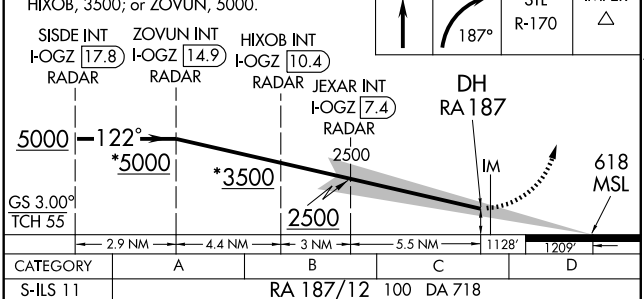
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

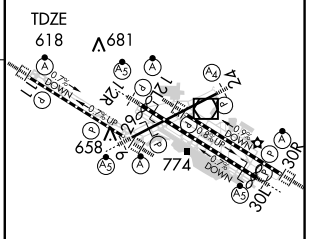
1020	3000	STL	IMPER
	187°	R-170	△



CATEGORY	A	B	C	D
S-ILS 11	RA 187/12 100 DA 718			

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGZ	APP CRS	Rwy Idg	9001
111.95	122°	TDZE	618
Chan 56 (Y)		Apt Elev	618

ILS RWY 11 (CAT III)

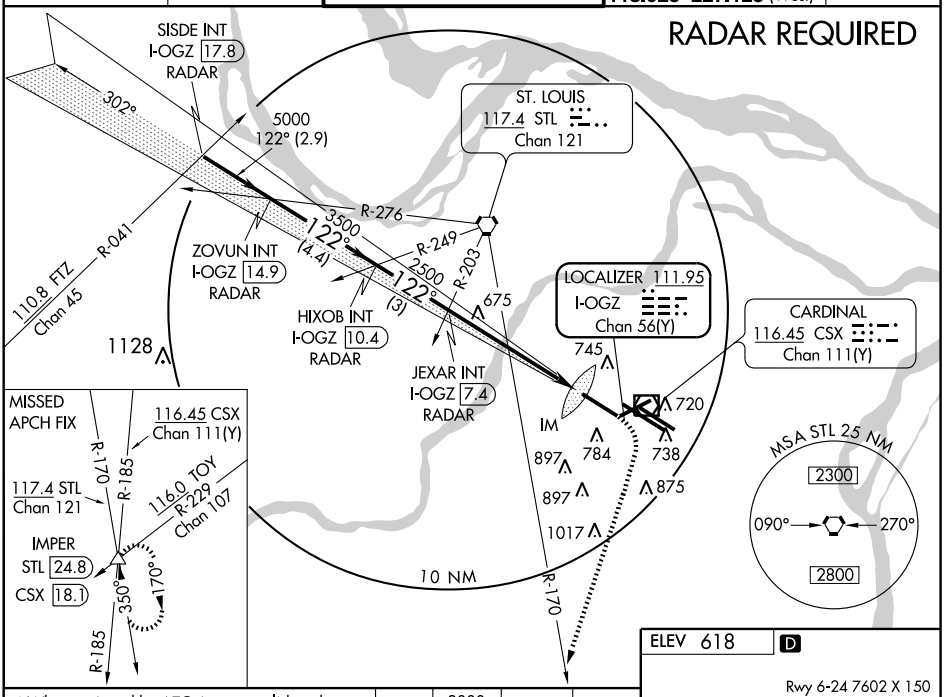
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 via heading 187° and STL R-170 to IMPER INT/STL 24.8 DME and hold.

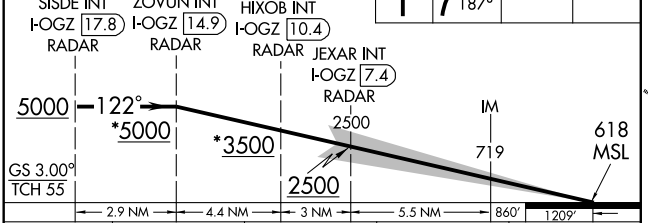
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED



* When assigned by ATC, intercept glidepath at HIXOB, 3500; or ZOVUN, 5000.

1020	3000	STL	IMPER
↑	187°	R-170	△

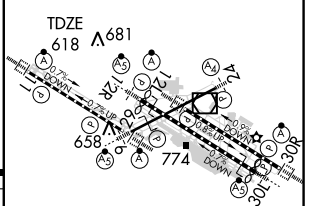


CATEGORY	A	B	C	D
S-ILS 11	CAT IIIa		RVR 07	
S-ILS 11	CAT IIIb		RVR 06	
S-ILS 11	CAT IIIc		NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

ILS RWY 12L (CAT II)

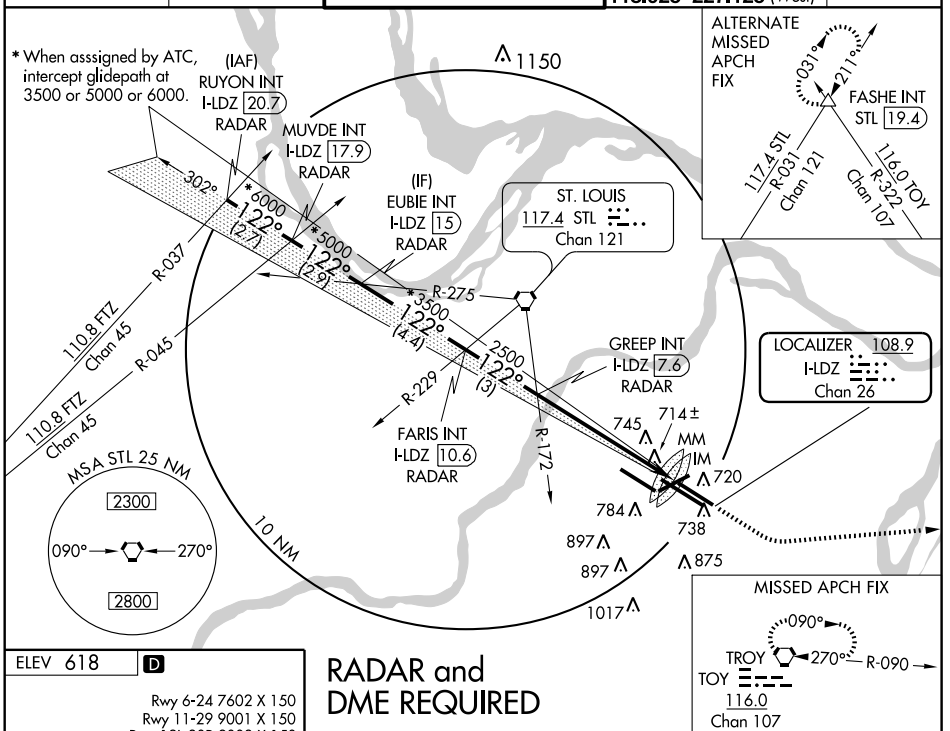
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indications.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

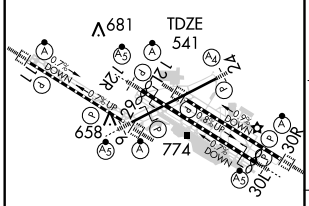
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



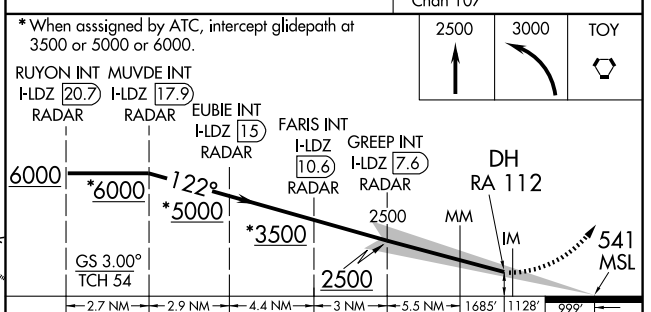
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR and DME REQUIRED



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
S-ILS 12L	RA 112/12 100 DA 641			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-LDZ	APP CRS	Rwy Idg	9003
108.9	122°	TDZE	541
Chan 26		Apt Elev	618

ILS RWY 12L (CAT III)

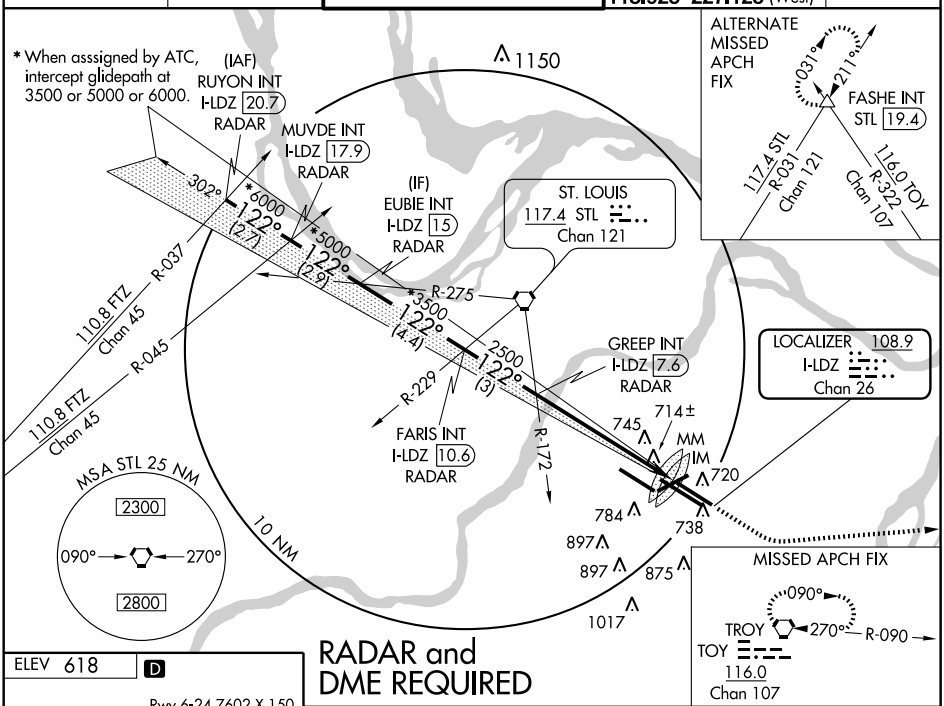
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Disregard OM indications.

ALSF-2

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct TOY VORTAC and hold.

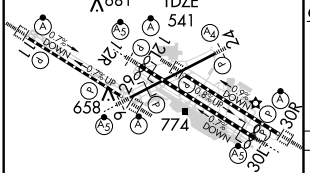
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1



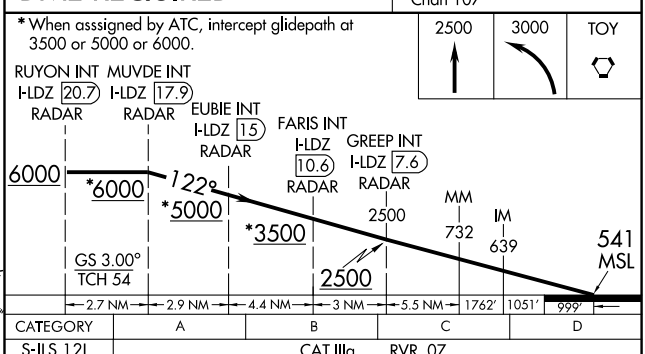
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D
S-ILS 12L	CAT IIIa	RVR 07		
S-ILS 12L	CAT IIIb	RVR 06		
S-ILS 12L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 30R (CAT II)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3 117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

R-012 745 720 784 738 897 897 1017 IM 875 759± R-258 R-245 R-227 R-212 2100 302° (4.2) *3500 302° (4.4) *5000 302° (2.9) 122°

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

TROY 116.0 TOY Chan 107

MSA STL 25 NM 2300 090° 270° 2800

1649 1649 1649

*When assigned by ATC, intercept glidepath at 3500 or 5000.

10 NM

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774 TDZE 605 12R 30L

1020	3000 hdg 030°	CSX R-012	FASHE

*When assigned by ATC, intercept glidepath at 3500 or 5000.

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

HIXOM INT I-SJW 14.8 RADAR

TYRSH INT I-SJW 17.7 RADAR

DH RA 116 IM 605 MSL 2100 302° 3500* 5000* 5000 GS 3.00° TCH 57

1200′ 834′ 4.3 NM 4.2 NM 4.4 NM 2.9 NM

CATEGORY	A	B	C	D
S-ILS 30R	RA 116/12 100 DA 705			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

ILS RWY 30R (CAT III)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

LOC/DME I-SJW	APP CRS	Rwy Idg	9003
111.3	302°	TDZE	605
Chan 50		Apt Elev	618

Disregard OM indication.

ALSF-2

MISSED APPROACH: Climb to 1020 then climbing right turn to 3000 on heading 030° and CSX VOR/DME R-012 to FASHE INT/CSX 23.3 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

RADAR REQUIRED

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.3 I-SJW Chan 50

CARDINAL 116.45 CSX Chan 111(Y)

MISSED APCH FIX R-012 FASHE CSX 23.3 117.4 STL Chan 121 R-031 116.45 CSX Chan 111 (Y) R-322 116.0 TOY Chan 107

TROY 116.0 TOY Chan 107

RELEY INT I-SJW 6.1 RADAR

EXALE INT I-SJW 10.4 RADAR

(IF) HIXOM INT I-SJW 14.8 RADAR

(IAF) TYRSH INT I-SJW 17.7 RADAR

MSA STL 25 NM 2300 090°–270° 2800

*When assigned by ATC, intercept glidepath at 3500 or 5000.

10 NM

ALTERNATE MISSED APCH FIX 090° 270° R-090 TROY TOY 116.0 Chan 107

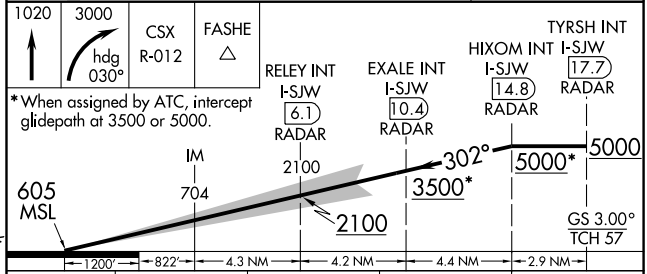
ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

TDZE 605

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

1020	3000 hdg 030°	CSX R-012	FASHE △



CATEGORY	A	B	C	D
S-ILS 30R	CAT IIIa	RVR 07		
S-ILS 30R	CAT IIIb	RVR 06		
S-ILS 30R	CAT IIIc	NA		

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RMK	APP CRS	Rwy Idg	10818
111.75	305°	TDZE	583
Chan 54 (Y)		Apt Elev	618

LDA/DME RWY 30L

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

Inoperative table does not apply.
NA Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.

MALSR

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

NC-3, 21 OCT 2010 to 18 NOV 2010

ST. LOUIS 117.4 STL Chan 121

LOCALIZER 111.75 I-RMK Chan 54(Y) LOC offset 3.00°

CARDINAL 116.45 CSX Chan 111(Y)

MSA STL 25 NM
2300
090° 270°
2800

R-280

745 784 738 720 897 897 875 791 1017

Fly Visual 309° 2.6 NM

ETHIC I-RMK 7

REVRY I-RMK 5.1

REFBO I-RMK 11.2

2100

305° (4.2)

3500 (3)

1075

4500

305° (4.4)

(IF) ZALEN I-RMK 14.2

BILNY I-RMK 18.5

(IAF) SIROC I-RMK 20.5

125°

6000 305° (2)

TROY 116.0 TOY Chan 107

MISSED APCH FIX
R-280 280° 100° R-272
116.0 TOY Chan 107
HULSO INT CSX 16 116.45 CSX Chan 111 (Y)

1649 1649 1649

10 NM

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

681 658 774

TDZE 583

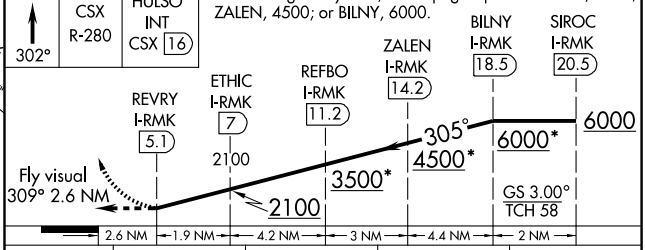
Fly Visual 309° 2.6 NM

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

LDA/GLIDESLOPE RADAR REQUIRED

3000 302° | CSX R-280 | HULSO INT CSX 16

*When assigned by ATC, intercept glidepath at REFBO, 3500; ZALEN, 4500; or BILNY, 6000.



CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

LDA PRM RWY 30L (SIMULTANEOUS CLOSE PARALLEL)

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

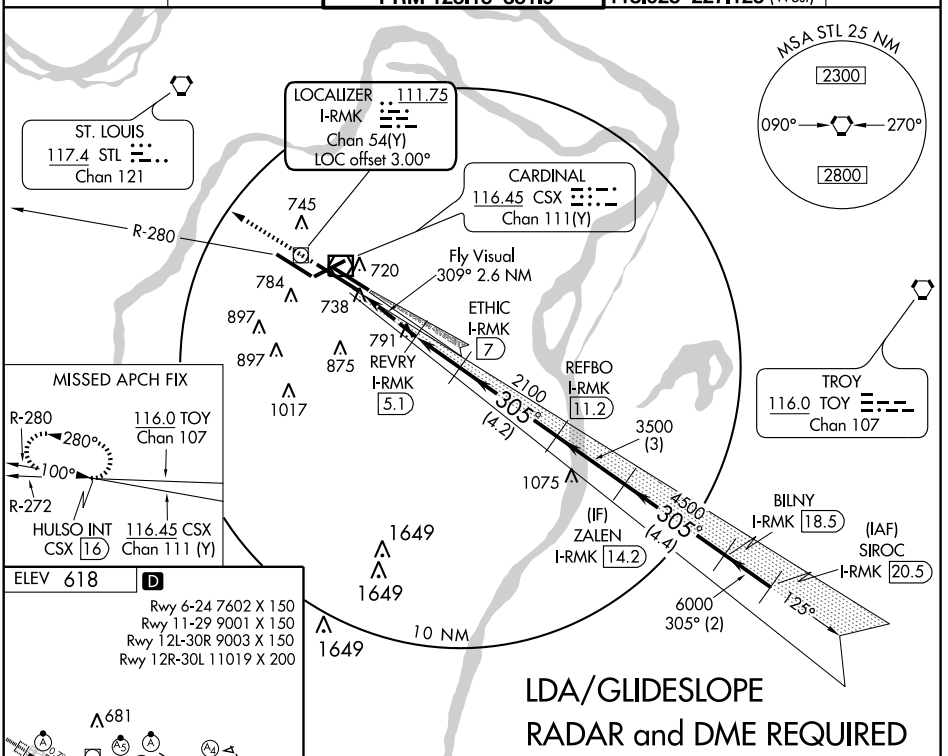
LOC/DME I-RMK	APP CRS	Rwy ldg	10818
111.75	305°	TDZE	583
Chan 54 (Y)		Apt Elev	618

T
NA Inoperative table does not apply.
Procedure NA when glideslope not available.
Localizer unusable from MAP inbound.
Rwy 30L and Rwy 30R separated by 1300' centerline to centerline.
Simultaneous close parallel approach authorized with ILS PRM Rwy 30R.
Dual VHF required.
See additional requirements on PRM information page.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via heading 302° and CSX VOR/DME R-280 to HULSO/CSX 16 DME and hold.

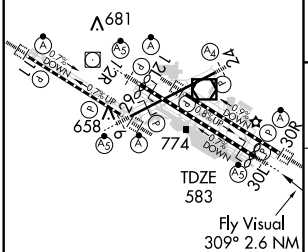
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275 PRM 125.15 351.9	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

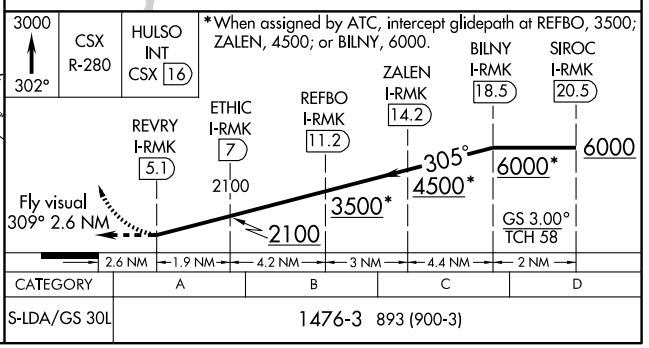


LDA/GLIDESLOPE
RADAR and DME REQUIRED

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200





CATEGORY	A	B	C	D
S-LDA/GS 30L	1476-3 893 (900-3)			

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010

ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)

Special pilot training required. Pilots who are unable to participate, or dispatchers on their behalf, must contact the FAA Command Center prior to departure (1-800-333-4286 or 703-904-4452) to obtain an arrival reservation. Non-participating pilots enroute to STL as an alternate, or trained pilots that are unexpectedly unable to participate due to in-flight circumstances will be afforded appropriate arrival services as operational conditions permit. Non-participating pilots shall notify the Kansas City ARTCC as soon as practical, but at least 100 miles from STL.

Condensed Briefing Point:

- When instructed, immediately switch to the tower frequency and select the monitor frequency audio.

1. **ATIS.** When the ATIS broadcast advises that simultaneous ILS PRM 30R and LDA PRM 30L approaches are in progress (SOIA), pilots should brief to fly the LDA PRM approach. If later advised to expect an LDA approach, the ILS/PRM chart may be used after completing the following briefing items:

   (a) Minimums and missed approach procedures are unchanged.
   (b) Monitor frequency no longer required.
   (c) A lower glideslope intercept altitude may be assigned when advised to expect LDA approach.

2. **Dual VHF Communication required.** To avoid blocked transmissions, each runway will have two frequencies, a primary and a monitor frequency. The tower controller will transmit on both frequencies. The Monitor controller transmissions, if needed, will override both frequencies. Pilots will ONLY transmit on the tower controller's frequency, but will listen to both frequencies. Select the monitor frequency audio only when instructed by ATC to contact the tower. The volume levels should be set about the same on both radios so that the pilots will be able to hear transmissions on at least one frequency if the other is blocked.

3. **ALL "Breakouts"** are to be hand flown to assure that the maneuver is accomplished in the shortest amount of time. Pilots, when directed by ATC to break off an approach, must assume that an aircraft is blundering toward their course and a breakout must be initiated immediately.

   (a) ATC Directed "Breakouts": ATC directed breakouts will consist of a turn and a climb or descent. Pilots must always initiate the breakout in response to an air traffic controller instruction. Controllers will give a descending breakout only when there are no other reasonable options available, but in no case will the descent be below minimum vectoring altitude (MVA) which provides at least 1000 feet required obstruction clearance. The applicable MVA is 2100 feet at STL.

   (b) Phraseology - "TRAFFIC ALERT" : If an aircraft enters the "NO TRANSGRESSION ZONE" (NTZ), the controller will breakout the threatened aircraft on the adjacent approach. The phraseology for the breakout will be:

   "TRAFFIC ALERT, (aircraft call sign) TURN (left/right) IMMEDIATELY, HEADING (degrees), CLIMB/DESCEND AND MAINTAIN (altitude)".

4. **Glide Slope Navigation:** Descending on the glide slope ensures compliance with any charted crossing restrictions.

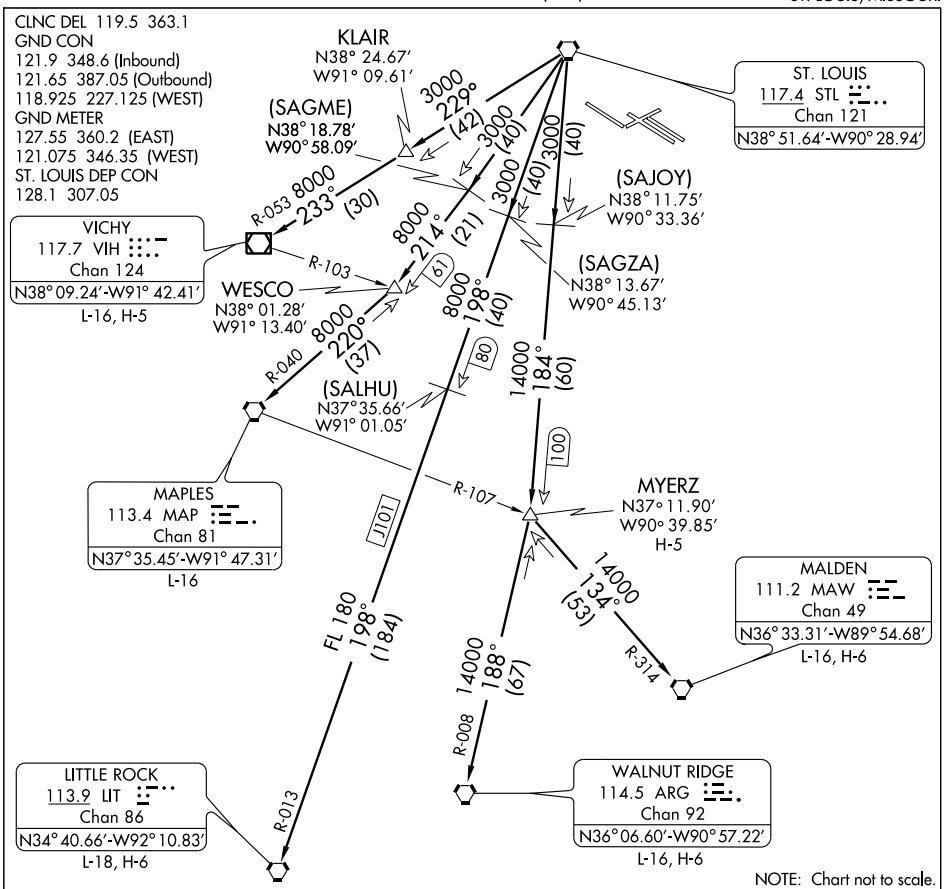
5. **STL Visual Segment.** If advised that there is traffic on the 30R ILS, pilots may continue past the LDA MAP if:

   (a) The ILS traffic is in sight and is expected to remain in sight.
   (b) ATC has been advised that "traffic is in sight". (ATC is not required to acknowledge this transmission)
   (c) The runway environment is in sight.

Otherwise, a missed approach must be executed at the LDA MAP. Between the LDA MAP and the runway threshold, pilots are responsible for separating themselves visually from the traffic on the ILS approach, which means maneuvering the aircraft as necessary to avoid the ILS traffic, until landing (do not pass), and providing wake turbulence avoidance, if applicable. If visual contact with the ILS traffic is lost, advise ATC as soon as practical and execute the published missed approach, unless otherwise instructed by ATC.

NC-3, 21 OCT 2010 to 18 NOV 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Turbojet departures climb and maintain 5000 feet or assigned altitude. Propeller driven departures climb and maintain 3000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

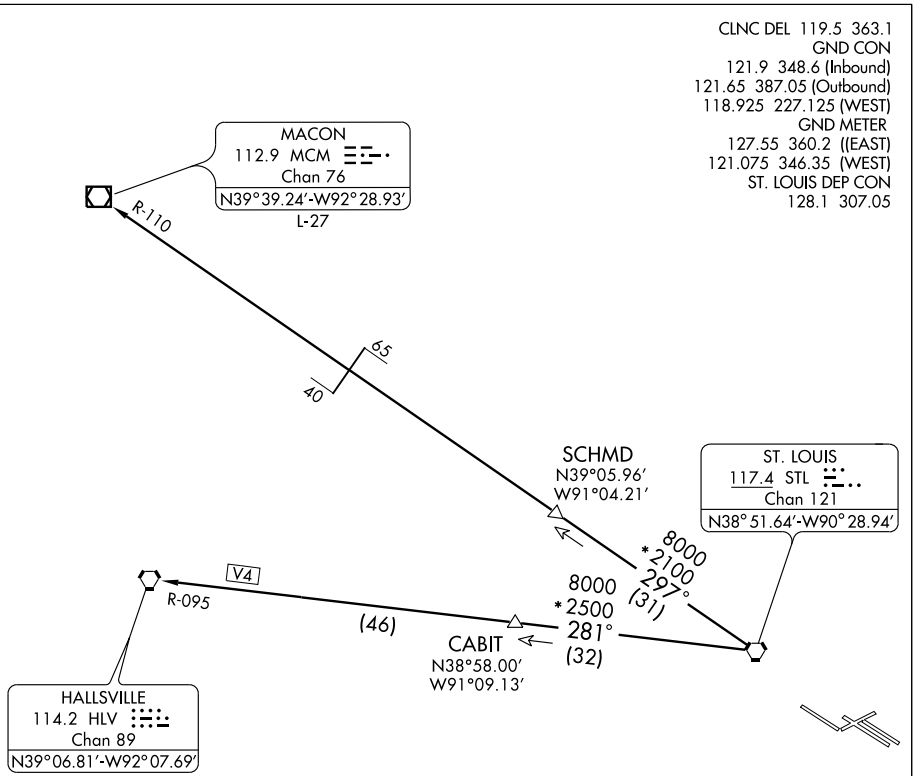
MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

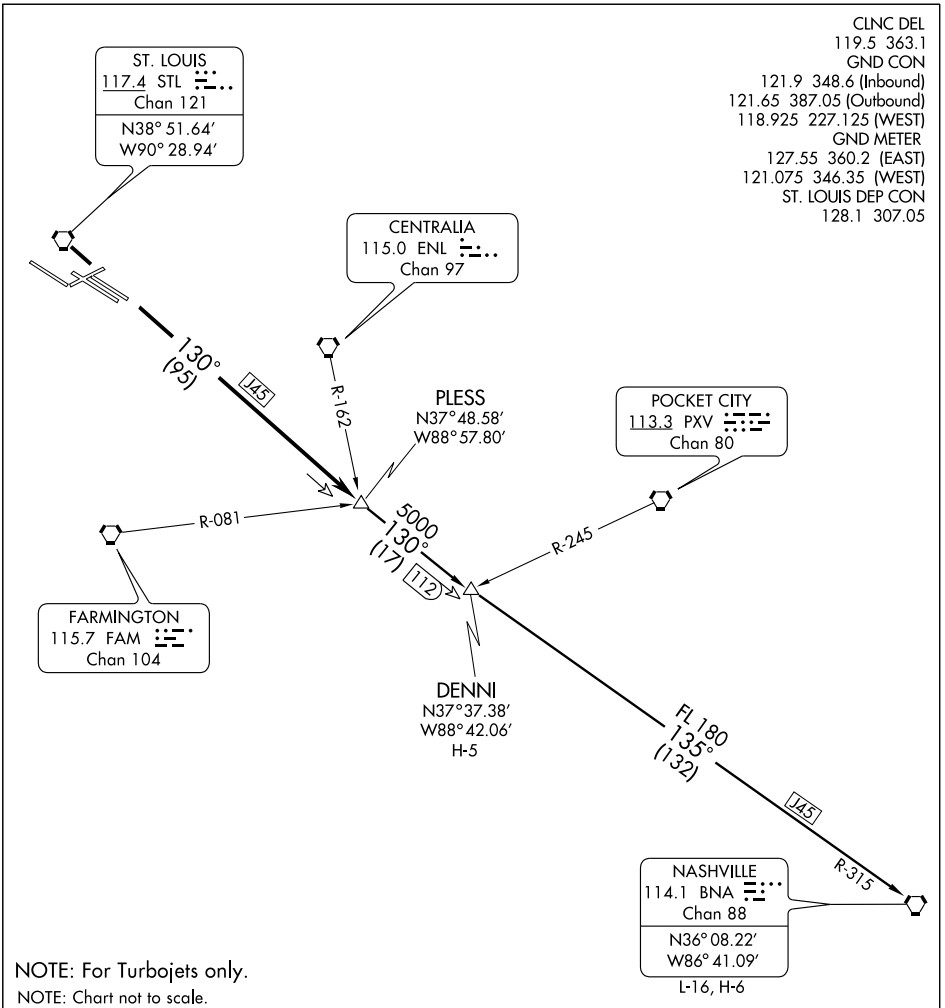
Fly assigned heading for vector to appropriate route. Turbojets: Maintain 5000 feet or higher assigned altitude. All others: Maintain 3000 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PLESS ONE DEPARTURE



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Departures climb and maintain 5000 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT via STL R-130 to DENNI INT.

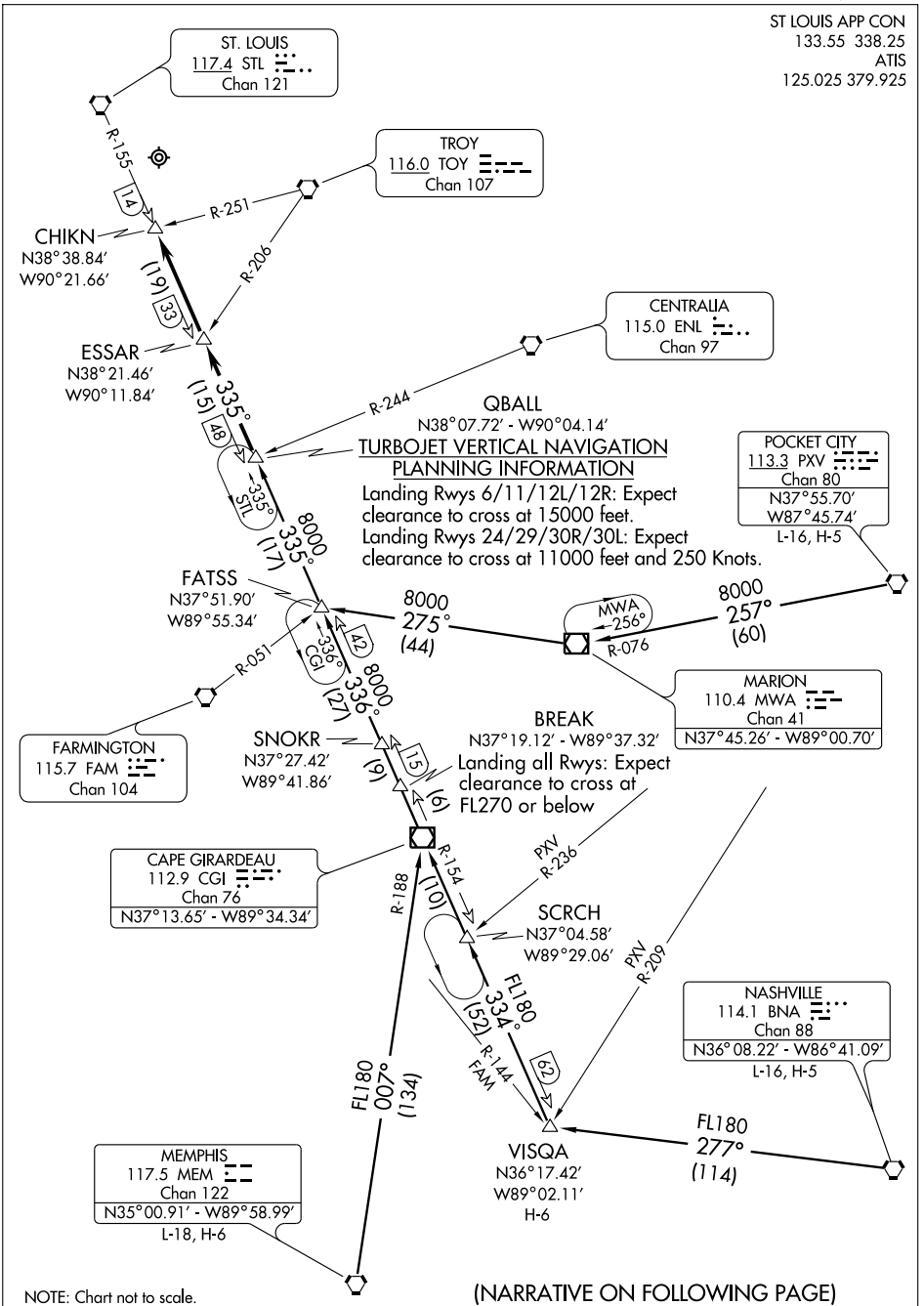
NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

QBALL SIX ARRIVAL

ST-360 (FAA)

LAMBERT ST-LOUIS INTL
ST. LOUIS, MISSOURI



NC-3, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

MEMPHIS TRANSITION (MEM.QBALL6): From over MEM VORTAC via MEM R-007 and CGI R-188 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

NASHVILLE TRANSITION (BNA.QBALL6): From over BNA VORTAC via BNA R-277 to VISQA INT, then via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

POCKET CITY TRANSITION (PXV.QBALL6): From over PXV VORTAC via PXV R-257 and MWA R-076 to MWA VOR/DME, then via MWA R-275 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

VISQA TRANSITION (VISQA.QBALL6): From over VISQA INT via CGI R-154 to CGI VOR/DME, then via CGI R-336 to FATSS INT, then via STL R-155 to QBALL INT. Thence. . . .

. . . .LANDING RWYS 6/11/12L/12R: From over QBALL INT via STL R-155 to CHIKN INT. Expect radar vectors to final approach course.

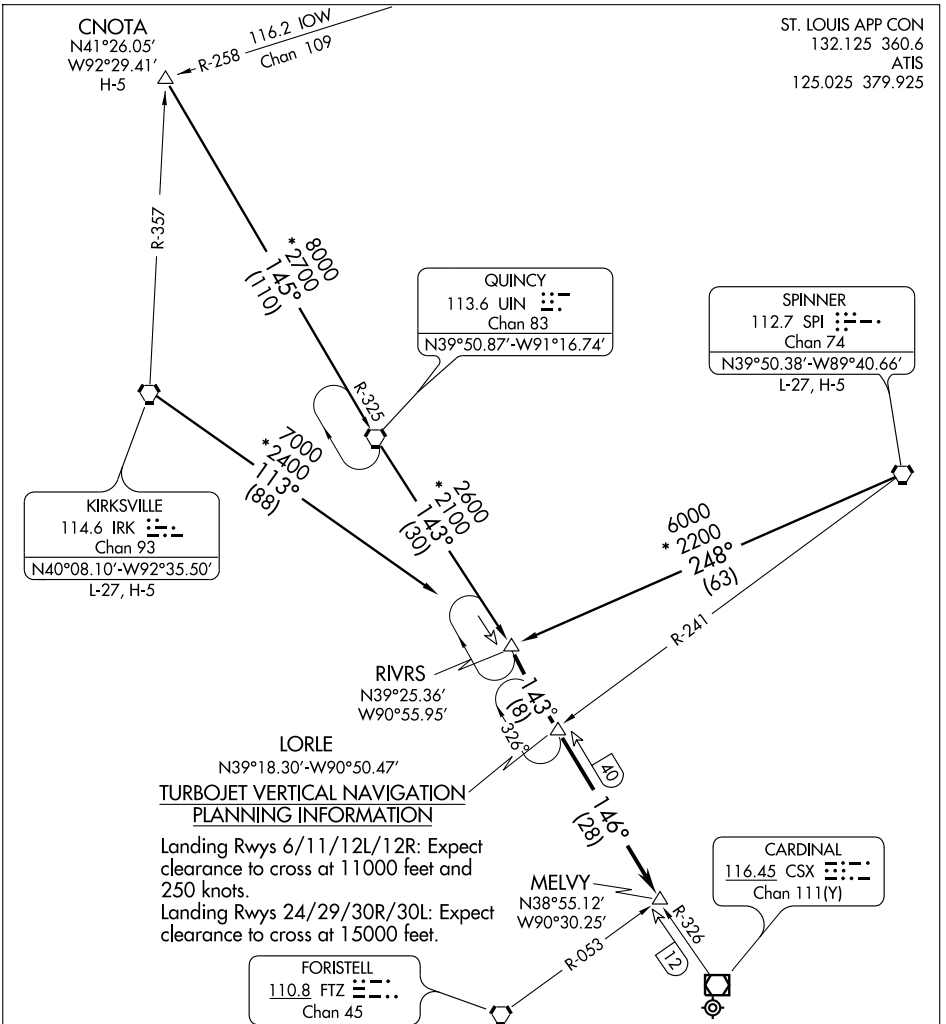
. . . .LANDING RWYS 24/29/30R/30L: From over QBALL INT via STL R-155 to ESSAR INT. Expect radar vectors to final approach course.

NC-3, 21 OCT 2010 to 18 NOV 2010

RIVERS THREE ARRIVAL

ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI



NOTE: Chart not to scale.

SPINNER TRANSITION (SPI.RIVRS3): From over SPI VORTAC via SPI R-248 to RIVRS INT. Thence....

CNOTA TRANSITION (CNOTA.RIVRS3): From over CNOTA INT via UIN R-325 to UIN VORTAC then via UIN R-143 to RIVRS INT. Thence....

KIRKSVILLE TRANSITION (IRK.RIVRS3): From over IRK VORTAC via IRK R-113 to RIVRS INT. Thence....

Landing all runways....From over RIVRS INT via UIN R-143 to LORLE INT, then via CSX R-326 to MELVY INT, thence expect vectors to final approach course.

RIVERS THREE ARRIVAL

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL

(RIVRS.RIVRS3) 09015

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

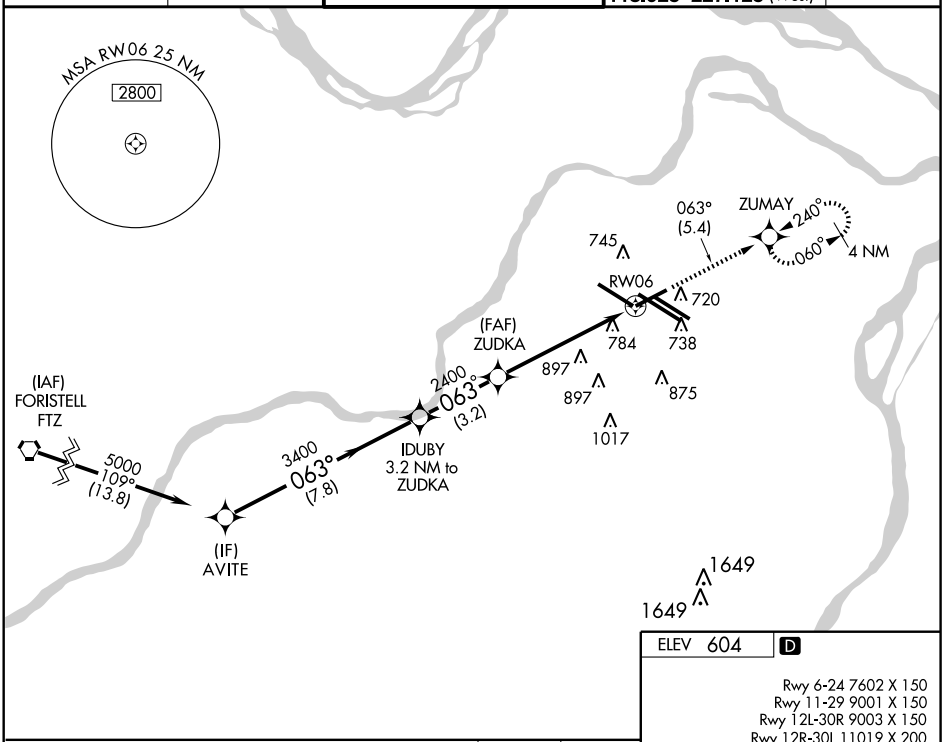
APP CRS	Rwy Idg	7602
063°	TDZE	551
	Apt Elev	604

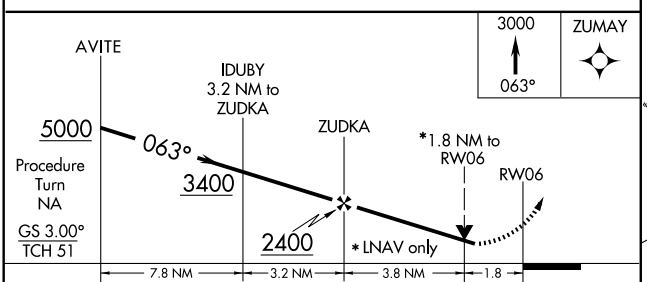
RNAV (GPS) RWY 6

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

NA	GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -16° C (3°F)	MALSR MISSED APPROACH: Climb to 3000 via 063° course to ZUMAY WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

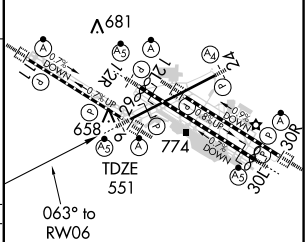




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1040/60 489 (500-1½)				
LNAV MDA	1160/40 609 (600-¾)		1160/60 609 (600-1¼)	1160-1½ 609 (600-1½)	1160-1¾ 609 (600-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 82699	122°	TDZE	618
W11A		Apt Elev	618

RNAV (GPS) RWY 11

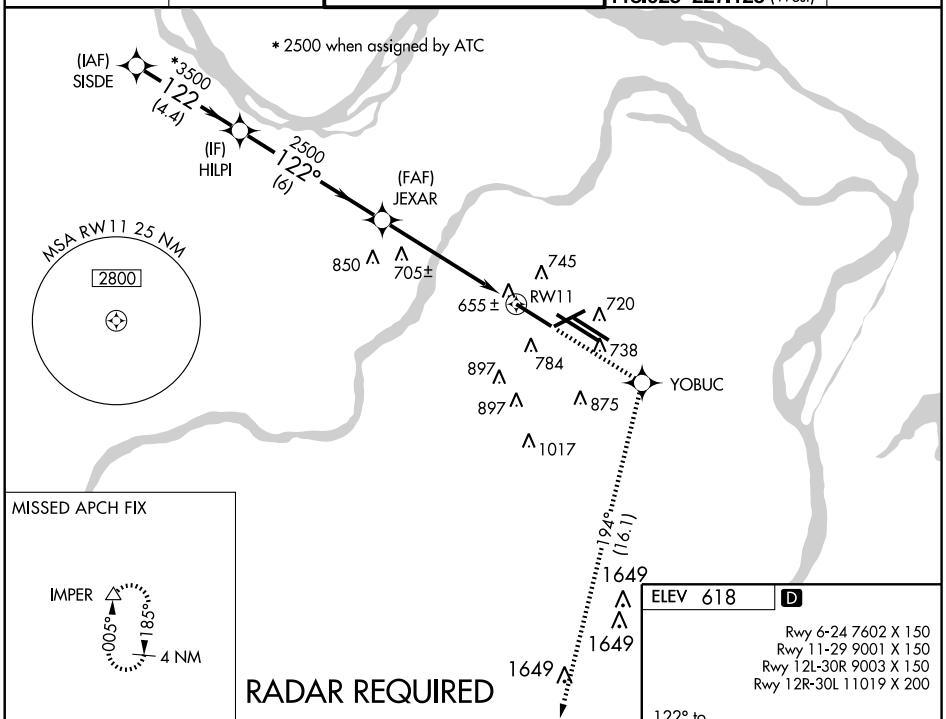
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

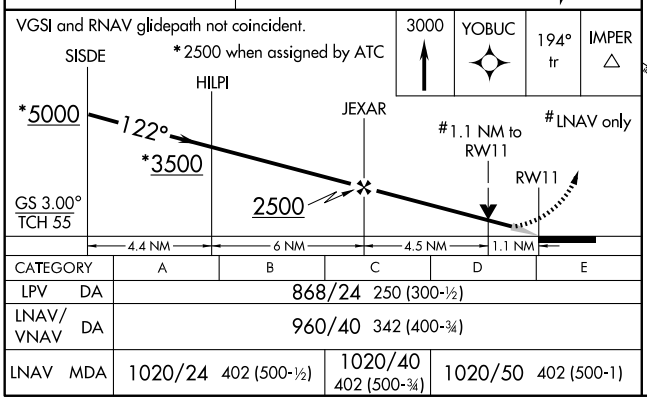
T A For inoperative ALSF-2, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F).

ALSF-2

MISSED APPROACH: Climb to 3000 direct YOBUC and via 194° track to IMPER and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

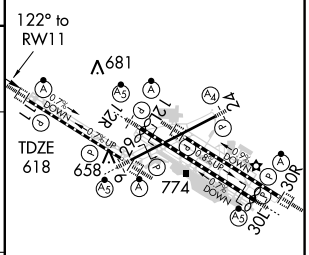




CATEGORY	A	B	C	D	E
LPV DA	868/24 250 (300-½)				
LNAV/VNAV DA	960/40 342 (400-¾)				
LNAV MDA	1020/24 402 (500-½)		1020/40 402 (500-¾)	1020/50 402 (500-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 69499	122°	TDZE	541
W12A		Apt Elev	618

RNAV (GPS) RWY 12L

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats visibility to 1½, LNAV/VNAV and LNAV Cat E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct ODITY and via 070° track to TOY VORTAC and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

1150

MISSED APCH FIX

TROY TOY

082° 262°

4 NM

(IAF) RUYON

4000

122°

(5.6)

(IF) EUBIE

2500

122°

(7.4)

(FAF) GREEP

745 741± 720 784 RW12L 738 897 897 875 1017

MSA RW12L 25 NM

2800

070°

ODITY

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

ELEV 618 D

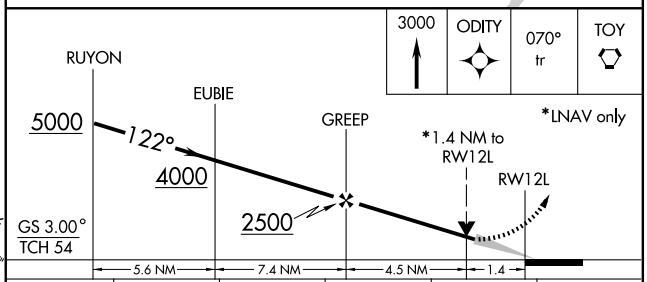
Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

122° to RW12L

681 TDZE 541 658 774

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

RADAR REQUIRED



CATEGORY	A	B	C	D	E
LPV DA	951/50 410 (400-1)				
LNAV/VNAV DA	1040/60 499 (500-1¼)				
LNAV MDA	1040/24 499 (500-½)	1040/40 499 (500-¾)	1040/50 499 (500-1)	1040/60 499 (500-1¼)	

RNAV (GPS) RWY 12R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

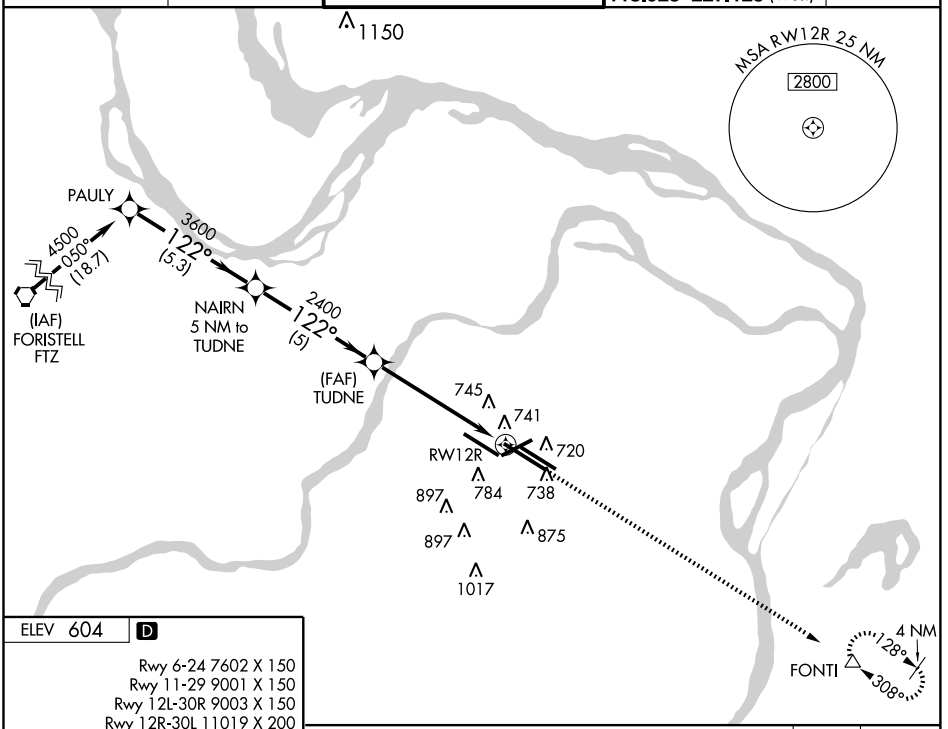
APP CRS	Rwy Idg	10552
122°	TDZE	540
	Apt Elev	604

For inoperative MALSR: increase LNAV Cats A/B to RVR 5000.
DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -16° C (3° F)

MALSR

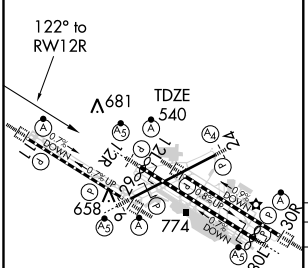
MISSED APPROACH: Climb to 5000 direct FONTI and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

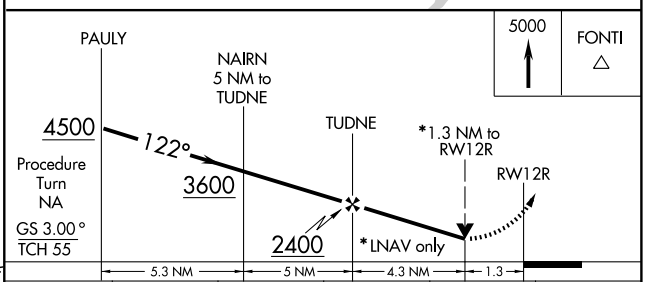


ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R



CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/ VNAV DA	1102-1½ 562 (500-1½)				
LNAV MDA	1000/40 460 (400-¾)			1000/50 460 (400-1)	1000-1½ 460 (400-1½)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 24

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

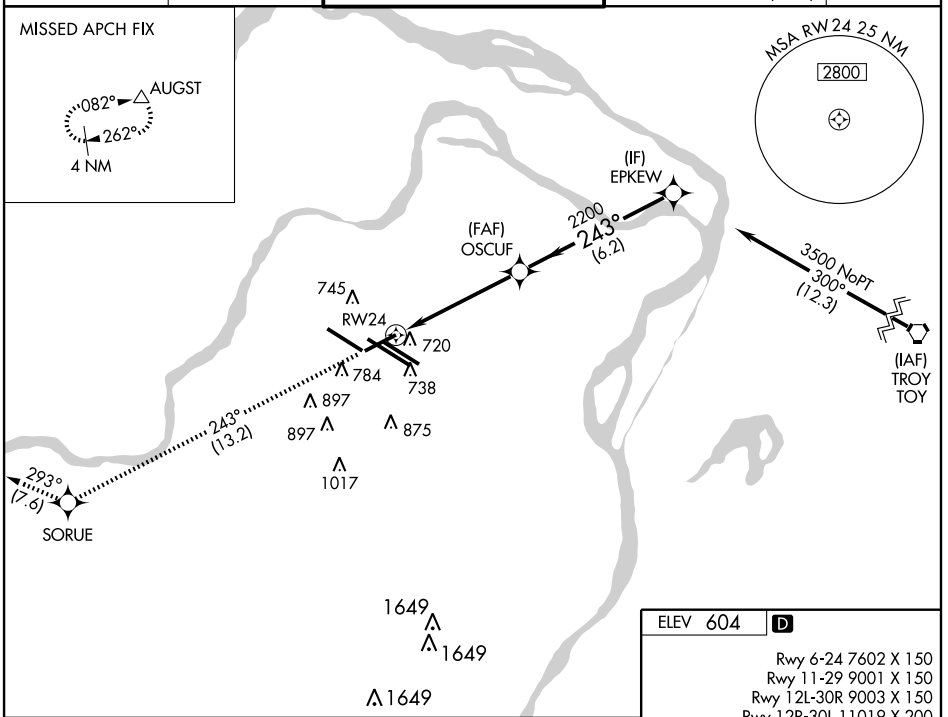
APP CRS	Rwy Idg	7602
243°	TDZE	534
	Apt Elev	604

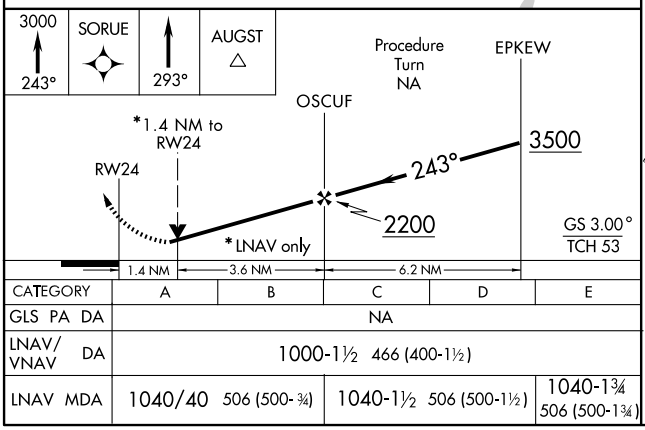
NA Inoperative table does not apply to LNAV/VNAV all Cats, and LNAV Cat C.
Baro-VNAV NA below -16° C (3°F)
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 via 243° course to SORUE WP then via 293° course to AUGST WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

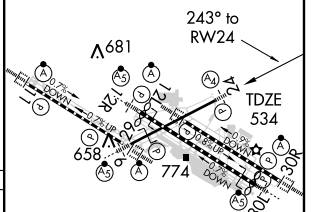




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000-1½ 466 (400-1½)				
LNAV MDA	1040/40 506 (500-¾)		1040-1½ 506 (500-1½)		1040-1¾ 506 (500-1¾)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9001
CH 42500	302°	TDZE	580
W29A		Apt Elev	618

RNAV (GPS) RWY 29

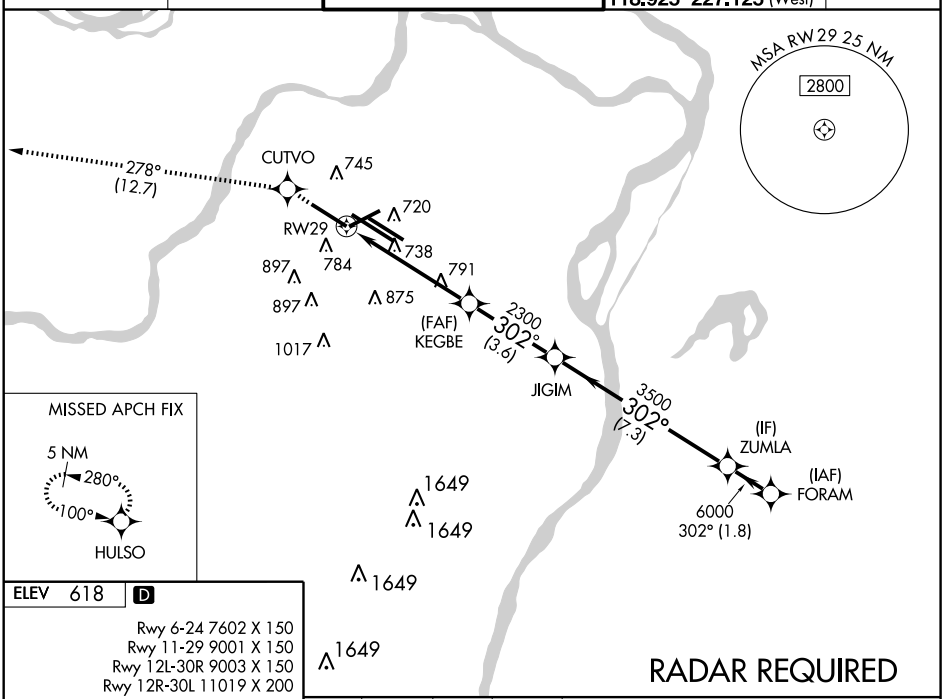
ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).
For inoperatvie ALSF-2, increase LPV all Cats visibility to RVR 6000, increase LNAV/VNAV Cat E visibility to 1¾, increase LNAV Cat A and B visibility to 1, Cat E visibility to 1¾ .

ALSF-2

MISSED APPROACH: Climb to 3000 direct CUTVO and via 278° track to HULSO and hold.

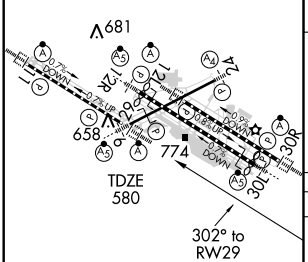
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

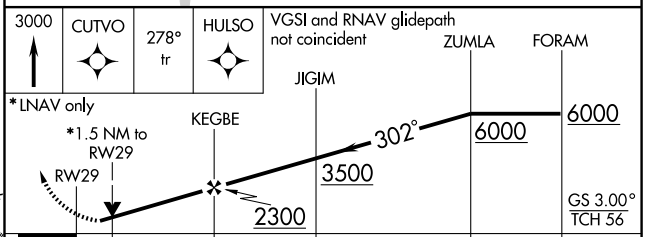


ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200

RADAR REQUIRED





CATEGORY	A	B	C	D	E
LPV DA	943/40 363 (400-¾)				
LNAV/VNAV DA	1074/60 494 (500-1¼)				
LNAV MDA	1100/40 520 (500-¾)	1100/50 520 (500-1)	1100/60 520 (500-1¼)		

HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

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NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	10818
302°	TDZE	583
	Apt Elev	604

RNAV (GPS) RWY 30L

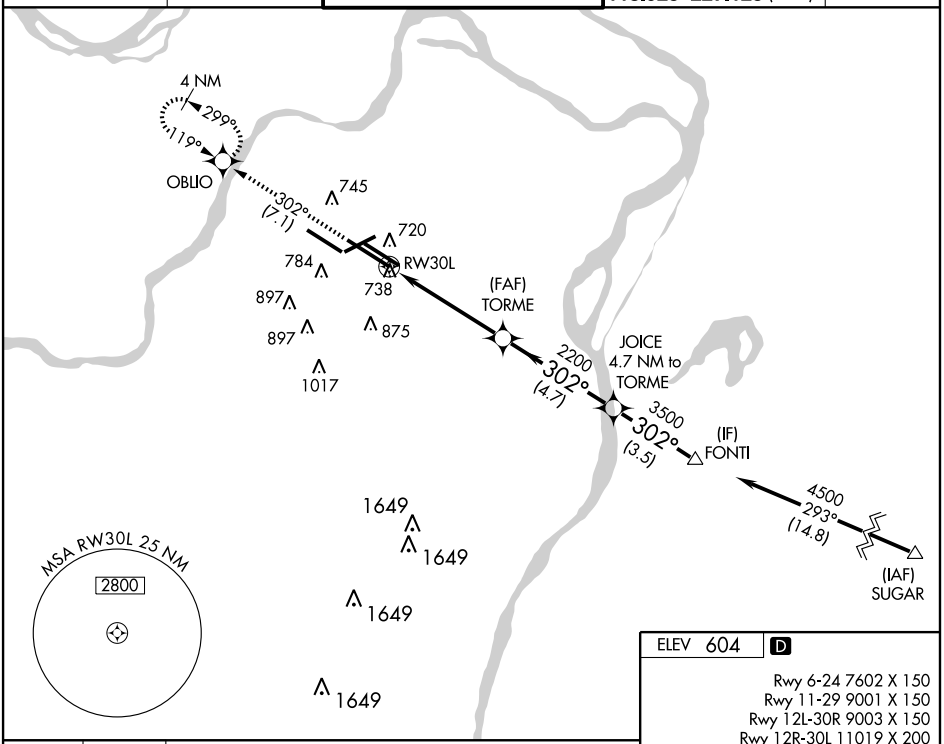
ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

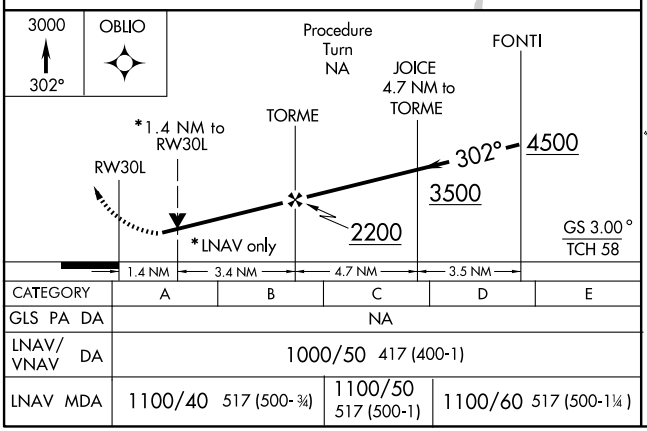
T NA — For inoperative MALSR: increase LNAV Cats A/B to RVR 5000. Baro-VNAV NA below -16°C (3°F). GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 via 302° course to OBLIO WP and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

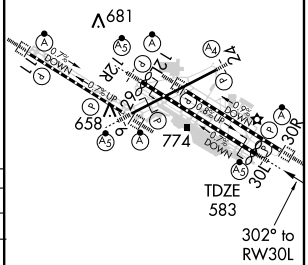




CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1000/50 417 (400-1)				
LNAV MDA	1100/40 517 (500-¾)		1100/50 517 (500-1)		1100/60 517 (500-1¼)

ELEV 604 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9003
CH 73000	302°	TDZE	605
W30A		Apt Elev	618

RNAV (GPS) RWY 30R

ST. LOUIS/ LAMBERT-ST. LOUIS INTL (STL)

For inoperative ALSF-2, increase LPV all Cats. visibility to RVR 5000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000, Cat. E visibility to 1½.
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).

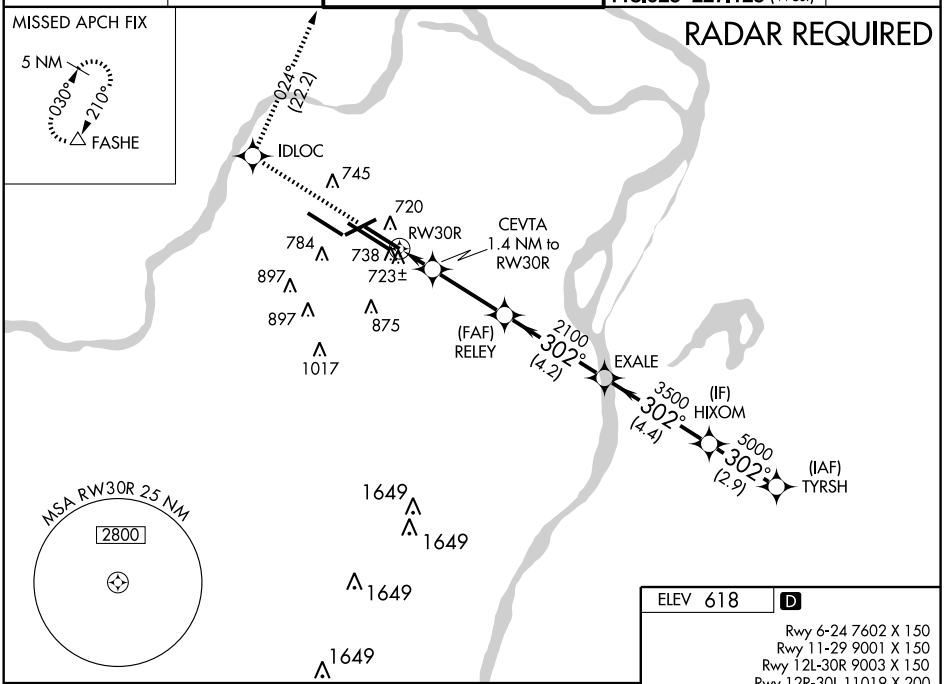
ALSF-2

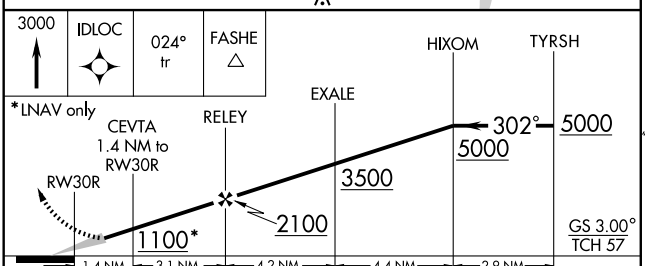
MISSED APPROACH: Climb to 3000 direct IDLOC and via 024° track to FASHE and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	133.55 338.25	N 120.05 284.6 S 118.5 257.7 W 132.475 239.275	121.9 348.6 (Inbound) 121.65 387.05 (Outbound) 118.925 227.125 (West)	119.5 363.1

MISSED APCH FIX

RADAR REQUIRED

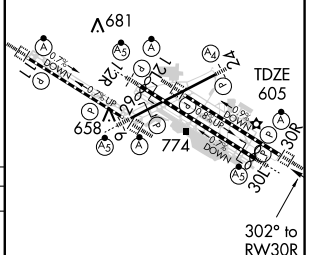




CATEGORY	A	B	C	D	E
LPV DA	908/24 303 (300-½)				908/40 303 (300-¾)
LNAV/VNAV DA	973/40 368 (400-¾)				
LNAV MDA	1000/24 395 (400-½)			1000/50 395 (400-1)	

ELEV 618 D

Rwy 6-24 7602 X 150
Rwy 11-29 9001 X 150
Rwy 12L-30R 9003 X 150
Rwy 12R-30L 11019 X 200



HIRL all Rwys
REIL Rwys 12L and 30L
TDZ/CL Rwys 11, 12L, 12R, 29, and 30R

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TACAN RWY 12R

VORTAC STL 117.4 Chan 121	APCH CRS 142°	Rwy ldg 10,552 TDZE 540 Arpt Elev 618

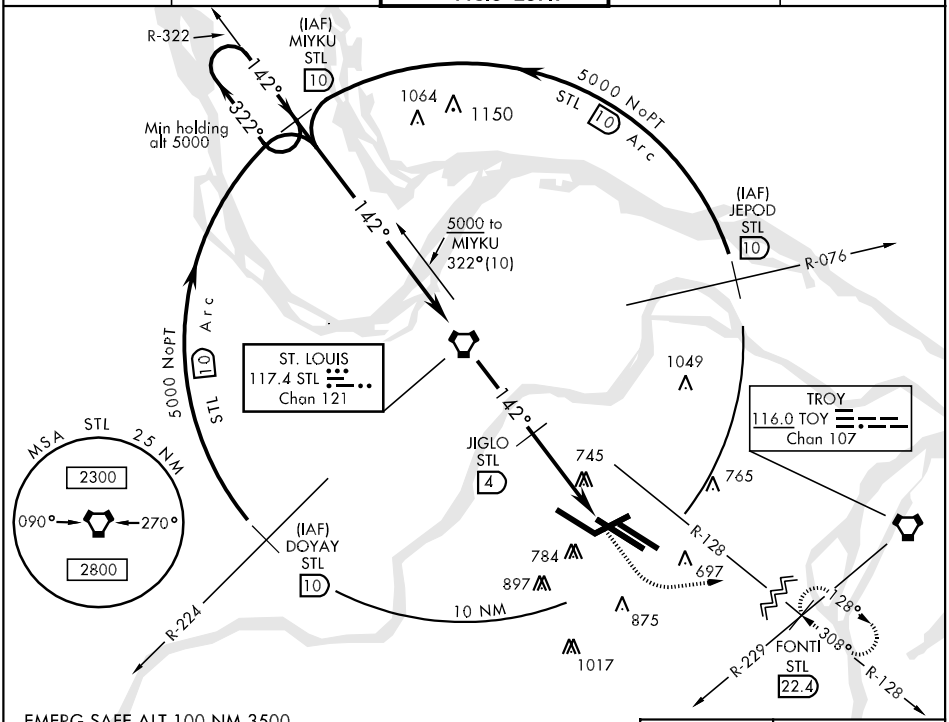
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

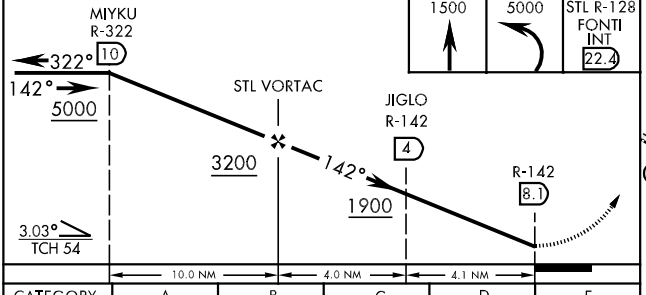
N/A * Inoperative table does not apply.
Visibility reduction by helicopters NA

MALSR A5

MISSED APPROACH: Climb to 1500 then climbing left turn to 5000 intercept STL R-128 to FONTI INT/STL 22.4 DME and hold, continue climb in hold.

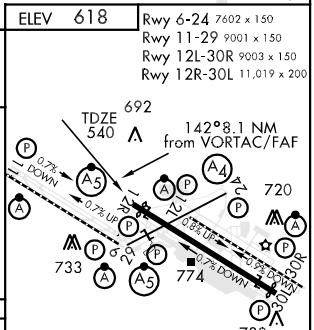
ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1





1500	5000	STL R-128 FONTI INT 22.4

CATEGORY	A	B	C	D	E
S-12R *	1060/50	520 (500-1)	1060-1½ 520(500-1½)	1060-1¾	520 (500-1¾)
CIRCLING	NOT AUTHORIZED				



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TACAN RWY 30L

VORTAC STL 117.4 Chan 121	APCH CRS 318°	Rwy ldg 10,818 TDZE 583 Arpt Elev 618

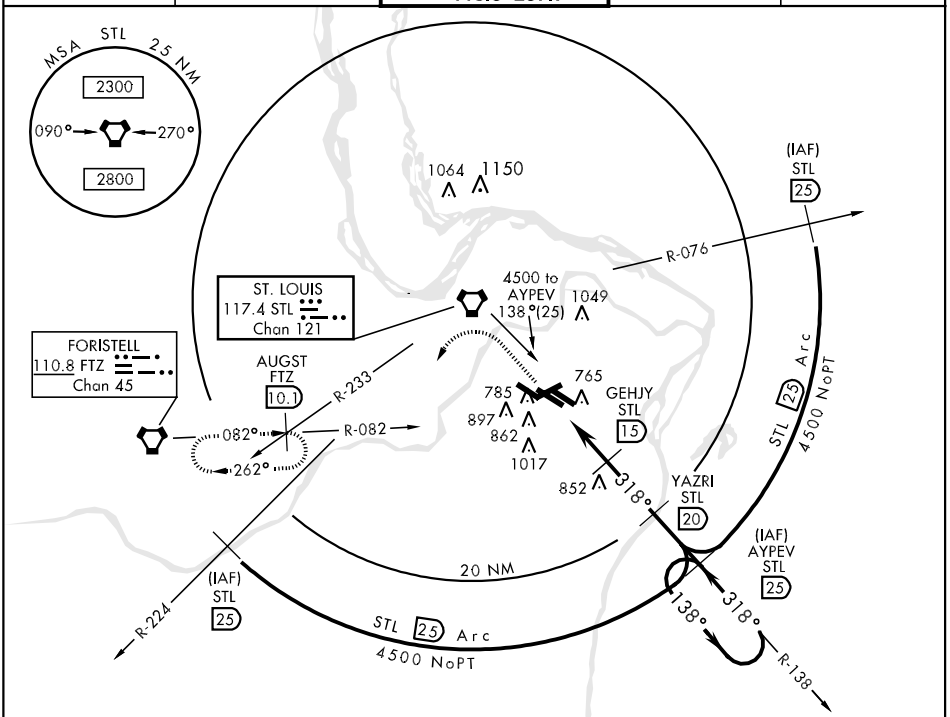
AL-360 [USAF] ST. LOUIS/LAMBERT-ST. LOUIS INTL (KSTL)

N/A * Inoperative table does not apply.

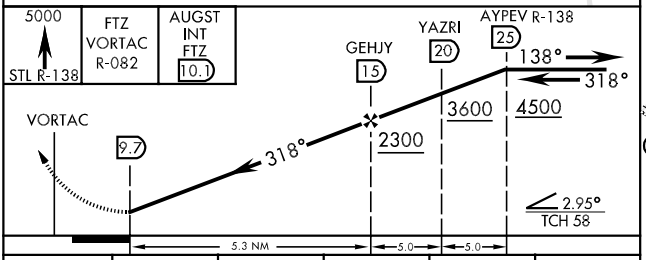
MALSR A5

MISSED APPROACH: Climb to 5000 via STL R-138 and FTZ VORTAC R-082 to AUGST INT/FTZ 10.1 DME and hold.

ATIS	ST. LOUIS APP CON	ST. LOUIS TOWER	GND CON	CLNC DEL
125.025 379.925	126.5 324.1	N 120.05 284.6 S 118.5 257.7	121.9 348.6	119.5 363.1



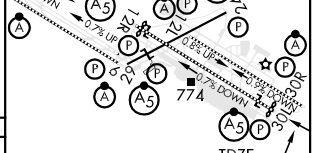
EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-30L *	1100/50 517 (500-1)		1100-1½ 517(500-1½)	1100-1¾ 517 (500-1¾)	
CIRCLING	NOT AUTHORIZED				

ELEV 618

Rwy 6-24 7602 x 150
Rwy 11-29 9001 x 150
Rwy 12L-30R 9003 x 150
Rwy 12R-30L 11,019 x 200



Rwy 12R ldg 10,552'
Rwy 30L ldg 10,818'
HIRL All Rwy
REIL Rwys 12L and 30L
TDZL/CL Rwy 11-29, 12L-30R, and 12R-30L

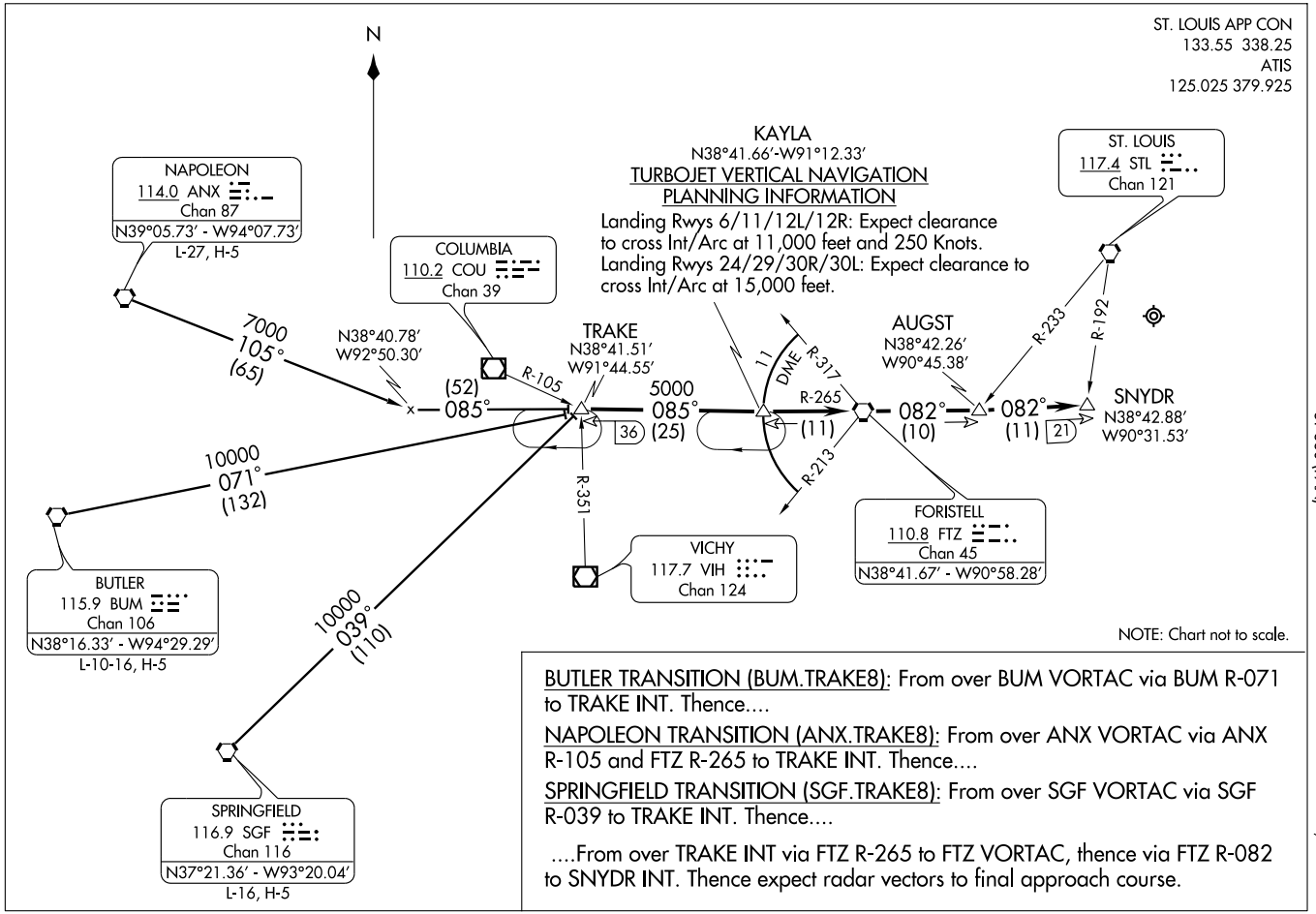
318° 5.3 NM from FAF

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

TRAKE EIGHT ARRIVAL

(TRAKE.TRAKE8) 09295

ST. LOUIS, MISSOURI
LAMBERT-ST. LOUIS INTL



BUTLER TRANSITION (BUM.TRAKE8): From over BUM VORTAC via BUM R-071 to TRAKE INT. Thence....

NAPOLEON TRANSITION (ANX.TRAKE8): From over ANX VORTAC via ANX R-105 and FTZ R-265 to TRAKE INT. Thence....

SPRINGFIELD TRANSITION (SGF.TRAKE8): From over SGF VORTAC via SGF R-039 to TRAKE INT. Thence....

....From over TRAKE INT via FTZ R-265 to FTZ VORTAC, thence via FTZ R-082 to SNYDR INT. Thence expect radar vectors to final approach course.

(TRAKE.TRAKE8) 09295

TRAKE EIGHT ARRIVAL

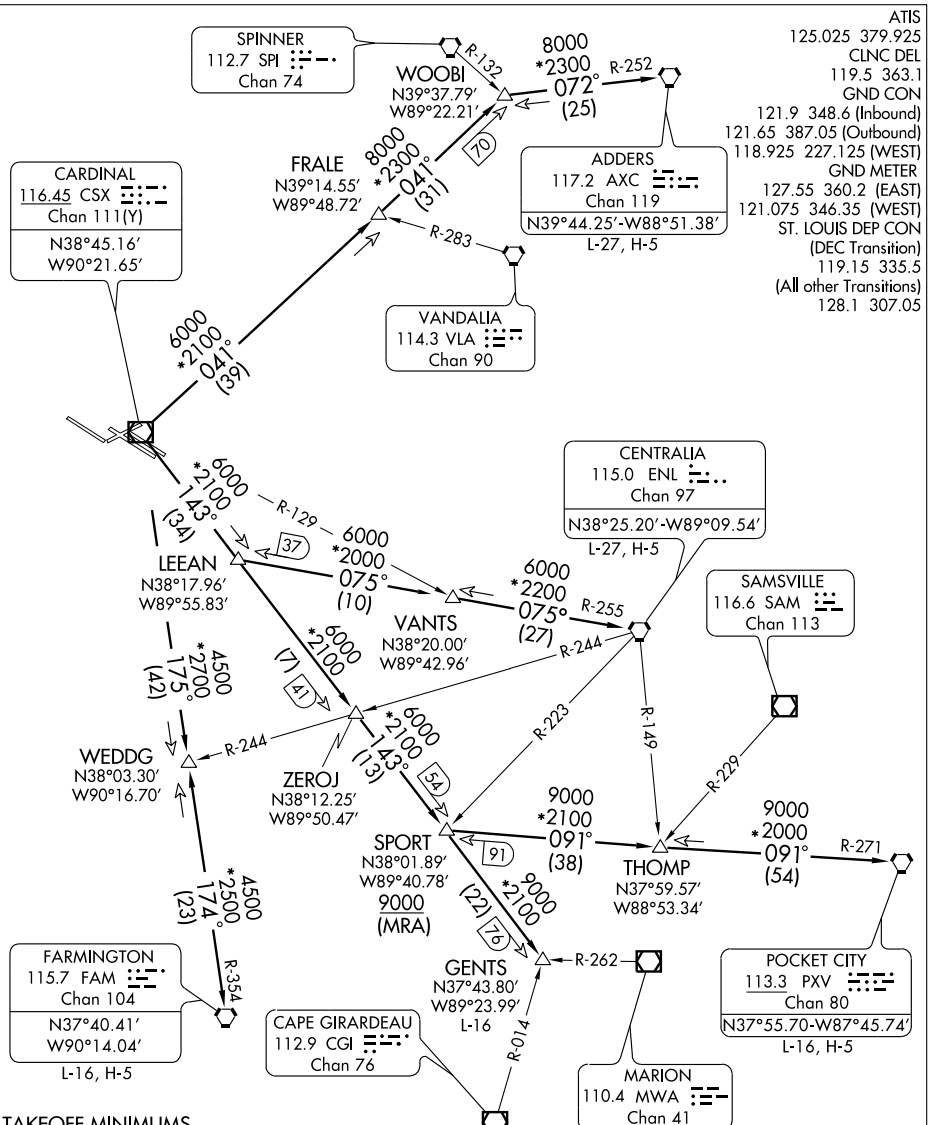
ST-360 (FAA)

LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

TURBO SIX DEPARTURE

SL-360 (FAA)

ST. LOUIS/LAMBERT-ST. LOUIS INTL (STL)
ST. LOUIS, MISSOURI



TAKEOFF MINIMUMS

Rwy 6, 12L, 12R, 24, 29, Standard.
Rwy 11, 200-1 or Standard with minimum climb of 407' per NM to 900.
Rwy 30L, 200-1 or Standard with minimum climb of 241' per NM to 800.
Rwy 30R, 200-1½ or Standard with minimum climb of 322' per NM to 900.

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 3000 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 6: Railroad 578′ from DER, 620′ left of centerline, 23′ AGL/557′ MSL.
OL on LDA and Antenna on Building 1038′ from DER, 706′ right of centerline, 30′ AGL/598′ MSL.

Rwy 11: Multiple Signs, Trees, Towers, and Buildings beginning 2348′ from DER, 205′ left of centerline, up to 219′ AGL/774′ MSL.
Multiple Signs, Trees, Towers, and Buildings beginning 2363′ from DER, 489′ right of centerline, up to 114′ AGL/694′ MSL.

Rwy 12L: Tree 1331′ from DER, 667′ right of centerline, 75′ AGL/654′ MSL.

Rwy 12R: Traffic Signal and Sign beginning 1413′ from DER, 702′ right of centerline, up to 17′ AGL/672′ MSL.
Tree 1930′ from DER, 372′ left of centerline, 67′ AGL/636′ MSL.

Rwy 30L: Multiple Trees, Poles, and Roads beginning 906′ from DER, 600′ left of centerline, up to 84′ AGL/663′ MSL.
OL on LOC 614′ from DER, on centerline, 9′ AGL/558′ MSL.
Multiple Trees, Poles, Roads, Terrain, and Buildings beginning 283′ from DER, 185′ right of centerline, up to 65′ AGL/684′ MSL.

Rwy 30R: OL on GS 1895′ from DER, 899′ left of centerline, 28′ AGL/587′ MSL.
Multiple OL on Buildings, Trees, and Electrical system beginning 2039′ from DER, 387′ right of centerline, up to 81′ AGL/670′ MSL.

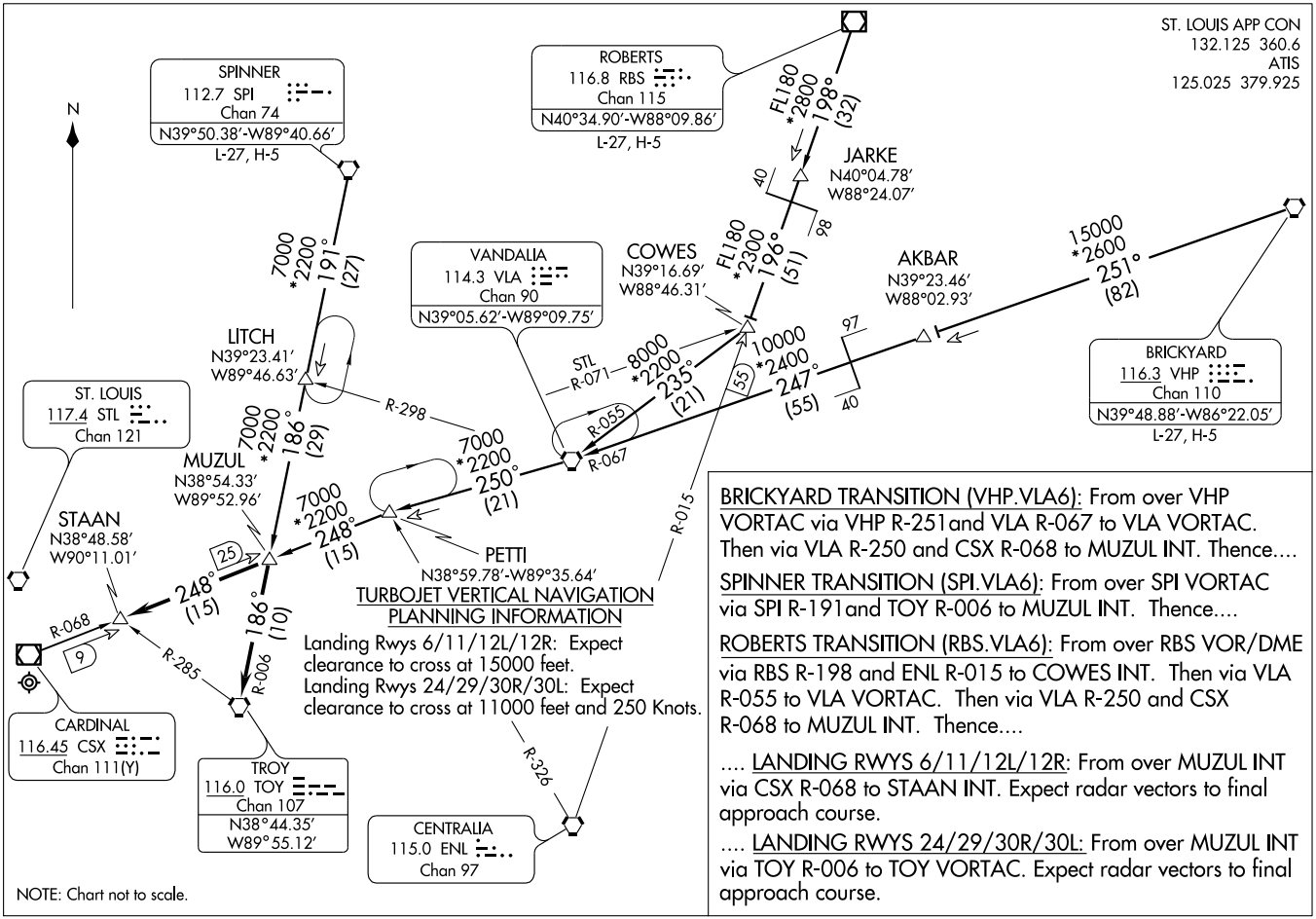
NC-3, 21 OCT 2010 to 18 NOV 2010

VANDALIA SIX ARRIVAL

(VLA.VLA6) 08325

ST. LOUIS, MISSOURI

LAMBERT-ST. LOUIS INTL



BRICKYARD TRANSITION (VHP.VLA6): From over VHP VORTAC via VHP R-251and VLA R-067 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

SPINNER TRANSITION (SPI.VLA6): From over SPI VORTAC via SPI R-191and TOY R-006 to MUZUL INT. Thence....

ROBERTS TRANSITION (RBS.VLA6): From over RBS VOR/DME via RBS R-198 and ENL R-015 to COWES INT. Then via VLA R-055 to VLA VORTAC. Then via VLA R-250 and CSX R-068 to MUZUL INT. Thence....

.... LANDING RWYS 6/11/12L/12R: From over MUZUL INT via CSX R-068 to STAAN INT. Expect radar vectors to final approach course.

.... LANDING RWYS 24/29/30R/30L: From over MUZUL INT via TOY R-006 to TOY VORTAC. Expect radar vectors to final approach course.

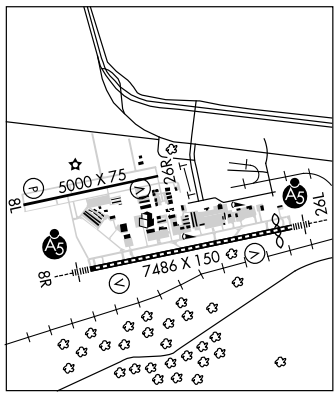
ST-360 (FAA)

VANDALIA SIX ARRIVAL
(VLA.VLA6) 08325
LAMBERT-ST. LOUIS INTL
ST. LOUIS, MISSOURI

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

SPIRIT OF ST LOUIS (SUS) 17 W UTC−6(−5DT) N38°39.73′ W90°39.12′ **ST LOUIS**
463 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA–See Remarks LRA Class IV, ARFF Index A **H–5D, L–27B, A**
NOTAM FILE SUS **IAP, AD**

RWY 08R–26L: H7486X150 (CONC–GRVD) S–33, D–100, 2S–127 HIRL CL
RWY 08R: MALSR. VASI(V4R)—GA 3.0° TCH 56′. Rgt tfc.
RWY 26L: MALSR. VASI(V4L)—GA 3.0° TCH 40′. Thld dsplcd 481′.
RWY 08L–26R: H5000X75 (ASPH–RFSC) 2D–45.5 MIRL
RWY 08L: PAPI(P4L)—GA 3.0° TCH 41′.
RWY 26R: VASI(V4L)—GA 3.0° TCH 47′. Pole. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 08L: TORA–5000 TODA–5000 ASDA–5000 LDA–5000
RWY 08R: TORA–7485 TODA–7485 ASDA–7245 LDA–7245
RWY 26L: TORA–7485 TODA–7485 ASDA–7485 LDA–7004
RWY 26R: TORA–5000 TODA–5000 ASDA–5000 LDA–5000

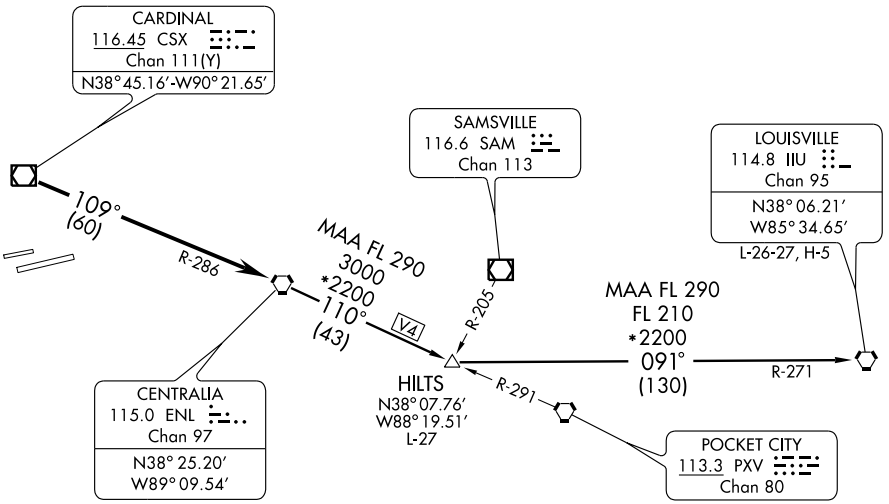
AIRPORT REMARKS: Attended continuously. Rwy 08R–26L CLOSED to touch and go landing. Numerous and intense helicopter ops on arpt. Be alert; noise sensitive areas to the south of arpt. Arpt CLOSED to acft over 100,000 lbs, except acft 100,000–150,000 lbs for PPR 24 hrs call arpt manager 314–568–0584. Rwy 08L–26R and parallel and connecting twy CLOSED to part 121 air carrier ops. Intersection C CLOSED indef between Twy E and Rwy 08L–26R. PPR 24 hrs for air carrier ops with more than 30 passenger seats, call arpt manager 314–568–0584. Air carrier ops over 9 passenger seats not authorized in excess of 15 min before or after scheduled arrival/departure times except prior coordination with arpt manager for ARFF 314–568–0584. Twy B between SE and NW entrance to west ramp, Twy B NW Twy A from the distance of 200′ to 700′ and Twy Z not visible by twr. No engine runs after 0400Z‡ without arpt approval. Hi–power run–ups go as directed by ATC, 0601–1200Z‡ use echo run–up pad. Rwy 08R touchdown rwy visual range avbl. HIRL Rwy 08R–26L preset on med ints 0600–1200Z‡; MIRL Rwy 08L–26R preset on low ints 0600–1200Z‡ to increase ints after 0600Z‡ and ACTIVATE MALSR Rwy 08R and Rwy 26L—CTAF. Tfc pattern altitude Rwy 08R–26L for prop 1700(1237) and for jet 2000(1537), Rwy 08L–26R for prop 1300(837) and for jet 2000(1537). Noise Abatement Procedures: For Dep Stage II acft use Rwy 08L–26R 0400–1300Z‡ except PPR 636–532–2222 Mon–Fri 1400–2300Z‡, other times call 314–568–0584/0581 or 314–614–9064. Flight Notification Service (ADCUS) avbl Mon–Fri 2300–1430Z‡, Sat and Sun 24 hrs.

WEATHER DATA SOURCES: ASOS (636) 536–3734. LAWRS.
COMMUNICATIONS: CTAF 124.75 **ATIS** 134.8 (636) 532–3213 **UNICOM** 122.95
RCO 122.2 (ST LOUIS RADIO)
Ⓡ **ST LOUIS APP/DEP CON** 126.5 **CLNC DEL** 121.7 (0600–1200Z‡)
SPIRIT TOWER 124.75 (1200–0600Z‡) **GND CON** 121.7 **CLNC DEL** 133.1
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 092° 15.1 NM to fld. 818/5E.
SNOOP NDB (LOM) 326 SU N38°38.36′ W90°46.03′ 074° 5.6 NM to fld. Unmonitored.
EAVES NDB (LOM) 227 FZ N38°40.64′ W90°32.85′ 257° 5.0 NM to fld. Unmonitored. LOC unusable byd 25 degrees both sides.
ILS 111.1 I–SUS Rwy 08R Class IB LOM SNOOP NDB. LOM unmonitored.
ILS 111.1 I–FZU Rwy 26L Class IA LOM EAVES NDB. LOM unmonitored.
COMM/NAV/WEATHER REMARKS: Frequency 121.5 not avbl at twr. Remote arpt advisory service 124.75 avbl when tower closed.

BLUES TWO DEPARTURE

SL-5400 (FAA)

ATIS
134.8
SPIRIT TOWER★
124.75 257.2
GND CON
121.7
CLNC DEL
133.1



NOTE: For Turbojets only.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-109 and ENL R-286 to ENL VORTAC. Then via (transition) or (assigned route). Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HILTS TRANSITION (BLUES2.HILTS): From over ENL VORTAC via ENL R-110 to HILTS INT.
LOUISVILLE TRANSITION (BLUES2.IIU): From over ENL VORTAC via ENL R-110 to HILTS INT, then IIU R-271 to IIU VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

ATIS
134.8
SPIRIT TOWER*
124.75 257.2
GND CON
121.7
CLNC DEL
133.1

BRADFORD
114.7 BDF
Chan 94
N41°09.58'-W89°35.27'
L-27, H-5

R-198
8000
*2200
018°
(69)

TAKE-OFF MINIMUMS
Rwy 8L, 26R: Standard.
Rwy 8R: 300-1½ or standard with minimum climb of 285' per NM to 900'.
Rwy 26L: 400-1¾ or standard with minimum climb of 258' per NM to 900'.

NOTE: DME and RADAR required.
(NOTES CONTINUED ON FOLLOWING PAGE)

NEENS
N40°14.89'
W90°31.90'
L-27

QUINCY
113.6 UIN
Chan 83

R-050
90
12000
*2100
355°
(52)

SKUTR
N40°04.10'
W90°03.66'

SPINNER
112.7 SPI
Chan 74
N39°50.38'-W89°40.66'
L-27, H-5

80
R-309
R-207
8000
*2000
010°
(43)
2700
*2100
027°
(35)

R-122
LEBOY
N39°26.00'
W90°34.38'
L-27
42
3000
*2200
(4)

MYKEY
N39°23.05'
W90°25.92'

SKYPE
N39°21.64'
W90°13.43'

TEWHY
N39°19.37'
W90°00.33'

DEECE
N39°22.12'
W90°33.17'

3000
*2000
355°
(38)
3000
*2100
346°
(38)
3000
*2000
010°
(37)
2700
*2100
026°
(38)

R-352

ST. LOUIS
117.4 STL
Chan 121

CARDINAL
116.45 CSX
Chan 111(Y)
N38°45.16'-W90°21.65'

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2,500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

BRADFORD TRANSITION (CARDS7.BDF): From over CSX VOR/DME via CSX R-010 to SKUTR INT, then via BDF R-198 to BDF VORTAC.

LEBOY TRANSITION (CARDS7.LEBOY): From over CSX VOR/DME via CSX R-346 to LEBOY INT.

NEENS TRANSITION (CARDS7.NEENS): From over CSX VOR/DME via CSX R-355 to NEENS INT.

SPINNER TRANSITION (CARDS7.SPI): From over CSX VOR/DME via CSX R-026 and SPI R-207 to SPI VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 8L: Obstruction light 1214' from DER, 96' right of centerline, 27' AGL/496' MSL.

Rwy 8R: Antenna on bldg 142' from DER, 241' left of centerline, 10' AGL/470' MSL.
Antenna 262' from DER, 557' left of centerline, 26' AGL/487' MSL.
Trees beginning 5372' from DER, 1792' right of centerline, up to 94' AGL/653' MSL.

Rwy 26L: Trees beginning 1356' from DER, across centerline, up to 117' AGL/786' MSL.

NC-3, 21 OCT 2010 to 18 NOV 2010

GATEWAY FOUR DEPARTURE

(GATWY4.STL) 08325

ST. LOUIS/SPIRIT OF ST. LOUIS (STUS)

ST. LOUIS, MISSOURI

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over CSX VOR/DME via CSX R-087 or over TOY VORTAC via TOY R-076 or over STL VORTAC via STL R-094 to TWILA INT. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

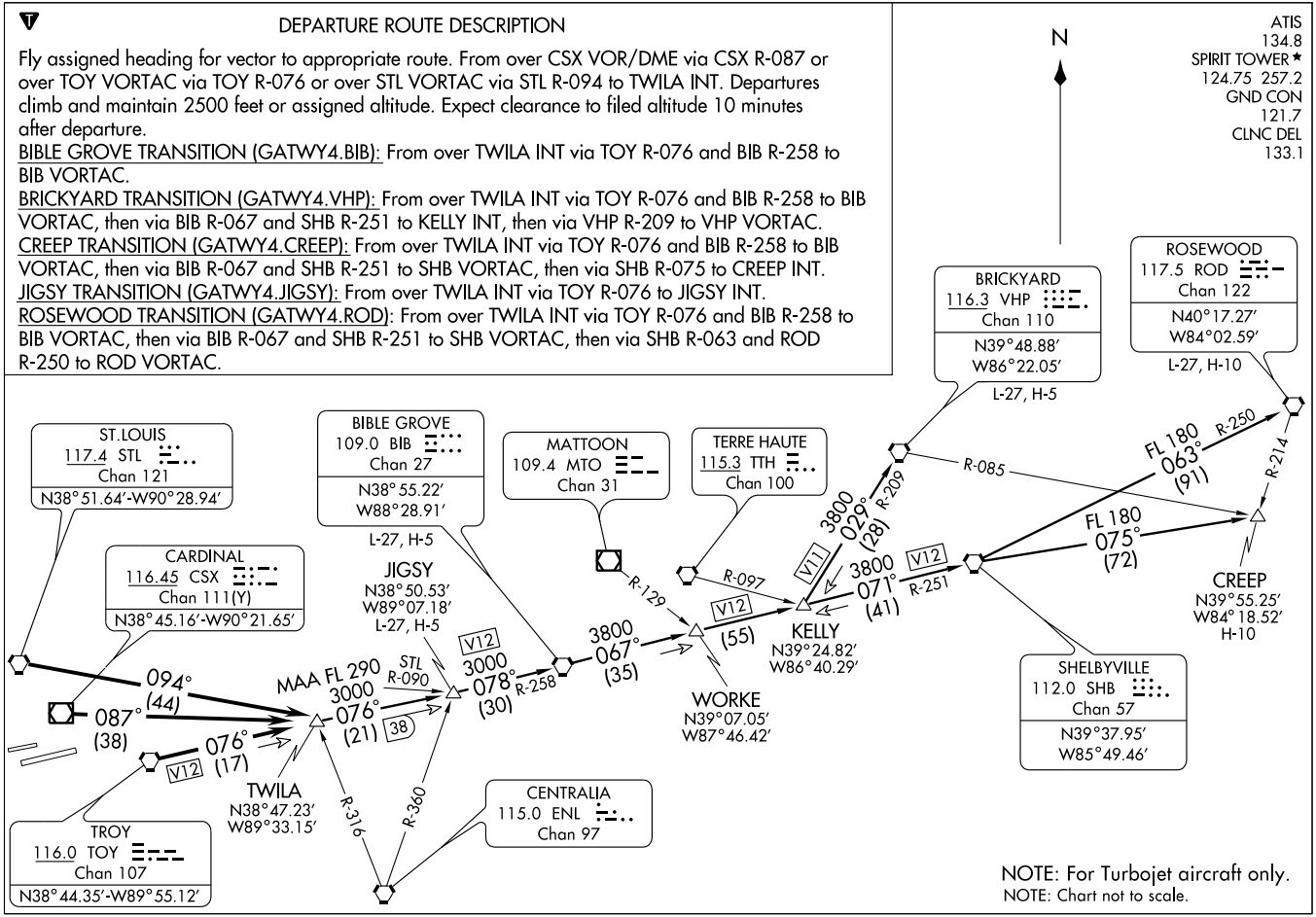
BIBLE GROVE TRANSITION (GATWY4.BIB): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC.

BRICKYARD TRANSITION (GATWY4.VHP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to KELLY INT, then via VHP R-209 to VHP VORTAC.

CREEP TRANSITION (GATWY4.CREEP): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-075 to CREEP INT.

JIGSY TRANSITION (GATWY4.JIGSY): From over TWILA INT via TOY R-076 to JIGSY INT.

ROSEWOOD TRANSITION (GATWY4.ROD): From over TWILA INT via TOY R-076 and BIB R-258 to BIB VORTAC, then via BIB R-067 and SHB R-251 to SHB VORTAC, then via SHB R-063 and ROD R-250 to ROD VORTAC.



SJ-5400 (FAA)

GATEWAY FOUR DEPARTURE
(GATWY4.STL) 08325
ST. LOUIS/SPIRIT OF ST. LOUIS (STUS)
ST. LOUIS, MISSOURI

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BRANSON, MO		
BRANSON (BBG)	HS 1	Ramp area exits on to rwy.
	HS 2	Twy turn around at end of rwy. Frequent back taxi operations.
CAPE GIRARDEAU, MO		
CAPE GIRARDEAU RGNL (CGI)	HS 1	Area not visible from the twr.
	HS 2	Aircraft ldg Rwy 10 sometime mistake Rwy 02-20 as Twy D.
CEDAR RAPIDS, IA		
THE EASTERN IOWA (CID)	HS 1	Frequent aircraft and vehicle rwy crossings.
	HS 2	Int rwys.
	HS 3	Twy crossing rwy.
COLUMBIA, MO		
COLUMBIA RGNL (COU)	HS 1	Confusing twy int.
	HS 2	Unusual rwy holding position.
	HS 3	Unusual rwy/rwy holding position.
DES MOINES, IA		
DES MOINES INTL (DSM)	HS 1	From Twy B, turn on Twy D to access all rwys.
	HS 2	Center twy complex and int rwys, use extreme caution.
	HS 3	The apch end of Rwy 05 at Twy P has limited visibility from the twr.
	HS 4	ATCT restricted visibility at Iowa Air National Guard complex.
DUBUQUE, IA		
DUBUQUE RGNL (DBQ)	HS 1	Apch ends of rwys in close proximity.
	HS 2	Rwy 13-31 in close proximity to ramp non-movement area at Twy D.
	HS 3	Rwy 13-31 in close proximity to ramp non-movement area at Twy C.
FORT DODGE, IA		
FORT DODGE RGNL (FOD)	HS 1	Int on twy just prior to rwys.
FORT LEONARD WOOD, MO		
WAYNESVILLE-ST. ROBERT RGNL FORNEY FLD (TBN)	HS 1	Single twy access to rwy. Frequent back-taxi ops.
JEFFERSON CITY, MO		
JEFFERSON CITY MEMORIAL (JEF)	HS 1	Complex int Rwy 12-30 intersects with Twy B and Rwy 09-27.
	HS 2	Twy B at Rwy 27 holding position marking.
JOPLIN, MO		
JOPLIN RGNL (JLN)	HS 1	Complex twy/rwy int.
	HS 2	Ramp exit in close proximity to rwy.
KANSAS CITY, MO		
CHARLES B. WHEELER DOWNTOWN (MKC)	HS 1	Twy G int with Rwy 03-21.
	HS 2	Holding short between Rwy 01-19 and Rwy 03-21.
	HS 3	Confusing twy int.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
KANSAS CITY, MO		
KANSAS CITY INTL (MCI)	HS 1	Busy vehicle service road crosses Twy G east of Twy B.
	HS 2	Twy E and Twy F int with Rwy 09-27.
	HS 3	Twy C and Twy D int with Rwy 01R-19L.
	HS 4	Twy B2 crosses service road.
KIRKSVILLE, MO		
KIRKSVILLE RGNL (IRK)	HS 1	Turf rwy taxi route via Rwy 18-36.
MASON CITY, IA		
MASON CITY MUNI (MCW)	HS 1	Twy leads to multiple rwys.
ST JOSEPH, MO		
ROSECRANS MEMORIAL (STJ)	HS 1	Ramp in close proximity to rwy.
	HS 2	Closely located rwys.
	HS 3	Back taxi required for full length Rwy 13.
ST LOUIS, MO		
LAMBERT-ST LOUIS INTL (STL)	HS 1	Twy D at int with Twy L in close proximity to Rwy 12R-30L.
	HS 2	Apch end of Rwy 29 and Rwy 6 are in close proximity. Use Twy T to Rwy 29 and Twy A to Rwy 06.
	HS 3	Apch end access to Rwy 12L, from FBO and cargo ramp, requires left turn on to Twy S.
ST LOUIS, MO		
ST LOUIS/SPIRIT OF ST LOUIS (SUS)	HS 1	Complex twy int.
	HS 2	Blind spots on movement area.
	HS 3	Blind spot on movement area.
SIOUX CITY, IA		
SIOUX GATEWAY/ COLONEL BUD DAY FIELD (SUX)	HS 1	Twy B intersects with Rwy 31 and Rwy 35 at the apch end of Rwy 35.
	HS 2	Twy A and Twy G intersect inside of the Rwy 13-31 Rwy Safety Area.
SPRINGFIELD, MO		
SPRINGFIELD-BRANSON NATIONAL (SGF)	HS 1	Twys in close proximity to rwys at unusual angles.
	HS 2	Ramp exit crosses rwy.
	HS 3	Twr blind spot on movement area.
WATERLOO, IA		
WATERLOO RGNL (ALO)	HS 1	Twy int near rwys.
	HS 2	Twy leads to multiple rwys.
	HS 3	Twy crosses rwy immediately after leaving ramp.
	HS 4	Twy crosses to ANG Hangar and rwy.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-SUS	APP CRS	Rwy Idg	7245
111.1	076°	TDZE	462
		Apt Elev	463

ILS or LOC RWY 8R

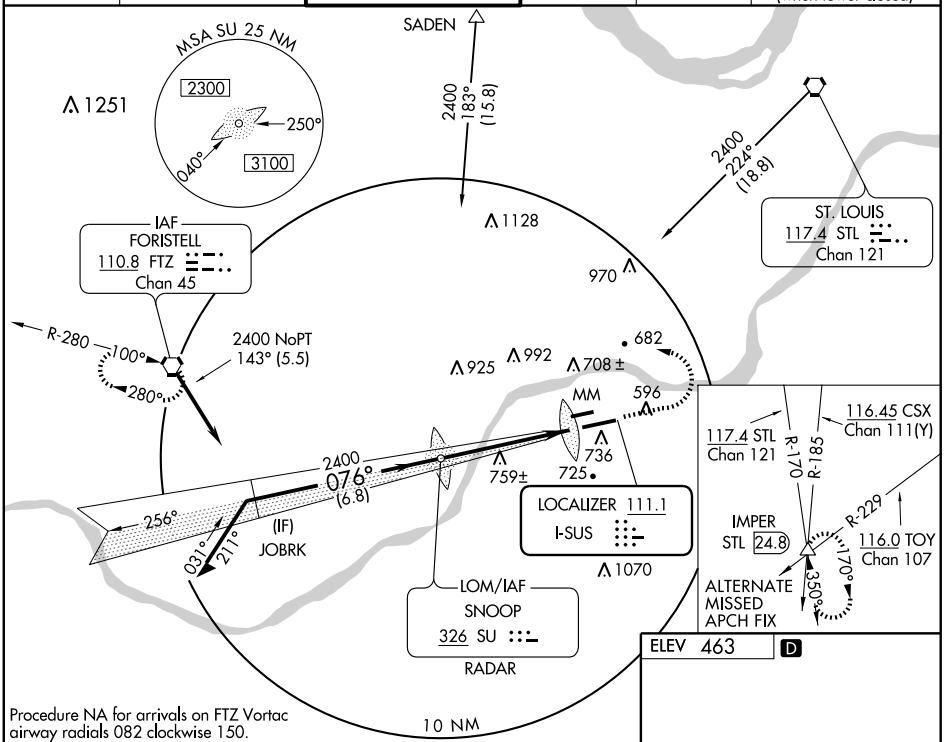
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

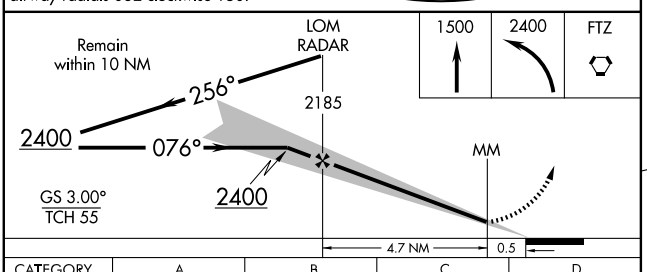
T A * RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Lambert-St. Louis Intl altimeter setting and increase all DA 57 feet, all MDA 60 feet, increase S-LOC 8R Cat D RVR to 5000 and circling Cat C visibility ¼ mile.

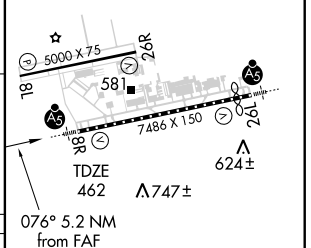
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER*	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)







CATEGORY	A	B	C	D
S-ILS 8R	*662/24 200 (200-½)			
S-LOC 8R	880/24 418 (500-½)		880/40 418 (500-¾)	
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LOC I-FZU	APP CRS	Rwy Idg	7004
111.1	256°	TDZE	462
		Apt Elev	463

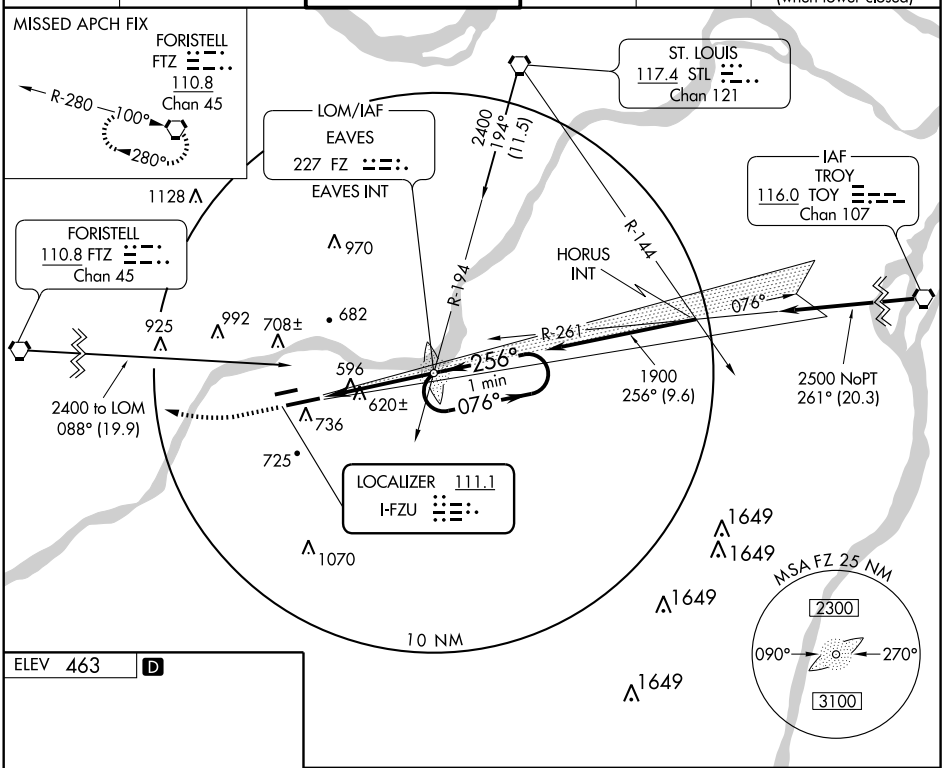
ILS or LOC RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

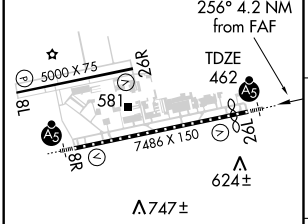
MALSR

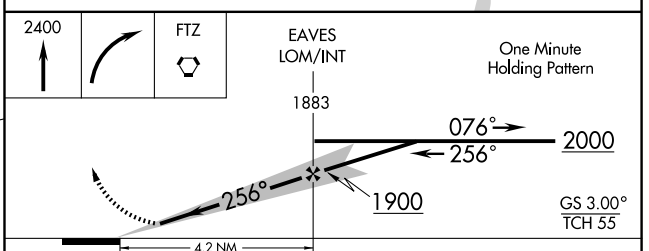
MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)



ELEV 463 D





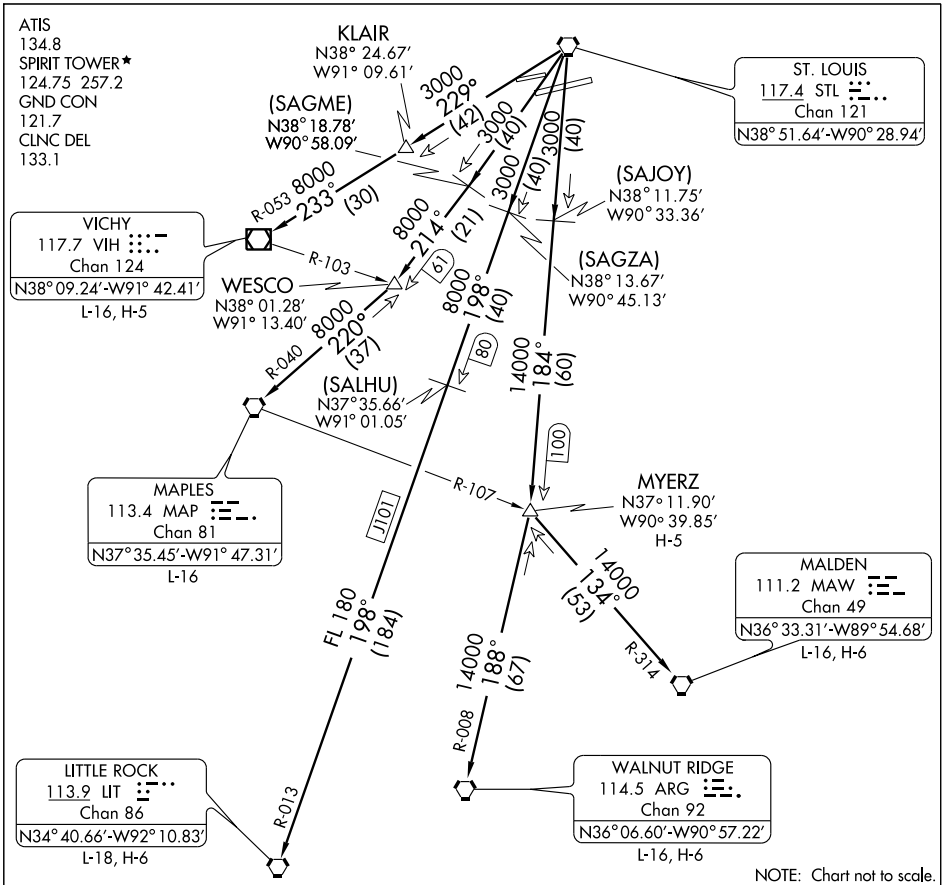
CATEGORY	A	B	C	D
S-ILS 26L	662-½ 200 (200-½)			
S-LOC 26L	1140-½ 678 (700-½)		1140-1½ 678 (700-1½)	1140-1¾ 678 (700-1¾)
CIRCLING	1140-1 677 (700-1)		1140-2 677 (700-2)	1140-2¼ 677 (700-2¼)

HIRL Rwy 8R-26L L
MIRL Rwy 8L-26R L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

LINDBERGH TWO DEPARTURE



NOTE: Chart not to scale.

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. Departures climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (LINDY2.LIT): From over STL VORTAC via STL R-198 and LIT R-013 to LIT VORTAC.

MALDEN TRANSITION (LINDY2.MAW): From over STL VORTAC via STL R-184 to MYERZ INT, then via MAW R-314 to MAW VORTAC.

MAPLES TRANSITION (LINDY2.MAP): From over STL VORTAC via STL R-214 to WESCO INT, then via MAP R-040 to MAP VORTAC.

MYERZ TRANSITION (LINDY2.MYERZ): From over STL VORTAC via STL R-184 to MYERZ INT.

VICHY TRANSITION (LINDY2.VIH): From over STL VORTAC via STL R-229 to KLAIR INT, then via VIH R-053 to VIH VOR/DME.

WALNUT RIDGE TRANSITION (LINDY2.ARG): From over STL VORTAC via STL R-184 to MYERZ INT, then via ARG R-008 to ARG VORTAC.

LINDBERGH TWO DEPARTURE
(LINDY2.STL) 08325
ST. LOUIS, MISSOURI
ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

LOM SU 326	APP CRS 076°	Rwy Idg 7245 TDZE 462 Apt Elev 463

NDB RWY 8R

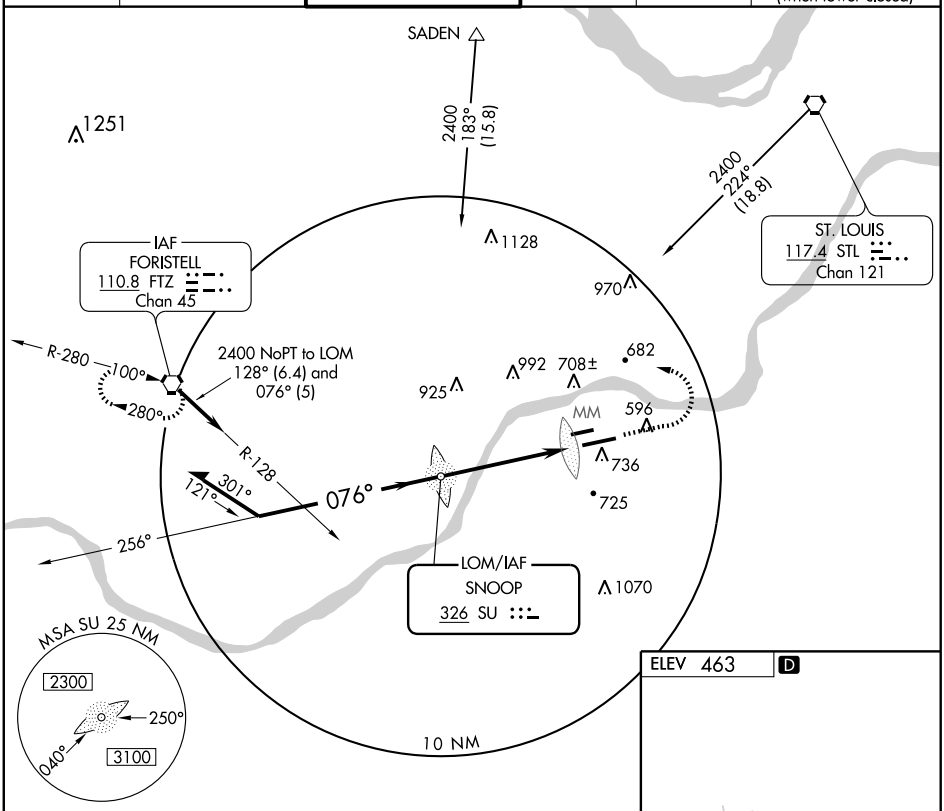
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

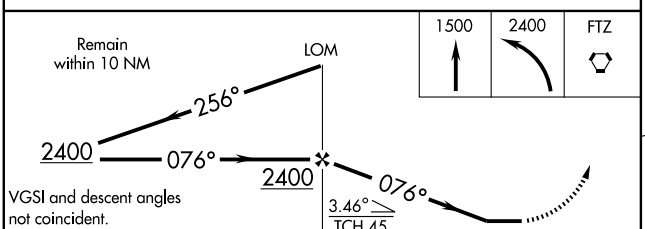
T
A NA

MALSR

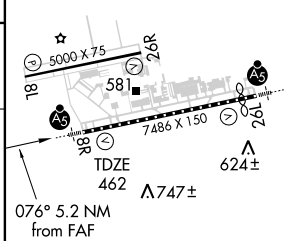
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)





1500	2400	FTZ
↑	↱	⬡



MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

CATEGORY	A	B	C	D
S-8R	1200/40 738 (800-¾)		1200-1½ 738 (800-1½)	1200-2 738 (800-2)
CIRCLING	1200-1 737 (800-1)		1200-2 737 (800-2)	1200-2¼ 737 (800-2¼)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

LOM FZ	APP CRS	Rwy Idg	7004
227	255°	TDZE	462
		Apt Elev	463

T NA When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all MDA 60 feet, increase S-26L Cat C and D and circling Cats B, C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct FTZ VORTAC and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

MISSED APCH FIX

FORISTELL FTZ 110.8 Chan 45

R-280 100° 280°

Procedure NA for arrivals at TOY VORTAC on airway radials 229 clockwise 244.

ST. LOUIS 117.4 STL Chan 121

2400 195° (11.4)

IAF TROY 116.0 TOY Chan 107

FORISTELL 110.8 FTZ Chan 45

LOM/IAF EAVES 227 FZ

(IF) HORUS INT

R-144 R-261

2500 NoPT 261° (20.3)

1900 257° (9.6)

2400 to LOM 088° (19.9)

RW26L 255° 075° 1 min

1128 970 925 992 708± 682 596 736 849± 725 1070 1649 1649 1649 1649

10 NM

MSA FZ 25 NM

2300

090° 270°

3100

ELEV 463 D

255° 4.3 NM from FAF

TDZE 462

5000 X 75 26R 18L 581 8R 26L 7486 X 150 624± 747±

MIRL Rwy 8L-26R L

HIRL Rwy 8R-26L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

2400 FTZ LOM

One Minute Holding Pattern

075° 255° 2100

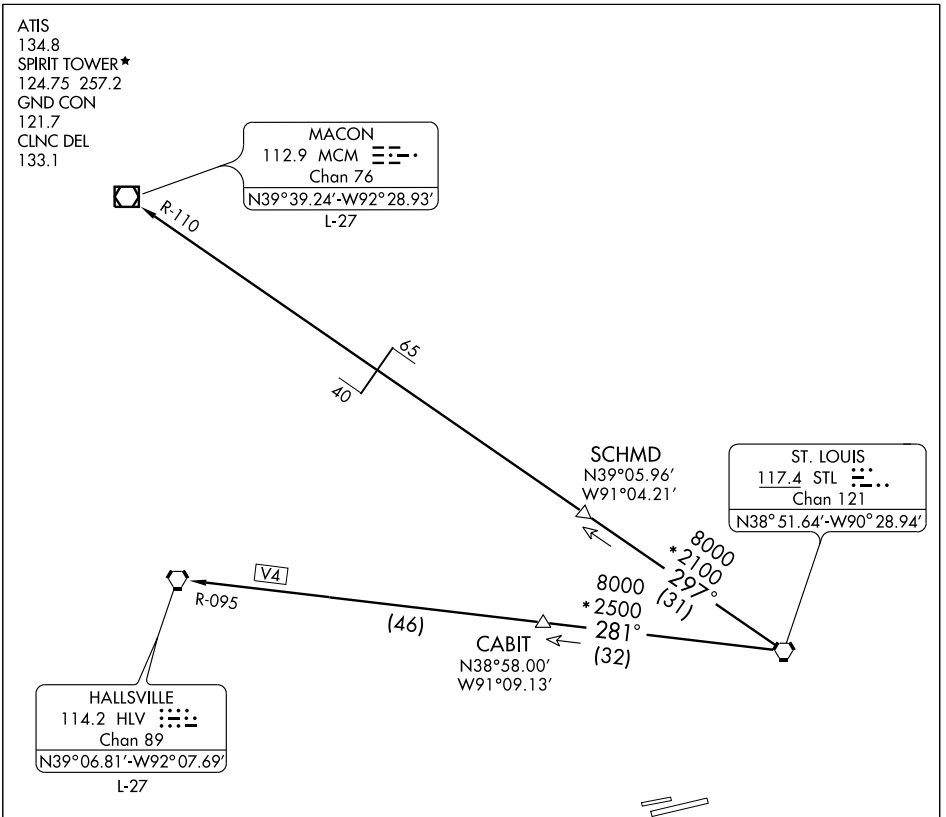
RW26L 255° 3.07° TCH 55 1900

4.3 NM

CATEGORY	A	B	C	D
S-26L	1160-¾ 698 (700-¾)		1160-1½ 698 (700-1½)	1160-2 698 (700-2)
CIRCLING	1160-1 697 (700-1)		1160-2 697 (700-2)	1160-2¼ 697 (700-2¼)

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

OZARK THREE DEPARTURE



TAKEOFF MINIMUMS: All runways standard.

NOTE: DME and RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

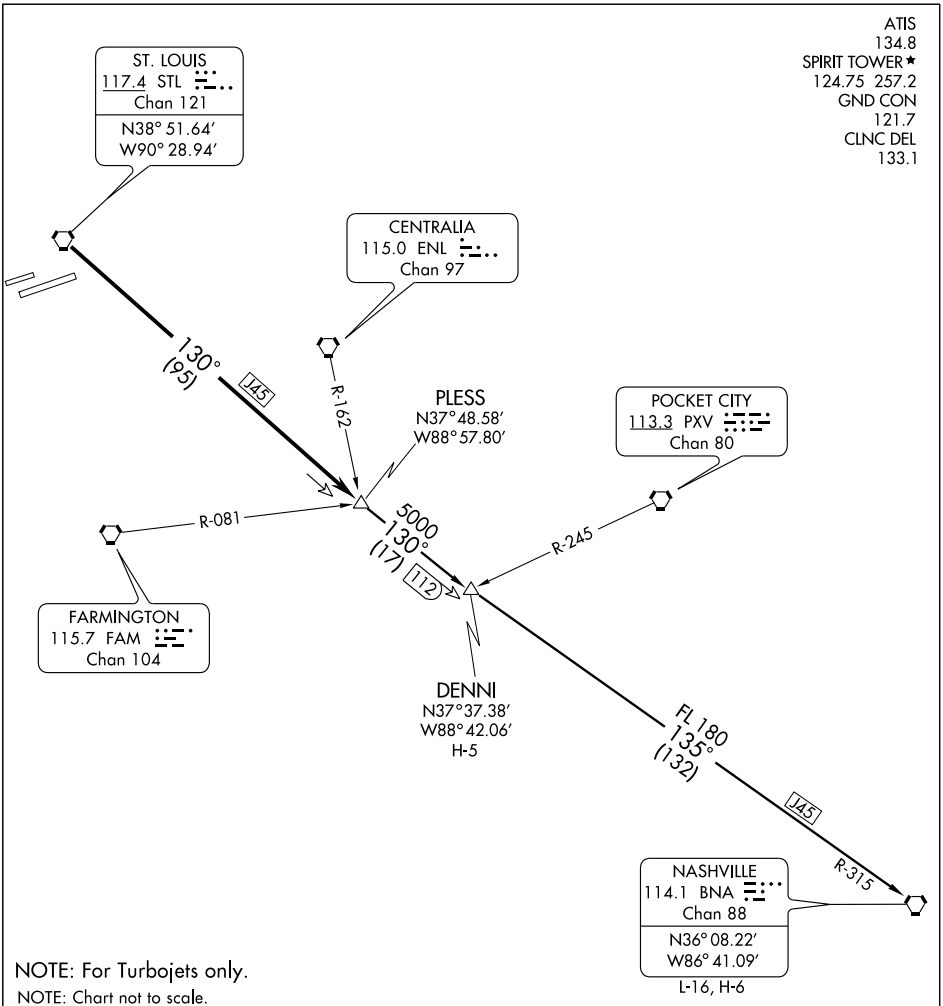
Fly assigned heading for vector to appropriate route. Maintain 2500 feet or higher assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

HALLSVILLE TRANSITION (OZARK3.HLV): From over STL VORTAC via STL R-281 and HLV R-095 to HLV VORTAC.

MACON TRANSITION (OZARK3.MCM): From over STL VORTAC via STL R-297 and MCM R-110 to MCM VOR/DME.

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

PLESS ONE DEPARTURE



NOTE: For Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vector to appropriate route. From over STL VORTAC via STL R-130 to PLESS INT, then via (transition) or (assigned route). Climb and maintain 2500 feet or assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

DENNI TRANSITION (PLESS1.DENNI): From over PLESS INT, via STL R-130 to DENNI INT.

NASHVILLE TRANSITION (PLESS1.BNA): From over PLESS INT, via STL R-130 and BNA R-315 to BNA VORTAC.

NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99414	076°	TDZE	463
W08A		Apt Elev	463

RNAV (GPS) RWY 8L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

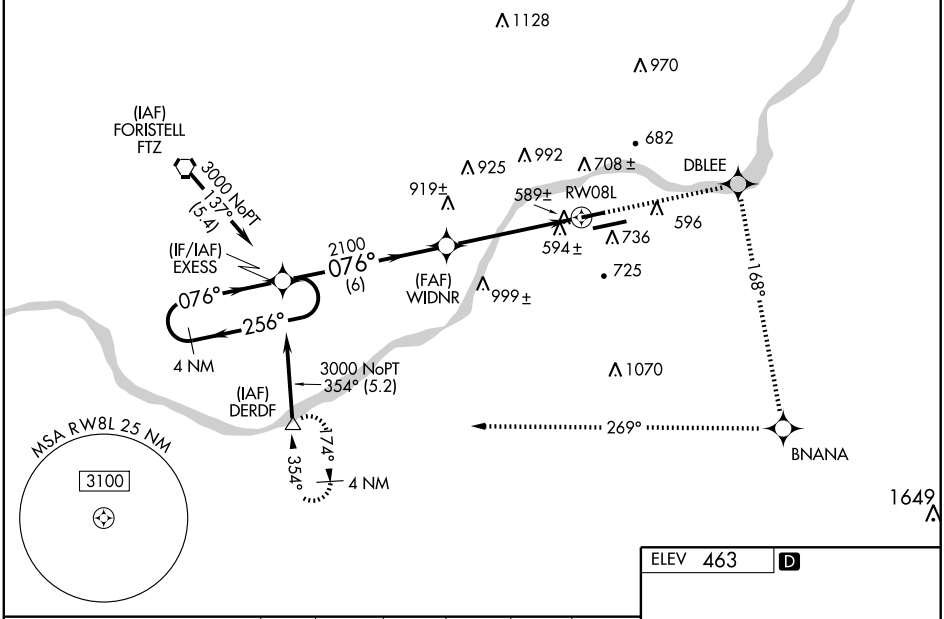
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

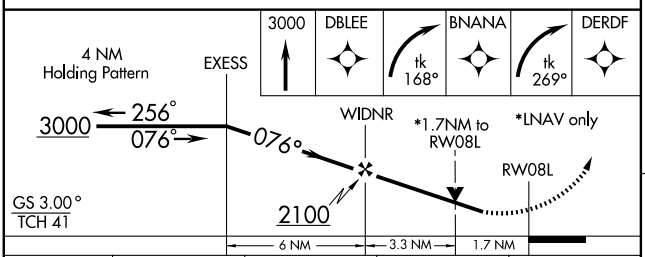
VDP NA and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 3000 direct DBLEE and right turn via track 168° to BNANA and right turn via track 269° to DERDF and hold.

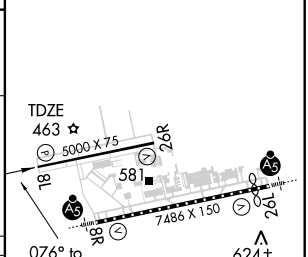
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrivals at DERDF via V14 southwest bound.





CATEGORY	A	B	C	D
LPV DA	855-1½	392 (400-1½)	NA	
LNAV/VNAV DA	1075-2¼	612 (700-2¼)	NA	
LNAV MDA	1040-1	577 (600-1)	NA	
CIRCLING	1100-1	637 (700-1)	NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7245
CH 61114	076°	TDZE	462
W08B		Apt Elev	463

RNAV (GPS) RWY 8R

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

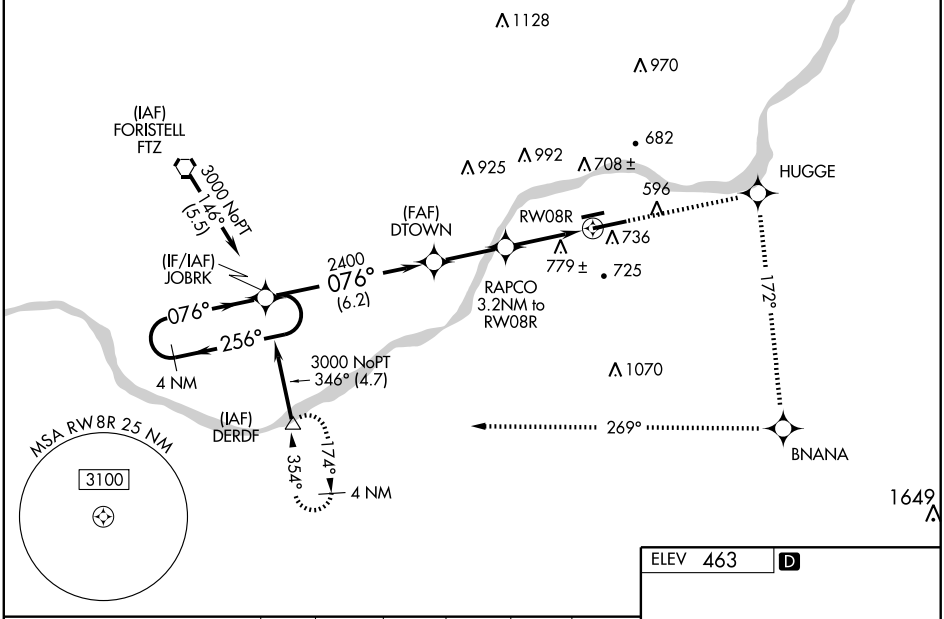
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C ¼ mile.

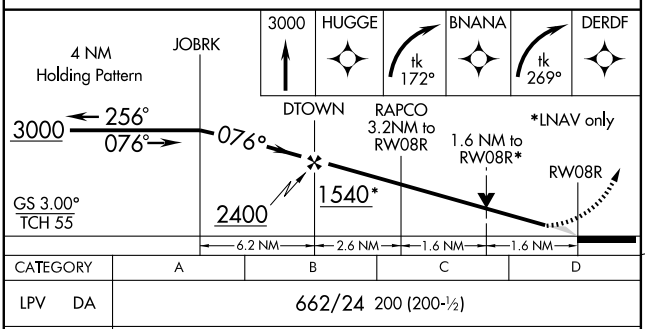
MALSR

MISSED APPROACH: Climb to 3000 direct HUGGE and right turn via track 172° to BNANA and right turn via track 269° track to DERDF and hold.

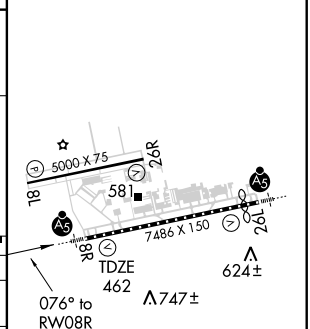
ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrival at FTZ VORTAC on airway radials 082 clockwise 150.
Procedure NA for arrival at DERDF via V14 southwest bound.





CATEGORY	A	B	C	D
LPV DA	662/24 200 (200-½)			
LNAV/VNAV DA	1129-1¾ 667 (700-1¾)			
LNAV MDA	1040/24 578 (600-½)		1040/50 578 (600-1)	1040/60 578 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)



MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 81914 W26B	APP CRS 256°	Rwy Idg 7004 TDZE 462 Apt Elev 463

RNAV (GPS) RWY 26L

ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

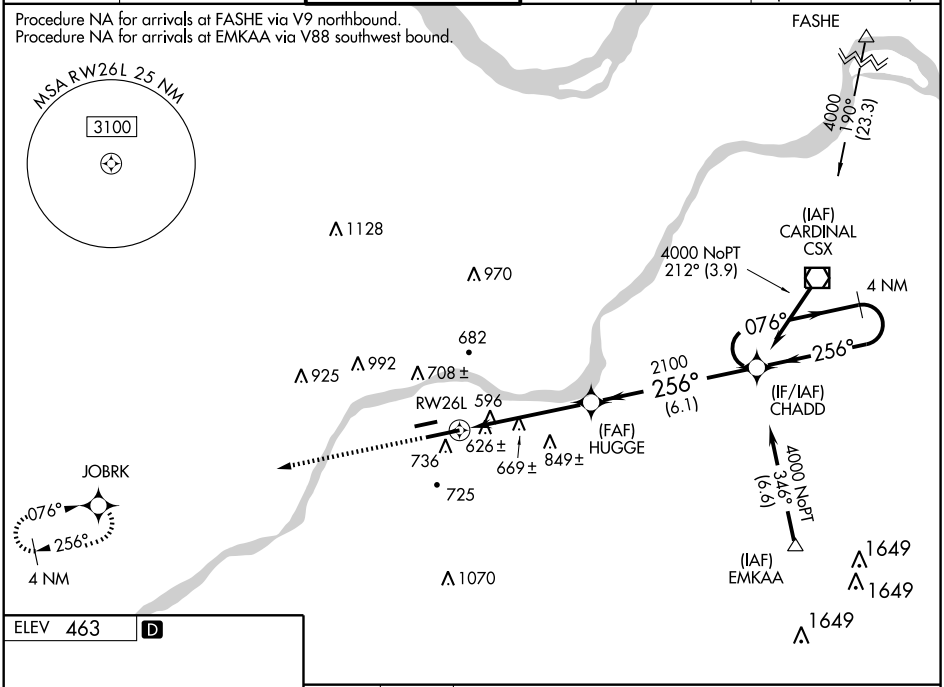
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert-St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, LNAV/VNAV visibilities all Cats ¼ mile and circling visibility Cat C ¼ mile.

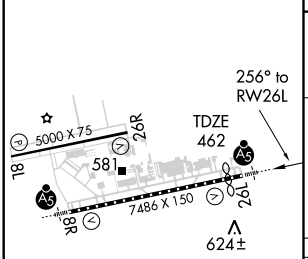
MALSR

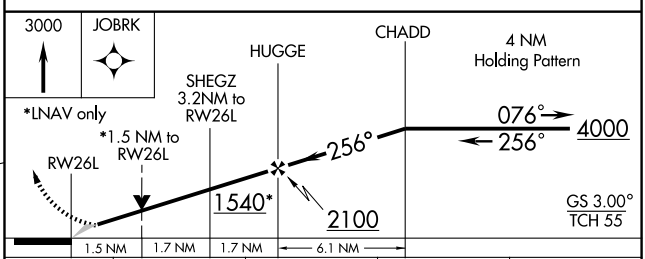
MISSED APPROACH: Climb to 3000 direct JOBRK and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.
Procedure NA for arrivals at EMKAA via V88 southwest bound.







CATEGORY	A	B	C	D
LPV DA	662-½ 200 (200-½)			
LNAV/VNAV DA	969-1¼ 507 (600-1¼)			
LNAV MDA	980-½ 518 (600-½)		980-1 518 (600-1)	980-1¼ 518 (600-1¼)
CIRCLING	1100-1 637 (700-1)		1120-1¾ 657 (700-1¾)	1140-2¼ 677 (700-2¼)

MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS CH 97414 W26A	APP CRS 256°	Rwy Idg 5000 TDZE 463 Apt Elev 463

RNAV (GPS) RWY 26R

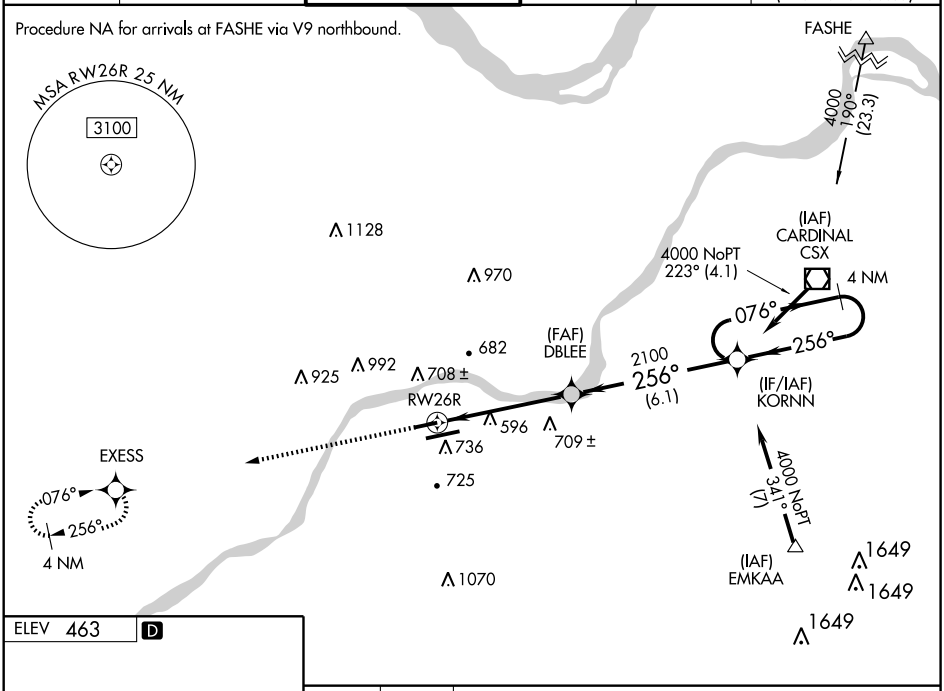
ST. LOUIS/ SPIRIT OF ST. LOUIS (SUS)

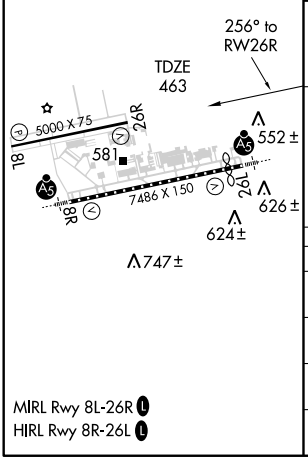
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Lambert-St Louis Intl altimeter setting. When local altimeter setting not received, use Lambert St Louis Intl altimeter setting and increase all DA 57 feet all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

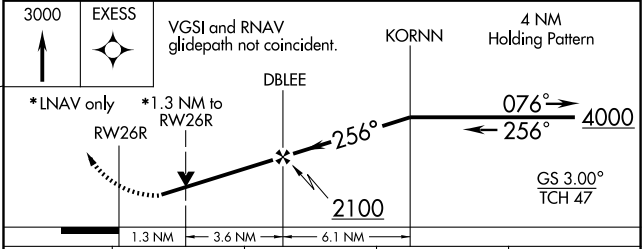
MISSED APPROACH: Climb to 3000 direct EXESS and hold.

ATIS	ST. LOUIS APP CON	SPIRIT TOWER★	GND CON	CLNC DEL	ST. LOUIS CLNC DEL
134.8	126.5 254.3	124.75 (CTAF) L 257.2	121.7	133.1	121.7 (when tower closed)

Procedure NA for arrivals at FASHE via V9 northbound.







CATEGORY	A	B	C	D
LPV DA	803-1¼ 340 (400-1¼)		NA	
LNAV/VNAV DA	953-1¾ 490 (500-1¾)		NA	
LNAV MDA	1000-1 537 (600-1)		NA	
CIRCLING	1100-1 637 (700-1)		NA	

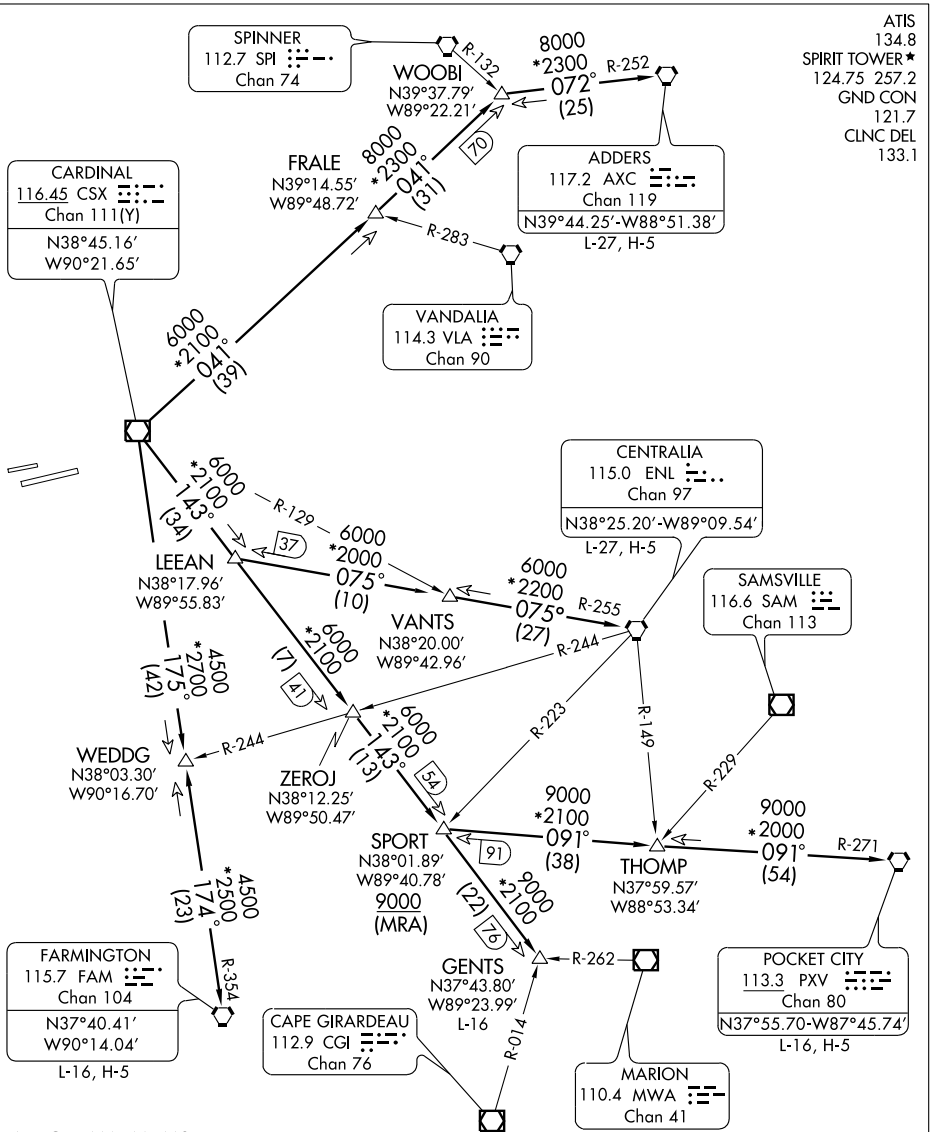
MIRL Rwy 8L-26R L
HIRL Rwy 8R-26L L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

TURBO SIX DEPARTURE

SL-5400 (FAA)

ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)
ST. LOUIS, MISSOURI



TAKEOFF MINIMUMS

Rwy 8L, 26R, Standard.

Rwy 8R, 200-1¼ or standard with minimum climb of 238' per NM to 700.

Rwy 26L, 200-2 or standard with minimum climb of 231' per NM to 900.

NOTE: For Turboprop/Prop aircraft only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TURBO SIX DEPARTURE
(TURBO6.STL) 10266

ST. LOUIS, MISSOURI
ST. LOUIS/SPIRIT OF ST. LOUIS (SUS)

NC-3, 21 OCT 2010 to 18 NOV 2010

DEPARTURE ROUTE DESCRIPTION

Climb and maintain 2500 feet, expect vectors to appropriate route, expect filed altitude 10 minutes after departure.

ADDERS TRANSITION (TURBO6.AXC): From over CSX VOR/DME via CSX R-041 to WOOBI INT, then via AXC R-252 to AXC VORTAC.

CENTRALIA TRANSITION (TURBO6.ENL): From over CSX VOR/DME via CSX R-143 to LEEAN INT, then via ENL R-255 to ENL VORTAC.

FARMINGTON TRANSITION (TURBO6.FAM): From over CSX VOR/DME via CSX R-175 to WEDDG INT, then via FAM R-354 to FAM VORTAC.

GENTS TRANSITION (TURBO6.GENTS): From over CSX VOR/DME via CSX R-143 to GENTS INT.

POCKET CITY TRANSITION (TURBO6.PXV): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to PXV VORTAC.

THOMP TRANSITION (TURBO6.THOMP): From over CSX VOR/DME via CSX R-143 to SPORT INT, then via PXV R-271 to THOMP INT.

TAKEOFF OBSTACLES

Rwy 8L: Multiple Trees beginning 1245′ from DER, 52′ left of centerline, up to 74′ AGL/533′ MSL. Multiple Trees and Fence beginning 46′ from DER, 72′ right of center, up to 57′ AGL/516′ MSL.

Rwy 8R: Railroad and Antenna on bldg beginning 142′ from DER, 18′ left of centerline, up to 33′ AGL/482′ MSL.

Rwy 26L: Tree 2239′ from DER, 509′ right of centerline, up to 62′ AGL/521′ MSL.

Rwy 26R: Multiple Trees beginning 1898′ from DER, 18′ left of centerline, up to 130′ AGL/589′ MSL. Multiple Trees beginning 32′ from DER, 41′ right of centerline, up to 142′ AGL/601′ MSL.

NC-3, 21 OCT 2010 to 18 NOV 2010

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC−6(−5DT) N37°39.00′ W93°45.51′ KANSAS CITY
867 NOTAM FILE COU Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset–sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC−6(−5DT) N37°39.62′ W93°49.01′ KANSAS CITY
1042 B **FUEL** 100LL NOTAM FILE COU L–16F
RWY 01–19: H3060X50 (ASPH) LIRL (NSTD) IAP

RWY 01: Trees. **RWY 19:** Trees.

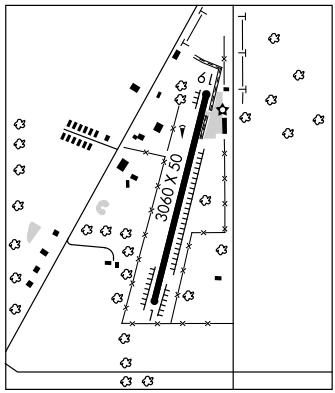
AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01–19 cracks with vegetation length of rwy. Rwy 01–19 NSTD LIRL, lgts on sides of rwy located 18–30′ from pavement. Thld lgts spaced incorrectly.

COMMUNICATIONS: CTAF 122.9

Ⓡ **SPRINGFIELD APP/DEP CON** 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 304° 29.4 NM to fld. 1240/4E. **HIWAS.**



SULLIVAN RGNL (UUV) 1N UTC−6(−5DT) N38°14.01′ W91°09.86′ KANSAS CITY
933 B S4 **FUEL** 100LL, JET A NOTAM FILE STL Not insp. L–16G
RWY 06–24: H4500X75 (CONC) S–12.5 MIRL IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28′. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2200Z‡. After hours call 573–467–1791. Parachute Jumping on and invof arpt. Rwy 06–24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06–24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.375 (573) 860–2596.

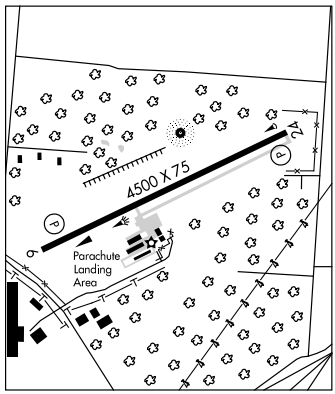
COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13′ W91°09.84′ at fld. Unmonitored 2300–1300Z‡. NOTAM FILE STL.



SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. L–16G
RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. KANSAS CITY
NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

APP CRS	Rwy Idg	3060
013°	TDZE	1042
	Apt Elev	1042

GPS RWY 1
STOCKTON MUNI (MO3)

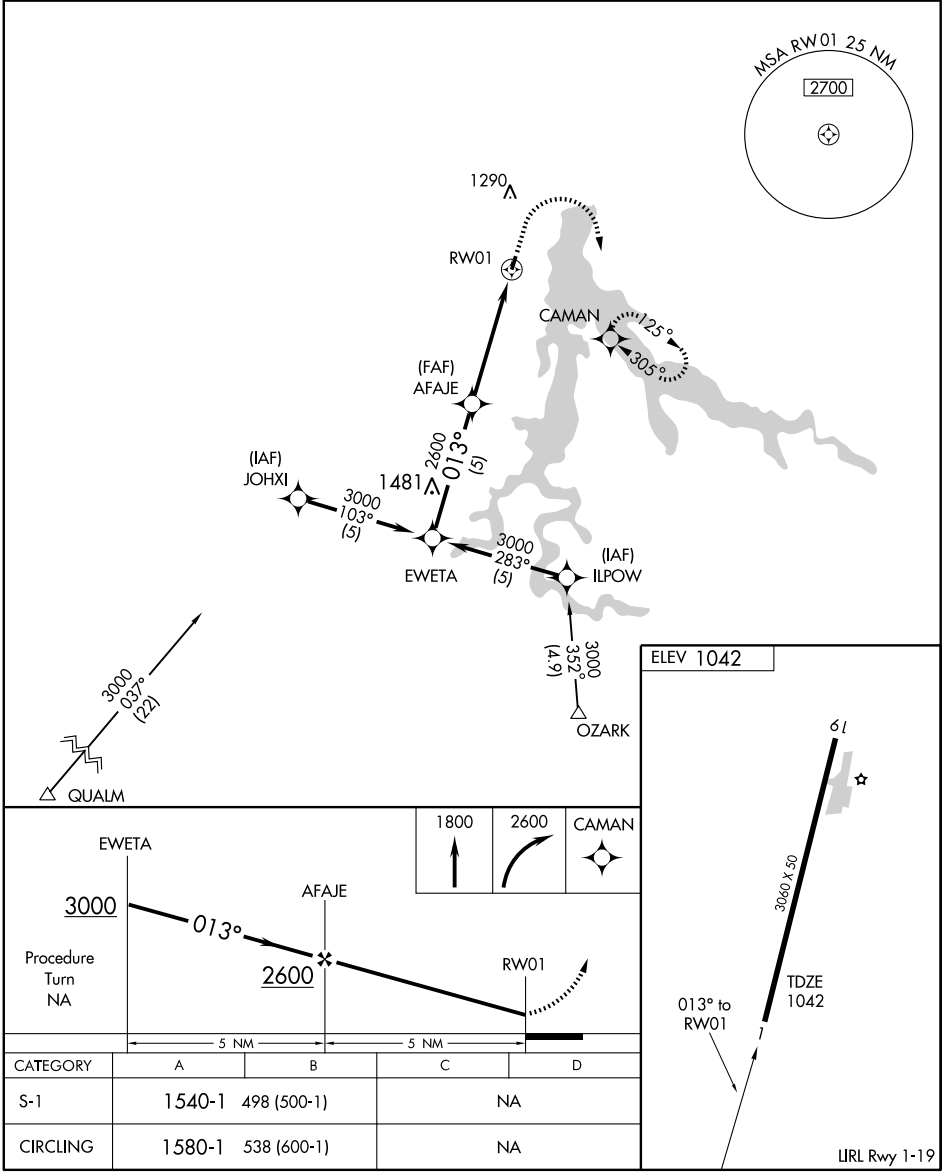
NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9

NC-3, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-1	1540-1	498 (500-1)	NA	
CIRCLING	1580-1	538 (600-1)	NA	

APP CRS	Rwy Idg	3060
193°	TDZE	1037
	Apt Elev	1042

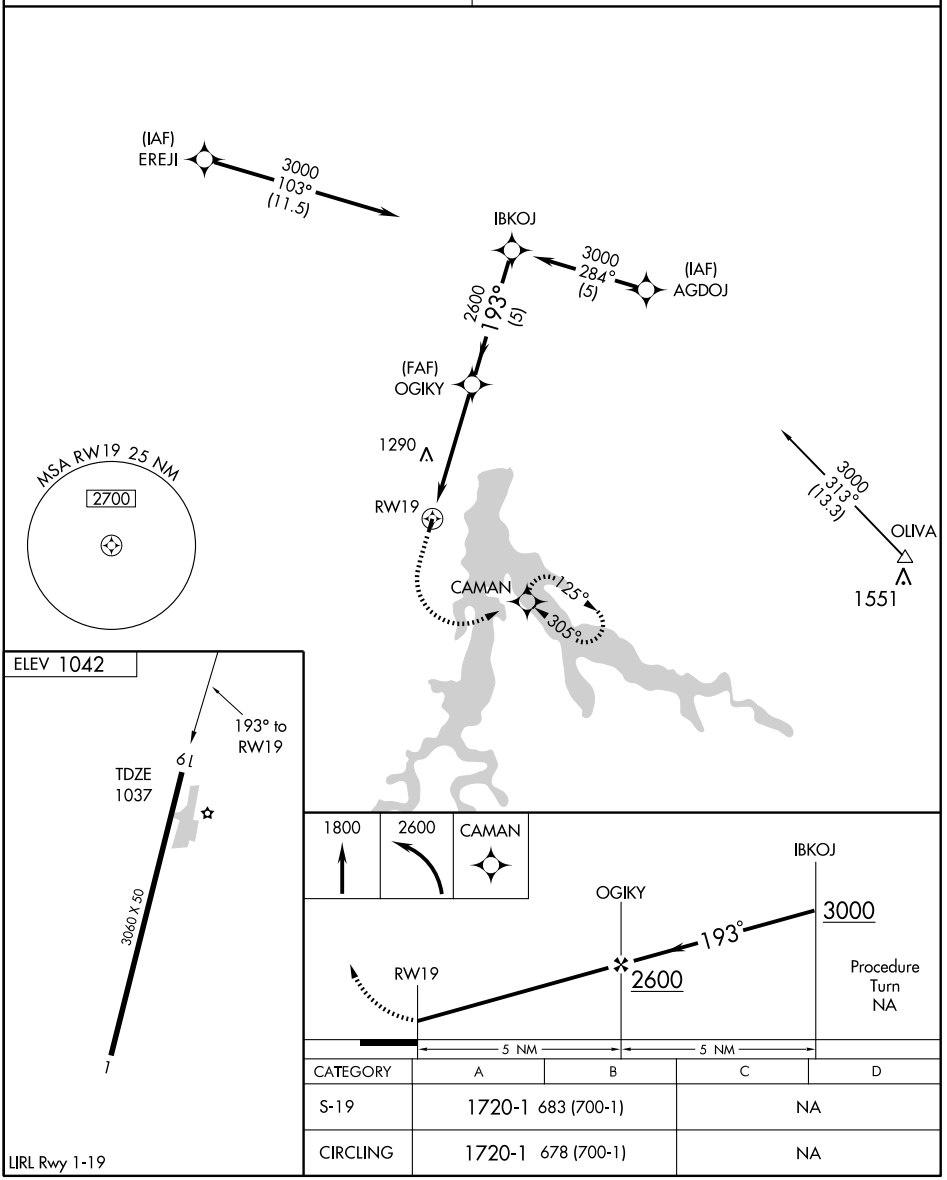
GPS RWY 19
STOCKTON MUNI (MO3)

NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct CAMAN WP and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9



CATEGORY	A	B	C	D
S-19	1720-1 683 (700-1)		NA	
CIRCLING	1720-1 678 (700-1)		NA	

LIRL Rwy 1-19

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC SGF 116.9 Chan 116	APP CRS 305°	Rwy Idg N/A TDZE N/A Apt Elev 1042

VOR/DME or GPS-A

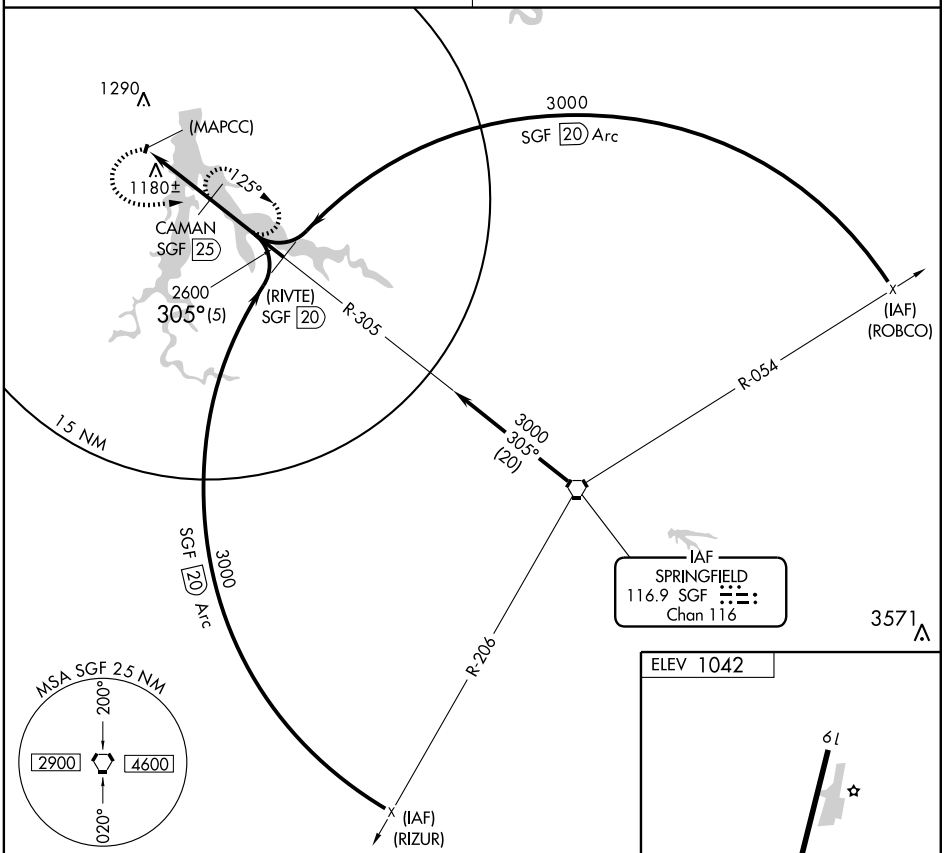
STOCKTON MUNI (MO3)

NA

Use Springfield-Branson National altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SGF R-305 to CAMAN 25 DME and hold.

SPRINGFIELD APP CON	CTAF
124.95	122.9



CATEGORY	A	B	C	D
CIRCLING	1580-1 538 (600-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

STOCKTON

STOCKTON LAKE SPB (2M5) 1E UTC−6(−5DT) N37°39.00′ W93°45.51′ KANSAS CITY
867 NOTAM FILE COU Not insp.

WATERWAY ALL WAY: 15000X2000 (WATER)

SEAPLANE REMARKS: Unattended. Seaplanes may not be opr at Stockton Lake SPB sunset–sunrise. Waterway ALL WAY trees and high ground all quadrants. Debris on and invof lake during flooding. No buoys showing ldg area. Call for ice conditions in winter months.

COMMUNICATIONS: CTAF 122.9

STOCKTON MUNI (MO3) 3 SW UTC−6(−5DT) N37°39.62′ W93°49.01′ KANSAS CITY
1042 B **FUEL** 100LL NOTAM FILE COU L–16F
RWY 01–19: H3060X50 (ASPH) LIRL (NSTD) IAP

RWY 01: Trees. **RWY 19:** Trees.

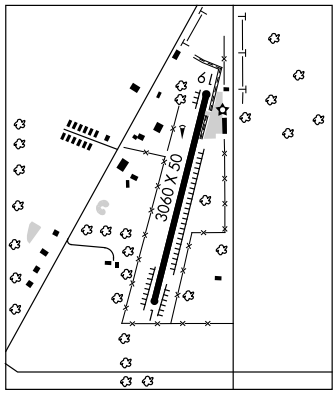
AIRPORT REMARKS: Unattended. For fuel call number posted on pumps. Wildlife on and invof arpt. Insufficient rwy safety area at Rwy 01 end. Large dropoff with rocks and debris and incorrect grade. Rwy 01–19 cracks with vegetation length of rwy. Rwy 01–19 NSTD LIRL, lgts on sides of rwy located 18–30′ from pavement. Thld lgts spaced incorrectly.

COMMUNICATIONS: CTAF 122.9

Ⓡ **SPRINGFIELD APP/DEP CON** 124.95

RADIO AIDS TO NAVIGATION: NOTAM FILE SGF.

SPRINGFIELD (H) VORTAC 116.9 SGF Chan 116 N37°21.36′ W93°20.04′ 304° 29.4 NM to fld. 1240/4E. **HIWAS.**



SULLIVAN RGNL (UUV) 1N UTC−6(−5DT) N38°14.01′ W91°09.86′ KANSAS CITY
933 B S4 **FUEL** 100LL, JET A NOTAM FILE STL Not insp. L–16G
RWY 06–24: H4500X75 (CONC) S–12.5 MIRL IAP

RWY 06: PAPI(P2L)—GA 4.0° TCH 28′. Tree.

RWY 24: PAPI(P2L)—GA 3.0° TCH 24′. Tree. Rgt tfc.

AIRPORT REMARKS: Attended 1300–2200Z‡. After hours call 573–467–1791. Parachute Jumping on and invof arpt. Rwy 06–24 restricted to acft 12,500 lbs maximum gross weight or less; PPR for acft exceeding 12,500 lbs call arpt manager. Ultralights on and invof arpt. Deer on and invof arpt. MIRL Rwy 06–24 preset on low ints, to increase ints ACTIVATE—CTAF. PAPI on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.375 (573) 860–2596.

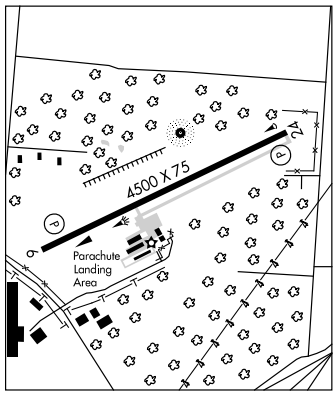
COMMUNICATIONS: CTAF/UNICOM 122.7

KANSAS CITY CENTER APP/DEP CON 128.35

RADIO AIDS TO NAVIGATION: NOTAM FILE VIH.

VICHY (L) VOR/DME 117.7 VIH Chan 124 N38°09.25′ W91°42.41′ 073° 26.1 NM to fld. 1110/6E.

NDB (MHW) 356 UUV N38°14.13′ W91°09.84′ at fld. Unmonitored 2300–1300Z‡. NOTAM FILE STL.



SUNSHINE N38°02.44′ W92°36.15′ NOTAM FILE COU. KANSAS CITY
(L) VORW/DME 108.4 SHY Chan 21 032° 4.2 NM to Lee C Fine Mem. 910/5E. L–16G
RCO 122.15 (COLUMBIA RADIO)

TAN TAR A RESORT SPB (See OSAGE BEACH)

TARIO N39°40.55′ W94°54.42′ NOTAM FILE STJ. KANSAS CITY
NDB (LOM) 260 ST 355° 5.8 NM to Rosecrans Mem.

NDB UUV	APP CRS	Rwy Idg	4499
356	246°	TDZE	927
		Apt Elev	933

NDB RWY 24

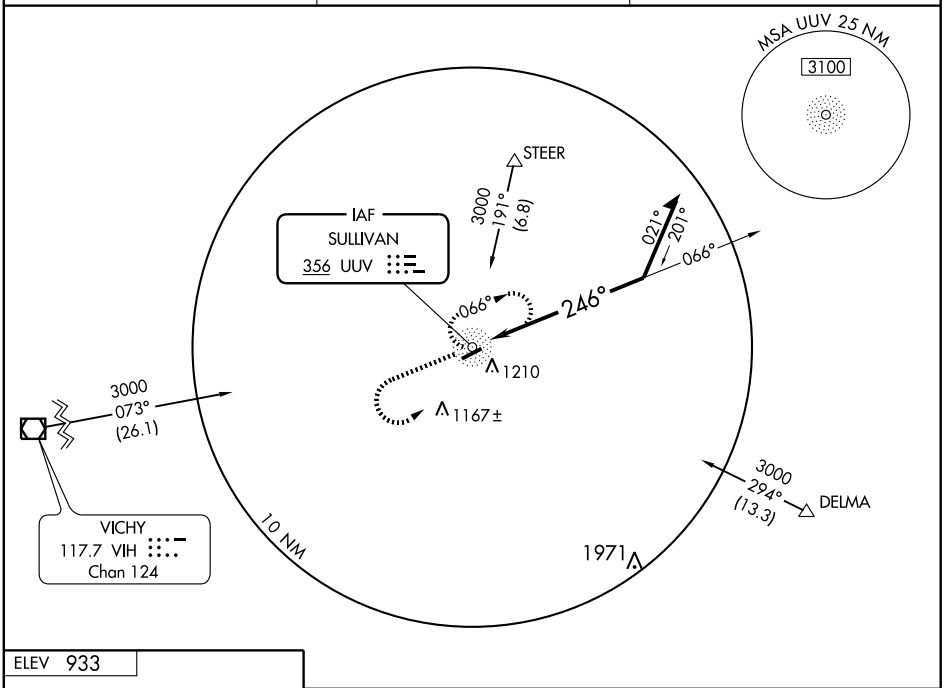
SULLIVAN RGNL (UUV)

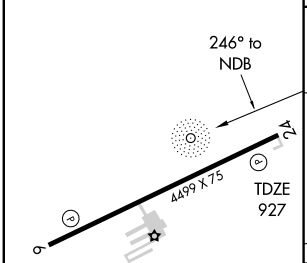
Obtain local altimeter on CTAF. When not received use Spirit of St. Louis altimeter setting.

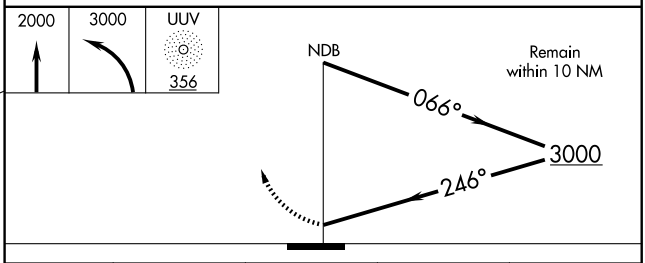
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct UUV NDB and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-24	1560-1	633 (700-1)	1560-1¾ 633 (700-1¾)	1560-2 633 (700-2)
CIRCLING	1560-1	627 (700-1)	1560-1¾ 627 (700-1¾)	1560-2 627 (700-2)
SPIRIT OF ST. LOUIS ALTIMETER SETTING MINIMUMS				
S-24	1720-1 793 (800-1)	1720-1¼ 793 (800-1¼)	1720-2¼ 793 (800-2¼)	1720-2½ 793 (800-2½)
CIRCLING	1720-1 787 (800-1)	1720-1¼ 787 (800-1¼)	1720-2¼ 787 (800-2¼)	1720-2½ 787 (800-2½)

NC-3, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy ldg 4499
CH 82414	058°	TDZE 933
W06A		Apt Elev 933

RNAV (GPS) RWY 6

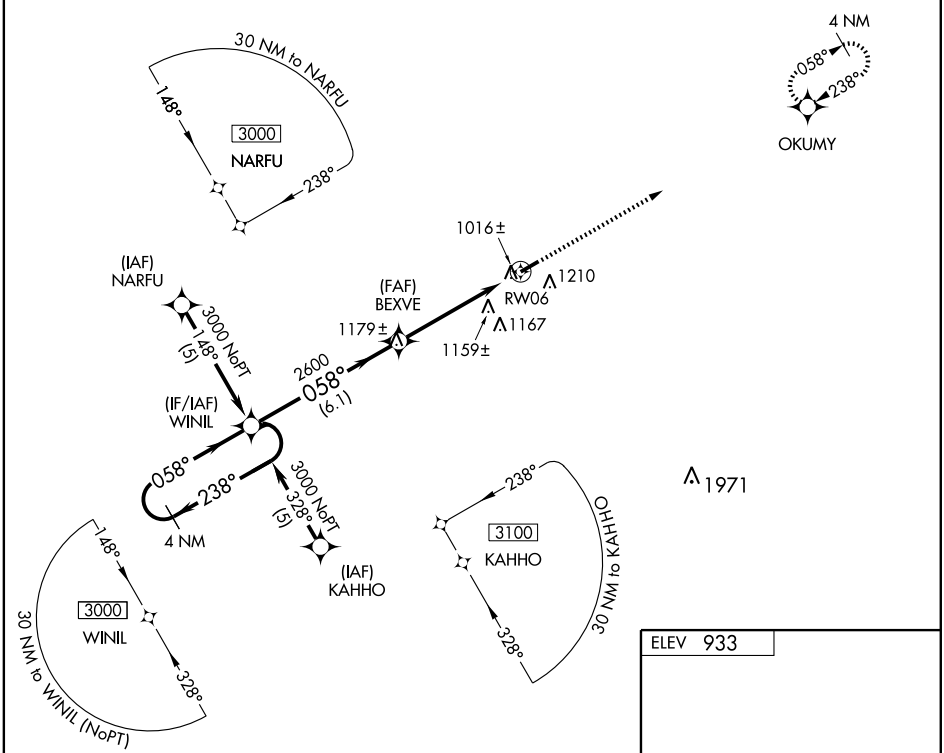
SULLIVAN RGNL (UUV)

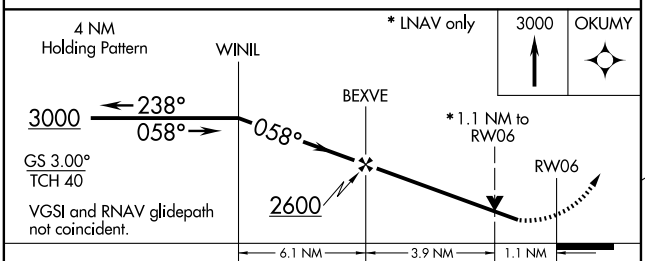
Circling to Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Rolla National altimeter setting. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV Cat A and B visibility ½ mile and LNAV/VNAV Cat A and B visibility ¼ mile.

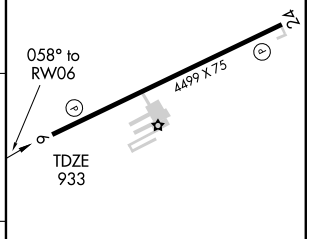
NA

MISSED APPROACH: Climb to 3000 direct OKUMY and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1236-1	303 (400-1)	NA	
LNAV/VNAV DA	1488-2	555 (600-2)	NA	
LNAV MDA	1420-1	487 (500-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg 4499
CH 72714 W24A	238°	TDZE 928
		Apt Elev 933

RNAV (GPS) RWY 24

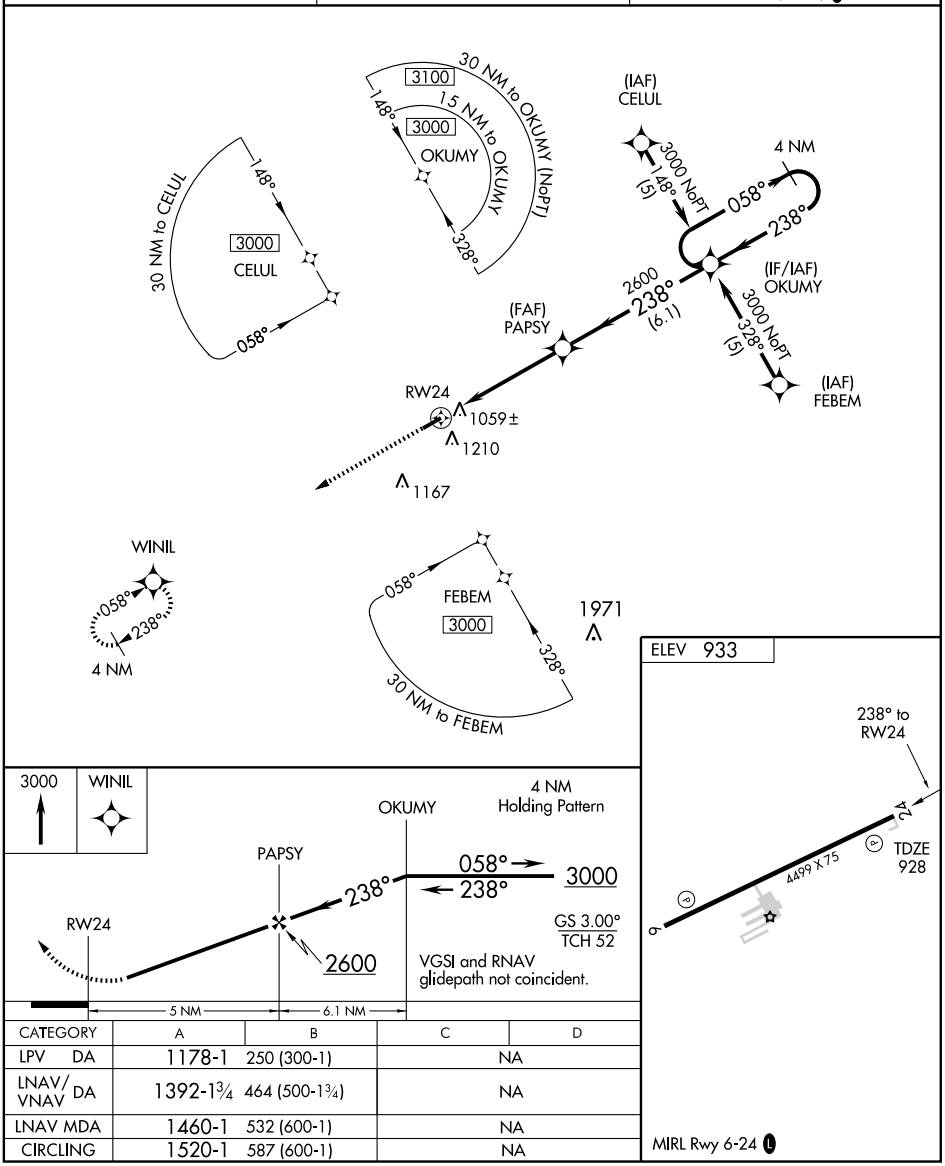
SULLIVAN RGNL (UUV)

Straight-in minimums NA at night. Circling to Rwy 24 NA at night. Baro-VNAV NA when using Rolla National altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rolla National altimeter setting and increase all DA 98 feet and all MDA 100 feet, increase LPV and LNAV/VNAV Cat A and B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct WINIL and hold.

AWOS-3	KANSAS CITY CENTER	UNICOM
119.375	128.35 284.67	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1178-1	250 (300-1)	NA	
LNAV/VNAV DA	1392-1¾	464 (500-1¾)	NA	
LNAV MDA	1460-1	532 (600-1)	NA	
CIRCLING	1520-1	587 (600-1)	NA	

MIRL Rwy 6-24 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC−6(−5DT) N40°26.76′ W95°22.04′ OMAHA

913 B S2 NOTAM FILE COU L–10J

RWY 18–36: H3564X60 (CONC) S–3 MIRL IAP

RWY 18: Thld dsplcd 330′. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Nov–Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 317° 35.5 NM to fld. 1160/8E.

THAYER MEM (42M) 2 W UTC−6(−5DT) N36°31.34′ W91°34.32′ KANSAS CITY

790 B NOTAM FILE COU L–16G

RWY 09–27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155′. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09–27 width variance 49–50′. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09–27 NSTD LIRL, rwy edge and thld lgts placed 15′ off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10′ W of dsplcd thld bar, first 160′ of dsplcd thld unlighted at ngt. For LIRL Rwy 09–27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 306° 38.8 NM to fld. 260/4E. **HIWAS.**

TRENTON MUNI (TRX) 1 E UTC−6(−5DT) N40°05.01′ W93°35.44′ OMAHA

758 B **FUEL** 100LL NOTAM FILE COU L–27A

RWY 18–36: H4307X75 (ASPH) MIRL IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 400′. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

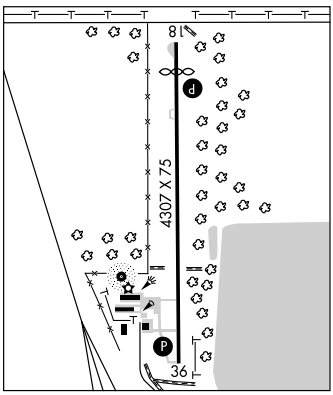
AIRPORT REMARKS: Attended Mon–Fri 1330–2230Z‡. 24 hr fuel avbl, contact arpt manager 660–359–5154; after hrs contact Fire Dept 660–359–5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36 opr dusk–0330Z‡, after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 144° 35.3 NM to fld. 1140/7E. **HIWAS.**

NDB (MHW) 400 TRX N40°04.82′ W93°35.58′ at fld. NOTAM FILE COU.



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC−6(−5DT) N40°32.41′ W93°01.53′ OMAHA

1046 B NOTAM FILE COU

RWY 17–35: H2805X49 (ASPH–AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17–35 width variance 49–50′. Rwy 17–35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17–35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	3234
CH 57906	178°	TDZE	913
W18A		Apt Elev	913

RNAV (GPS) RWY 18

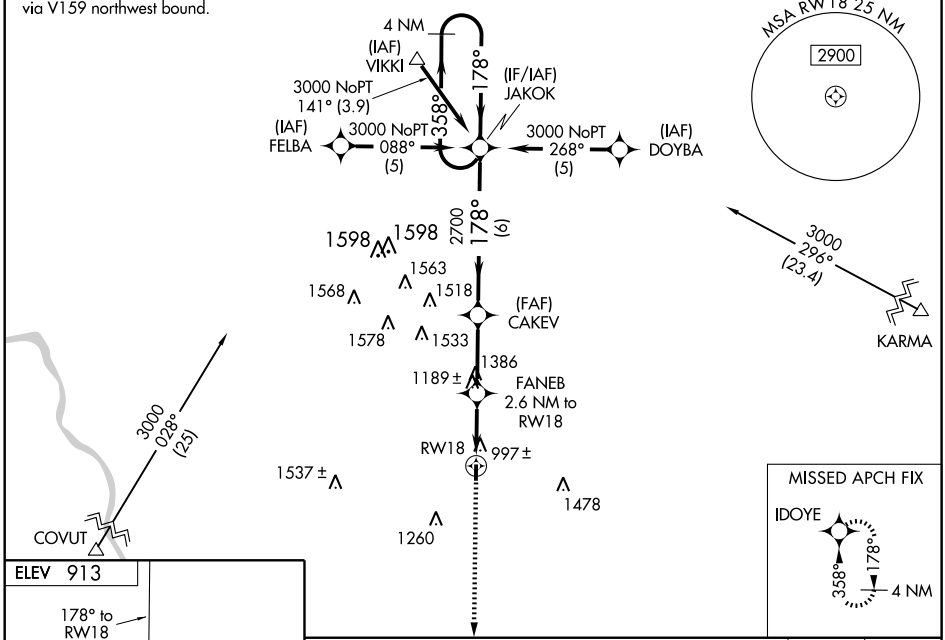
TARKIO/ GOULD PETERSON MUNI (K57)

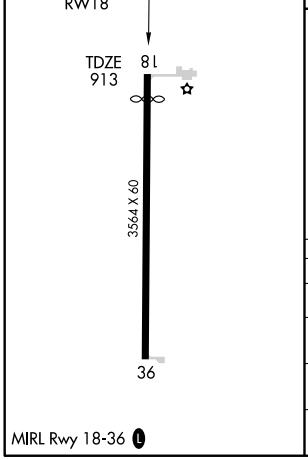
Baro-VNAV NA.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.
NA Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/ MDAs 20 feet, and LNAV Cat C visibility ¼ mile.

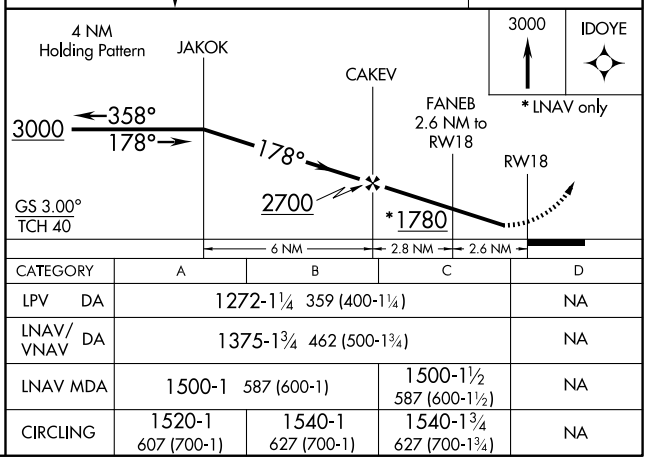
MISSED APPROACH: Climb to 3000 direct IDOYE and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 (L)

Procedure NA for arrivals at VIKKI via V159 northwest bound.







CATEGORY	A	B	C	D
LPV DA	1272-1¼ 359 (400-1¼)			NA
LNAV/ VNAV DA	1375-1¾ 462 (500-1¾)			NA
LNAV MDA	1500-1 587 (600-1)		1500-1½ 587 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

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WAAS	APP CRS	Rwy Idg	3564
CH 50206	358°	TDZE	912
W36A		Apt Elev	913

RNAV (GPS) RWY 36

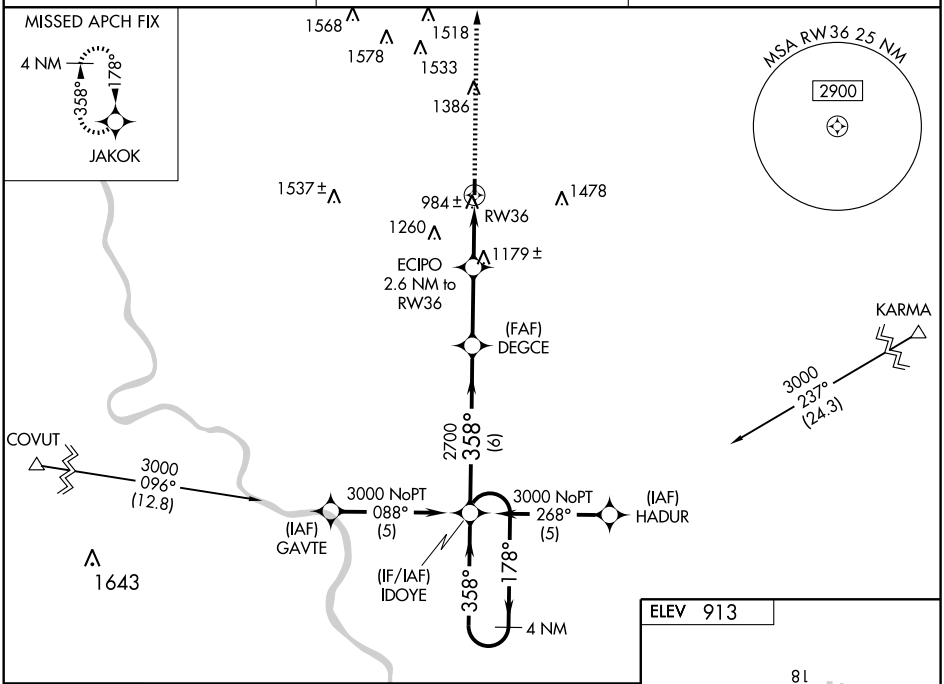
TARKIO/ GOULD PETERSON MUNI (K57)

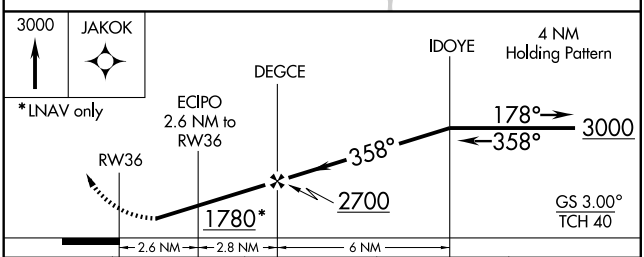
Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use Shenandoah altimeter setting; if not received, use Clarinda altimeter setting and increase all DAs 13 feet/MDAs 20 feet, and LNAV/VNAV Cats A/B/C visibility ¼ mile.

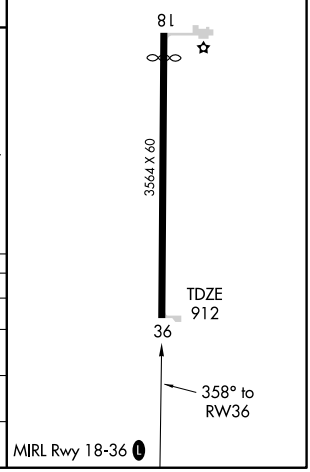
NA

MISSED APPROACH: Climb to 3000 direct JAKOK and hold.

SHENANDOAH AWOS-3	MINNEAPOLIS CENTER	CTAF
125.525	119.6 290.4	122.9 L







CATEGORY	A	B	C	D
LPV DA	1280-1¼ 368 (400-1¼)			NA
LNAV/VNAV DA	1352-1½ 440 (500-1½)			NA
LNAV MDA	1480-1 568 (600-1)		1480-1½ 568 (600-1½)	NA
CIRCLING	1520-1 607 (700-1)	1540-1 627 (700-1)	1540-1¾ 627 (700-1¾)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010

NC-3, 21 OCT 2010 to 18 NOV 2010

TARKIO

GOULD PETERSON MUNI (K57) 1 E UTC−6(−5DT) N40°26.76′ W95°22.04′ OMAHA

913 B S2 NOTAM FILE COU L–10J

RWY 18–36: H3564X60 (CONC) S–3 MIRL IAP

RWY 18: Thld dsplcd 330′. Road. **RWY 36:** Trees.

AIRPORT REMARKS: Attended Apr–Oct Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Nov–Mar irregularly. Wildlife on and invof arpt. Crop dusting acft on and invof arpt. Dike, fence and p-line N. Rotating bcn OTS indef. To increase ints and ACTIVATE MIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 119.6

RADIO AIDS TO NAVIGATION: NOTAM FILE STJ.

ST JOSEPH (H) VORTAC 115.5 STJ Chan 102 N39°57.64′ W94°55.51′ 317° 35.5 NM to fld. 1160/8E.

THAYER MEM (42M) 2 W UTC−6(−5DT) N36°31.34′ W91°34.32′ KANSAS CITY

790 B NOTAM FILE COU L–16G

RWY 09–27: H4200X49 (ASPH) LIRL (NSTD)

RWY 09: Trees. **RWY 27:** Thld dsplcd 155′. Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Wild animals on rwy at early and late hours. Rwy 09–27 width variance 49–50′. NSTD rwy safety areas byd Rwy 09 end, incorrect terrain gradients and brush. Rotating bcn out of svc indefinitely. Rwy 09–27 NSTD LIRL, rwy edge and thld lgts placed 15′ off edges of pavement. Rwy 27 dsplcd thld lgts NSTD located 10′ W of dsplcd thld bar, first 160′ of dsplcd thld unlighted at ngt. For LIRL Rwy 09–27 key 122.9 5 times.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE ARG.

WALNUT RIDGE (H) VORTAC 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 306° 38.8 NM to fld. 260/4E. **HIWAS.**

TRENTON MUNI (TRX) 1 E UTC−6(−5DT) N40°05.01′ W93°35.44′ OMAHA

758 B **FUEL** 100LL NOTAM FILE COU L–27A

RWY 18–36: H4307X75 (ASPH) MIRL IAP

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Thld dsplcd 400′. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Pole.

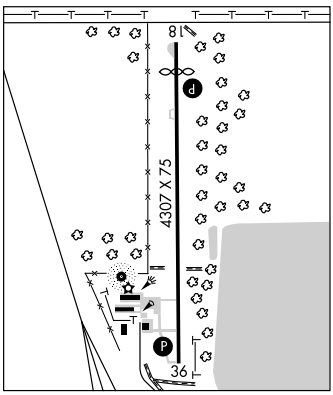
AIRPORT REMARKS: Attended Mon–Fri 1330–2230Z‡. 24 hr fuel avbl, contact arpt manager 660–359–5154; after hrs contact Fire Dept 660–359–5552. Be alert for birds and wildlife on and invof arpt. MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36 opr dusk–0330Z‡, after 0330Z‡ to dusk ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF. To increase ints and ACTIVATE REIL Rwy 18 and Rwy 36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81′ W93°58.06′ 144° 35.3 NM to fld. 1140/7E. **HIWAS.**

NDB (MHW) 400 TRX N40°04.82′ W93°35.58′ at fld. NOTAM FILE COU.



TRIPLE R (See DEARBORN)

TWIN CITY AIRPARK (See MARBLE HILL)

UNIONVILLE MUNI (K43) 3 N UTC−6(−5DT) N40°32.41′ W93°01.53′ OMAHA

1046 B NOTAM FILE COU

RWY 17–35: H2805X49 (ASPH–AFSC) LIRL

RWY 17: Ground. **RWY 35:** Trees. Rgt tfc.

AIRPORT REMARKS: Unattended. Rwy 17–35 width variance 49–50′. Rwy 17–35 large cracks across entire length of rwy. Rotating bcn OTS indef. ACTIVATE LIRL Rwy 17–35 and rotating bcn—CTAF, 3 clicks on and 2 clicks off.

COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3907
176°	TDZE	756
	Apt Elev	757

GPS RWY 18
TRENTON MUNI (TRX)

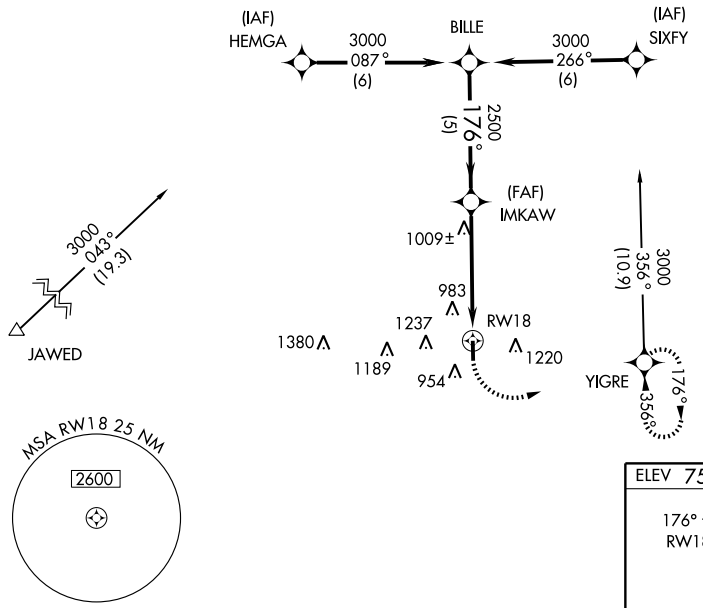
NA

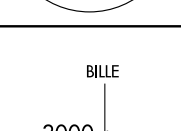
Use Chillicothe Muni altimeter setting.

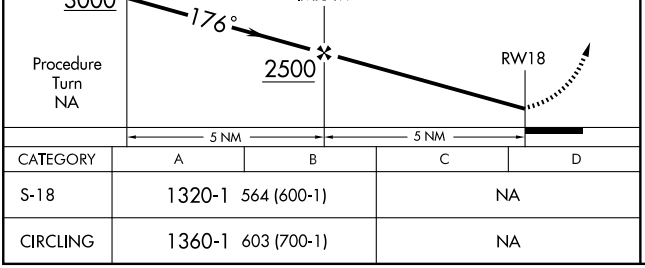
MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct YIGRE WP and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L

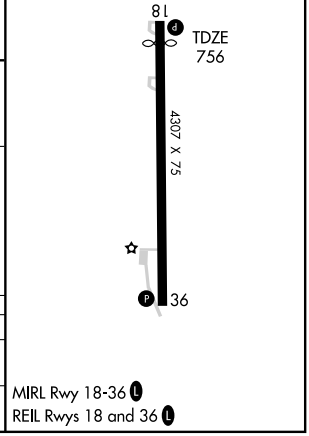
1473







CATEGORY	A	B	C	D
S-18	1320-1 564 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4307
356°	TDZE	756
	Apt Elev	757

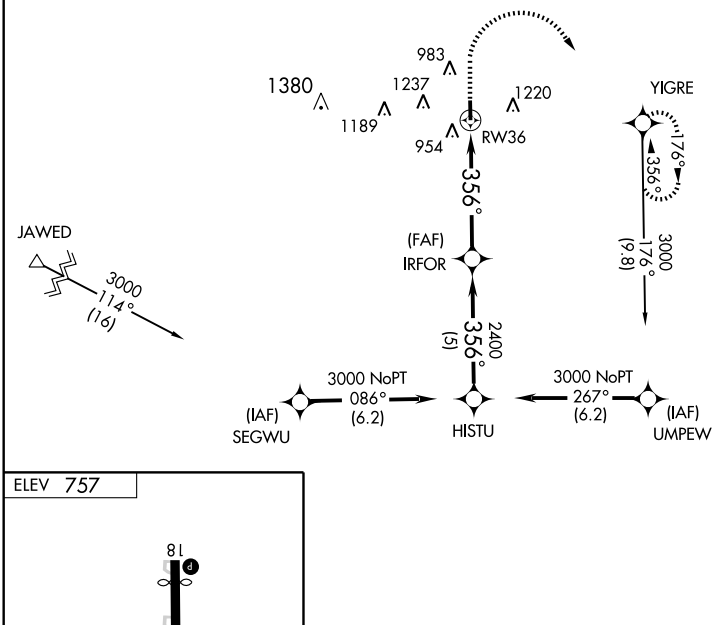
GPS RWY 36
TRENTON MUNI (TRX)

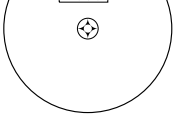
NA

Use Chillicothe Muni altimeter setting.

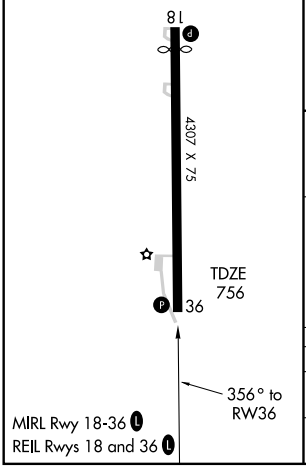
MISSED APPROACH: Climb to 2200, then climbing right turn to 3000 direct YIGRE WP and hold.

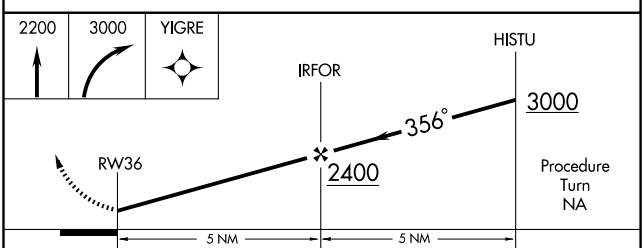
COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L





ELEV 757





CATEGORY	A	B	C	D
S-36	1280-1 524 (600-1)		NA	
CIRCLING	1360-1 603 (700-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB TRX	APP CRS	Rwy Idg	3907
400	183°	TDZE	756
		Apt Elev	757

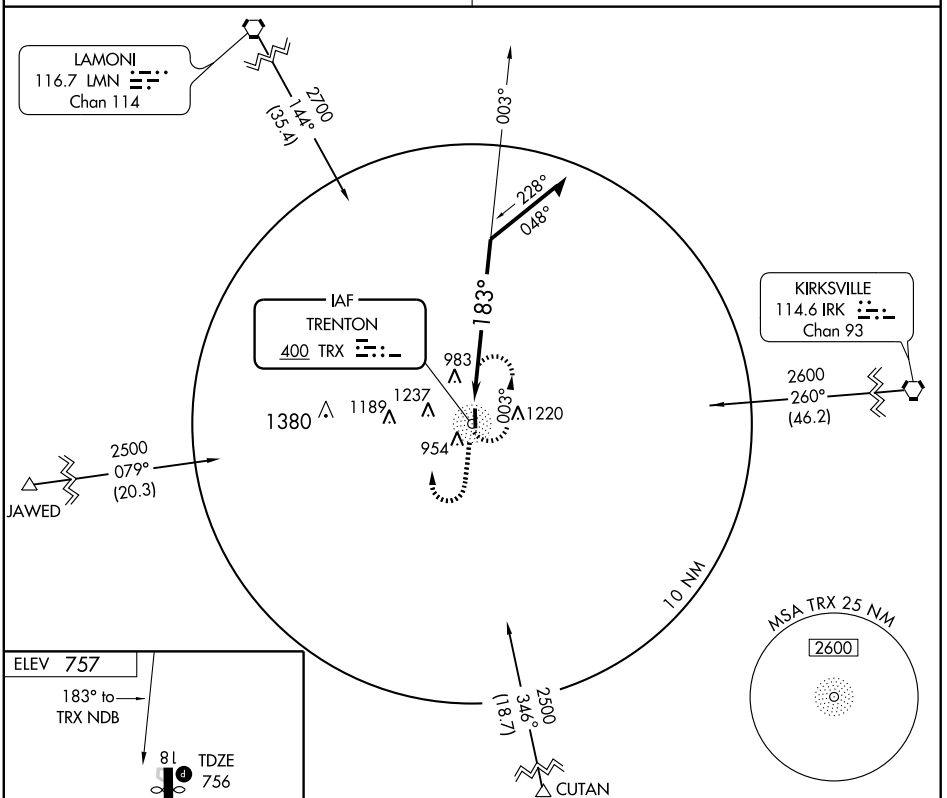
NDB RWY 18
TRENTON MUNI (TRX)

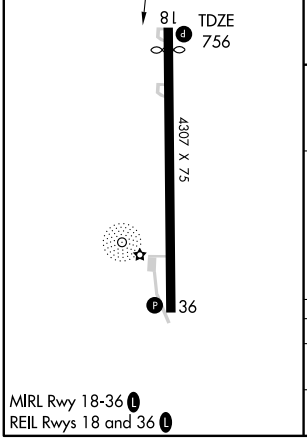
NA

Use Chillicothe Muni altimeter setting.

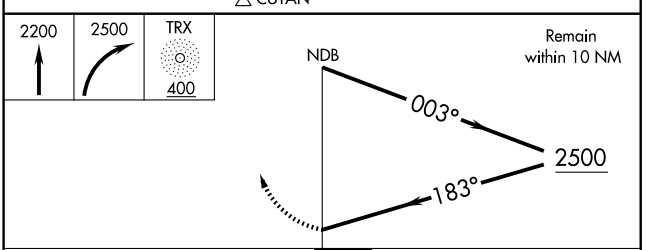
MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



CATEGORY	A	B	C	D
S-18	1480-1 724 (800-1)		NA	
CIRCLING	1480-1 723 (800-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

NDB TRX	APP CRS	Rwy Idg	4307
400	346°	TDZE	756
		Apt Elev	757

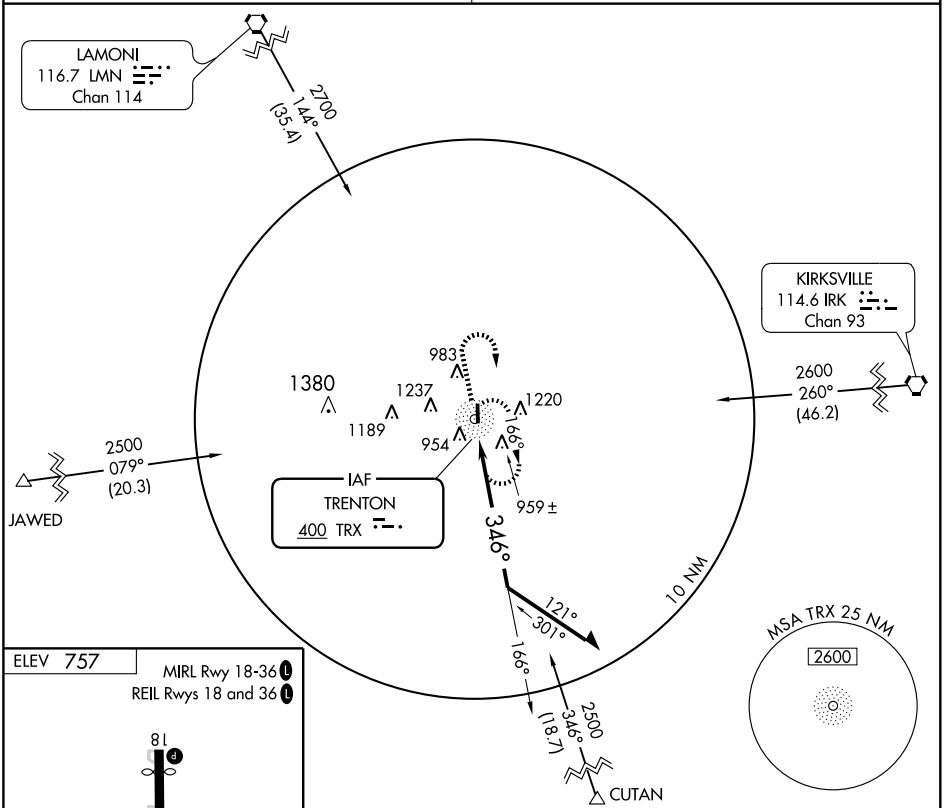
NDB RWY 36
TRENTON MUNI (TRX)

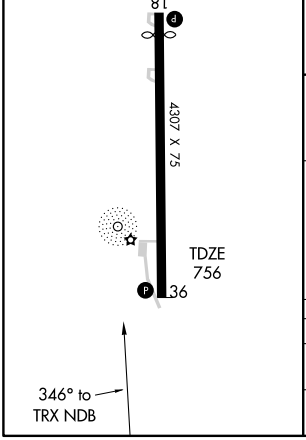
NA

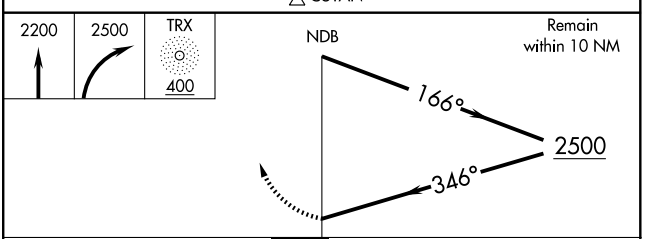
Use Chillicothe Muni altimeter setting.

MISSED APPROACH: Climb to 2200, then climbing right turn to 2500 direct TRX NDB and hold.

COLUMBIA RADIO	UNICOM
122.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-36	1380-1 624 (700-1)		NA	
CIRCLING	1380-1 623 (700-1)		NA	

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VAN BUREN

BOLLINGER–CRASS MEM (MO5) 1 N UTC−6(−5DT) N37°00.56′ W91°00.41′ KANSAS CITY

647 NOTAM FILE STL

RWY 02–20: H2600X50 (ASPH–RFSC) LIRL

RWY 02: Brush. **RWY 20:** Trees.

AIRPORT REMARKS: Unattended. Deer and wildlife on and invof arpt. Night ops not recommended. Rwy 02–20 large cracks with grass and weeds growing in them. Rough surface. Apron in poor condition, loose aggregrate and cracks. NSTD rwy safety area along sides of rwy and byd Rwy 20 end. Large drop–offs, incorrect terrain gradients, brush and trees. Rwy 02–20 many edge and thld lights broken and missing. Rwy 02–20 LIRL OTS indef.

COMMUNICATIONS: CTAF 122.9

VERSAILLES

ROY OTTEN MEM AIRFIELD (3VS) 2 W UTC−6(−5DT) N38°25.70′ W92°52.52′ KANSAS CITY

1030 B S2 **FUEL** 100LL NOTAM FILE COU

RWY 07–25: H2805X39 (ASPH) LIRL (NSTD)

RWY 07: Brush. **RWY 25:** Road. Rgt tfc.

AIRPORT REMARKS: Attended 1400–2300Z‡. Crop dusting acft, helicopters and ultralight activity on and invof arpt. Deer and wildlife on and invof arpt. NSTD rwy safety area beyond each rwy end, incorrect terrain grades, large drop off at Rwy 07 end, road at Rwy 25 end. Rwy 07–25 width variance 39–40′. Rwy 07–25 line of sight obstructed by grade change in rwy. Rwy 07–25 NSTD LIRL, thld lgts green and spaced incorrectly, thld and edge lgts placed 11–18′ from rwy edge.

COMMUNICATIONS: CTAF/UNICOM 122.8

HELIPAD H1: H50X50 (CONC)

H1: Trees.

HELIPORT REMARKS: Rwy H1 perimeter lgts. Rwy HI +45′ trees, 380′ NW of final approach and takeoff area, 8:1 approach slope, +52′ trees, 155′ SE of final approach and takeoff area, 2:1 approach slope.

VICHY N38°09.25′ W91°42.41′ NOTAM FILE VIH. KANSAS CITY

(L) VOR/DME 117.7 VIH Chan 124 236° 3.4 NM to Rolla National. 1110/6E. H–5D, L–16G

RCO 122.1R 117.7 T (COLUMBIA RADIO)

RCO 122.35 (COLUMBIA RADIO)

WARRENSBURG

SKYHAVEN (RCM) 3 NW UTC−6(−5DT) N38°47.05′ W93°48.17′ KANSAS CITY

798 B S2 **FUEL** 100LL, JET A NOTAM FILE COU L–27A

RWY 18–36: H4206X75 (ASPH) S–21, D–26 MIRL IAP

RWY 18: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Trees. Rgt tfc.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 36′. Tree.

RWY 13–31: H2801X60 (ASPH) S–12.5 0.4% up NW MIRL

RWY 13: REIL. Trees. Rgt tfc. **RWY 31:** REIL. Road.

AIRPORT REMARKS: Attended Mon–Fri 1300–0200Z‡, Sat–Sun 1400–0000Z‡. Self svc fuel avbl with credit cards only. Glider operations at arpt. Wildlife on and invof arpt. Calm wind Rwy 36. South 100′ of apron and exit ramp located 1250′ N of Rwy 36 thld has same pavement strength as Rwy 18–36, remainder of apron not full strength. Limited sight distance fm Rwy 13 thld area to Rwy 18 thld and from Rwy 18 thld to Rwy 31 thld area. ACTIVATE MIRL Rwy 13–31 and Rwy 18–36, PAPI Rwy 18, REIL Rwy 18, Rwy 36, Rwy 13, Rwy 31—CTAF. PAPI Rwy 36 on 24 hrs.

WEATHER DATA SOURCES: AWOS–3 119.575 (660) 422–7010.

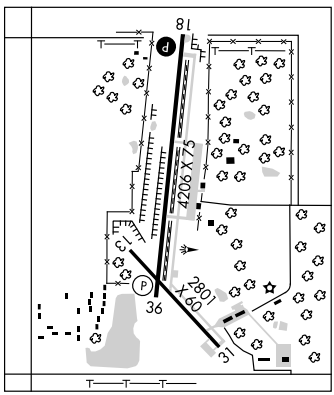
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **WHITEMAN APP CON** 127.45 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holiday) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

Ⓡ **WHITEMAN DEP CON** 125.925 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡, Sat–Sun 1400–2300Z‡, clsd holidays) other times ctc **KANSAS CITY CENTER APP/DEP CON** 135.575

RADIO AIDS TO NAVIGATION: NOTAM FILE COU.

NAPOLEON (L) VORTACW 114.0 ANX Chan 87 N39°05.73′ W94°07.73′ 134° 24.1 NM to fld. 878/7E



WAAS	APP CRS	Rwy Idg	4206
CH 45803	181°	TDZE	797
W18A		Apt Elev	798

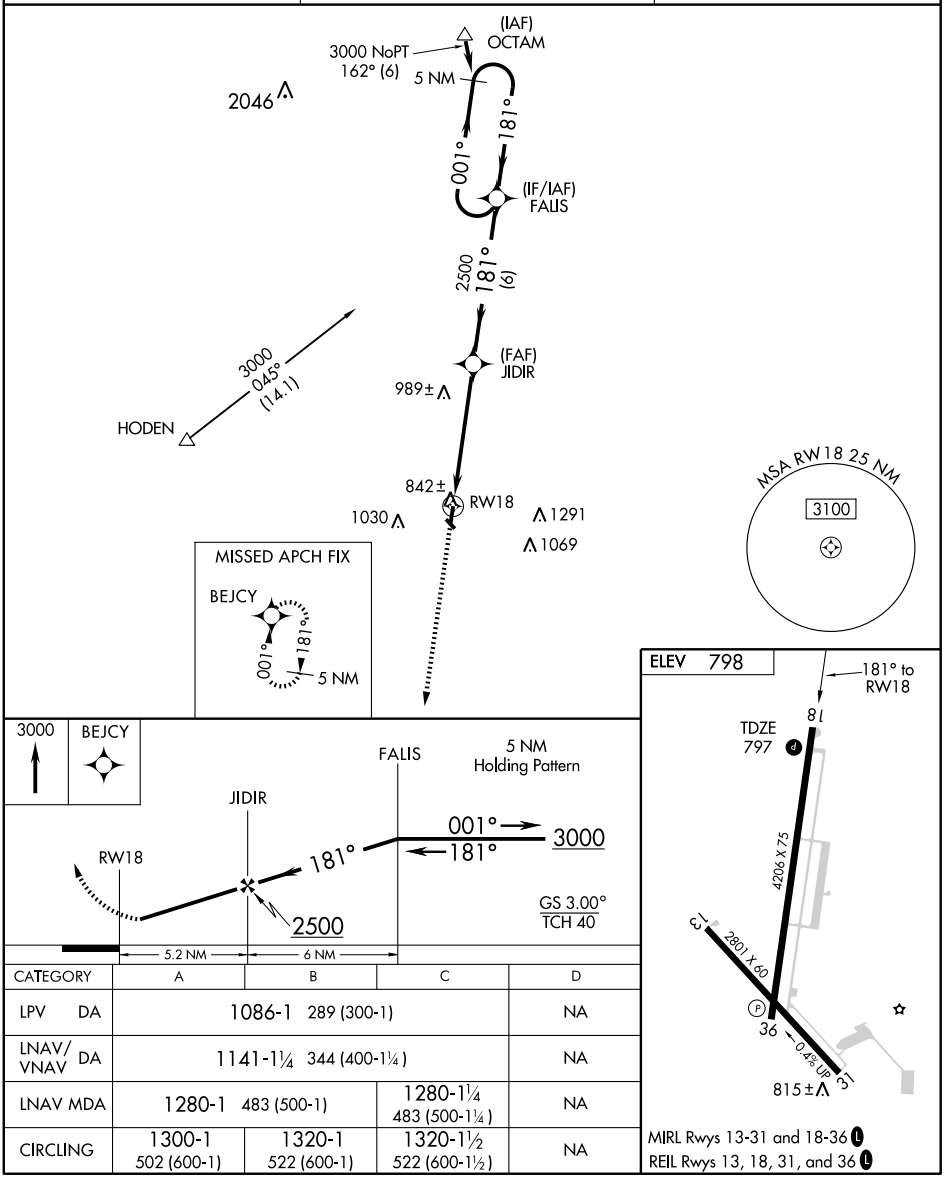
RNAV (GPS) RWY 18

WARRENSBURG/ SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

MISSED APPROACH: Climb to 3000 direct BEJCY and hold

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/ VNAV DA	1141-1¼ 344 (400-1¼)			NA
LNAV MDA	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

MIRL Rwys 13-31 and 18-36 L

REIL Rwys 13, 18, 31, and 36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4206
CH 65903	001°	TDZE	797
W36A		Apt Elev	798

RNAV (GPS) RWY 36

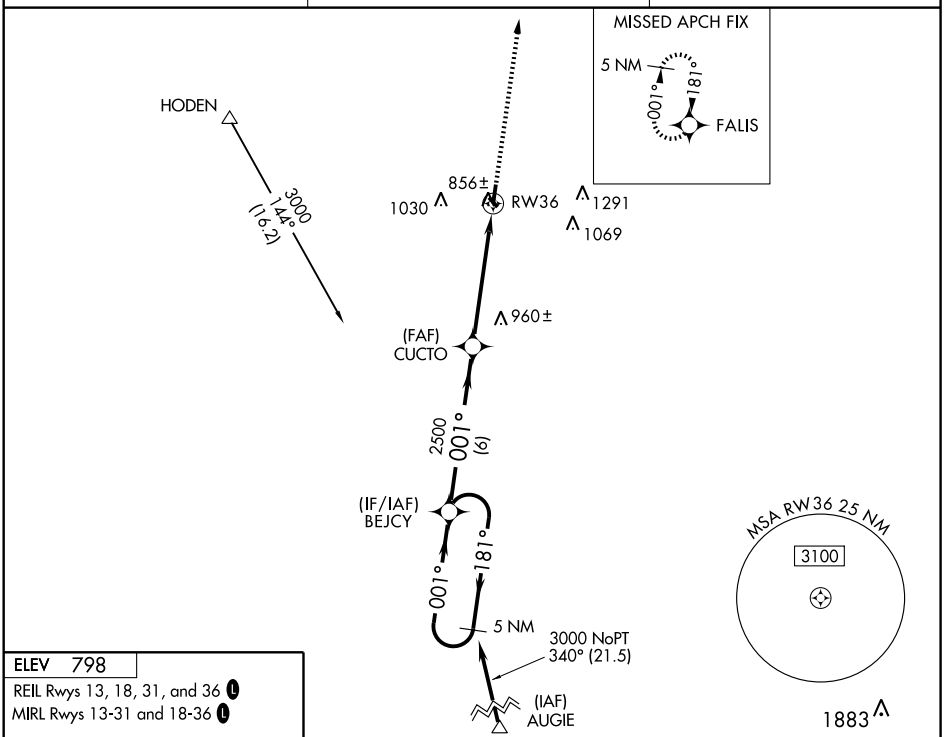
WARRENSBURG/SKYHAVEN (RCM)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all DA/MDA 80 feet.

NA

MISSED APPROACH: Climb to 3000 direct FALIS and hold.

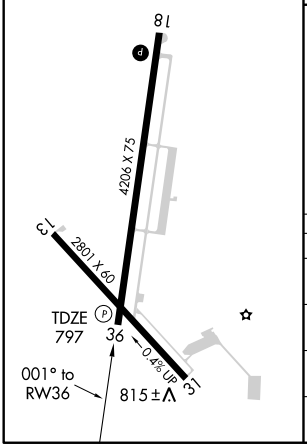
AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L

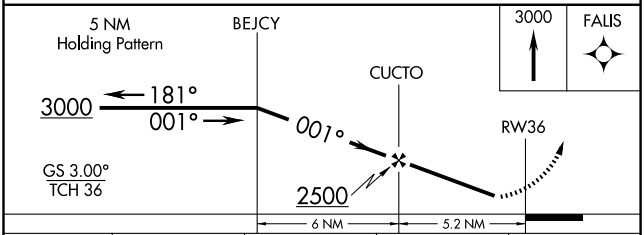


ELEV 798

REIL Rwys 13, 18, 31, and 36 L

MIRL Rwys 13-31 and 18-36 L





CATEGORY	A	B	C	D
LPV DA	1086-1 289 (300-1)			NA
LNAV/VNAV DA	1197-1½ 400 (400-1½)			NA
LNAV MDA	1260-1 463 (500-1)		1260-1¼ 463 (500-1¼)	NA
CIRCLING	1300-1 502 (600-1)	1320-1 522 (600-1)	1320-1½ 522 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

VORTAC ANX 114.0 Chan 87	APP CRS 134°	Rwy Idg N/A TDZE N/A Apt Elev 798

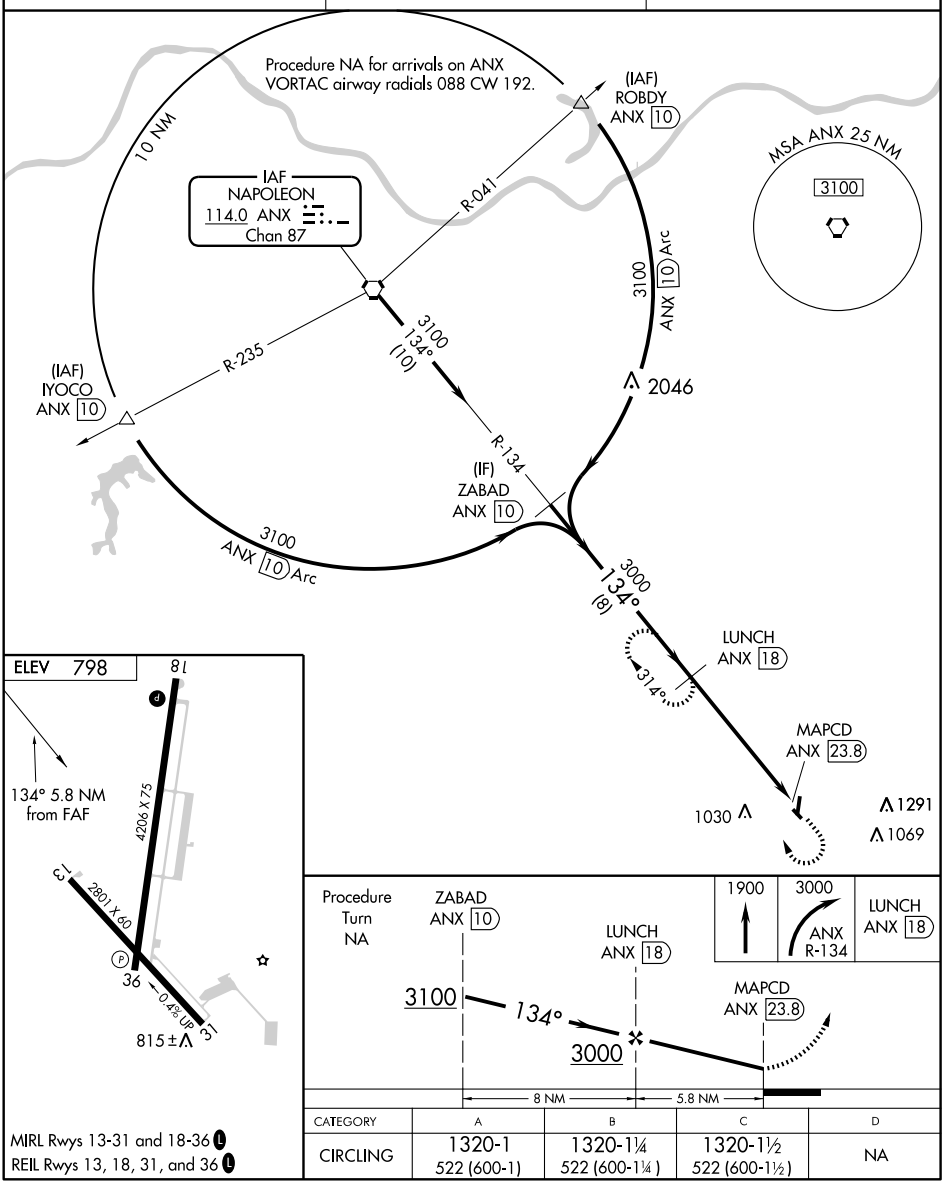
VOR/DME-A

WARRENSBURG/SKYHAVEN (RCM)

▼ ▲ NA — Use Whiteman AFB altimeter setting; when not received, use Charles B. Wheeler Downtown altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 1900, then climbing right turn to 3000 via ANX R-134 to LUNCH/18 DME and hold.

AWOS-3	WHITEMAN APP CON ★	UNICOM
119.575	127.45 284.0	123.0 (CTAF) L



MIRL Rwys 13-31 and 18-36 L
REIL Rwys 13, 18, 31, and 36 L

CATEGORY	A	B	C	D
CIRCLING	1320-1 522 (600-1)	1320-1¼ 522 (600-1¼)	1320-1½ 522 (600-1½)	NA

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

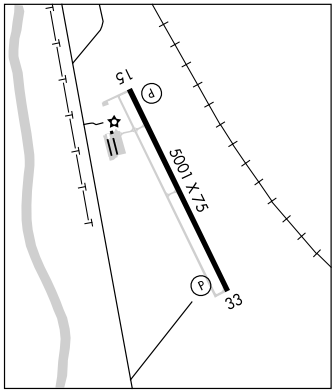
WARSAW

HARRY S TRUMAN DAM AND RESERVOIR SPB (75U) 1E UTC−6(−5DT) KANSAS CITY
N38°13.00′ W93°25.01′
706 NOTAM FILE COU
WATERWAY ALL WAY: 15000X4000 (WATER)
SEAPLANE REMARKS: Unattended. Waterway All Way trees and high ground all quadrants. Waterway ALL WAY ldgs allowed any direction in designated areas only. Seaplane base is located under the Truman C MOA base 500′ AGL. Contact WHITEMAN APP on freq 127.45. Debris on and in vicinity of lake during floodings. No buoys showing ldg area. Remain 1000′ clear of dam or any bridge. Call for ice conditions in winter months.
COMMUNICATIONS: CTAF 122.9

WARSAW MUNI (RAW) 6 N UTC(−5DT) N38°20.81′ W93°20.73′ KANSAS CITY L–27A
936 B **FUEL** 100LL NOTAM FILE COU
RWY 18–36: H3300X60 (CONC) D–12.5 MIRL
AIRPORT REMARKS: Unattended. Fuel avbl 24 hr self serve. Wildlife on and invof arpt. Pavement edge drop–offs along the north edge of the twy serving the apron exceed 6″ in various locations. ACTIVATE MIRL Rwy 18–36—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (660) 547–3761.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE COU.
SUNSHINE (L) VORW/DME 108.4 SHY Chan 21 N38°02.44′ W92°36.15′ 293° 39.7 NM to fld. 910/5E.

WASHINGTON CO (See POTOSI)

WASHINGTON RGNL (FYG) (KFYG) 3 N UTC−6(−5DT) N38°35.26′ W90°59.63′ ST LOUIS H–5D, L–27B IAP
488 B S2 **FUEL** 100LL NOTAM FILE STL
RWY 15–33: H5001X75 (CONC) S–30 MIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees. Rgt tfc.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Nov–Mar 1400–2300Z‡, Apr–Oct 1400–0000Z‡. Wildlife on and invof of arpt. Power plant maintenance on limited basis. MIRL Rwy 15–33 preset on medium intensity dusk to 0600Z‡, to increase intensity and ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 on 24 hrs.
WEATHER DATA SOURCES: AWOS–3 121.325 (636) 433–5914.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **ST LOUIS APP/DEP CON** 126.5
RADIO AIDS TO NAVIGATION: NOTAM FILE STL.
FORISTELL (L) VORTACW 110.8 FTZ Chan 45 N38°41.66′ W90°58.27′ 184° 6.5 NM to fld. 818/5E.



WAYNESVILLE–ST. ROBERT RGNL FORNEY FLD (See FORT LEONARD WOOD)

RNAV (GPS) RWY 15

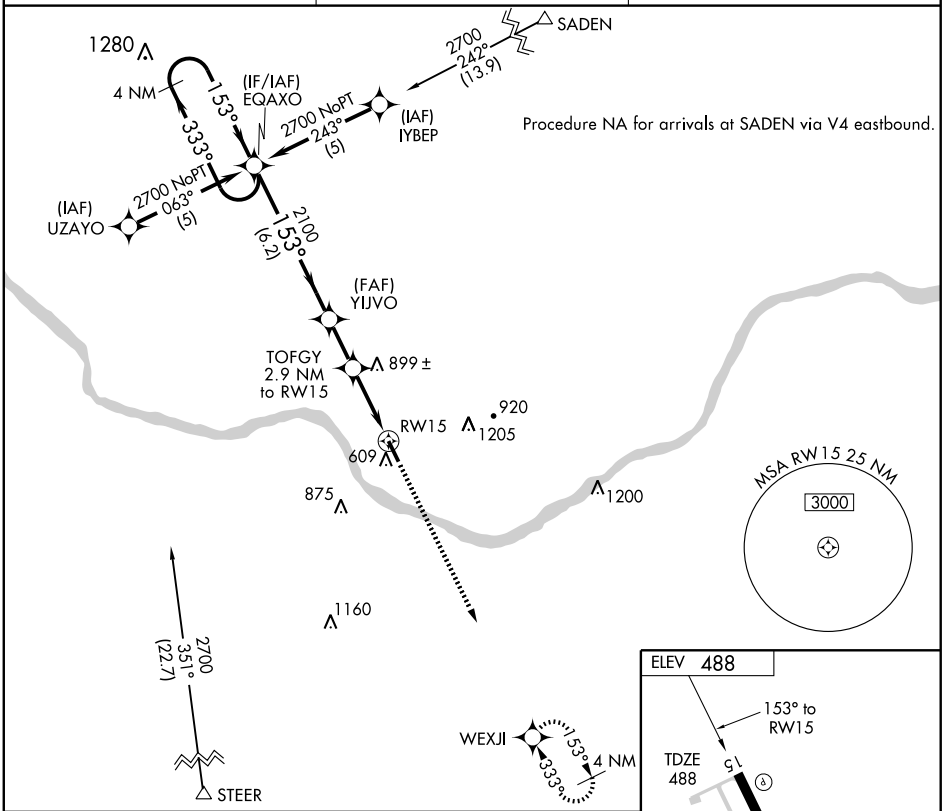
WASHINGTON RGNL (FYG)

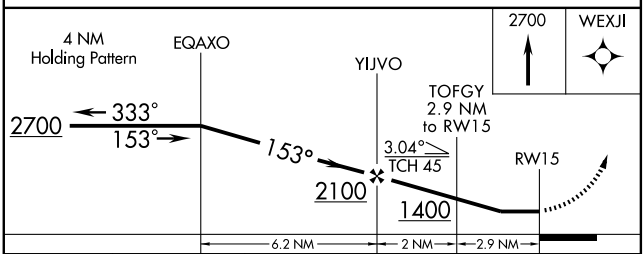
APP CRS	Rwy Idg	5001
153°	TDZE	488
	Apt Elev	488

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

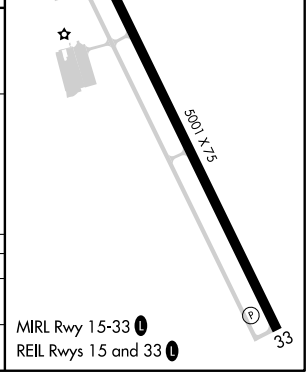
MISSED APPROACH: Climb to 2700 direct WEXJI and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1160-1 672 (700-1)		1160-2 672 (700-2)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

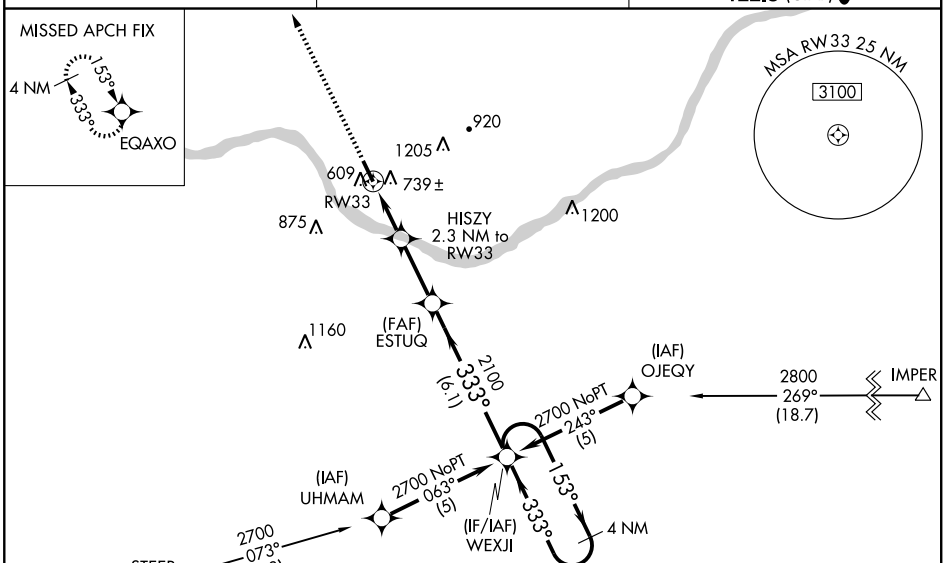
WAAS	APP CRS	Rwy Idg	5001
CH 45715	333°	TDZE	486
W33A		Apt Elev	488

RNAV (GPS) RWY 33
WASHINGTON RGNL (FYG)

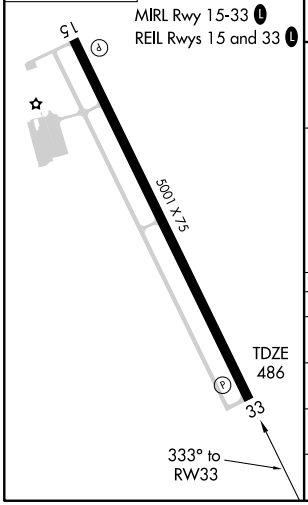
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Spirit of St. Louis altimeter setting.

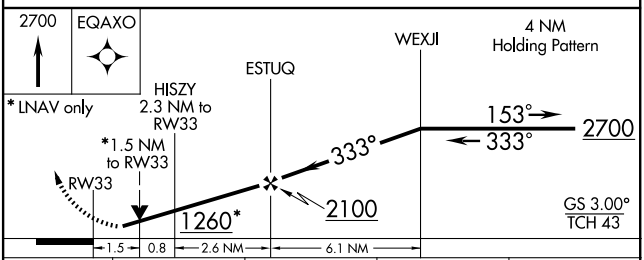
MISSED APPROACH: Climb to 2700 direct EQAXO and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L



Procedure NA for arrivals at IMPER via V238 northeast bound, and arrivals at STEER via V14 and V88 southwest bound.





CATEGORY	A	B	C	D
LPV DA	824-1¼ 338 (400-1¼)			NA
LNAV/VNAV DA	1051-2 565 (600-2)			NA
LNAV MDA	1000-1 514 (600-1)		1000-1½ 514 (600-1½)	NA
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

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VORTAC FTZ	APP CRS	Rwy Idg	N/A
110.8	184°	TDZE	N/A
Chan 45		Apt Elev	488

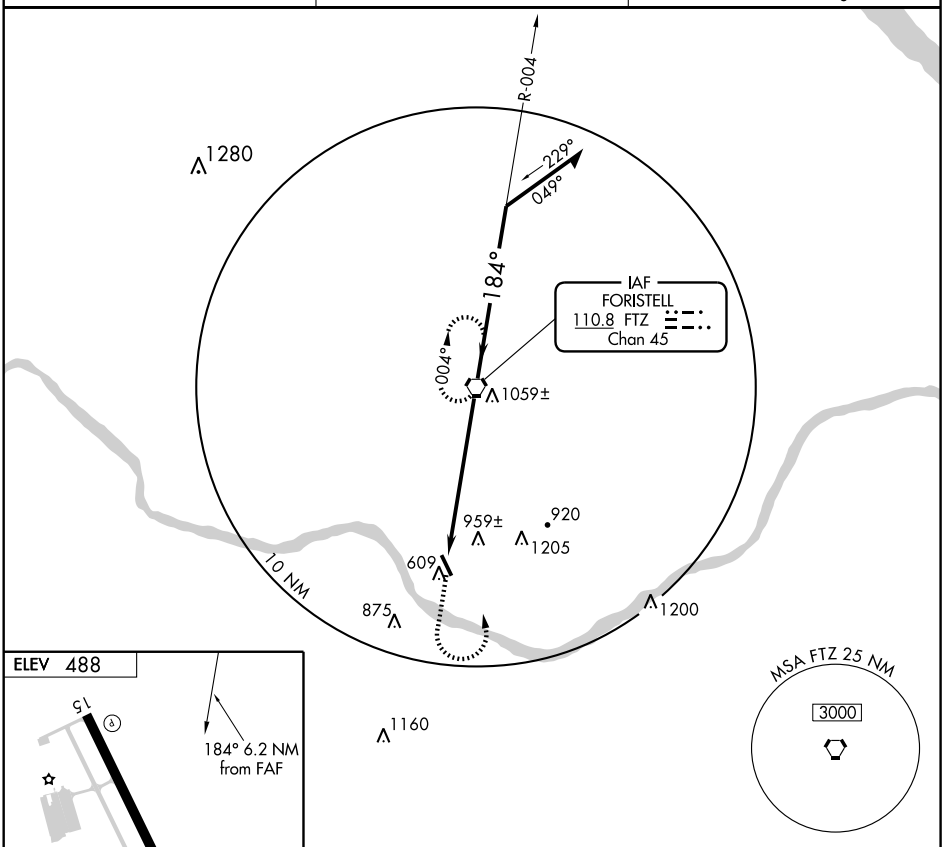
VOR-A

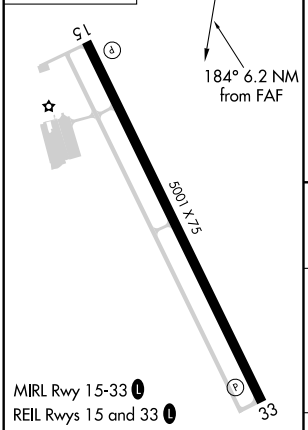
WASHINGTON RGNL (FYG)

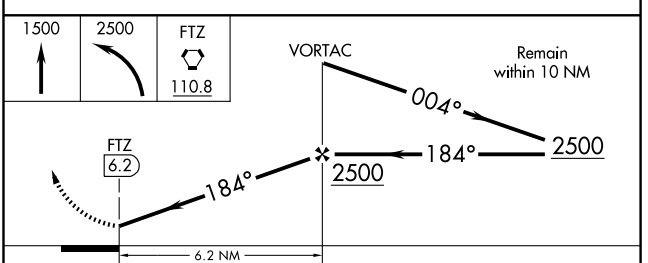
When local altimeter setting not received, use Spirit of St. Louis altimeter setting and increase all MDA 60 feet and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct FTZ VORTAC and hold.

AWOS-3	ST. LOUIS APP CON	UNICOM
121.325	126.5 254.3	122.8 (CTAF) L







FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

CATEGORY	A	B	C	D
CIRCLING	1220-1 732 (800-1)	1260-1¼ 772 (800-1¼)	1260-2¼ 772 (800-2¼)	NA

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WEST PLAINS MUNI (UNO) 10 NW UTC−6(−5DT) N36°52.71′ W91°54.16′

KANSAS CITY
H–6J, L–16G
IAP

1228 B **FUEL** 100LL, JET A NOTAM FILE UNO

RWY 18–36: H5102X75 (ASPH) S–30, D–39 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.

AIRPORT REMARKS: Attended 1400–2300Z‡. For attendant after 2300Z‡ call 417–257–1539 or 417–256–3865. Helicopter ops and training on and invof arpt. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and 36 after 0400Z‡—CTAF.

WEATHER DATA SOURCES: ASOS 123.825 (417) 257–1313.

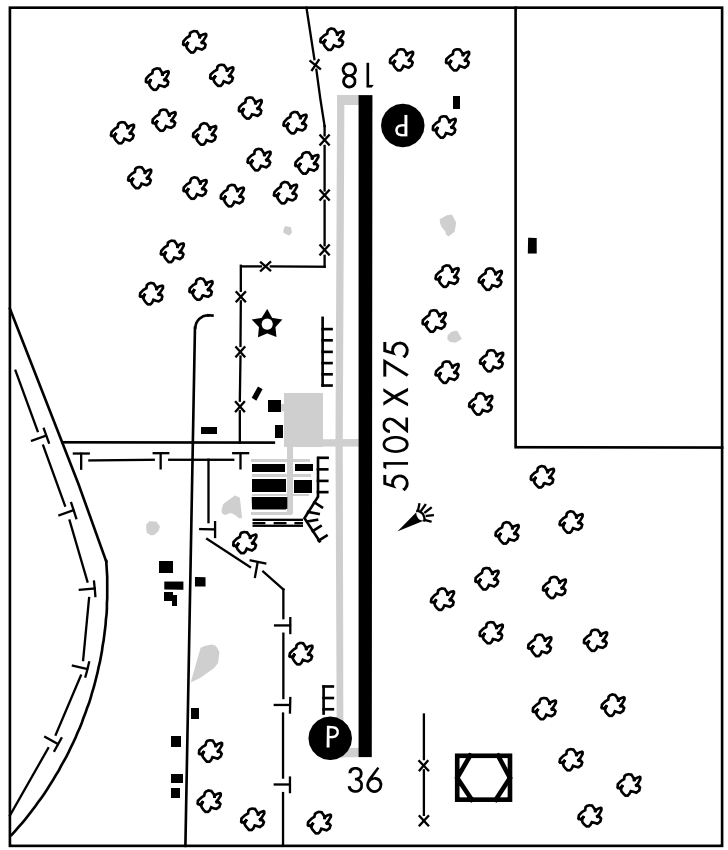
COMMUNICATIONS: CTAF/UNICOM 122.8.

RCO 122.15 (COLUMBIA RADIO)

MEMPHIS CENTER APP/DEP CON 120.075

RADIO AIDS TO NAVIGATION: NOTAM FILE UNO.

HUTTON (L) VORW/DME 111.6 HUW Chan 53X N36°52.28′ W91°54.00′ at fld. 1220/2E.



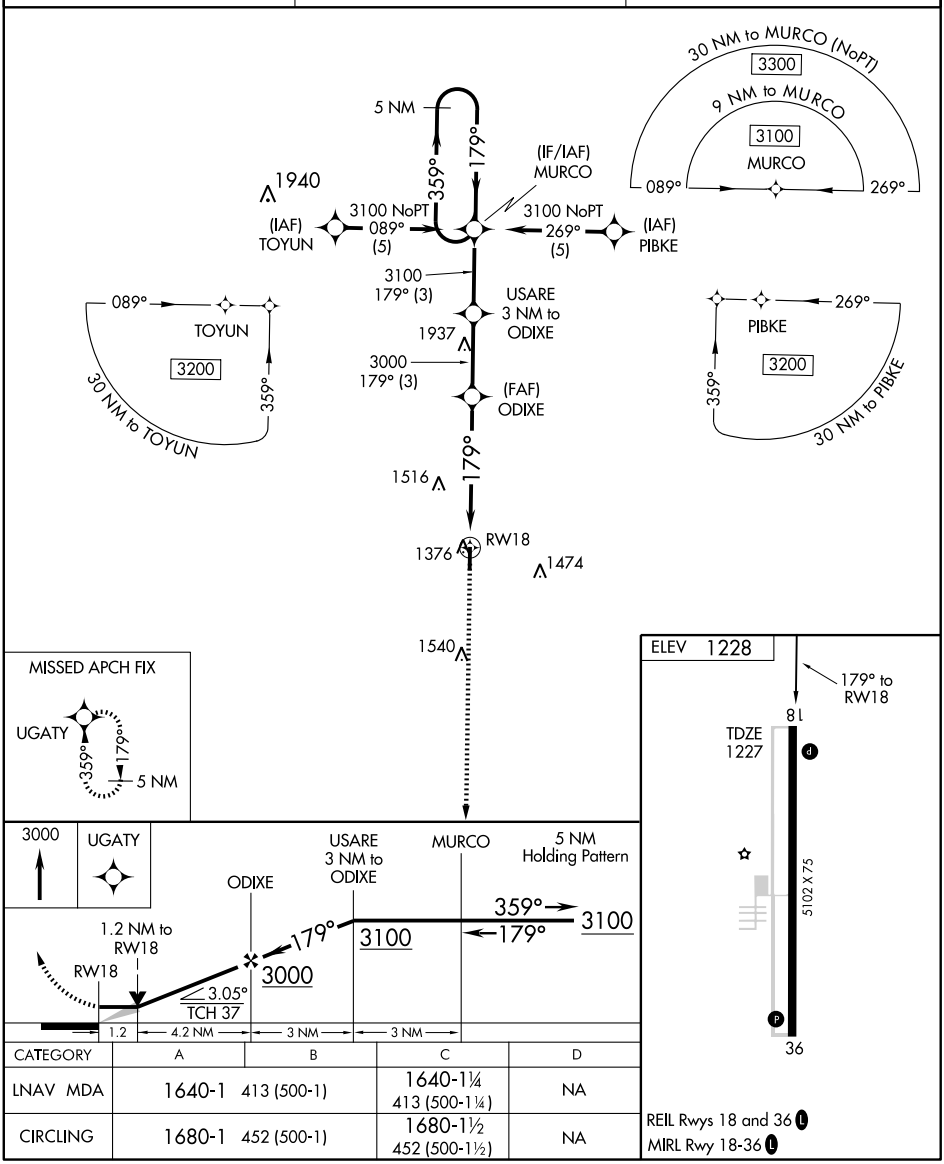
APP CRS	Rwy Idg	5102
179°	TDZE	1227
	Apt Elev	1228

RNAV (GPS) RWY 18
WEST PLAINS MUNI (UNO)

▼ ▲ If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all MDAs 140 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Mountain Home, AR altimeter setting.

MISSED APPROACH: Climb to 3000 direct UGATY and hold.

ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1640-1	413 (500-1)	1640-1¼ 413 (500-1¼)	NA
CIRCLING	1680-1	452 (500-1)	1680-1½ 452 (500-1½)	NA

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

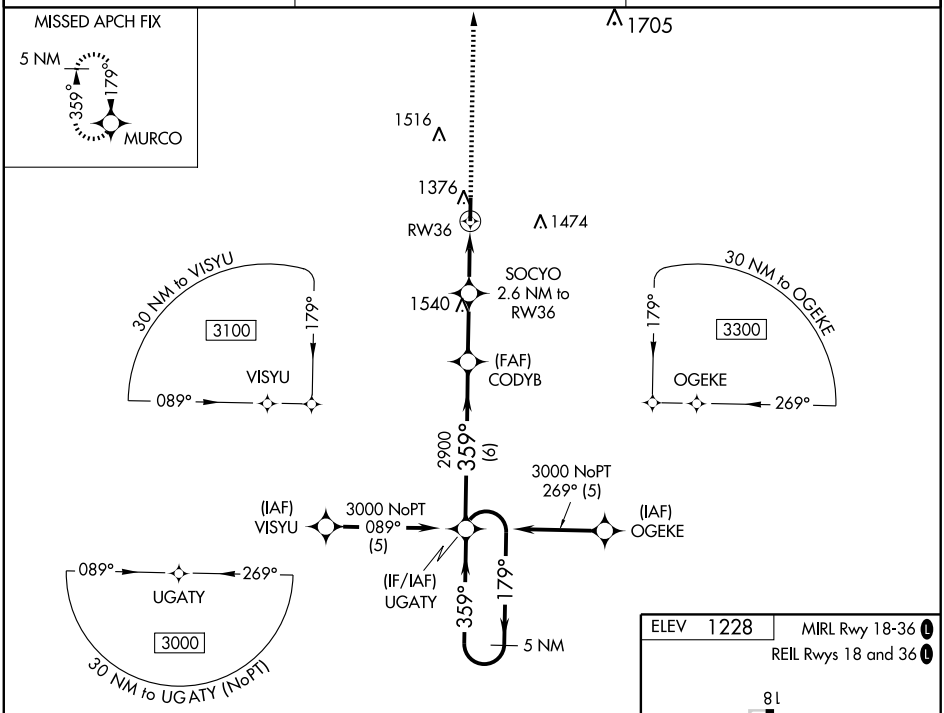
WAAS	APP CRS	Rwy Idg	5102
CH 40202	359°	TDZE	1228
W36A		Apt Elev	1228

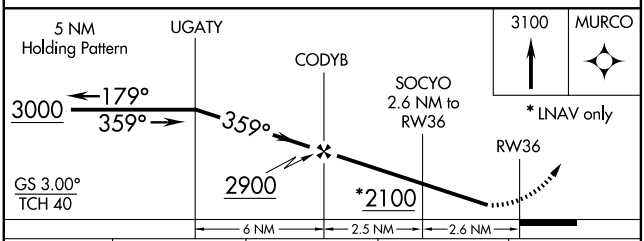
RNAV (GPS) RWY 36
WEST PLAINS MUNI (UNO)

Baro-VNAV NA when using Mountain Home, AR altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
If local altimeter setting not received, use Mountain Home, AR altimeter setting and increase all DAs/MDAs 140 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct MURCO and hold.

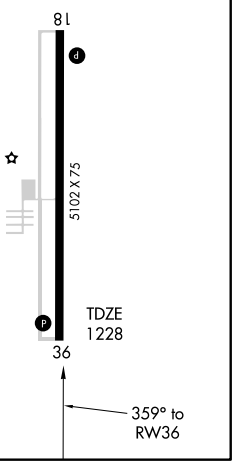
ASOS	MEMPHIS CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1478-1 250 (300-1)			NA
LNAV/VNAV DA	1529-1 301 (400-1)			NA
LNAV MDA	1580-1 352 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA

ELEV 1228
MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

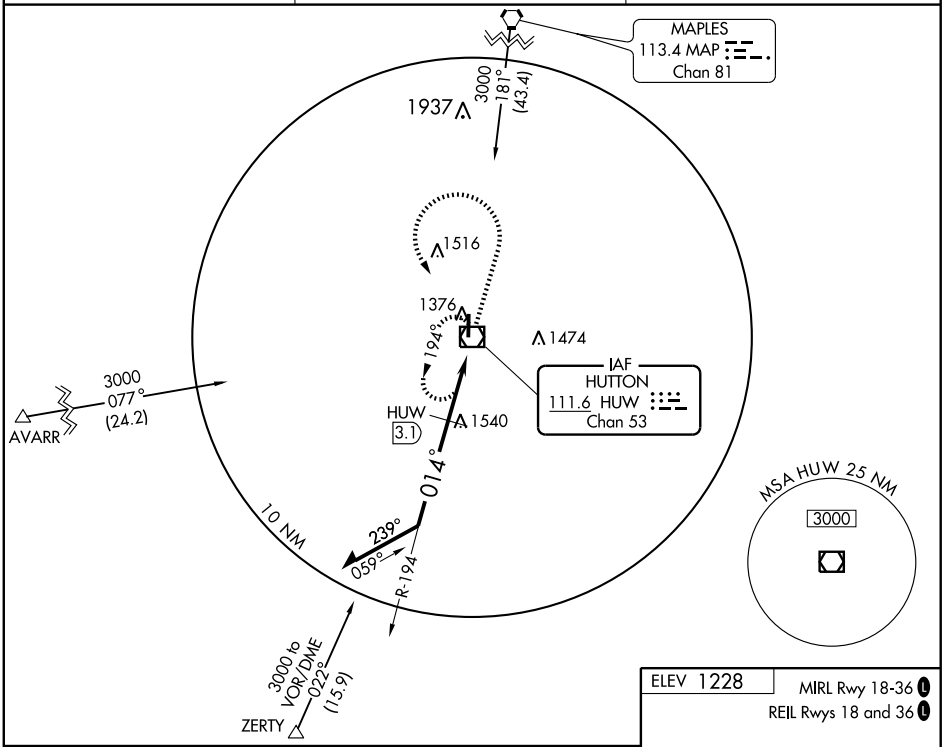
VOR/DME HUW 111.6 Chan 53	APP CRS 014°	Rwy Idg 5102 TDZE 1228 Apt Elev 1228

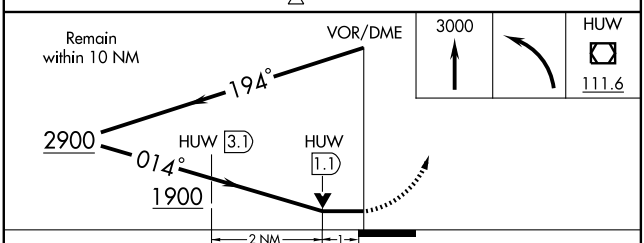
VOR RWY 36
WEST PLAINS MUNI (UNO)

VDP applies to DME minimums only.

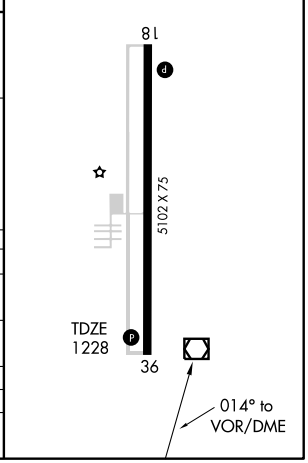
MISSED APPROACH: Climb to 3000 then left turn direct HUW VOR/DME and hold.

ASOS	MEMPLES CENTER	UNICOM
123.825	120.075 289.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
CIRCLING	1900-1 672 (700-1)		1900-2 672 (700-2)	NA
DME MINIMUMS				
S-36	1600-1 372 (400-1)			NA
CIRCLING	1680-1 452 (500-1)		1680-1½ 452 (500-1½)	NA



NC-3, 21 OCT 2010 to 18 NOV 2010
NC-3, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABERDEEN, SD	
ABERDEEN RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
	RNAV (GPS) Rwy 35
	VOR Rwy 31
	VOR/DME Rwy 13
NA when local weather not available.	
ALBERT LEA, MN	
ALBERT LEA MUNI	**RNAV (GPS) Rwy 16**
NA when local weather not available.	
ALEXANDRIA, MN	
CHANDLER FIELD	**RNAV (GPS) Rwy 22**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
AUSTIN, MN	
AUSTIN MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
BAUDETTE, MN	
BAUDETTE INTL	**RNAV (GPS) Rwy 12**[1]
	RNAV (GPS) Rwy 30[1]
	VOR/DME Rwy 12
	VOR Rwy 30
Category C, 800-2¼; Category D, 800-2½.	
[1]NA when local weather not available.	
BEMIDJI, MN	
BEMIDJI RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BENSON, MN	
BENSON MUNI	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BISMARCK, ND	
BISMARCK MUNI	**ILS or LOC Rwy 13**[1]
	ILS or LOC Rwy 31[2]
	RADAR-1
NA when control tower closed.	
[1]ILS, Categories A, B, C, D, E, 700-2. LOC, NA.	
[2]ILS, Category D, 700-2. LOC, NA.	
BRAINERD, MN	
BRAINERD LAKES RGNL	**ILS or LOC Rwy 23**
	RNAV (GPS) Rwy 5
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BROOKINGS, SD	
BROOKINGS RGNL	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CANBY, MN	
MYERS FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CLOQUET, MN	
CLOQUET CARLTON COUNTY	**RNAV (GPS) Rwy 35**
NA when local weather not available.	
COOK, MN	
COOK MUNI	**RNAV (GPS) Rwy 31**
NA when local weather not available.	
CROOKSTON, MN	
CROOKSTON MUNI-KIRKWOOD FIELD	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]Category A, B, 900-2; Category C, 900-2¼.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9[1]**
ILS or LOC Rwy 9[2]
ILS or LOC Rwy 27[3]
VOR or TACAN Rwy 3[4]
[1]LOC, NA.
[2]ILS, Category E, 900-2½; LOC, Category E, 800-2½.
[3]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[4]Category E, 800-2¼.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRBAULT, MN

FAIRBAULT MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[13]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

HETTINGER, ND

HETTINGER MUNI ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Category D, 800-2¼.

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]
[1]ILS,Categories A, B, C, D, 800-2.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]
[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13
NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LANGDON, ND

ROBERTSON FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LITCHFIELD, MN

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.
Category D, 800-2¼.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33
NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**
NA when local weather not available.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12
NA when local weather not available.

MINNEAPOLIS, MN

AIRLAKE ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12[1]
NA when local weather not available.
[1]Category D, 800-2¼.

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27
NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**
NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36
NA when local weather not available.
[1]NA when control tower closed.

NAME — ALTERNATE MINIMUMS

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN . **ILS or LOC Rwy 12L[2]**
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME — ALTERNATE MINIMUMS

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A, B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

RED WING, MN

RED WING RGNL ..... **RNAV (GPS) Rwy 27**

NA when local weather not available.
Categories A, B, 1100-2; Category C, 1100-3.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

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NAME ALTERNATE MINIMUMS

ROSEAU, MN
ROSEAU MUNI/
RUDY BILLBERG FIELD . **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

ST. CLOUD, MN
ST. CLOUD RGNL . **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A, B, C, D, 700-2.

ST. PAUL, MN
ST. PAUL DOWNTOWN HOLMAN
FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A, B, C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD
JOE FOSS FIELD ..... **ILS or LOC Rwy 3[12]**
ILS or LOC Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]
[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN
SOUTH ST. PAUL MUNI-RICHARD E
FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

THIEF RIVER FALLS, MN
THIEF RIVER
FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD
HAROLD DAVIDSON
FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN
WARROAD INTL
MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

WASECA, MN
WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD
WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND
SLOULIN FIELD INTL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
VOR Rwy 11
VOR/DME Rwy 29
NA when local weather not available.

WILLMAR, MN
WILLMAR MUNI-JOHN
L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

WINDOM, MN

WINDOM MUNI ..... **NDB Rwy 17**
Category C, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13**[1]
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

21 OCT 2010 to 18 NOV 2010

BISMARCK, ND

Amdt. 3B, AUG 26, 2010 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2280**-2	619	(700-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

21 OCT 2010 to 18 NOV 2010

ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 10294 USAF) ELEV 3276

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Ltd ASR apch avbl 1300-0500Z++ Mon-Fri. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

21 OCT 2010 to 18 NOV 2010

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV 1942

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

21 OCT 2010 to 18 NOV 2010

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME	TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG-A 10126 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 2000 before turning right. **Rwy 13,** climb heading 130° to 2500 before turning right. **Rwy 22,** climb heading 219° to 2400 before turning left. **Rwy 31,** climb heading 300° to 2000 before turning left.
NOTE: **Rwy 13,** trees beginning 91' from DER, 464' left of centerline, up to 100' AGL/1134' MSL. Trees beginning 576' from DER, 388' right of centerline, up to 100' AGL/1120' MSL. Tower 2.3 NM from DER, 2.4 right of centerline, 1283' AGL/2318' MSL.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN
BAUDETTE INTL (BDE)
AMDT 1 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 117° to 1700 before turning northbound.
NOTE: **Rwy 12,** trees, pipes, and markers beginning 61' from DER, 354' right of centerline, up to 100' AGL/1184' MSL. Trees beginning 593' from DER, 138' left of centerline, up to 21' AGL/1100' MSL. Rod on OL tank 4132' from DER, 1233' right of centerline, 120' AGL/1204' MSL. **Rwy 30,** trees beginning 15' from DER, 348' right of centerline, 12' AGL/1096' MSL. Trees beginning 2036' from DER, 532' left of centerline, 64' AGL/1143' MSL.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG -A 10126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 332' per NM to 1900.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2200 before turning left. **Rwy 31,** climb heading 307° to 2600 before turning right.
NOTE: **Rwy 31,** street light 116' from DER, 474' left of centerline, 16' AGL/1700' MSL.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5A 10126 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from DER, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from DER, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from DER, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from DER, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from DER, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from DER, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from DER, 328' right of centerline, up to 59' AGL/1329' MSL. **Rwy 34,** trees beginning 2341' from DER, left and right of centerline, up to 93' AGL/1293' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
AMDT 1 10210 (FAA)
NOTE: **Rwy 12,** numerous poles beginning 40' from DER, 421' left and right of centerline, up to 36' AGL/1216' MSL. Truck on roads beginning 134' from DER, 37' left and right of centerline, up to 22' AGL/1202' MSL. Tree 3' from DER, 159' right of centerline, 7' AGL/1187' MSL. **Rwy 30,** numerous trees beginning 726' from DER, 176' left of centerline, up to 70' AGL/1278' MSL. Tree 1338' from DER, 716' right of centerline, 68' AGL/1268' MSL.

CASSELTON, ND
CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND
CAVALIER MUNI (2C8)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.
NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CHAMBERLAIN, SD
CHAMBERLAIN MUNI (9V9)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 31,** fence 457' from DER, 376' left of centerline, 10' AGL/1705' MSL. Fence 1294' from DER, 424' right of centerline, 10' AGL/1722' MSL. Trees beginning 1763' from DER, 892' left of centerline, up to 100' AGL/1819' MSL. Trees beginning 189' from DER, 41' right of centerline, up to 100' AGL/1819' MSL.

CLOQUET, MN
CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.
NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

CROSBY, ND
CROSBY MUNI (D50)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** hangars and poles beginning 133' from DER, 263' right of centerline, up to 35' AGL/1983' MSL. Vehicle on road 800' from DER, 200' right of centerline, 22' AGL/1967' MSL. **Rwy 30,** power line, 2100' from DER, on centerline, 60' AGL/2011' MSL.

DETROIT LAKES, MN
DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.
NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND
DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.
NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.
NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN
DODGE CENTER (TOB)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.
NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)
NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN

ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN

EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN

FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND

HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FARIBAULT, MN

FARIBAULT MUNI (FBL)
ORIG 10266 (FAA)
NOTE: **Rwy 12,** numerous trees beginning 73' from DER, 51' right and left of centerline, up to 100' AGL/1169' MSL. **Rwy 30,** numerous trees beginning 24' from DER, 266' right and left of centerline, up to 100' AGL/1189' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN

FOSSTON MUNI (FSE)
AMDT 1A 10182 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD

GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN

GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.
NOTE: **Rwy 17,** vehicle on roads beginning 23' from DER, 300' left of centerline, up to 15' AGL/837' MSL. Tree 2612' from DER, 857' left of centerline, 100' AGL/929' MSL. **Rwy 35,** building 107' from DER, 344' left of centerline, 17' AGL/836' MSL. Electrical system 153' from DER, 398' left of centerline, 21' AGL/840' MSL. Vehicle on roads beginning 260' from DER, 74' left of centerline, up to 15' AGL/841' MSL. Obstruction light on airport beacon 471' from DER, 601' left of centerline, 54' AGL/873' MSL.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRAND MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.
NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GRANITE FALLS, MN
GRANITE FALLS MUNI/LENZEN-ROE MEML FLD (GDB)
ORIG 10126 (FAA)
NOTE: **Rwy 15,** trees beginning 1780' from DER, 94' left of centerline, up to 100' AGL/1149' MSL. **Rwy 33,** trees beginning 1196' from DER, right and left of centerline, up to 100' AGL/1149' MSL. Powerline 1242' from DER, 762' left of centerline, 80' AGL/1129' MSL. Train 1390' from DER, 149' left of centerline, 23' AGL/1162' MSL. Vehicle on road 1389' from DER, 156' left of centerline, up to 15' AGL/1154' MSL.

GREGORY, SD
GREGORY MUNI, FLYNN FIELD (9D1)
ORIG-A 10182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 228' per NM to 2600.
NOTE: **Rwy 31,** tower 11377' from DER, 816' right of centerline, 210' AGL/2491' MSL.

GWINNER, ND
GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.
NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HARVEY, ND
HARVEY MUNI (5H4)
ORIG 10266 (FAA)
NOTE: **Rwy 11,** vehicle on road beginning 50' from DER, 318' left of centerline, up to 15' AGL/1654' MSL. Tree 300' from DER, 329' right of centerline, 20' AGL/1621' MSL. Tree 350' from DER, 444' right of centerline, 20' AGL/1619' MSL. **Rwy 29,** vehicle on road beginning 4' from DER, left and right of centerline, up to 15' AGL/1654' MSL. Rising terrain beginning 7' from DER, 31' left of centerline, up to 1608' MSL.

HAWLEY, MN
HAWLEY MUNI (04Y)
ORIG 07074 (FAA)
NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

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HAZEN, ND
MERCER COUNTY RGNL (HZE)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** std. w/ min. climb of 215' per NM to 2700, or 900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** for climb in visual conditions: cross Mercer County Rgnl airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 14,** numerous fences beginning 196' from DER, 108' left of centerline, up to 12' AGL/1843' MSL. Terrain beginning 501' from DER, 271' left of centerline, up to 1837' MSL. **Rwy 32,** tree 1291' from DER, 592' right of centerline, 25' AGL/1833' MSL. Terrain 495' from DER, 360' left of centerline, 1803' MSL. Fence 5' from DER, 298' left of centerline, 8' AGL/1790' MSL. Tree 1444' from DER, 520' right of centerline, 25' AGL/1823' MSL.

HETTINGER, ND
HETTINGER MUNI (HEI)
AMDT 2 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 324' per NM to 3000. **Rwys 17, 35,** NA-Environmental.
NOTE: **Rwy 30,** road plus vehicles beginning 63' from DER, crossing left to right, 15' AGL/2744' MSL. Trees beginning 4306' from DER, 17' right of centerline, 100' AGL/2819' MSL.

HIBBING, MN
RANGE RGNL (HIB)
AMDT 6 04218 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.
NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND
HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN
FIELD OF DREAMS (04W)
ORIG 08045 (FAA)
NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD
HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD
HURON RGNL (HON)
AMDT 5 09239 (FAA)
NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN
FALLS INTL (INL)
AMDT 3 08101 (FAA)
NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN
JACKSON MUNI (MJQ)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-TURF.
DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.
NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND
JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)
NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)

ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LANGDON, ND

ROBERTSON FIELD (D55)

ORIG 10154 (FAA)

TAKE-OFF MINMUMS: **Rwys 8, 26,** NA - Environmental.

NOTE: **Rwy 14,** vehicles on road beginning 479' to 684' from DER, from 238' to 413' left of centerline, up to 15' AGL/1627' MSL. **Rwy 32,** windsock 13' from DER, 416' right of centerline, 16' AGL/1619' MSL. Fence 24' from DER, 301' left of centerline, 5' AGL/1608' MSL. Fence 199' from DER, 293' left of centerline, 5' AGL/1608' MSL. Trees beginning 485' from DER 203' right of centerline, up to 30' AGL/1628' MSL. Trees beginning 1912' from DER, from 241' to 418' left of centerline, up to 78' AGL/1677' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 1700 before turning left.

NOTE: **Rwy 13,** trees beginning 11' from DER, 417' left and right of centerline, up to 90' AGL/1234' MSL. Trees beginning 1251' from DER, 830' left of centerline, up to 89' AGL/1228' MSL. **Rwy 31,** trees beginning 958' from DER, 73' left of centerline, up to 46' AGL/1185' MSL. Trees beginning 13' from DER, 370' right of centerline, up to 95' AGL/1234' MSL.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)

AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)

ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

LUVERNE, MN

QUENTIN AANENSON FIELD (LYV)

ORIG 10154 (FAA)

NOTE: **Rwy 18,** tree 813' from DER, 578' left of centerline, 50' AGL/1469' MSL. Road plus vehicle 685' from DER, 574' right of centerline, 15' AGL/1454' MSL. Terrain 20' from DER, on centerline, 1429' MSL.
Rwy 36, transmission tower, 5752' from DER, 1036' right of centerline, 139' AGL/1581' MSL.

MANKATO, MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD (MML)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

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MILLER, SD

MILLER MUNI (MKA)

ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

AIRLAKE (LVN)

ORIG 10154 (FAA)

NOTE: **Rwy 12,** ground 198' from DER, 533' right of centerline, 0' AGL/963' MSL. Tree and vehicle on road, beginning 422' from DER, 379' right of centerline, up to 15' AGL/978' MSL. Tree 1291' from DER, 506' left of centerline, 62' AGL/1002' MSL. **Rwy 30,** ground 104' from DER, 479' left of centerline, 0' AGL/965' MSL. Tree, pole, and antenna on building beginning 171' from DER, 259' right of centerline, up to 50' AGL/1000' MSL. Tree, railroad, and antenna on building 486' from DER, 268' left of centerline, up to 41' AGL/1001' MSL. Trees and a building beginning 821' from DER, 30' right of centerline, up to 49' AGL/1009' MSL.

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)

AMDT 5A 10126 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 18,** 300-1 or std. w/ min. climb of 367' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound.
Rwy 36, climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. Tower 5016' from DER, 201' left of centerline, 120' AGL/1078' MSL.
Rwy 27, multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

MINNEAPOLIS, MN (CON'T)

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM)

AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

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MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right. **Rwy 35,** climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure endof runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. **Rwy 30R,** building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/ 1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

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ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7'AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.
Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.
NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/ 1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)
TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.
DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC.
Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (BAC)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. with a min. climb of 462' per NM to 2600. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 12,** tree 5528' from DER, 1819' right of centerline, up to 100' AGL/2439' MSL. Vehicle on road, trees, and terrain beginning 186' from DER, 62' right of centerline, up to 100' AGL/2258' MSL. Vehicle on road, fence, and terrain beginning 90' from DER, 43' left of centerline, up to 27' AGL/2167' MSL.
Rwy 30, trees and buildings beginning 672' from DER, 119' right of centerline, up to 41' AGL/2101' MSL. Vehicle on road, light and trees beginning 199' from DER, 128' left of centerline, up to 59' AGL/2119' MSL.

21 OCT 2010 to 18 NOV 2010

WHEATON, MN

WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)
AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-2¼ or std. with a min. climb of 359' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 115° to 2400 before turning left.

NOTE: **Rwy 2,** trees 1212' from DER, 398' left of centerline, up to 100' AGL/2019' MSL. **Rwy 11,** trees 831' from DER, 686' right of centerline, up to 100' AGL/1999' MSL. **Rwy 20,** trees 610' from DER, 450' right of centerline, up to 100' AGL/2019' MSL. Trees 1204' from DER, 128' left of centerline, up to 100' AGL/2019' MSL. Poles beginning from DER, 61' right of centerline, up to 44' AGL/1954' MSL. Building 1811' from DER, 371' right of centerline, 65' AGL/1980' MSL. **Rwy 29,** terrain beginning 639' from DER, 179' left of centerline, up to 2150' MSL. Terrain beginning 645' from DER, 305' right of centerline, up to 2103' MSL. Fence 1341' from DER, 210' right of centerline, 10' AGL/2021' MSL. Fence beginning 966' from DER, 250' left of centerline, up to 10' AGL/2029' MSL. Obstruction light on LOC 999' from DER, on centerline, 5' AGL/2014' MSL. Antenna on building 1000' from DER, 270' right of centerline, 29' AGL/2018' MSL. CHY on building 1165' from DER, 791' right of centerline, 29' AGL/2040' MSL. Building 2345' from DER, 519' left of centerline, 29' AGL/2066' MSL. T-L tower 3480' from DER, 237' right of centerline, 77' AGL/2137' MSL. Obstruction light pole 3478' from DER, 247' right of centerline, 82' AGL/2137' MSL. Rod on obstruction light pole 3692' from DER, 392' left of centerline, 68' AGL/2147' MSL. T-L tower 3700' from DER, 403' left of centerline, 82' AGL/2147' MSL. Tree 1.2 NM from DER, 1557' right of centerline, 27' AGL/2186' MSL. Tree 1.9 NM from DER, 2091' right of centerline, 100' AGL/2309' MSL.

WILLMAR, MN

WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)

NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD

WINNER RGNL (ICR)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON, SD

CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

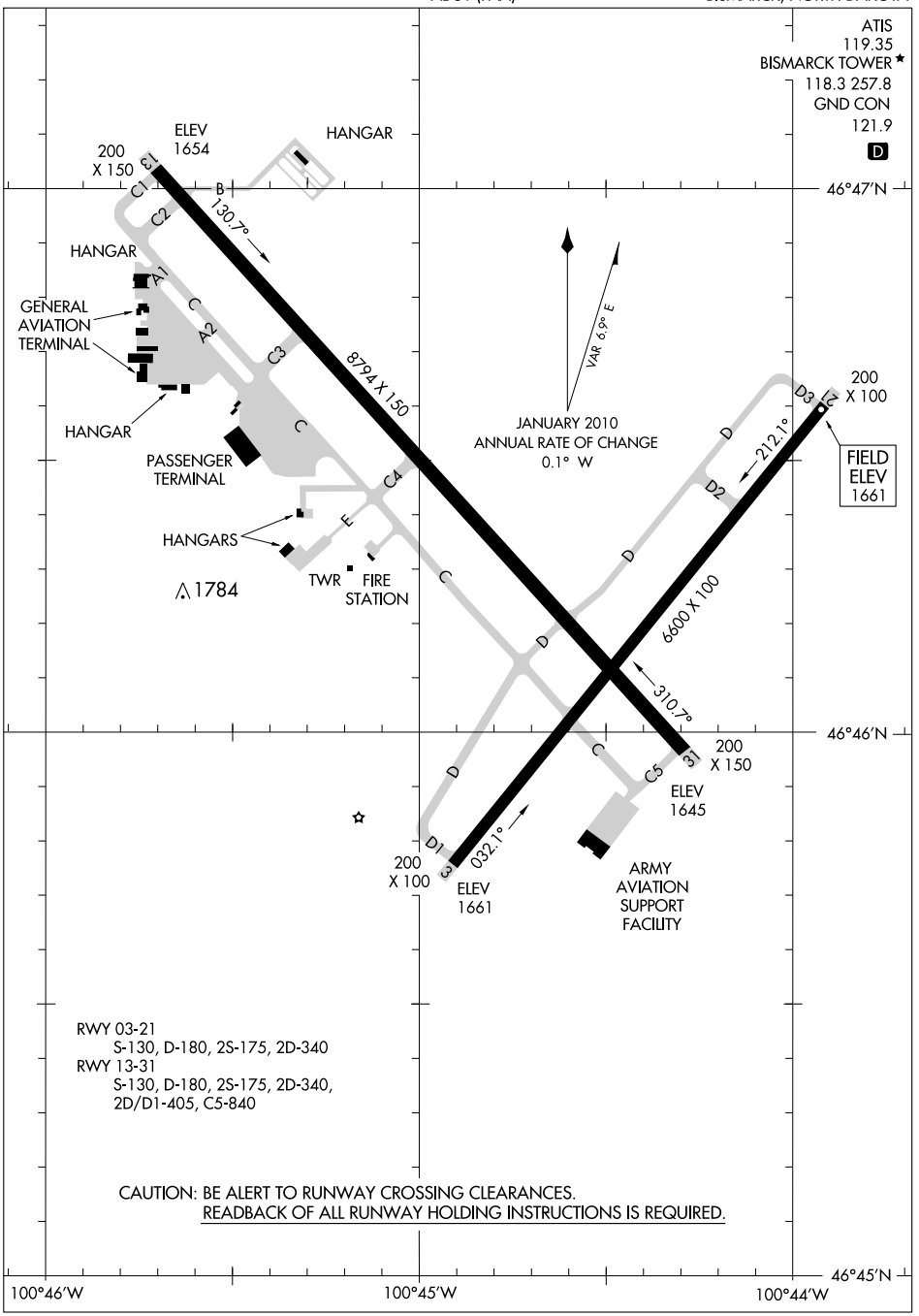
DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-51 (FAA)

BISMARCK MUNI (BIS)
BISMARCK, NORTH DAKOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

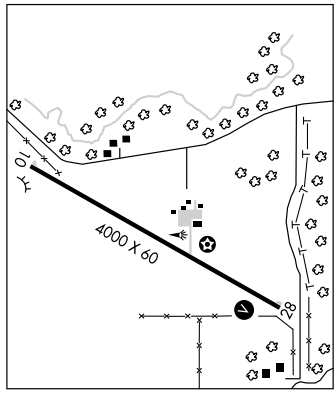
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

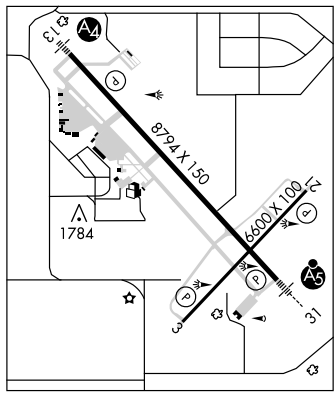
BISMARCK, NORTH DAKOTA
BISMARCK MUNI (BIS)

10210

BEULAH (95D) 2 SW UTC−7(−6DT) N47°15.05′ W101°48.84′ **BILLINGS**
1791 B S4 **FUEL** 100LL, JET A1 NOTAM FILE GFK **L–14F**
RWY 10–28: H4000X60 (ASPH) S–12.5 LIRL (NSTD)
RWY 10: Tree. **RWY 28:** SAVASI(S2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Arpt manager on call continuously 710–873–2311/4100. For fuel call 701–873–4100/2259/2311. Snow removal irregular, confirm winter conditions with arpt manager 701–873–2311/4100. Stacks 600′ AGL 6 mile N unlgtd. Lgtd stack 498′ AGL located 1.8 NM south. 250′ AGL stack with invisible flame to 250′ above stack located 8 NM NNW. Arpt located in river valley with 200′ ridges surrounding arpt 1500′ from thld. Rwy 10–28 NSTD LIRL 20′ from edge of asph surface. ACTIVATE LIRL Rwy 10–28, rotating bcn and SAVASI Rwy 28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 045° 45.8 NM to fld. 2520/14E. **HIWAS.**



BISMARCK MUNI (BIS) 3 SE UTC−6(−5DT) N46°46.36′ W100°44.75′ **TWIN CITIES**
1661 B S4 **FUEL** 100LL, JET A OX 1, 2 Class I, ARFF Index B NOTAM FILE BIS **H–2H, L–14F**
RWY 13–31: H8794X150 (ASPH–GRVD) S–130, D–180, 2S–175, 2D–340, 2D/D1–405, C5–840 HIRL **IAP, AD**
RWY 13: MALS. PAPI(P4L)—GA 3.0° TCH 58′. Pole.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 48′.
RWY 03–21: H6600X100 (ASPH–GRVD) S–130, D–180, 2S–175, 2D–340 HIRL
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 48′.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 48′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–6600 TODA–6600 ASDA–6600 LDA–6600
RWY 13: TORA–8794 TODA–8794 ASDA–8794 LDA–8794
RWY 21: TORA–6600 TODA–6600 ASDA–6600 LDA–6600
RWY 31: TORA–8794 TODA–8794 ASDA–8794 LDA–8794
AIRPORT REMARKS: Attended continuously. For fuel call 701–223–4754 or 701–258–5024. Deer, coyotes and birds on and invof arpt. Rwy 31 touchdown rwy visual range avbl. When twr clsd HIRL Rwy 13–31 and Rwy 03–21 preset med ints, PAPI Rwy 13, Rwy 31, Rwy 03, and Rwy 21 on, ACTIVATE MALS Rwy 13 and MALSR Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS (701) 255–7563. **HIWAS** 116.5 BIS. LAWRS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 119.35
UNICOM 122.95
RCO 122.2 (GRAND FORKS RADIO)
Ⓡ **APP/DEP CON** 126.3 (1200–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.8 (0600–1200Z‡)
TOWER 118.3 (1200–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
(L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 269° 3.4 NM to fld. 1841/12E. **HIWAS.**
JADAN NDB (LOM) 230 BI N46°41.88′ W100°38.86′ 307° 6.1 NM to fld. Unmonitored.
ILS 110.3 I–BIS Rwy 31 Class IB. LOM JADAN NDB. ILS unmonitored when twr clsd.
ILS 111.5 I–BZX Rwy 13 Class IE. ILS unmonitored when twr clsd.
ASR (1200–0600Z‡)



ILS or LOC RWY 13

BISMARCK MUNI (BIS)

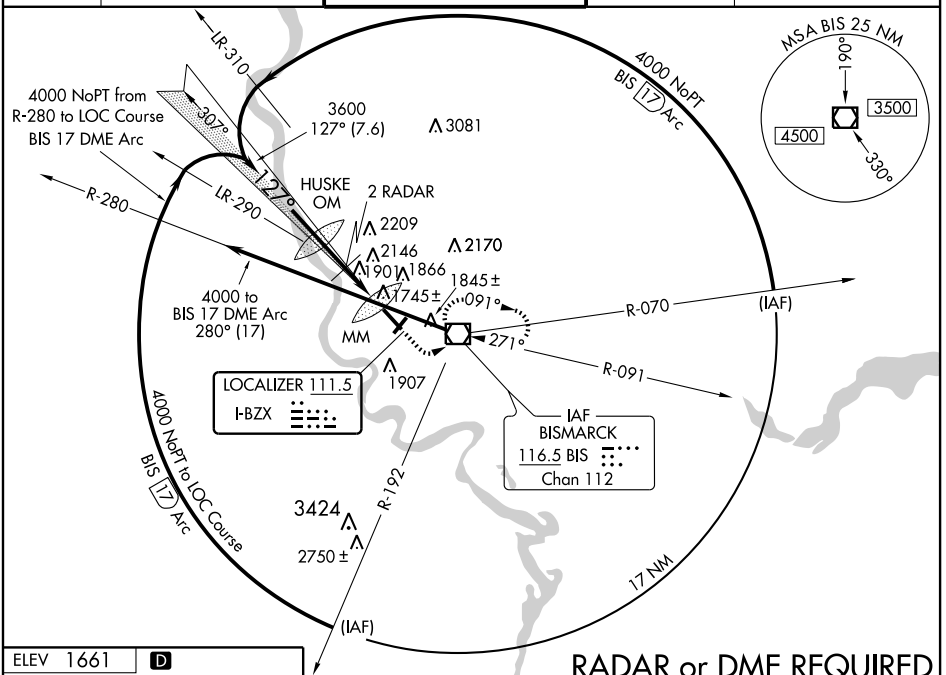
LOC I-BZX	APP CRS	Rwy Idg	8794
111.5	127°	TDZE	1655
		Apt Elev	1661

T A ASR — Inoperative table does not apply to MALS Rwy 13.

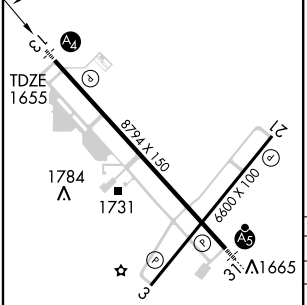
MALS

MISSED APPROACH: Climb to 2500 then climbing left turn to 3600 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95

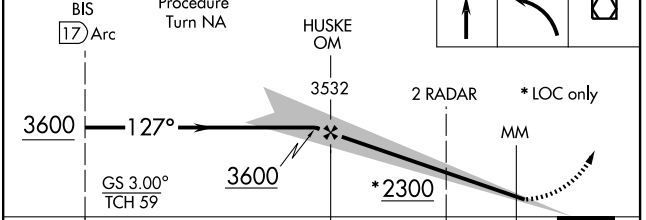


RADAR or DME REQUIRED



REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 13	1854-¾ 200 (200-¾)			
S-LOC 13	2300-1 645 (700-1)		2300-1¾ 645 (700-1¾)	2300-2 645 (700-2)
CIRCLING	2300-1 639 (700-1)		2300-1¾ 639 (700-1¾)	2300-2 639 (700-2)
RADAR FIX MINIMUMS				
S-LOC 13	2100-1 445 (500-1)		2100-1¼ 445 (500-1¼)	2100-1½ 445 (500-1½)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-BIS	APP CRS	Rwy ldg 8794
110.3	307°	TDZE 1645
		Apt Elev 1661

ILS or LOC RWY 31
BISMARCK MUNI (BIS)

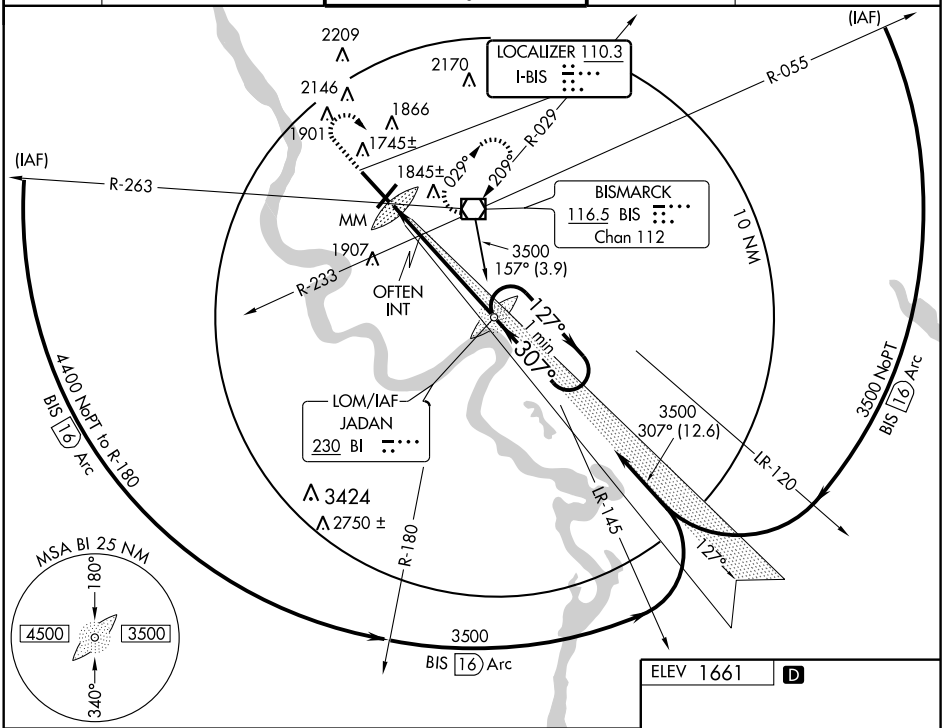
T A ASR

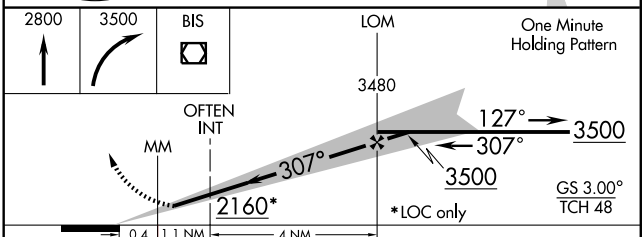
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

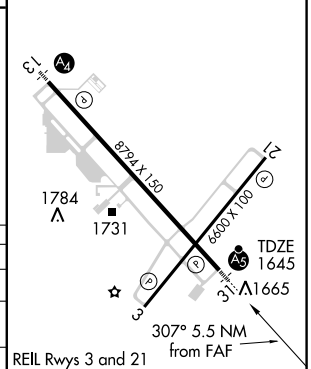
MISSED APPROACH: Climb to 2800 then climbing right turn to 3500 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON*	BISMARCK TOWER*	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 31	**1845/24 200 (200-½)			
S-LOC 31	2160/24 515 (500-½)		2160/50 515 (500-1)	2160/60 515 (500-1¼)
CIRCLING	2180-1 519 (600-1)	2200-1 539 (600-1)	2220-1½ 559 (600-1½)	2280-2 619 (700-2)
OFTEN INT MINIMUMS				
S-LOC 31	2000/24 355 (400-½)			2000/40 355 (400-¾)



FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6600
CH 63099	028°	TDZE	1661
W03A		Apt Elev	1661

RNAV (GPS) RWY 3

BISMARCK MUNI (BIS)

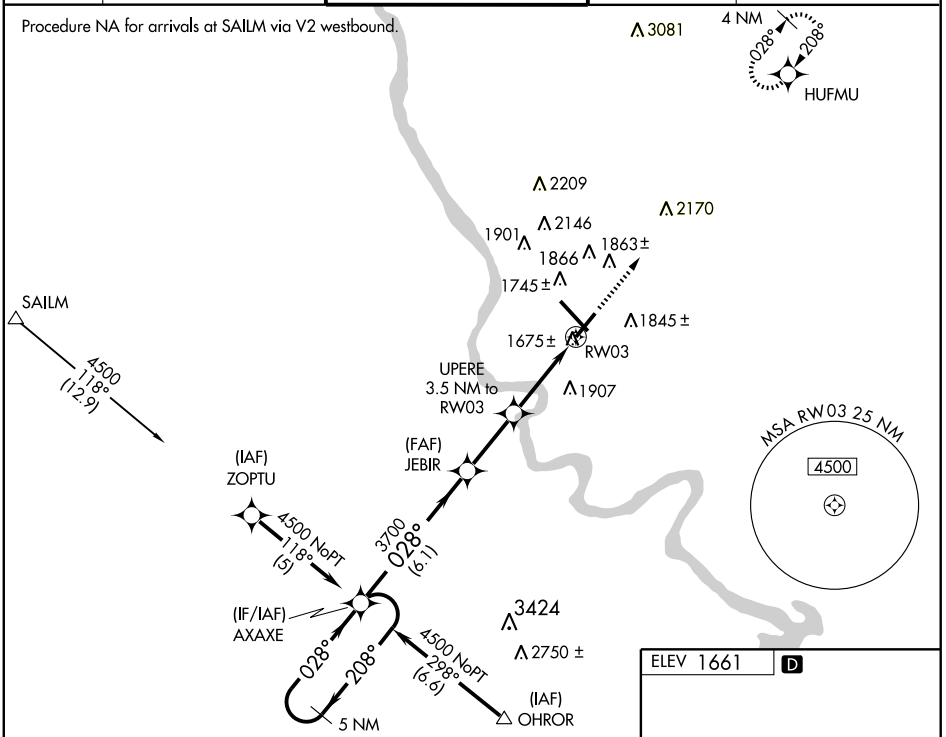
ASR

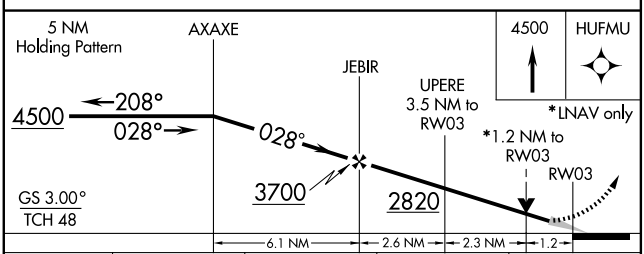
If local altimeter setting not received procedure NA.
Baro-VNAV NA below -18°C (0°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4500 direct HUFMU and hold.

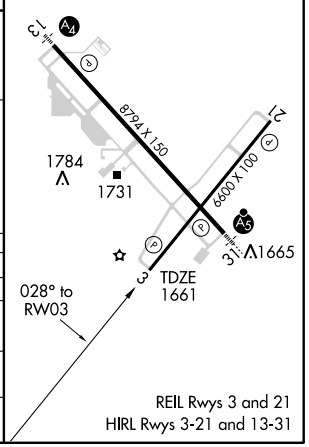
ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95

Procedure NA for arrivals at SAILM via V2 westbound.





CATEGORY	A	B	C	D
LPV DA	1911-¾ 250 (300-¾)			
LNAV/VNAV DA	2264-2 603 (700-2)			
LNAV MDA	2080-1 419 (500-1)		2080-1¼ 419 (500-1¼)	
CIRCLING	2240-2 579 (600-2)			2320-2 659 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 21

BISMARCK MUNI (BIS)

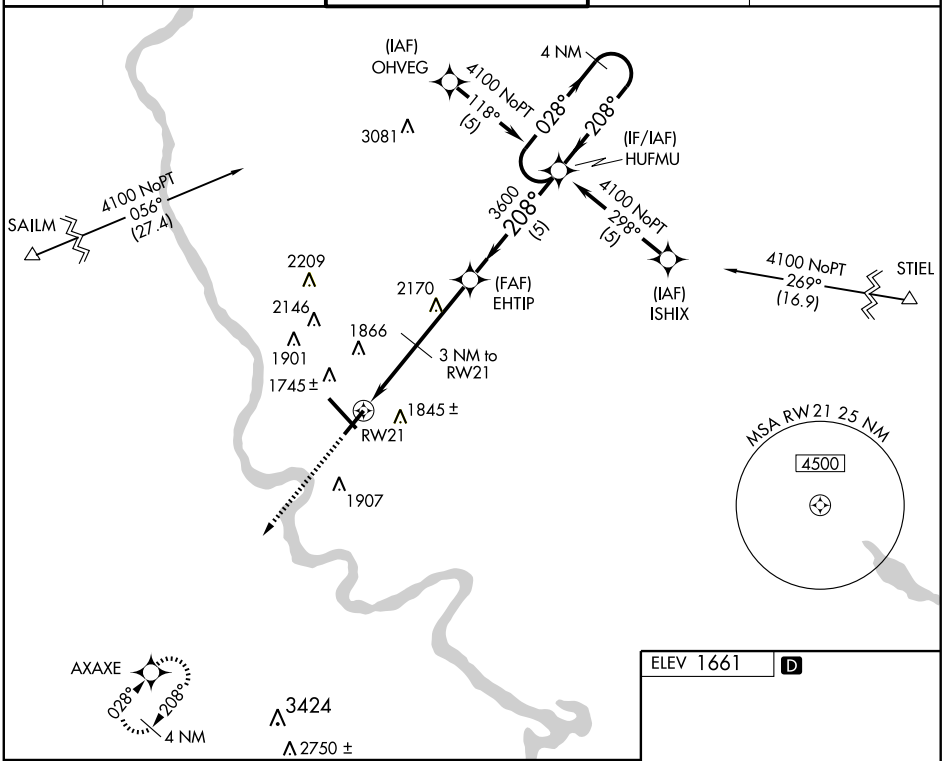
APP CRS	Rwy Idg	TDZE	Apt Elev
208°	6600	1661	1661

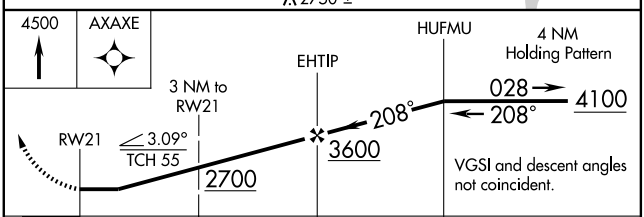
T
NA
ASR

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4500 direct AXAXE WP and hold.

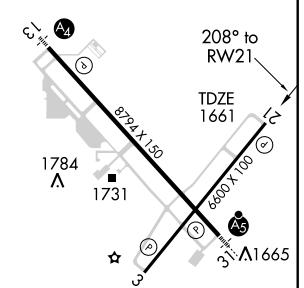
ATIS	BISMARCK APP CON★	BISMARCK TOWER★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2120-1 459 (500-1)		2120-1¼ 459 (500-1¼)	2120-1½ 459 (500-1½)
CIRCLING	2180-1 519 (600-1)	2200-1 539 (600-1)	2220-1½ 559 (600-1½)	2240-2 579 (600-2)

ELEV 1661 D



REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8794
CH 56599	307°	TDZE	1645
W31A		Apt Elev	1661

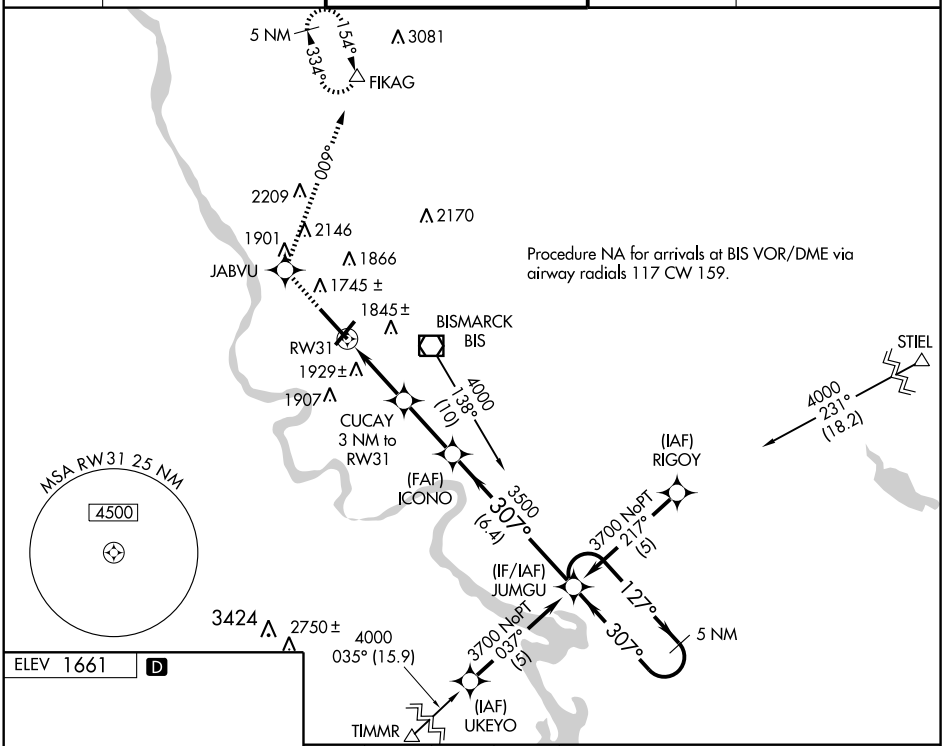
RNAV (GPS) RWY 31
BISMARCK MUNI (BIS)

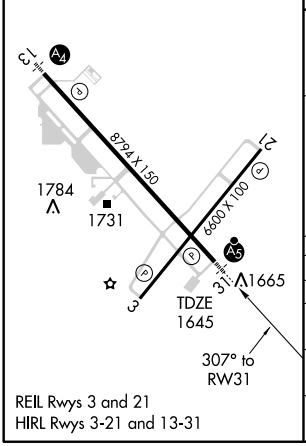
ASR — For inoperative MALSR, increase LPV all Cats visibility to 1. Baro-VNAV NA below -18°C (0°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA.

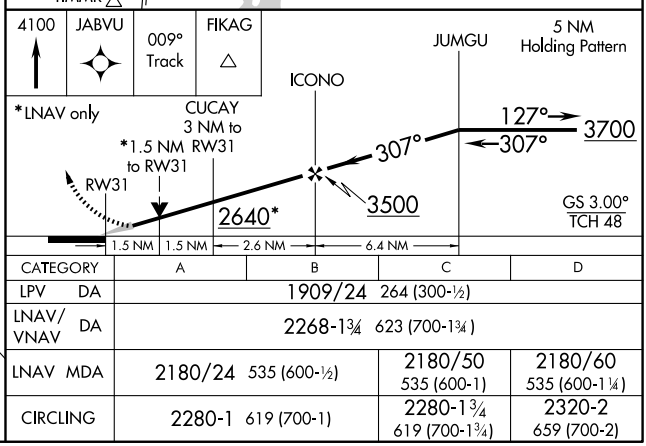
MALSR

MISSED APPROACH: Climb to 4100 direct JABVU and via 009° track to FIKAG and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1909/24 264 (300-½)			
LNAV/VNAV DA	2268-1¾ 623 (700-1¾)			
LNAV MDA	2180/24 535 (600-½)		2180/50 535 (600-1)	2180/60 535 (600-1¼)
CIRCLING	2280-1 619 (700-1)		2280-1¾ 619 (700-1¾)	2320-2 659 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME BIS	APP CRS	Rwy Idg	N/A
116.5	271°	TDZE	N/A
Chan 112		Apt Elev	1661

AL-51 (FAA)

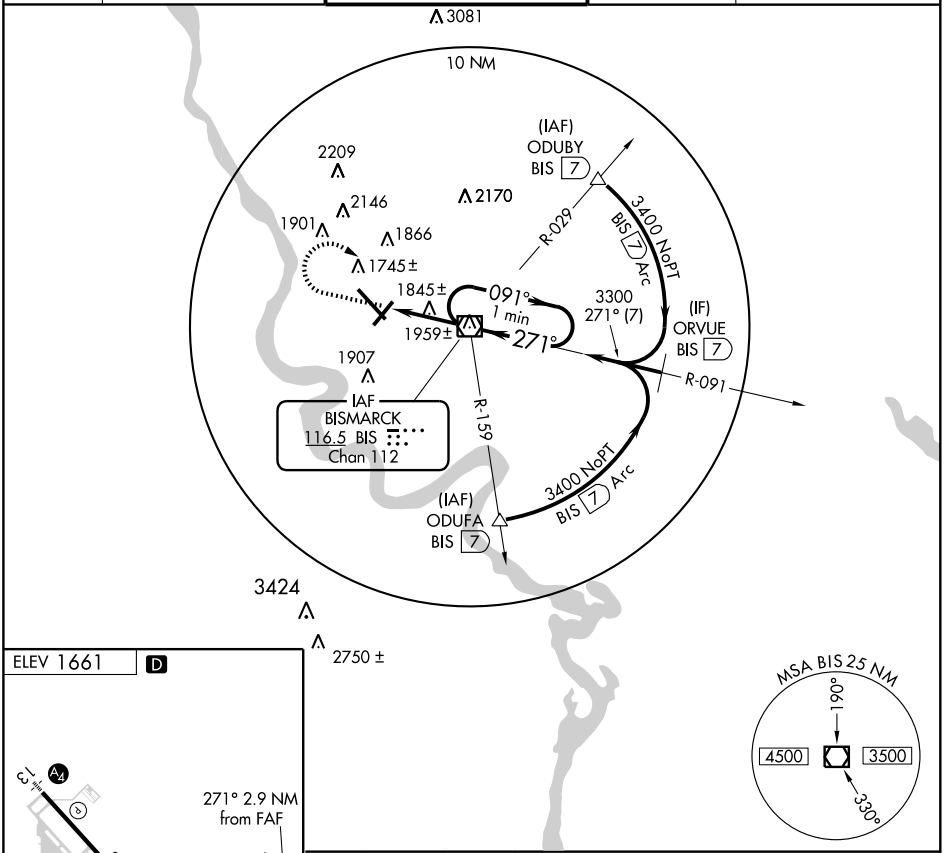
VOR-A

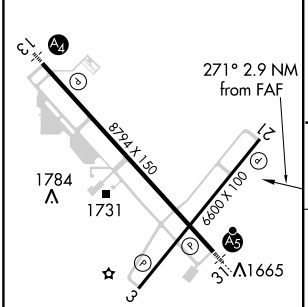
BISMARCK MUNI (BIS)

ASR — If local altimeter setting not received procedure not authorized.

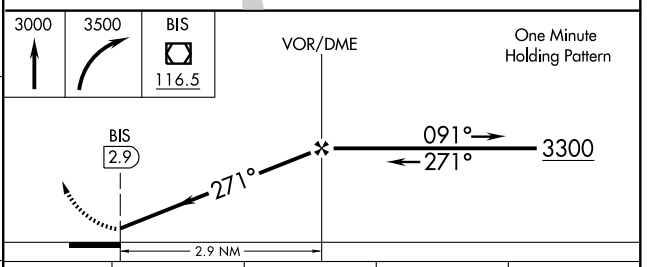
MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct BIS VOR/DME and hold.

ATIS	BISMARCK APP CON ★	BISMARCK TOWER ★	GND CON	UNICOM
119.35	126.3 298.9	118.3 (CTAF) L 257.8	121.9	122.95





REIL Rwys 3 and 21
HIRL Rwys 3-21 and 13-31



FAF to MAP 2.9 NM					
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

CATEGORY	A	B	C	D
CIRCLING	2240-1 579 (600-1)		2240-1½ 579 (600-1½)	2320-2 659 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BOTTINEAU MUNI (DØ9) 1 E UTC−6(−5DT) N48°49.83′ W100°25.04′ — TWIN CITIES L–14F IAP

1681 B S4 **FUEL** 100LL TPA—2681(1000) NOTAM FILE GFK

RWY 13–31: H3699X60 (ASPH) S–12.5 MIRL 0.5% up NW

RWY 13: PAPI(P2R)–GA 3.0° TCH 34′. Road.

RWY 31: PAPI(P2L)–GA 3.0° TCH 30′.

RWY 03–21: 2209X170 (TURF) 0.7% up NE

RWY 03: Trees. **RWY 21:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For attendant Sat–Sun call 701–228–5103. For fuel ctc 701–228–5265 after hrs 701–228–5103/2983. Rwy 03–21 CLOSED winter months due to lack of snow removal. Confirm winter conditions before use after major winter storm with arpt manager call 701–228–5265. Migratory waterfowl on and invof arpt Sep–Nov. Rwy 03 and Rwy 21 marked with black/white cones. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.

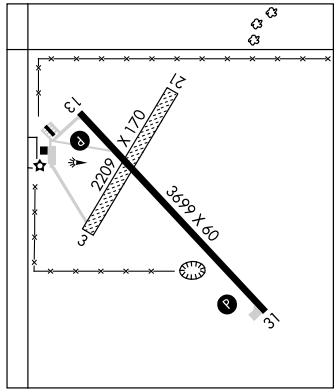
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINOT APP/DEP CON** 119.6 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡.), other hrs ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.

MINOT (H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ 032° 48.7 NM to fld. 1691/13E. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Minot AFB (MIB) ASR OTS for preventive maintenance Fridays 1200–1400Z‡.



BOWBELLS MUNI (5B4) 1 N UTC−6(−5DT) N48°48.58′ W102°14.73′ — BILLINGS

1955 NOTAM FILE GFK

RWY 08–26: 2900X200 (TURF) LIRL (NSTD)

RWY 08: Trees. **RWY 26:** Thld dsplcd 460′. Railroad.

AIRPORT REMARKS: Unattended. Irregular snow removal; confirm rwy condition prior to use; call 701–377–2384/2386/2971. Rwy irregular and soft when wet with water ponding possible. Rwy 26 dsplcd thld marked only with dalgt boundary 3′ metal markers. Rwy 08–26 NSTD LIRL; green thld lgts.

COMMUNICATIONS: CTAF 122.9

BOWMAN MUNI (BPP) 2 W UTC−7(−6DT) N46°11.22′ W103°25.69′ — BILLINGS L–13E IAP

2958 B S4 **FUEL** 100, JET A NOTAM FILE BPP

RWY 11–29: H4800X75 (ASPH–AFSC) S–12.5 MIRL

RWY 11: VASI(V2L)—GA 3.0° TCH 25′. Railroad. Rgt tfc.

RWY 29: VASI(V2L)—GA 3.0° TCH 25′. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For attendant and fuel other hours call 701–523–5504/3544/6889. For fuel after hours call 701–523–5504/3544/6889. Conc fuel pad for heavy twin acft parking avbl. Confirm snow removal with arpt manager after major storm. VASI Rwys 11 and 29 ops dusk–0100Z‡. MIRL Rwy 11–29 preset on low ints dusk–0100Z‡, to increase ints—CTAF. After 0100Z‡ ACTIVATE MIRL Rwy 11–29 and VASI Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 374 BOD (701) 523–3412.

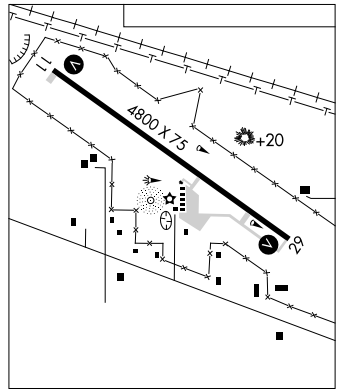
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.

DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 200° 48.7 NM to fld. 2520/14E. **HIWAS.**

NDB (MHW) 374 BOD N46°11.11′ W103°25.73′ at fld. **AWOS–3**. NOTAM FILE GFK.



BRECKENRIDGE–WAHPETON N46°14.69′ W96°36.22′ NOTAM FILE GFK. — TWIN CITIES L–14H

NDB (MHW) 233 BWP at Harry Stern.

WAAS	APP CRS	Rwy Idg	3699
CH 78217	307°	TDZE	1675
W31A		Apt Elev	1681

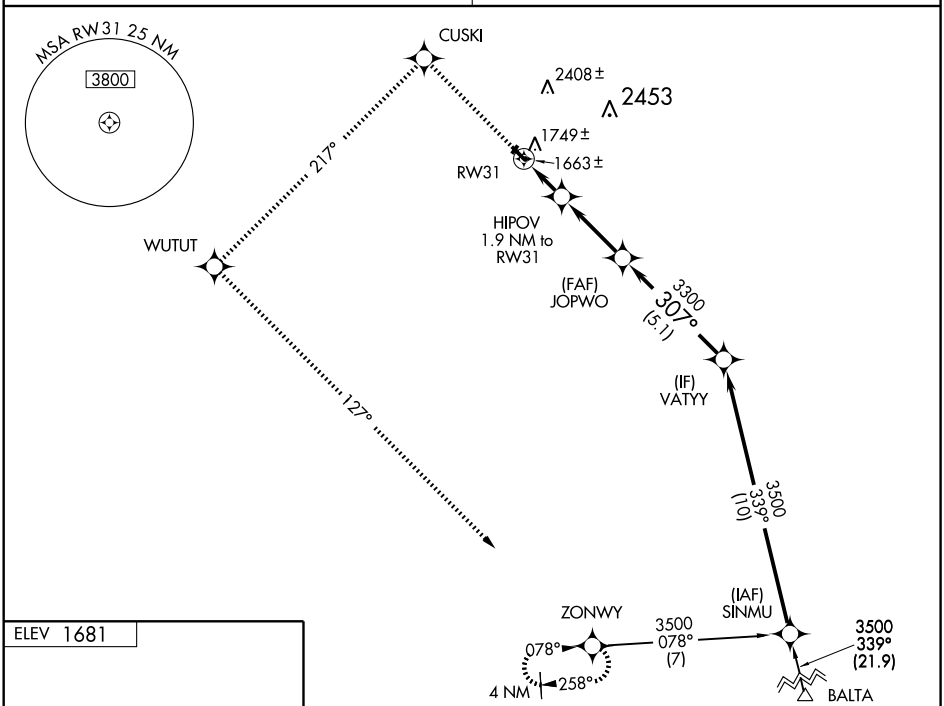
RNAV (GPS) RWY 31

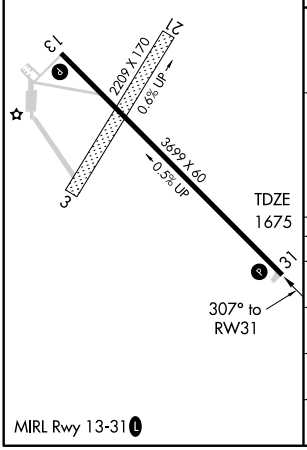
BOTTINEAU MUNI (D09)

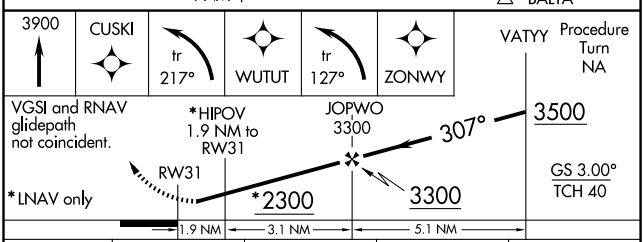
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Minot air force base altimeter setting, when not received; use Devils Lake altimeter setting and increase all DA/MDA 100 ft, increase LPV, LNAV/VNAV Cats A/B and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct CUSKI and left turn on track 217° to WUTUT and left turn on track 127° to ZONWY and hold.

MINOT APP CON*	UNICOM
119.6 363.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2051-1½ 376 (400-1½)		NA	
LNAV/VNAV DA	2125-1¾ 450 (500-1¾)		NA	
LNAV MDA	2120-1 445 (500-1)		NA	
CIRCLING	2320-1 639 (700-1)	2380-1 699 (700-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BOTTINEAU MUNI (DØ9) 1 E UTC−6(−5DT) N48°49.83′ W100°25.04′ — TWIN CITIES L–14F IAP

1681 B S4 **FUEL** 100LL TPA—2681(1000) NOTAM FILE GFK

RWY 13–31: H3699X60 (ASPH) S–12.5 MIRL 0.5% up NW

RWY 13: PAPI(P2R)–GA 3.0° TCH 34′. Road.

RWY 31: PAPI(P2L)–GA 3.0° TCH 30′.

RWY 03–21: 2209X170 (TURF) 0.7% up NE

RWY 03: Trees. **RWY 21:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For attendant Sat–Sun call 701–228–5103. For fuel ctc 701–228–5265 after hrs 701–228–5103/2983. Rwy 03–21 CLOSED winter months due to lack of snow removal. Confirm winter conditions before use after major winter storm with arpt manager call 701–228–5265. Migratory waterfowl on and invof arpt Sep–Nov. Rwy 03 and Rwy 21 marked with black/white cones. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.

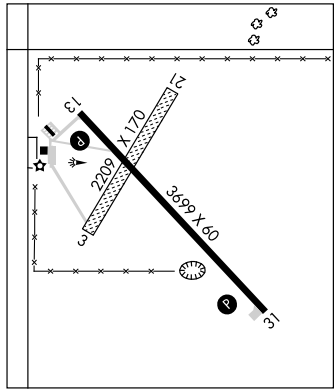
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINOT APP/DEP CON** 119.6 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡.), other hrs ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.

MINOT (H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ 032° 48.7 NM to fld. 1691/13E. **HIWAS.**

COMM/NAV/WEATHER REMARKS: Minot AFB (MIB) ASR OTS for preventive maintenance Fridays 1200–1400Z‡.



BOWBELLS MUNI (5B4) 1 N UTC−6(−5DT) N48°48.58′ W102°14.73′ — BILLINGS

1955 NOTAM FILE GFK

RWY 08–26: 2900X200 (TURF) LIRL (NSTD)

RWY 08: Trees. **RWY 26:** Thld dsplcd 460′. Railroad.

AIRPORT REMARKS: Unattended. Irregular snow removal; confirm rwy condition prior to use; call 701–377–2384/2386/2971. Rwy irregular and soft when wet with water ponding possible. Rwy 26 dsplcd thld marked only with dalgt boundary 3′ metal markers. Rwy 08–26 NSTD LIRL; green thld lgts.

COMMUNICATIONS: CTAF 122.9

BOWMAN MUNI (BPP) 2 W UTC−7(−6DT) N46°11.22′ W103°25.69′ — BILLINGS L–13E IAP

2958 B S4 **FUEL** 100, JET A NOTAM FILE BPP

RWY 11–29: H4800X75 (ASPH–AFSC) S–12.5 MIRL

RWY 11: VASI(V2L)—GA 3.0° TCH 25′. Railroad. Rgt tfc.

RWY 29: VASI(V2L)—GA 3.0° TCH 25′. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For attendant and fuel other hours call 701–523–5504/3544/6889. For fuel after hours call 701–523–5504/3544/6889. Conc fuel pad for heavy twin acft parking avbl. Confirm snow removal with arpt manager after major storm. VASI Rwys 11 and 29 ops dusk–0100Z‡. MIRL Rwy 11–29 preset on low ints dusk–0100Z‡, to increase ints—CTAF. After 0100Z‡ ACTIVATE MIRL Rwy 11–29 and VASI Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–3 374 BOD (701) 523–3412.

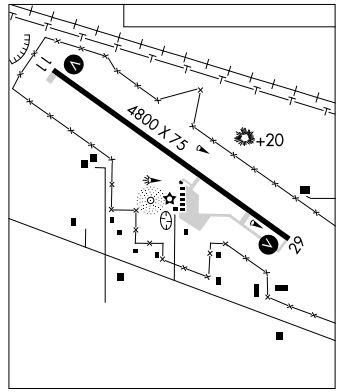
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.

DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 200° 48.7 NM to fld. 2520/14E. **HIWAS.**

NDB (MHW) 374 BOD N46°11.11′ W103°25.73′ at fld. **AWOS–3**. NOTAM FILE GFK.



BRECKENRIDGE–WAHPETON N46°14.69′ W96°36.22′ NOTAM FILE GFK. — TWIN CITIES L–14H

NDB (MHW) 233 BWP at Harry Stern.

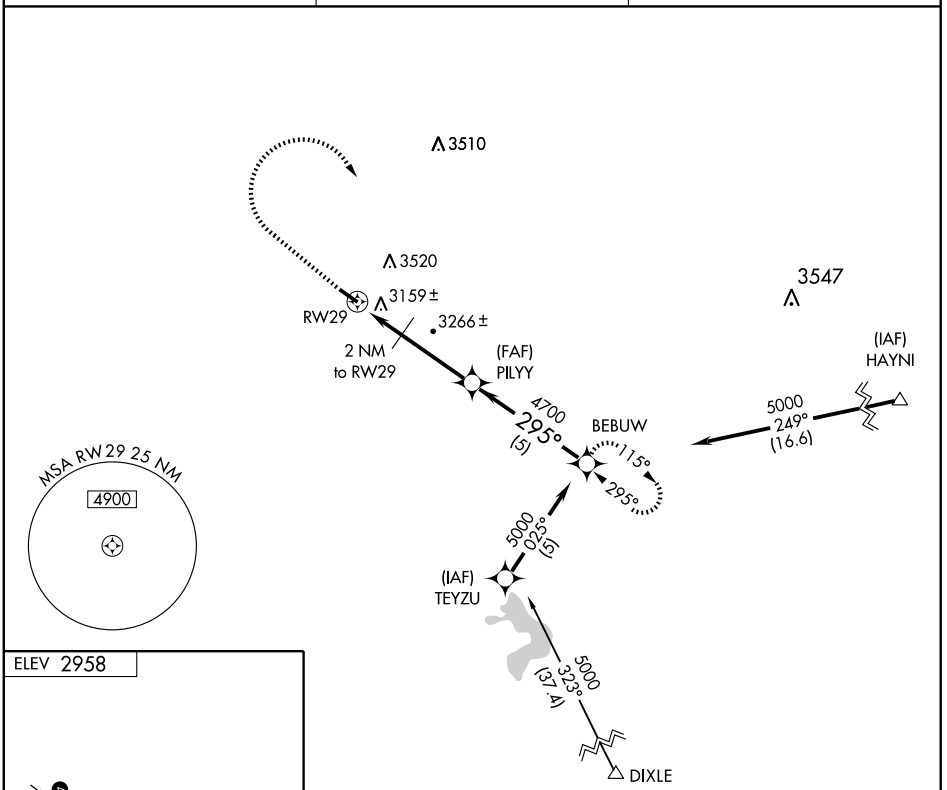
APP CRS	Rwy Idg	4800
295°	TDZE	2958
	Apt Elev	2958

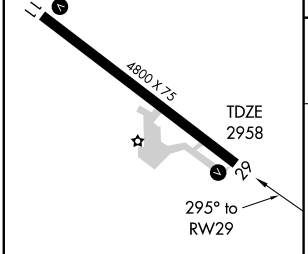
GPS RWY 29
BOWMAN MUNI (BPP)

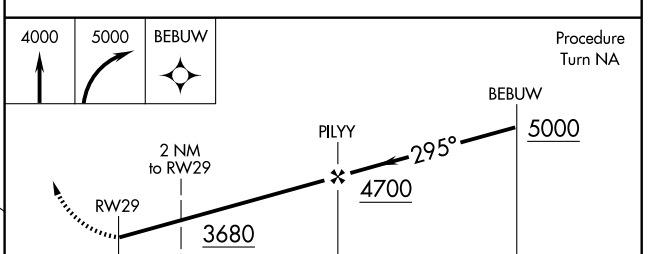
NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct BEBUW WP and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
374	122.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-29	3420-1 462 (500-1)		3420-1¼ 462 (500-1¼)	NA
CIRCLING	3520-1 562 (600-1)	3600-1 642 (700-1)	3800-2½ 842 (900-2½)	NA

MIRL Rwy 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010

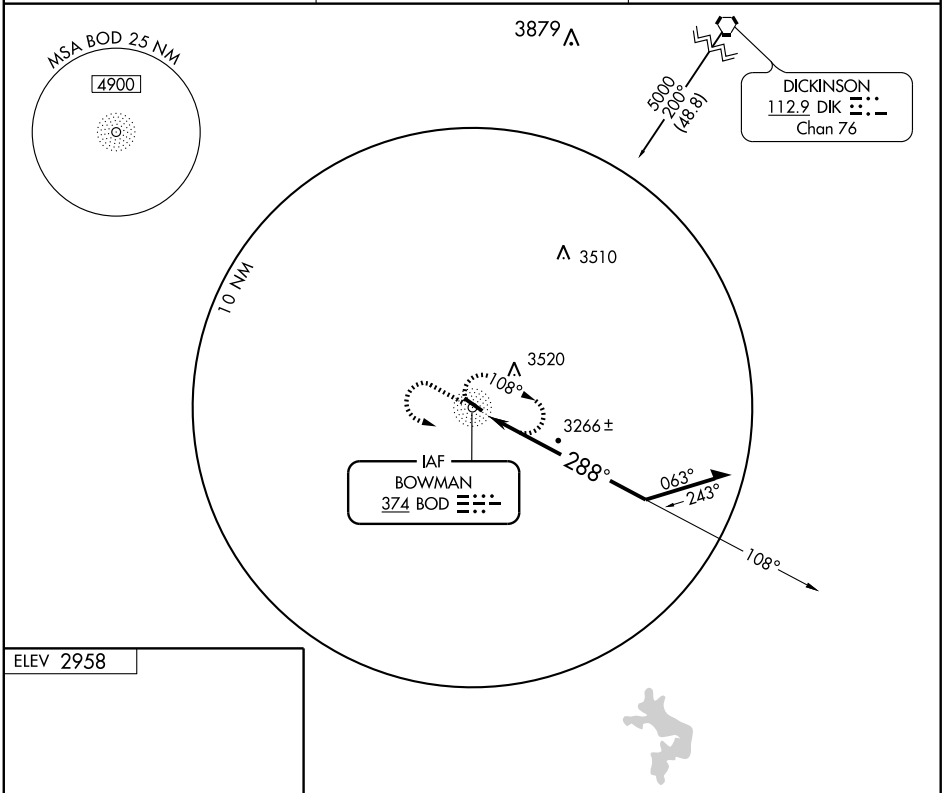
NDB BOD	APP CRS	Rwy Idg	4800
374	288°	TDZE	2958
		Apt Elev	2958

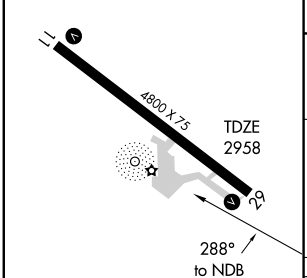
NDB RWY 29
BOWMAN MUNI (BPP)

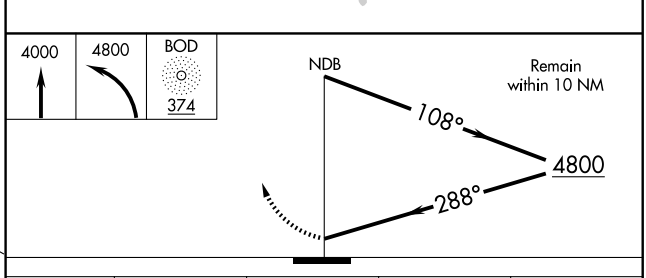
NA

MISSED APPROACH: Climb to 4000 then climbing left turn to 4800 direct BOD NDB and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
374	122.4	122.8 (CTAF) L





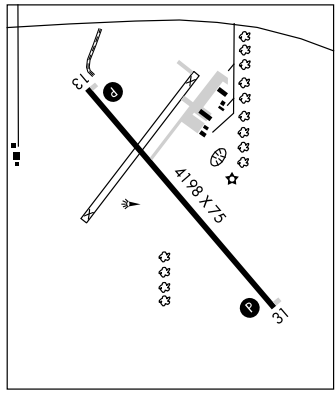


CATEGORY	A	B	C	D
S-29	3620-1	662 (700-1)	3620-1¾ 662 (700-1¾)	NA
CIRCLING	3620-1	662 (700-1)	3800-2½ 842 (900-2½)	NA

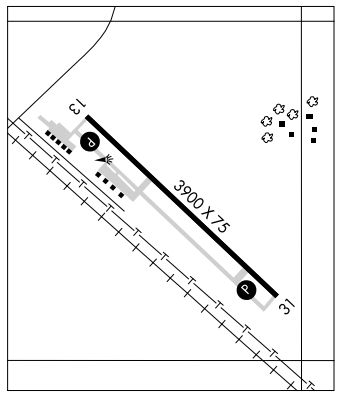
NC-1, 21 OCT 2010 to 18 NOV 2010

CANDO MUNI (9D7) 1 W UTC−6(−5DT) N48°28.80′ W99°14.18′ **TWIN CITIES**
1481 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 16–34: H3500X60 (ASPH) MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 34:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. Migratory waterfowl in vicinity of arpt Mar–Apr and Sep–Oct. Irregular snow removal winter months, confirm winter condition prior to use with arpt manager. MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (701) 968–3625.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 322° 25.5 NM to fld. 1448/7E.

CARRINGTON MUNI (46D) 1 W UTC−6(−5DT) N47°27.07′ W99°09.08′ **TWIN CITIES**
1607 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 13–31: H4198X75 (ASPH) MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 31: PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Unattended. Self svc 24hr credit card fuel avbl. For snow removal information; ctc city hall 701–652–2911. Numerous agriculture ops Jun–Aug. N apron CLOSED to acft over 1000 lbs. Rwy 13 has 6′ ditch 120′ L of extended centerline outbound fm thld. MIRL Rwy 13–31 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (701) 652–1875.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 318° 36.6 NM to fld. 1493/10E. **HIWAS.**



CASSELTON ROBERT MILLER RGNL (5N8) 4 S UTC−6(−5DT) N46°51.24′ W97°12.47′ **TWIN CITIES**
933 S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 13–31: H3900X75 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2R)—GA 2.5° TCH 20′. Road.
RWY 31: REIL. PAPI(P2L)—GA 2.5° TCH 20′. Road.
AIRPORT REMARKS: Attended Oct–May Mon–Sat 1400–2300Z‡, Jun–Sep Mon–Sat 1400–0400Z‡, Sun on call. For attendance after hours call 701–347–4680/5519. Self svc credit card 100LL fuel avbl 24 hrs. Confirm winter conditions and snow removal with arpt manager, call 701–347–4680 between 1400–2300Z‡ daily. Numerous agriculture operations May–Oct. Rwy 13–31 parallel twy marked with reflectors. Acft paint shop avbl 701–347–5262. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8.
Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (Mon–Fri 0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 283° 15.9 NM to fld. 910/9E. **HIWAS.**

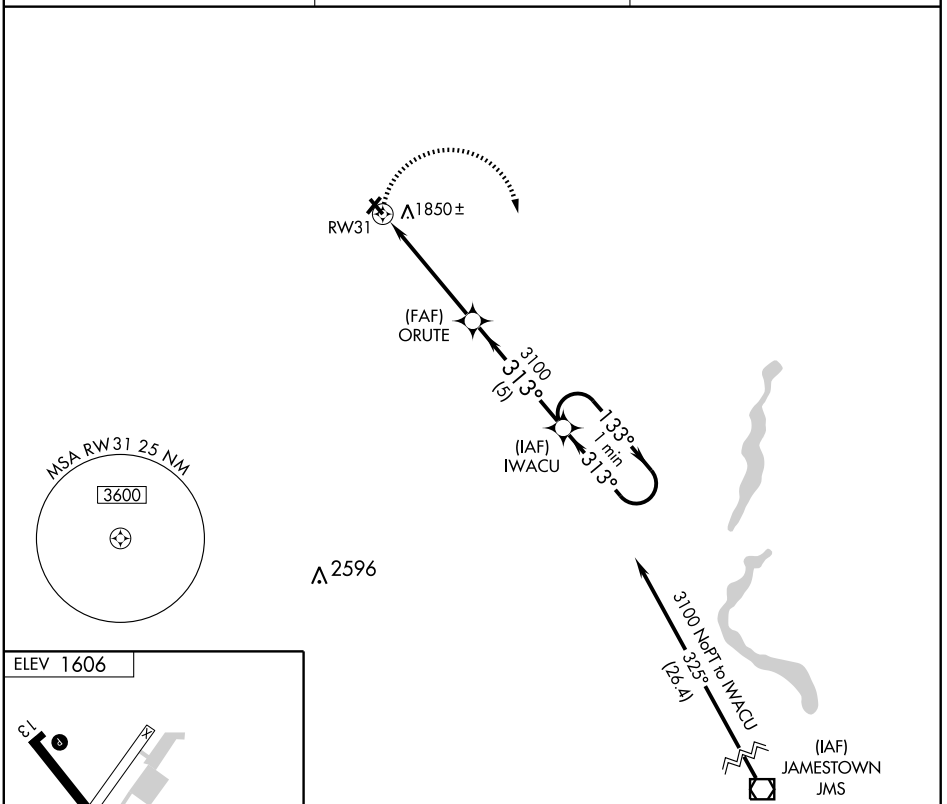


APP CRS	Rwy Idg	4198
313°	TDZE	1604
	Apt Elev	1606

GPS RWY 31
CARRINGTON MUNI (46D)

NA	Use Jamestown altimeter setting. Procedure NA at night.	MISSED APPROACH: Climbing right turn to 3100 direct IWACU WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	124.2 270.3	122.9 L

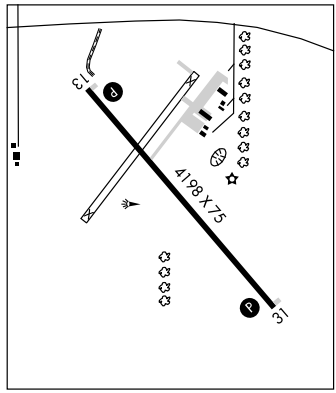


CATEGORY	A	B	C	D
S-31	2200-1	596 (600-1)	2200-1½ 596 (600-1½)	NA
CIRCLING	2300-1	694 (700-1)	2300-2 694 (700-2)	NA

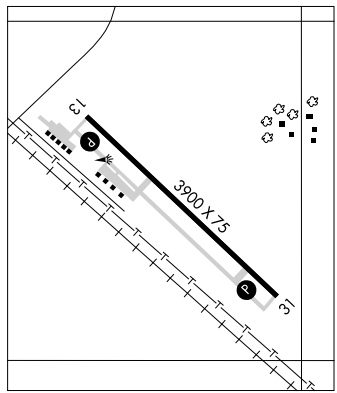
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CANDO MUNI (9D7) 1 W UTC−6(−5DT) N48°28.80′ W99°14.18′ **TWIN CITIES**
1481 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 16–34: H3500X60 (ASPH) MIRL
RWY 16: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 34:** PAPI(P2L)—GA 3.0° TCH 25′.
AIRPORT REMARKS: Unattended. Migratory waterfowl in vicinity of arpt Mar–Apr and Sep–Oct. Irregular snow removal winter months, confirm winter condition prior to use with arpt manager. MIRL Rwy 16–34, PAPI Rwy 16 and Rwy 34 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (701) 968–3625.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 322° 25.5 NM to fld. 1448/7E.

CARRINGTON MUNI (46D) 1 W UTC−6(−5DT) N47°27.07′ W99°09.08′ **TWIN CITIES**
1607 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 13–31: H4198X75 (ASPH) MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 31: PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Unattended. Self svc 24hr credit card fuel avbl. For snow removal information; ctc city hall 701–652–2911. Numerous agriculture ops Jun–Aug. N apron CLOSED to acft over 1000 lbs. Rwy 13 has 6′ ditch 120′ L of extended centerline outbound fm thld. MIRL Rwy 13–31 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE MIRL Rwy 13–31, PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (701) 652–1875.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 318° 36.6 NM to fld. 1493/10E. **HIWAS.**



CASSELTON ROBERT MILLER RGNL (5N8) 4 S UTC−6(−5DT) N46°51.24′ W97°12.47′ **TWIN CITIES**
933 S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 13–31: H3900X75 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2R)—GA 2.5° TCH 20′. Road.
RWY 31: REIL. PAPI(P2L)—GA 2.5° TCH 20′. Road.
AIRPORT REMARKS: Attended Oct–May Mon–Sat 1400–2300Z‡, Jun–Sep Mon–Sat 1400–0400Z‡, Sun on call. For attendance after hours call 701–347–4680/5519. Self svc credit card 100LL fuel avbl 24 hrs. Confirm winter conditions and snow removal with arpt manager, call 701–347–4680 between 1400–2300Z‡ daily. Numerous agriculture operations May–Oct. Rwy 13–31 parallel twy marked with reflectors. Acft paint shop avbl 701–347–5262. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 and REIL Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8.
Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (Mon–Fri 0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 283° 15.9 NM to fld. 910/9E. **HIWAS.**



APP CRS		
128°	Rwy Idg	3900
	TDZE	933
	Apt Elev	933

RNAV (GPS) RWY 13

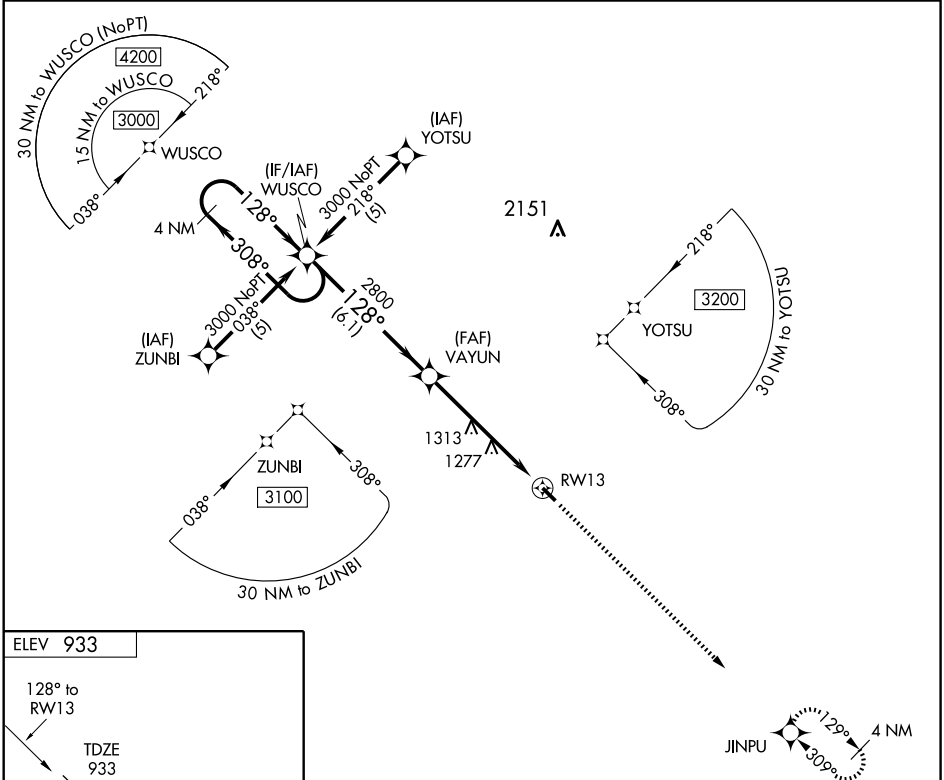
CASSELTON ROBERT MILLER RGNL (5N8)

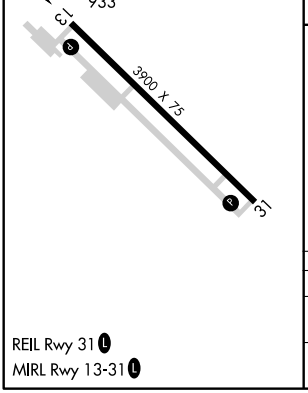
Use Fargo altimeter setting; when not received use Morehead altimeter setting and increase all MDA 20 feet. DME/DME RNP-0.3 NA.

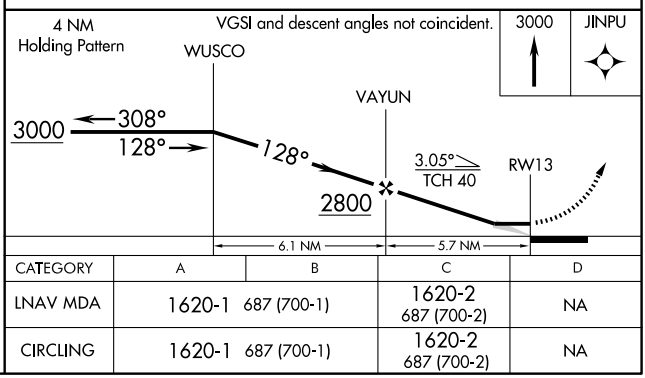
MISSED APPROACH: Climb to 3000 direct JINPU and hold.

FARGO APP CON ★ 120.4 377.15

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1620-1 687 (700-1)		1620-2 687 (700-2)	NA
CIRCLING	1620-1 687 (700-1)		1620-2 687 (700-2)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3900
CH 53607	308°	TDZE	933
W31A		Apt Elev	933

RNAV (GPS) RWY 31

CASSELTON ROBERT MILLER RGNL (5N8)

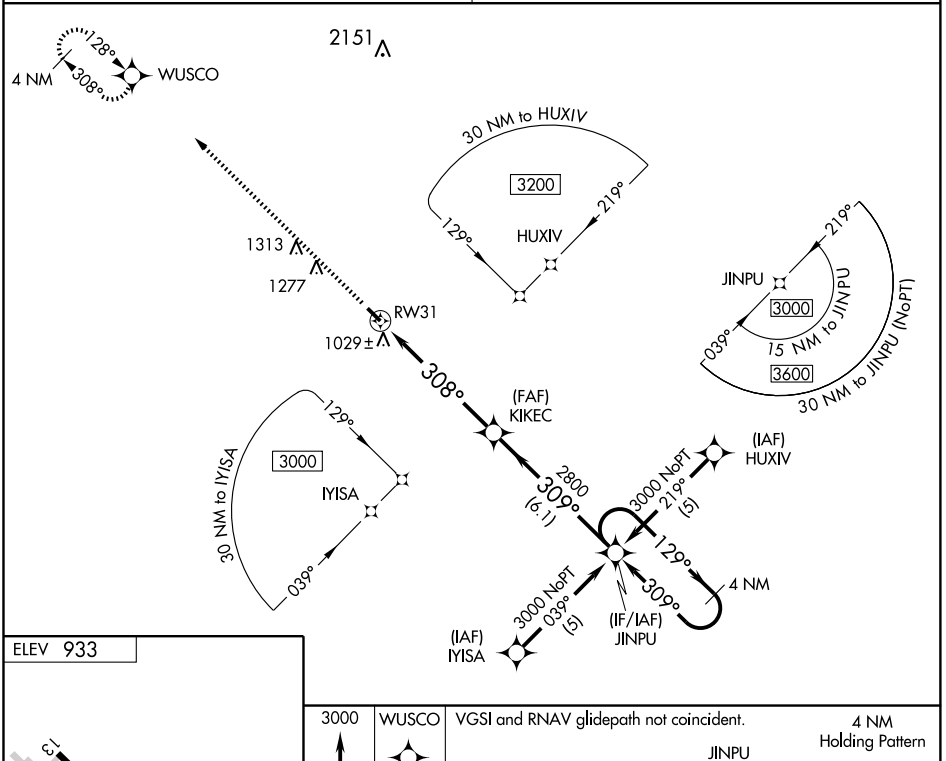
Use Fargo altimeter setting; when not received, use Morehead altimeter setting and increase all DA 11 feet and all MDA 20 feet, increase LNAV Cat C visibility ¼ mile. Baro-VNAV NA. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

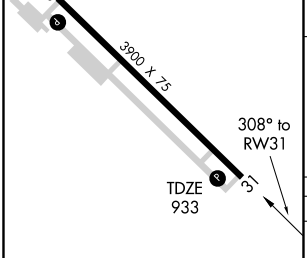
NA

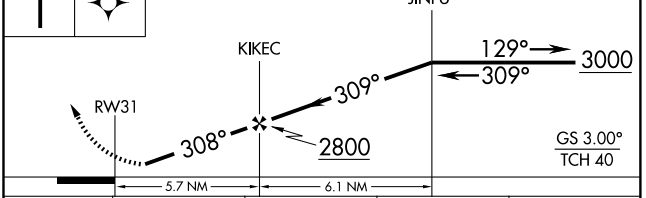
MISSED APPROACH: Climb to 3000 direct WUSCO and hold.

FARGO APP CON ★ 120.4 377.15

UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1226-1 293 (300-1)			NA
LNAV/VNAV DA	1370-1½ 437 (500-1½)			NA
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	NA
CIRCLING	1420-1 487 (500-1)		1420-1½ 487 (500-1½)	NA

REIL Rwy 31 L
MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FAR	APP CRS	Rwy Idg	3900
116.2	283°	TDZE	929
Chan 109		Apt Elev	933

VOR/DME RWY 31

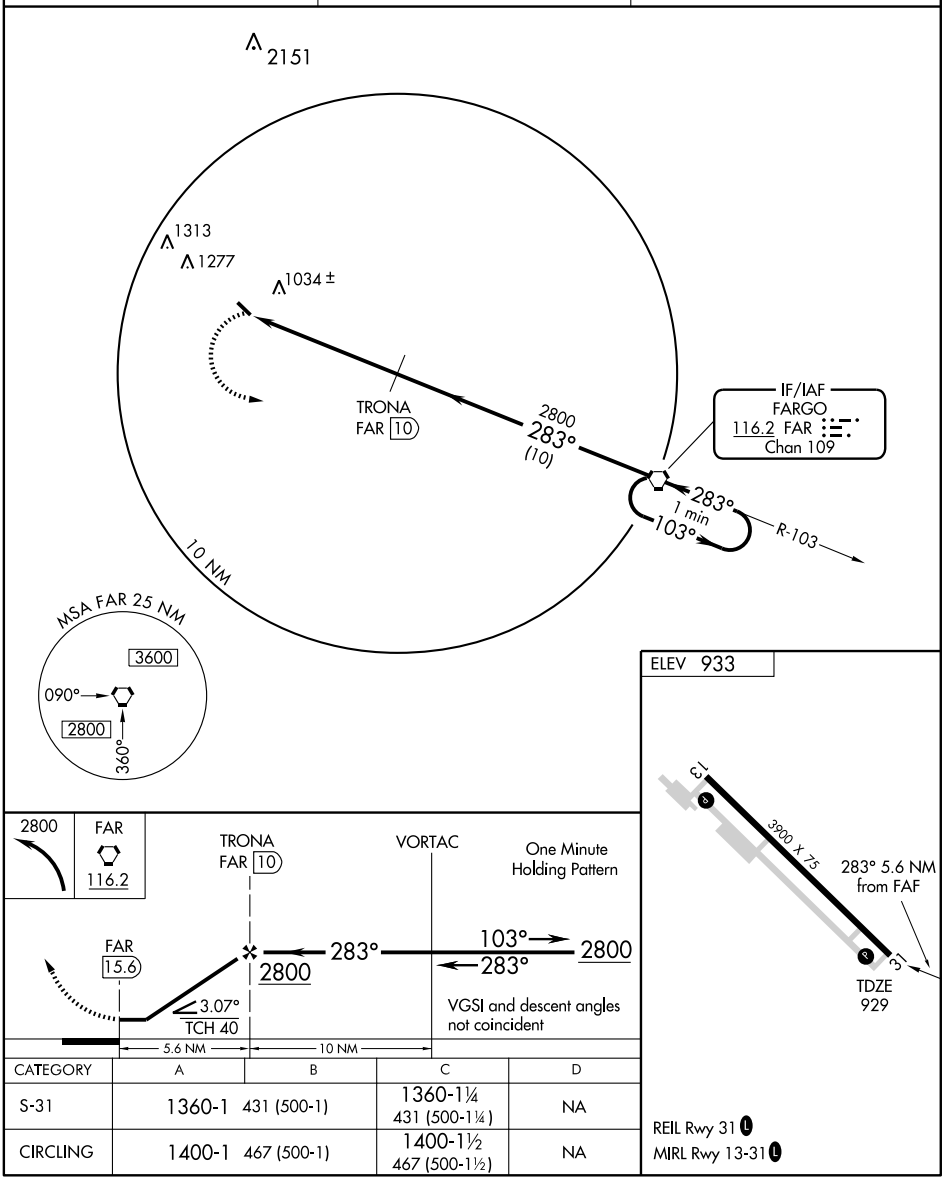
CASSELTON ROBERT MILLER RGNL (5N8)

NA

Use Fargo altimeter setting; if not received, use Morehead altimeter setting.

MISSED APPROACH: Climbing left turn to 2800 direct FAR VORTAC and hold.

FARGO ASOS	FARGO APP CON ★	UNICOM
124.5	120.4 377.15	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	1360-1 431 (500-1)		1360-1¼ 431 (500-1¼)	NA
CIRCLING	1400-1 467 (500-1)		1400-1½ 467 (500-1½)	NA

REIL Rwy 31 L

MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CAVALIER MUNI (2C8) 1 SW UTC−6(−5DT) N48°47.02′ W97°37.92′ — TWIN CITIES L–14G IAP

892 B S2 **FUEL** 100LL NOTAM FILE GFK

RWY 16–34: H3299X60 (ASPH) S–12.5 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 26′. Lgtd P-line.

RWY 34: PAPI(P2L)—GA 4.0° TCH 36′. P-line.

AIRPORT REMARKS: Attended on call. For fuel call 701–265–8656/3186. Confirm snow removal with arpt manager after winter storm. Helipad located S edge of apron. MIRL Rwy 16–34, and PAPI Rwy 16 and Rwy 34 preset until 0400Z‡, after 0400Z‡—CTAF.

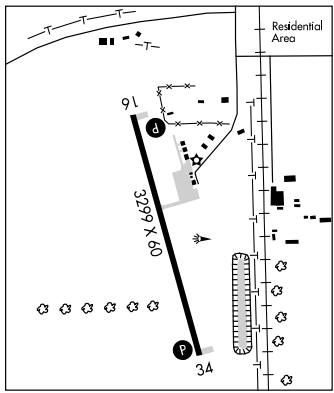
WEATHER DATA SOURCES: AWOS–3 118.275 (701) 265–8050.

COMMUNICATIONS: CTAF/UNICOM 122.8

DEVILS LAKE RCO 122.3 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

HUMBOLDT (H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 247° 21.0 NM to fld. 800/9E.



COLUMBUS MUNI (D49) 1 SW UTC−6(−5DT) N48°53.92′ W102°47.53′ — BILLINGS

1930 NOTAM FILE 049

RWY 07–25: 2560X100 (TURF)

RWY 07: VASI(NSTD)—GA 5.0° TCH 13′. **RWY 25:** VASI(NSTD)—GA 5.0° TCH 13′. Thld dsplcd 200′. Road.

AIRPORT REMARKS: Unattended. No snow removal avbl winter months, confirm winter conditions with arpt manager 701–939–5288/4511/6671/7831. Rwy 07 and Rwy 25 APAP left and right sides. Rwy 25 has 5′ ditch 30′ from threshold. Rwy 07–25 plywood panels lgtd ngt. Rwy 07-25 has threshold end lgts with reflector side panels for ngt use as test arpt ngt landing site. Rwy 07–25 marked with black/white edge and end panels.

COMMUNICATIONS: CTAF 122.9

COOPERSTOWN MUNI (S32) 2 SE UTC−6(−5DT) N47°25.40′ W98°06.39′ — TWIN CITIES L–14G IAP

1424 **FUEL** 100LL NOTAM FILE GFK

RWY 13–31: H3500X60 (ASPH) S–12.5 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 25′. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 25′. P–line.

AIRPORT REMARKS: Attended Oct–Apr on call, May–Sep 1400–2300Z‡. Self svc 100LL fuel credit card svc 24 hrs avbl. Confirm winter conditions and snow removal with arpt manager on 701–789–0666/3700/3613. Rwy 13– +17′ road also on centerline extended. Rwy 31 apch has 80′ p–line 4/5 mile fm thld. Helicopter ldg area located east apron edge; snow removal irregular. Rwy 13–31 MIRL OTS indef. MIRL on Rwy 13–31 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

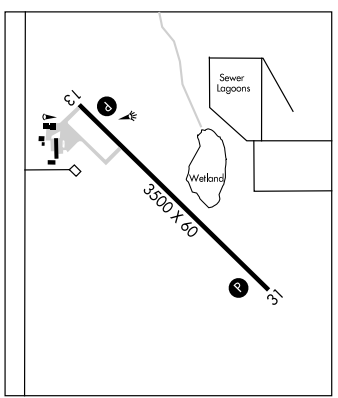
WEATHER DATA SOURCES: AWOS–3 118.750 (701) 797–2566.

COMMUNICATIONS: CTAF 122.9

JAMESTOWN RCO 123.6 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.

JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 028° 37.6 NM to fld. 1493/10E. **HIWAS.**



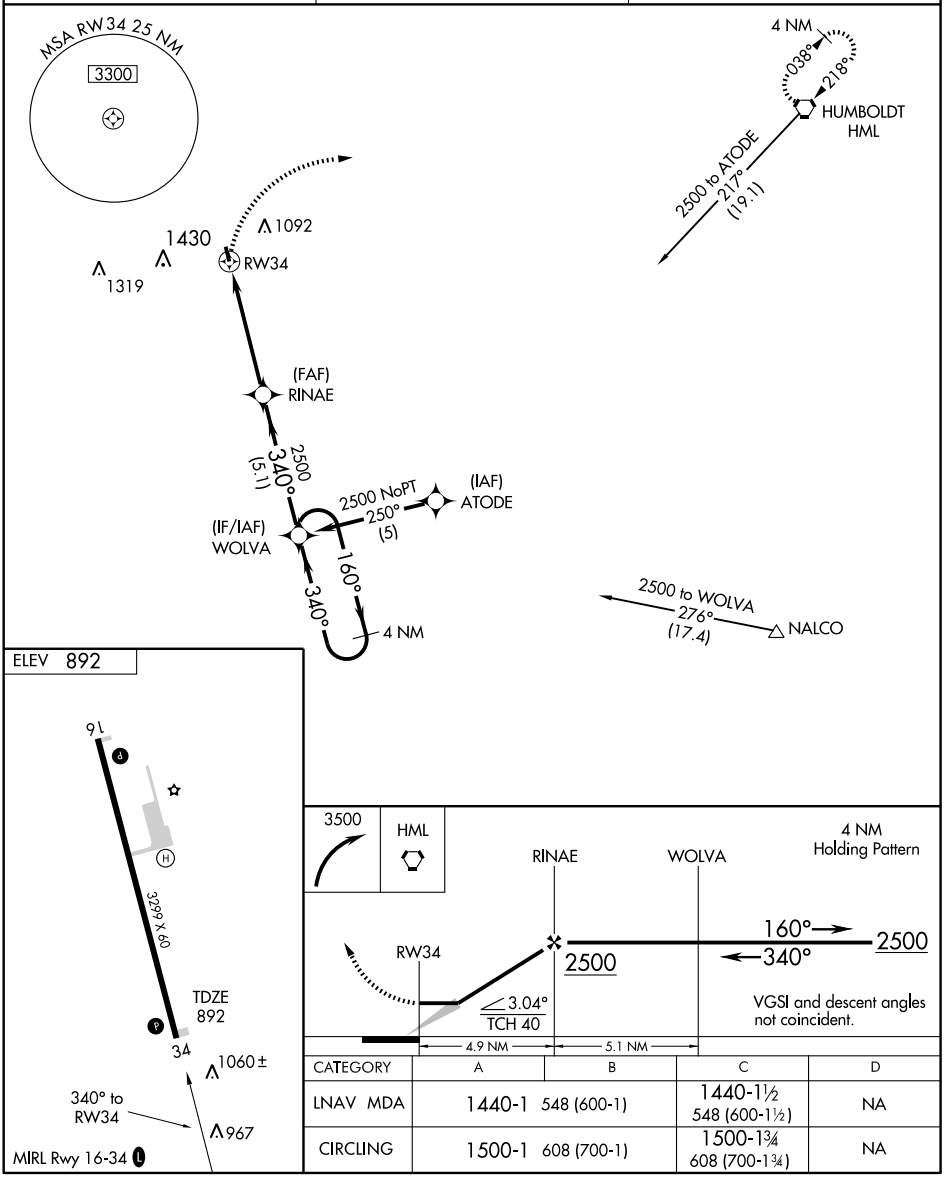
APP CRS	Rwy Idg	3299
340°	TDZE	892
	Apt Elev	892

RNAV (GPS) RWY 34
CAVALIER MUNI (2C8)

Use Hallock altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct HML VORTAC and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
118.275	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1440-1	548 (600-1)	1440-1½ 548 (600-1½)	NA
CIRCLING	1500-1	608 (700-1)	1500-1¾ 608 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CAVALIER MUNI (2C8) 1 SW UTC−6(−5DT) N48°47.02′ W97°37.92′ — TWIN CITIES L–14G IAP

892 B S2 **FUEL** 100LL NOTAM FILE GFK

RWY 16–34: H3299X60 (ASPH) S–12.5 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 26′. Lgtd P-line.

RWY 34: PAPI(P2L)—GA 4.0° TCH 36′. P-line.

AIRPORT REMARKS: Attended on call. For fuel call 701–265–8656/3186. Confirm snow removal with arpt manager after winter storm. Helipad located S edge of apron. MIRL Rwy 16–34, and PAPI Rwy 16 and Rwy 34 preset until 0400Z‡, after 0400Z‡—CTAF.

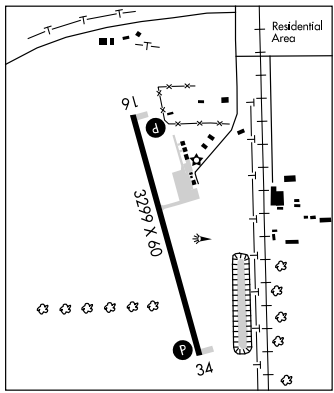
WEATHER DATA SOURCES: AWOS–3 118.275 (701) 265–8050.

COMMUNICATIONS: CTAF/UNICOM 122.8

DEVILS LAKE RCO 122.3 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.

HUMBOLDT (H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 247° 21.0 NM to fld. 800/9E.



COLUMBUS MUNI (D49) 1 SW UTC−6(−5DT) N48°53.92′ W102°47.53′ — BILLINGS

1930 NOTAM FILE 049

RWY 07–25: 2560X100 (TURF)

RWY 07: VASI(NSTD)—GA 5.0° TCH 13′. **RWY 25:** VASI(NSTD)—GA 5.0° TCH 13′. Thld dsplcd 200′. Road.

AIRPORT REMARKS: Unattended. No snow removal avbl winter months, confirm winter conditions with arpt manager 701–939–5288/4511/6671/7831. Rwy 07 and Rwy 25 APAP left and right sides. Rwy 25 has 5′ ditch 30′ from threshold. Rwy 07–25 plywood panels lgtd ngt. Rwy 07-25 has threshold end lgts with reflector side panels for ngt use as test arpt ngt landing site. Rwy 07–25 marked with black/white edge and end panels.

COMMUNICATIONS: CTAF 122.9

COOPERSTOWN MUNI (S32) 2 SE UTC−6(−5DT) N47°25.40′ W98°06.39′ — TWIN CITIES L–14G IAP

1424 **FUEL** 100LL NOTAM FILE GFK

RWY 13–31: H3500X60 (ASPH) S–12.5 MIRL

RWY 13: PAPI(P2L)—GA 3.0° TCH 25′. Road.

RWY 31: PAPI(P2L)—GA 3.0° TCH 25′. P–line.

AIRPORT REMARKS: Attended Oct–Apr on call, May–Sep 1400–2300Z‡. Self svc 100LL fuel credit card svc 24 hrs avbl. Confirm winter conditions and snow removal with arpt manager on 701–789–0666/3700/3613. Rwy 13– +17′ road also on centerline extended. Rwy 31 apch has 80′ p–line 4/5 mile fm thld. Helicopter ldg area located east apron edge; snow removal irregular. Rwy 13–31 MIRL OTS indef. MIRL on Rwy 13–31 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.

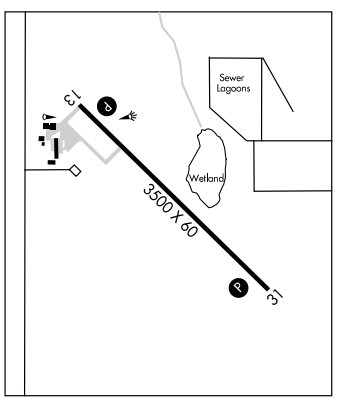
WEATHER DATA SOURCES: AWOS–3 118.750 (701) 797–2566.

COMMUNICATIONS: CTAF 122.9

JAMESTOWN RCO 123.6 (GRAND FORKS RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.

JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 028° 37.6 NM to fld. 1493/10E. **HIWAS.**



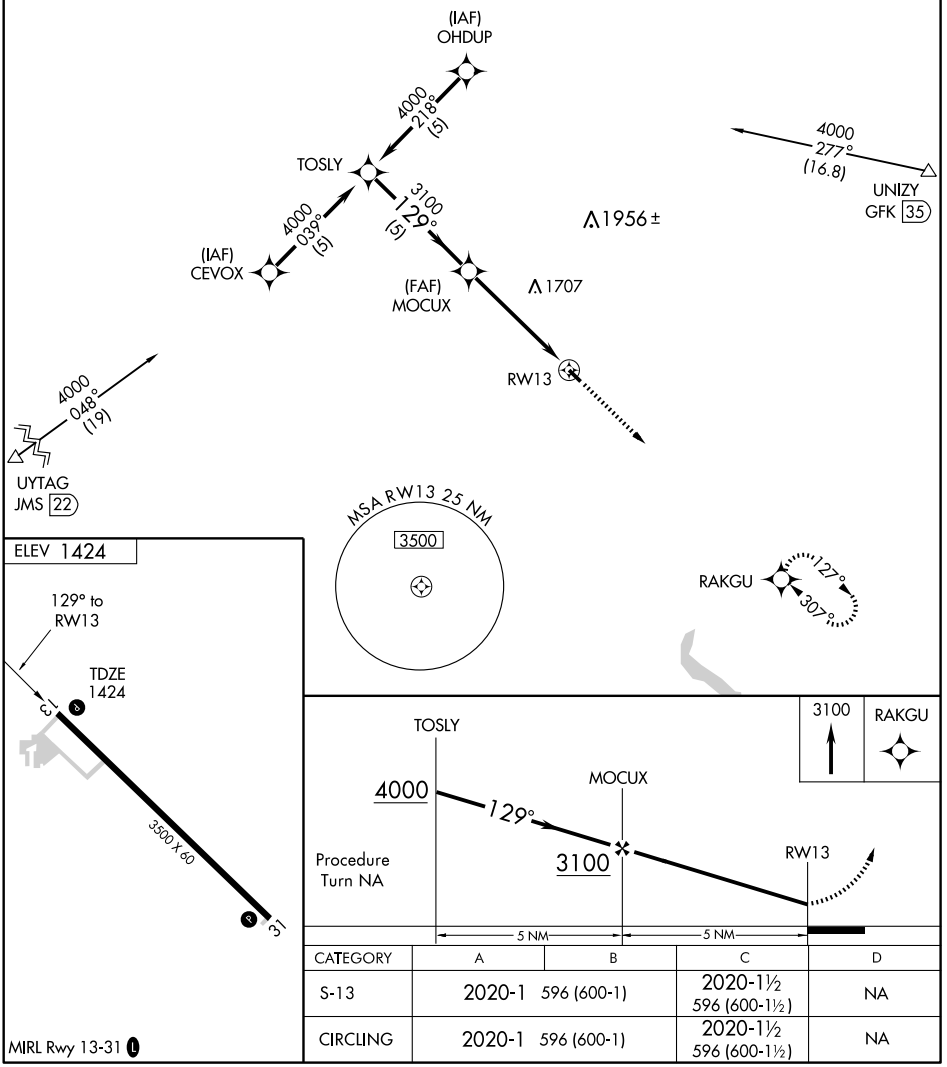
APP CRS	Rwy Idg	3500
129°	TDZE	1424
	Apt Elev	1424

GPS RWY 13
COOPERSTOWN MUNI (S32)

NA — Use Jamestown altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAKGU WP and hold.

AWOS-3	GRAND FORKS RADIO	CTAF
118.750	123.6	122.9 L



CATEGORY	A	B	C	D
S-13	2020-1	596 (600-1)	2020-1½ 596 (600-1½)	NA
CIRCLING	2020-1	596 (600-1)	2020-1½ 596 (600-1½)	NA

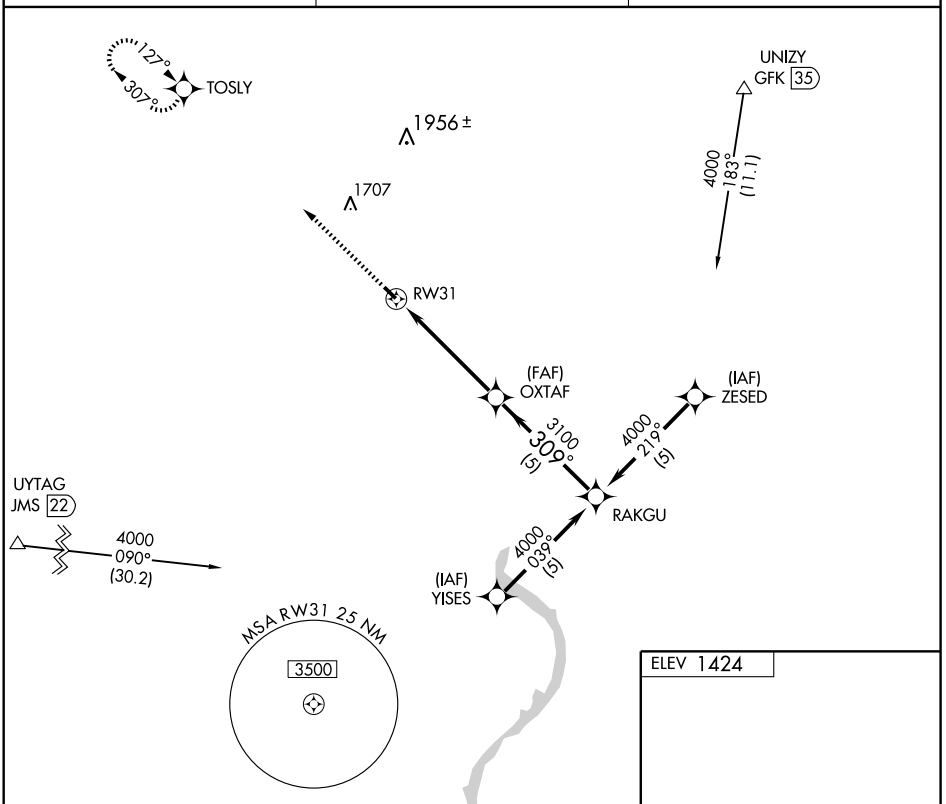
NC-1, 21 OCT 2010 to 18 NOV 2010

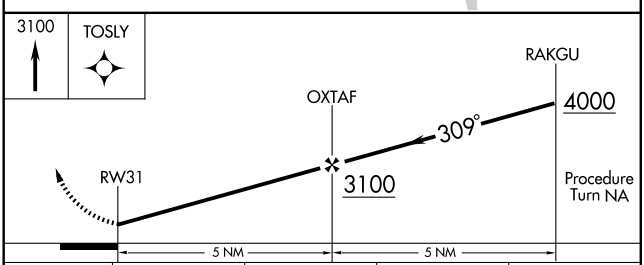
APP CRS	Rwy Idg	3500
309°	TDZE	1424
	Apt Elev	1424

GPS RWY 31
COOPERSTOWN MUNI (S32)

⚠ NA Use Jamestown altimeter setting.	MISSED APPROACH: Climb to 3100 direct TOSLY WP and hold.

AWOS-3	GRAND FORKS RADIO	CTAF
118.750	123.6	122.9 L

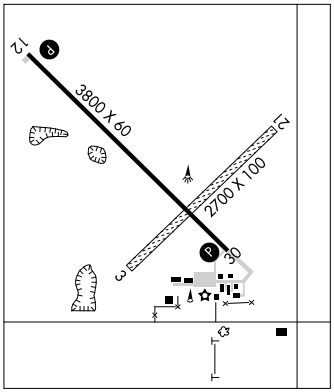




CATEGORY	A	B	C	D
S-31	1900-1	476 (500-1)	1900-1¼ 476 (500-1¼)	NA
CIRCLING	2020-1	596 (600-1)	2020-1½ 596 (600-1½)	NA

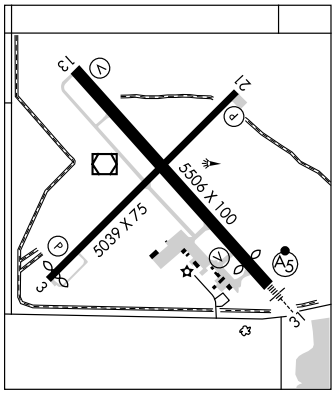
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CROSBY MUNI (D5Ø) 1 N UTC−6(−5DT) N48°55.71′ W103°17.84′ **BILLINGS**
1950 B **FUEL** 100 NOTAM FILE GFK **L–13E, 14F**
RWY 12–30: H3800X60 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 22′. P-line.
RWY 30: PAPI (P2L)—GA 3.0° TCH 23′. Road.
RWY 03–21: 2700X100 (TURF) 0.3% up SW
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Unattended. Fuel 24hr self svc credit card fuel avbl. Deer on and invof arpt. Rwy 03–21 CLOSED winter months due to lack of snow removal. Rwy 03 rwy end corner and side daylight cone markers only. Rwy 21 +25′ trees 180′ from thld; 100′ left of extended centerline; apch ratio 7:1. Rotating bcn OTS indef. PAPI Rwy 12 and Rwy 30 ops dusk–0700Z‡. MIRL Rwy 12–30 preset on low ints dusk–0700Z‡, to increase ints ACTIVATE—CTAF. After 0700Z‡ ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (701) 965–6732.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CITY CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 012° 44.4 NM to fld. 2372/12E. **HIWAS.**



DEERING N48°24.92′ W101°21.97′ NOTAM FILE GFK. **BILLINGS**
(H) TACAN Chan 96 MIB (114.9) at Minot AFB. 1668/10E. No NOTAM MP Wed 1530–1730Z‡ (1500/3+1). **H–2H, L–14F**

DEVILS LAKE RGNL (DVL) 2 W UTC−6(−5DT) N48°06.88′ W98°54.50′ **TWIN CITIES**
1456 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE DVL **H–2I, L–14G**
RWY 13–31: H5506X100 (ASPH–GRVD) S–75, D–130, 2S–175, 2D–190, C5–647 HIRL **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 52′. Road.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 42′. Thld dsplcd 640′. Road.
RWY 03–21: H5039X75 (ASPH–PFC) S–30 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 183′. Tree.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5039 TODA–5039 ASDA–5039 LDA–4856
RWY 13: TORA–5506 TODA–5506 ASDA–5506 LDA–5506
RWY 21: TORA–5039 TODA–5039 ASDA–5039 LDA–5039
RWY 31: TORA–5506 TODA–5506 ASDA–5506 LDA–4866
AIRPORT REMARKS: Attended 1300–0000Z‡. For attendant other hrs call 701–662–3221/2827. After dark call 662–3550. Jet A fuel avbl; call 701–662–3221, irregular hrs. Numerous waterfowl and other birds, deer and jack rabbits on and invof arpt. Scheduled air carrier ops involving acft with more than 9 passengers are not authorized in excess of 15 minutes before or after scheduled arr/dep times without prior coordination with arpt manager to ensure that ARFF is avbl. 48 hrs PPR for unscheduled air carrier ops with more than 30 passengers call arpt manager 701–662–5833. Rwy 03–21 CLOSED to air carrier acft with more than 9 passenger seats. HIRL Rwy 13–31 preset low ints dusk–dawn, to increase ints and ACTIVATE MIRL Rwy 03–21, REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.875 (701) 662–7214. **HIWAS** 111.0 DVL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (GRAND FORKS RADIO)
AIRSPACE: CLASS E svc Mon–Fri 1000–0330Z‡, Sat 1000–2100Z‡, Sun 1930–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
(L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ at fld. 1448/7E.
VIKOR NDB (LOM) 332 VK N48°02.13′ W98°48.23′ 311° 6.3 NM to fld.
ILS 108.7 I–VKE Rwy 31. LOM VIKOR NDB. ILS unmonitored.



APP CRS	Rwy Idg	3800
304°	TDZE	1948
	Apt Elev	1950

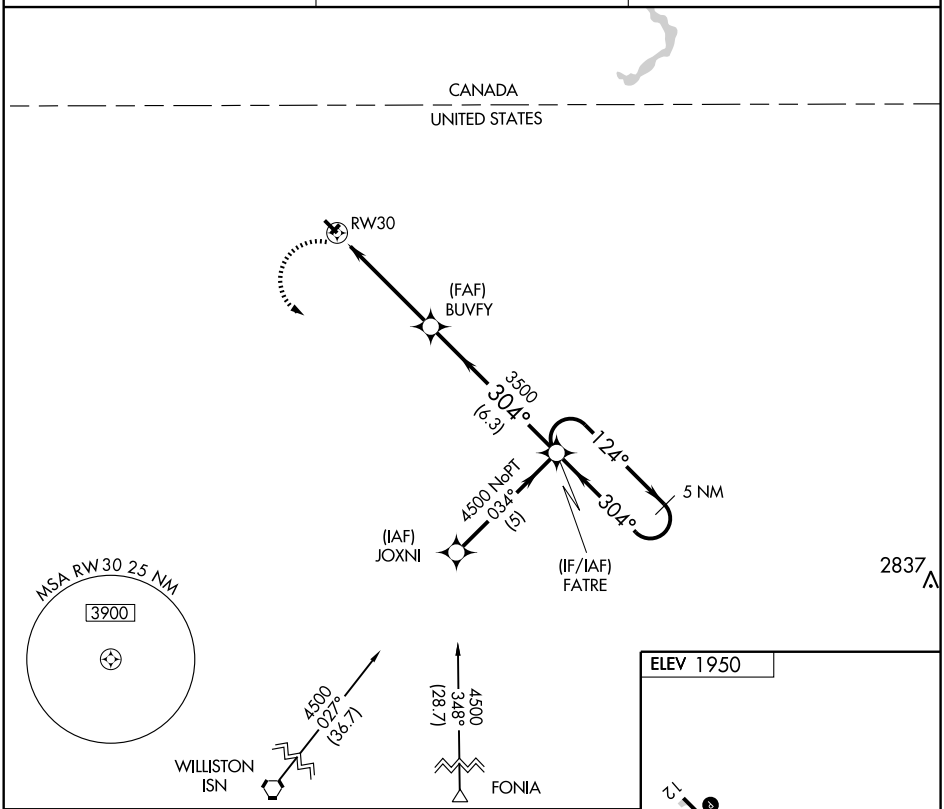
RNAV (GPS) RWY 30

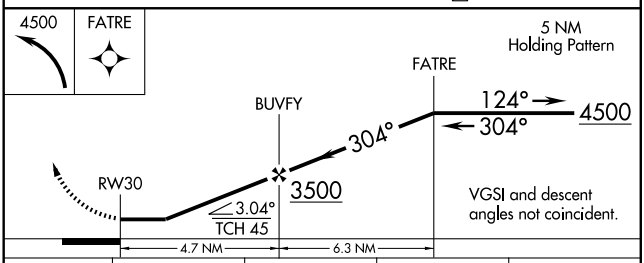
CROSBY MUNI (D50)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williston altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and D visibility ¼ mile; circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4500 direct FATRE and hold.

AWOS-3	SALT LAKE CITY CENTER	CTAF
118.025	126.85 305.2	122.9 L

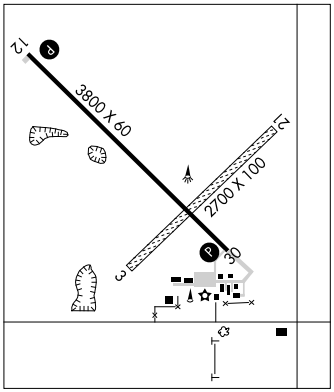




CATEGORY	A	B	C	D
LNAV MDA	2560-1 612 (700-1)		2560-1¾ 612 (700-1¾)	2560-2 612 (700-2)
CIRCLING	2560-1 610 (700-1)		2560-1¾ 610 (700-1¾)	2560-2 610 (700-2)

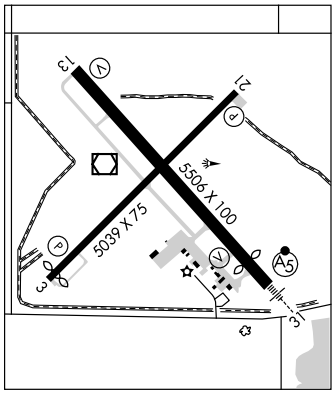
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CROSBY MUNI (D5Ø) 1 N UTC−6(−5DT) N48°55.71′ W103°17.84′ **BILLINGS**
1950 B **FUEL** 100 NOTAM FILE GFK **L–13E, 14F**
RWY 12–30: H3800X60 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI (P2L)—GA 3.0° TCH 22′. P-line.
RWY 30: PAPI (P2L)—GA 3.0° TCH 23′. Road.
RWY 03–21: 2700X100 (TURF) 0.3% up SW
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Unattended. Fuel 24hr self svc credit card fuel avbl. Deer on and invof arpt. Rwy 03–21 CLOSED winter months due to lack of snow removal. Rwy 03 rwy end corner and side daylight cone markers only. Rwy 21 +25′ trees 180′ from thld; 100′ left of extended centerline; apch ratio 7:1. Rotating bcn OTS indef. PAPI Rwy 12 and Rwy 30 ops dusk–0700Z‡. MIRL Rwy 12–30 preset on low ints dusk–0700Z‡, to increase ints ACTIVATE—CTAF. After 0700Z‡ ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (701) 965–6732.
COMMUNICATIONS: CTAF 122.9
SALT LAKE CITY CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 012° 44.4 NM to fld. 2372/12E. **HIWAS.**



DEERING N48°24.92′ W101°21.97′ NOTAM FILE GFK. **BILLINGS**
(H) TACAN Chan 96 MIB (114.9) at Minot AFB. 1668/10E. No NOTAM MP Wed 1530–1730Z‡ (1500/3+1). **H–2H, L–14F**

DEVILS LAKE RGNL (DVL) 2 W UTC−6(−5DT) N48°06.88′ W98°54.50′ **TWIN CITIES**
1456 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE DVL **H–2I, L–14G**
RWY 13–31: H5506X100 (ASPH–GRVD) S–75, D–130, 2S–175, 2D–190, C5–647 HIRL **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 52′. Road.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 42′. Thld dsplcd 640′. Road.
RWY 03–21: H5039X75 (ASPH–PFC) S–30 MIRL
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 183′. Tree.
RWY 21: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–5039 TODA–5039 ASDA–5039 LDA–4856
RWY 13: TORA–5506 TODA–5506 ASDA–5506 LDA–5506
RWY 21: TORA–5039 TODA–5039 ASDA–5039 LDA–5039
RWY 31: TORA–5506 TODA–5506 ASDA–5506 LDA–4866
AIRPORT REMARKS: Attended 1300–0000Z‡. For attendant other hrs call 701–662–3221/2827. After dark call 662–3550. Jet A fuel avbl; call 701–662–3221, irregular hrs. Numerous waterfowl and other birds, deer and jack rabbits on and invof arpt. Scheduled air carrier ops involving acft with more than 9 passengers are not authorized in excess of 15 minutes before or after scheduled arr/dep times without prior coordination with arpt manager to ensure that ARFF is avbl. 48 hrs PPR for unscheduled air carrier ops with more than 30 passengers call arpt manager 701–662–5833. Rwy 03–21 CLOSED to air carrier acft with more than 9 passenger seats. HIRL Rwy 13–31 preset low ints dusk–dawn, to increase ints and ACTIVATE MIRL Rwy 03–21, REIL Rwy 03 and Rwy 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.875 (701) 662–7214. **HIWAS** 111.0 DVL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (GRAND FORKS RADIO)
AIRSPACE: CLASS E svc Mon–Fri 1000–0330Z‡, Sat 1000–2100Z‡, Sun 1930–0330Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
(L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ at fld. 1448/7E.
VIKOR NDB (LOM) 332 VK N48°02.13′ W98°48.23′ 311° 6.3 NM to fld.
ILS 108.7 I–VKE Rwy 31. LOM VIKOR NDB. ILS unmonitored.



LOC I-VKE	APP CRS	Rwy Idg	4866
108.7	311°	TDZE	1448
		Apt Elev	1455

ILS or LOC RWY 31

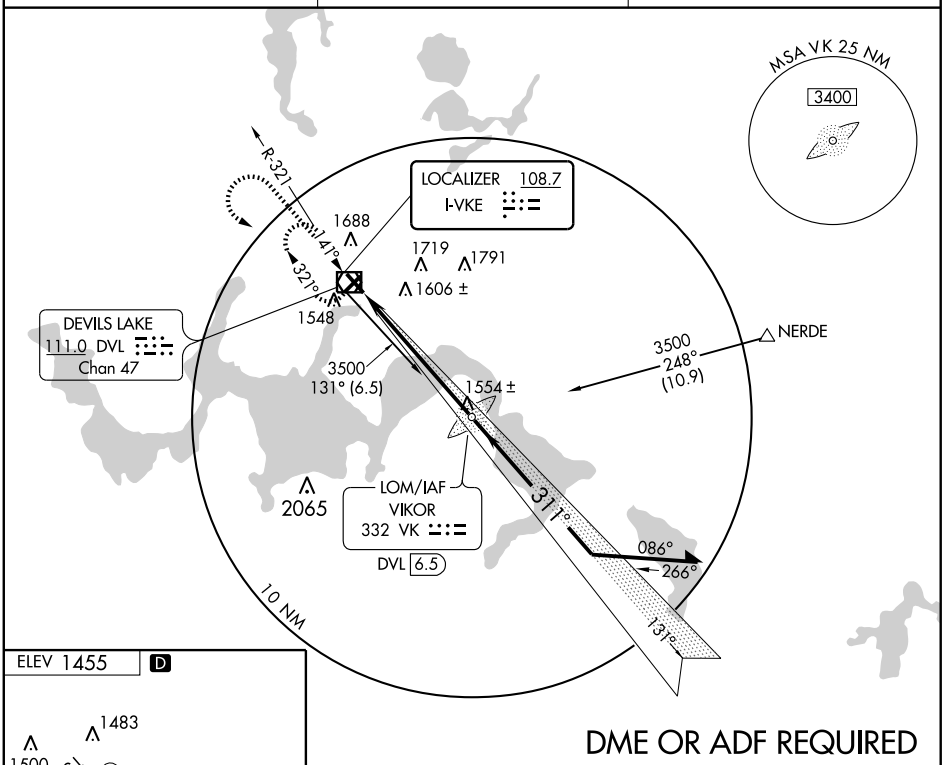
DEVILS LAKE RGNL (DVL)

T NA — Inoperative table does not apply to S-ILS 31. For inoperative MALSR increase S-LOC 31 Cat A, B, C visibility to 1 mile.

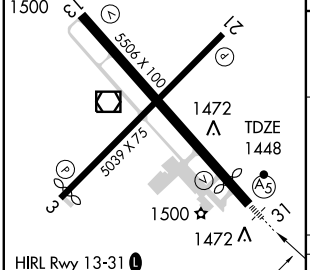
MALSR (A5)

MISSED APPROACH: Climb to 3500 then left turn direct DVL VOR/DME and hold.

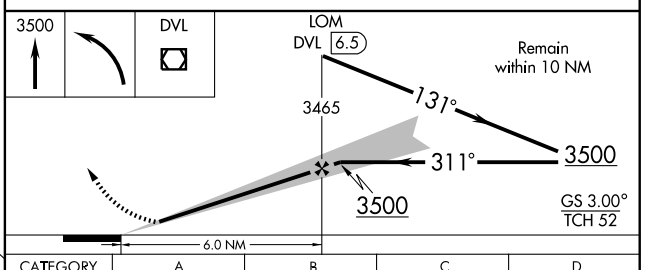
AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L



DME OR ADF REQUIRED



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 31	1698-¾ 250 (300-¾)			
S-LOC 31	1800-¾ 352 (400-¾)			
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4856
CH 93608	038°	TDZE	1450
W03A		Apt Elev	1455

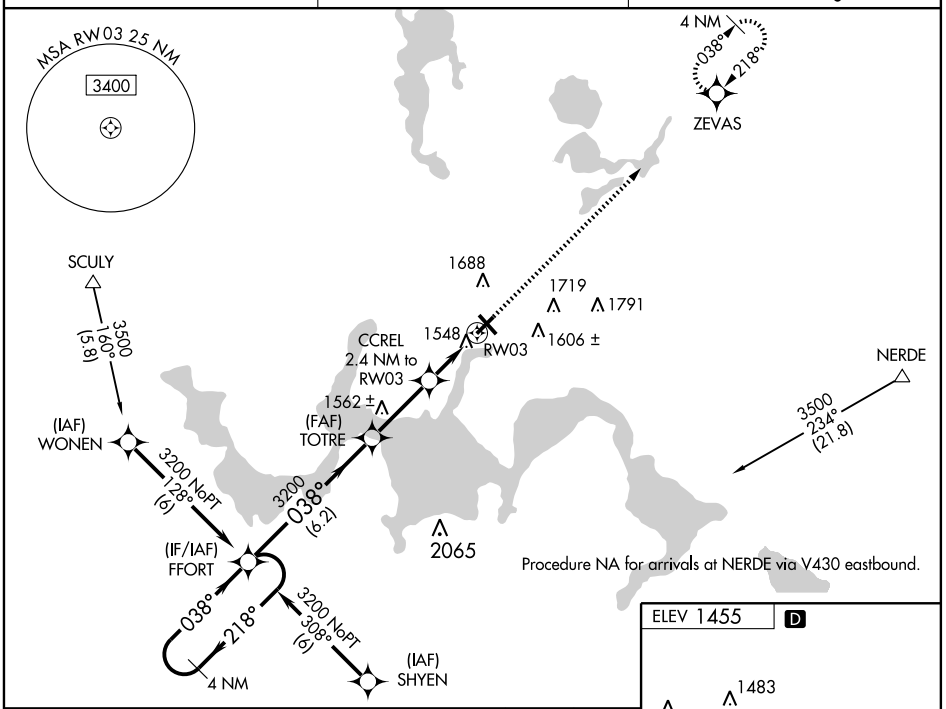
RNAV (GPS) RWY 3

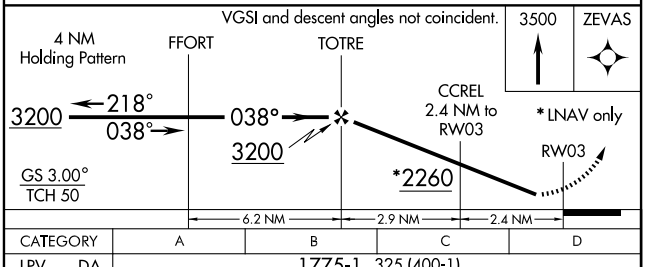
DEVILS LAKE RGNL (DVL)

Baro-VNAV NA when using Jamestown altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 173 feet, and all MDA 180 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, LNAV and Circling Cats C and D visibility ½ mile.

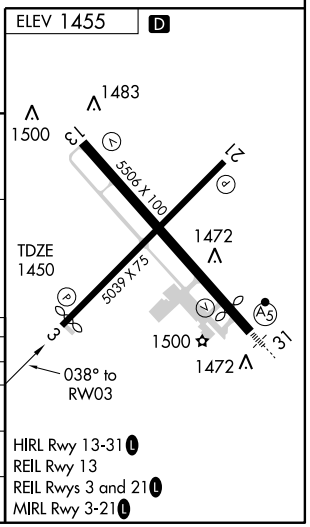
MISSED APPROACH: Climb to 3500 direct ZEVAS and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1775-1 325 (400-1)			
LNAV/VNAV DA	1821-1¼ 371 (400-1¼)			
LNAV MDA	1800-1 350 (400-1)			1800-1¼ 350 (400-1¼)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	5506
CH 78314	131°	TDZE	1456
W13A		Apt Elev	1456

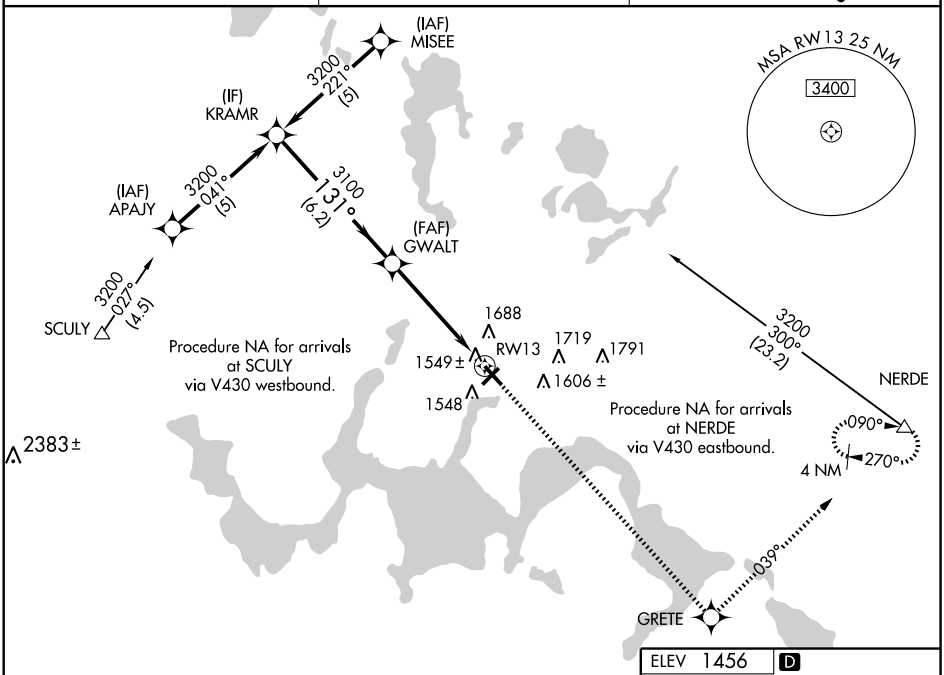
RNAV (GPS) RWY 13

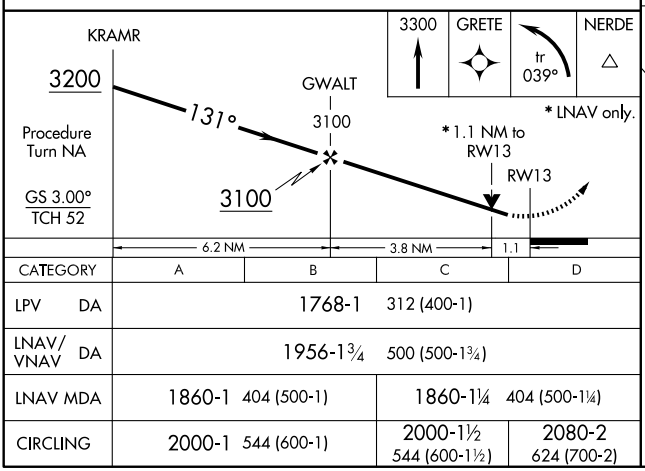
DEVILS LAKE RGNL (DVL)

Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 172 feet, and all MDA 180 feet, increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C ¼ mile, Cat D ½ mile, Circling Cats C and D ½ mile. VDP NA with Jamestown altimeter setting.

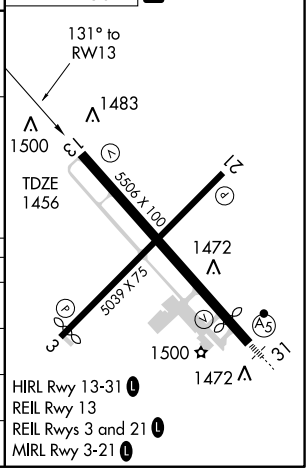
MISSED APPROACH: Climb to 3300 direct GRETE and left turn on track 039° to NERDE and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1768-1	312 (400-1)		
LNAV/VNAV DA	1956-1¾	500 (500-1¾)		
LNAV MDA	1860-1	404 (500-1)	1860-1¼	404 (500-1¼)
CIRCLING	2000-1	544 (600-1)	2000-1½ 544 (600-1½)	2080-2 624 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5039
CH 78417	218°	TDZE	1449
W21A		Apt Elev	1456

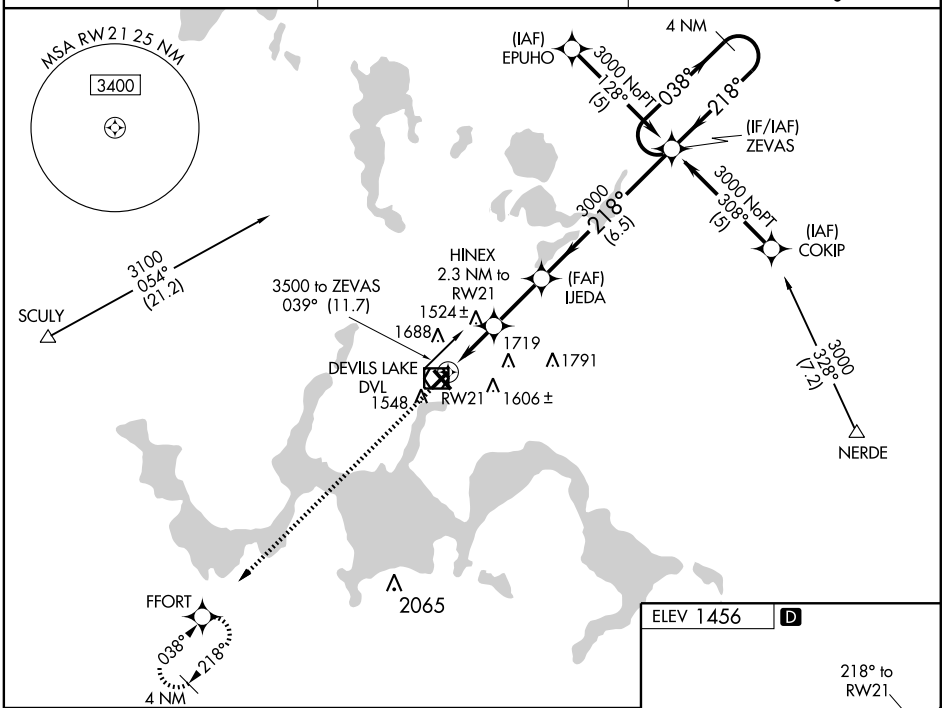
RNAV (GPS) RWY 21

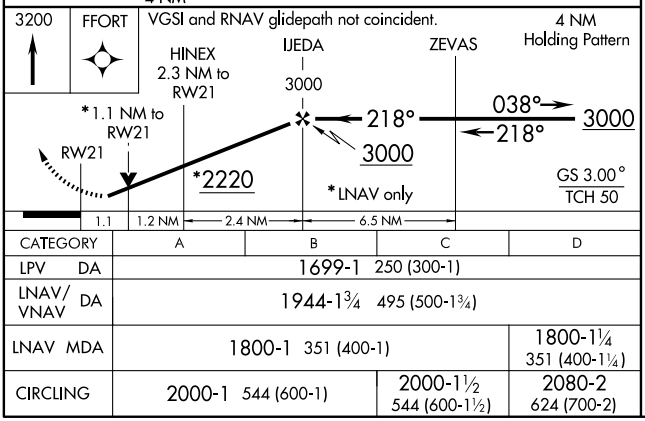
DEVILS LAKE RGNL (DVL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Jamestown altimeter setting. VDP NA with Jamestown altimeter setting. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 172 feet, and all MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and Circling Cats C and D visibility ½ mile.

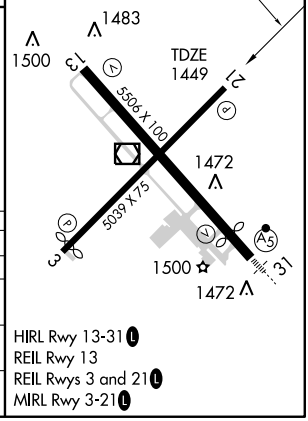
MISSED APPROACH: Climb to 3200 direct FFORT and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1699-1 250 (300-1)			
LNAV/VNAV DA	1944-1¾ 495 (500-1¾)			
LNAV MDA	1800-1 351 (400-1)			1800-1¼ 351 (400-1¼)
CIRCLING	2000-1 544 (600-1)		2000-1½ 544 (600-1½)	2080-2 624 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	4866
CH 58314	311°	TDZE	1449
W31A		Apt Elev	1456

RNAV (GPS) RWY 31

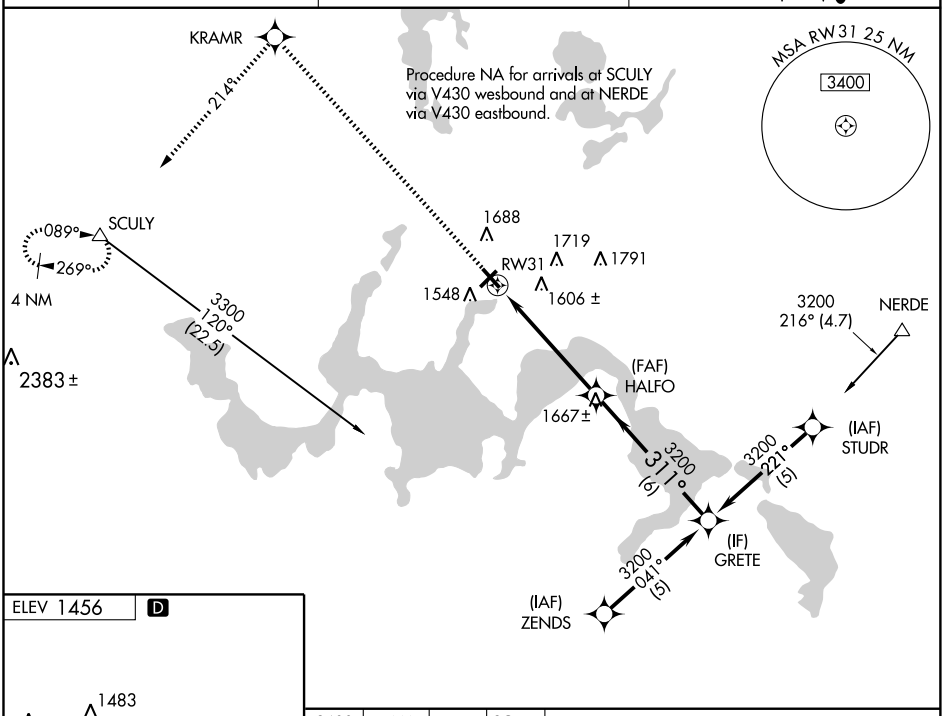
DEVILS LAKE RGNL (DVL)

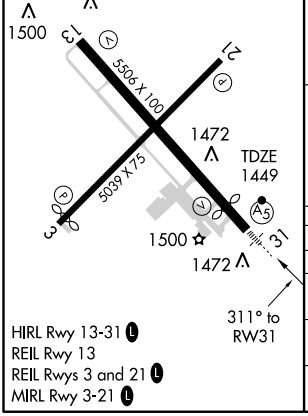
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase visibility LNAV Cat D 1¼ mile. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 172 feet, all MDA 180 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cat C ½ mile, Cat D ¼ mile, circling Cats C and D ½ mile. Baro-VNAV and VDP NA when using Jamestown altimeter setting. For inoperative MALSR, when using Jamestown altimeter setting, increase LPV all Cats visibility to 1½ mile.

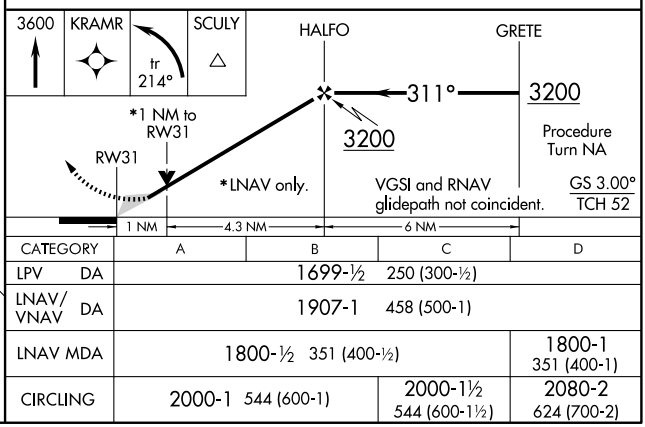
MALSR

MISSED APPROACH: Climb to 3600 direct KRAMR and left turn via Track 214° to SCULY and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1699-½ 250 (300-½)			
LNAV/VNAV DA	1907-1 458 (500-1)			
LNAV MDA	1800-½ 351 (400-½)			1800-1 351 (400-1)
CIRCLING	2000-1 544 (600-1)		2000-1½ 544 (600-1½)	2080-2 624 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

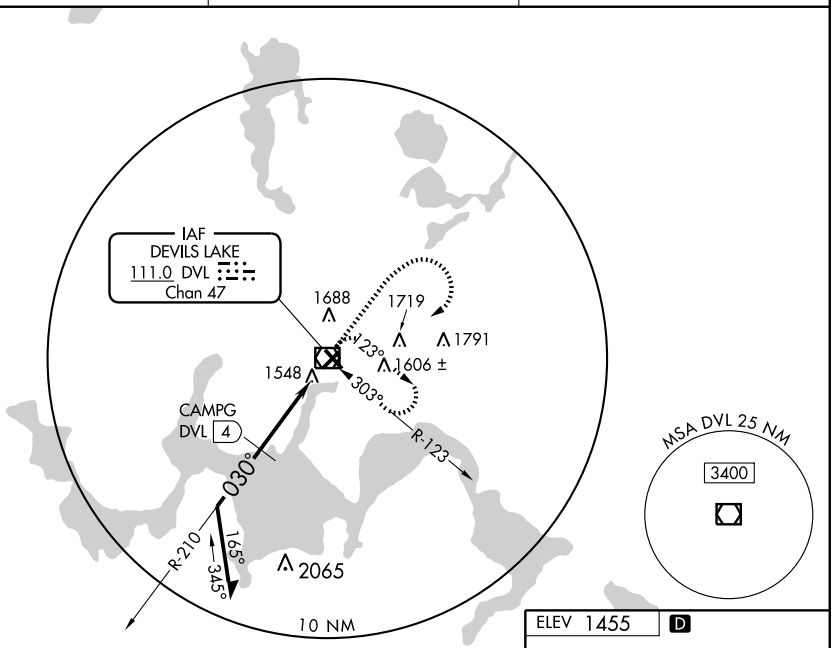
VOR/DME DVL	APP CRS	Rwy Idg	4856
111.0	030°	TDZE	1450
Chan 47		Apt Elev	1455

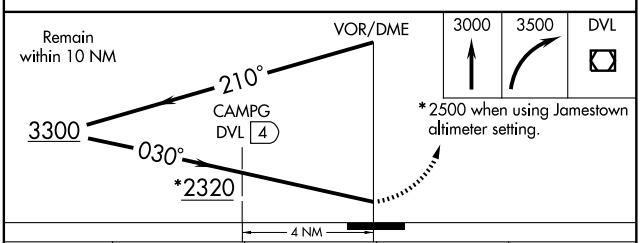
VOR RWY 3
DEVILS LAKE RGNL (DVL)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 180 feet, increase S-3 and Circling visibility Cat. A/B and D ¼ mile, Cat. C ½ mile, increase CAMPG FIX MINIMUMS S-3 and Circling Cat. C and D visibility ½ mile.

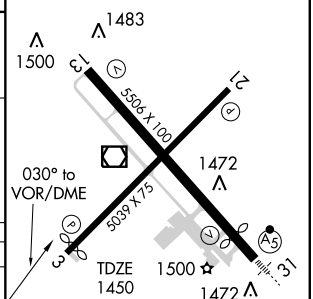
MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-3	2320-1 870 (900-1)	2320-1¼ 870 (900-1¼)	2320-2½ 870 (900-2½)	2320-2¾ 870 (900-2¾)
CIRCLING	2320-1 865 (900-1)	2320-1¼ 865 (900-1¼)	2320-2½ 865 (900-2½)	2320-2¾ 865 (900-2¾)
CAMPG FIX MINIMUMS				
S-3	1800-1 350 (400-1)			1800-1¼ 350 (400-1¼)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

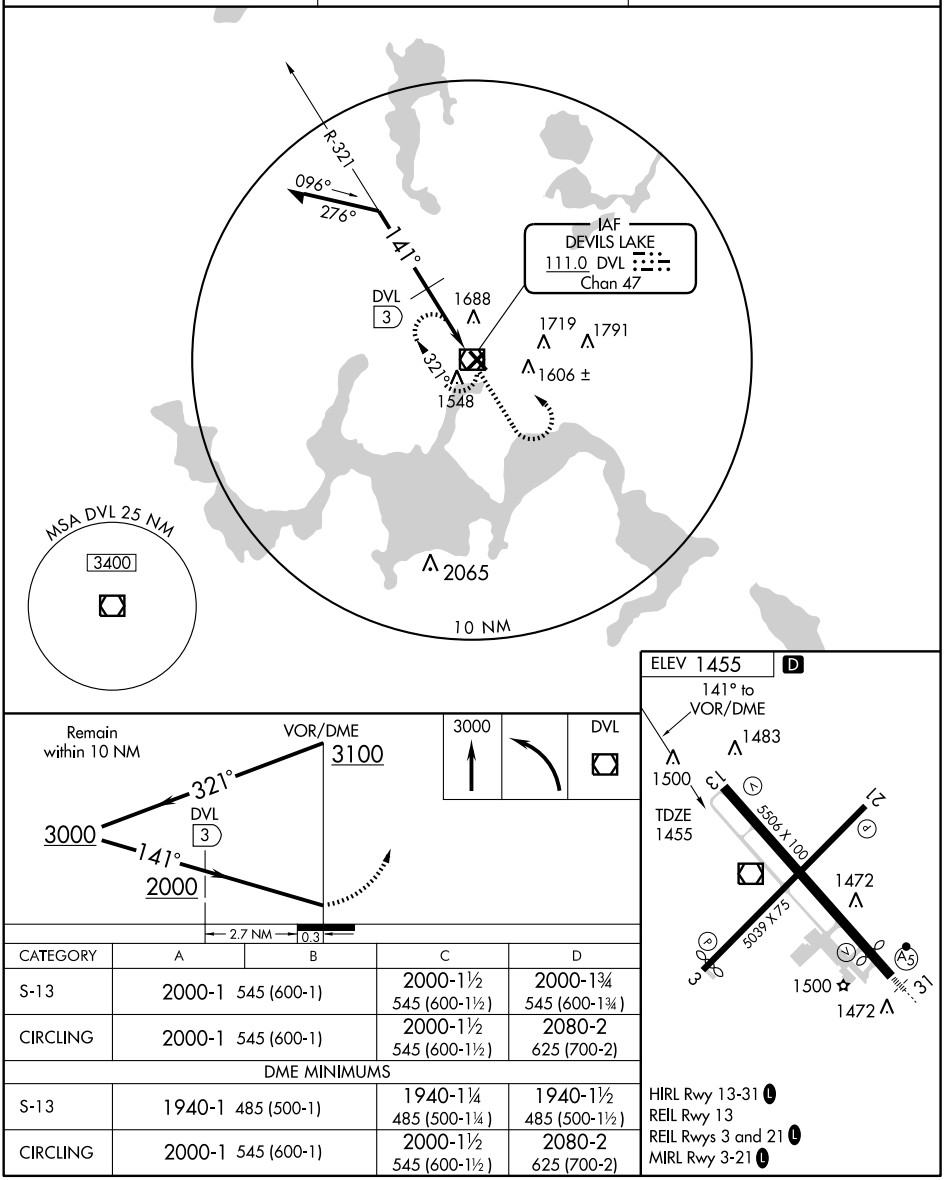
VOR/DME DVL	APP CRS	Rwy Idg	5506
111.0	141°	TDZE	1455
Chan 47		Apt Elev	1455

VOR RWY 13
DEVILS LAKE RGNL(DVL)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-13	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2000-1¾ 545 (600-1¾)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)
DME MINIMUMS				
S-13	1940-1 485 (500-1)		1940-1¼ 485 (500-1¼)	1940-1½ 485 (500-1½)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DVL	APP CRS	Rwy Idg	5039
111.0	225°	TDZE	1449
Chan 47		Apt Elev	1455

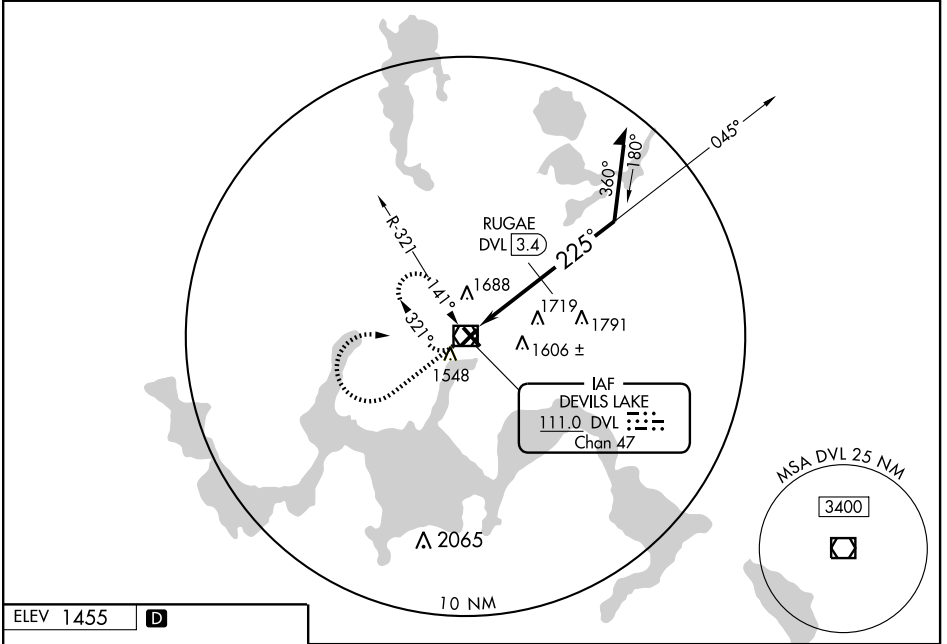
VOR RWY 21

DEVILS LAKE RGNL (DVL)

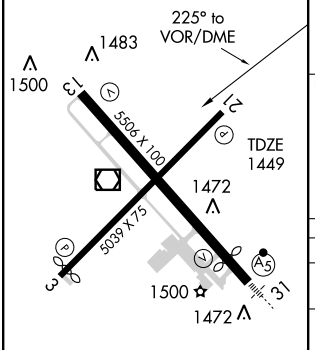
When local altimeter setting not received, use Jamestown altimeter setting and increase all MDA 180 feet, increase S-21 and Circling visibility Cat. A ¼ mile, Cat. C and D ½ mile, increase RUGAE FIX MINIMUMS S-21 and Circling visibility Cat. B to 1¼, Cat. C to 2¼ and Cat. D to 2½. VDP NA when using Jamestown altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3500 direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L



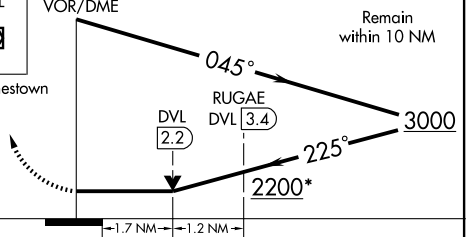
ELEV 1455 D



HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

3000	3500	DVL

*2380 when using Jamestown altimeter setting.



CATEGORY	A	B	C	D
S-21	2200-1 751 (800-1)	2200-1¼ 751 (800-1¼)	2200-2¼ 751 (800-2¼)	2200-2½ 751 (800-2½)
CIRCLING	2200-1 745 (800-1)	2200-1¼ 745 (800-1¼)	2200-2¼ 745 (800-2¼)	2200-2½ 745 (800-2½)
RUGAE FIX MINIMUMS				
S-21	2020-1 571 (600-1)		2020-1½ 571 (600-1½)	2020-1¾ 571 (600-1¾)
CIRCLING	2020-1 565 (600-1)		2020-1½ 565 (600-1½)	2080-2 625 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME DVL	APP CRS	Rwy Idg	4866
111.0	303°	TDZE	1448
Chan 47		Apt Elev	1455

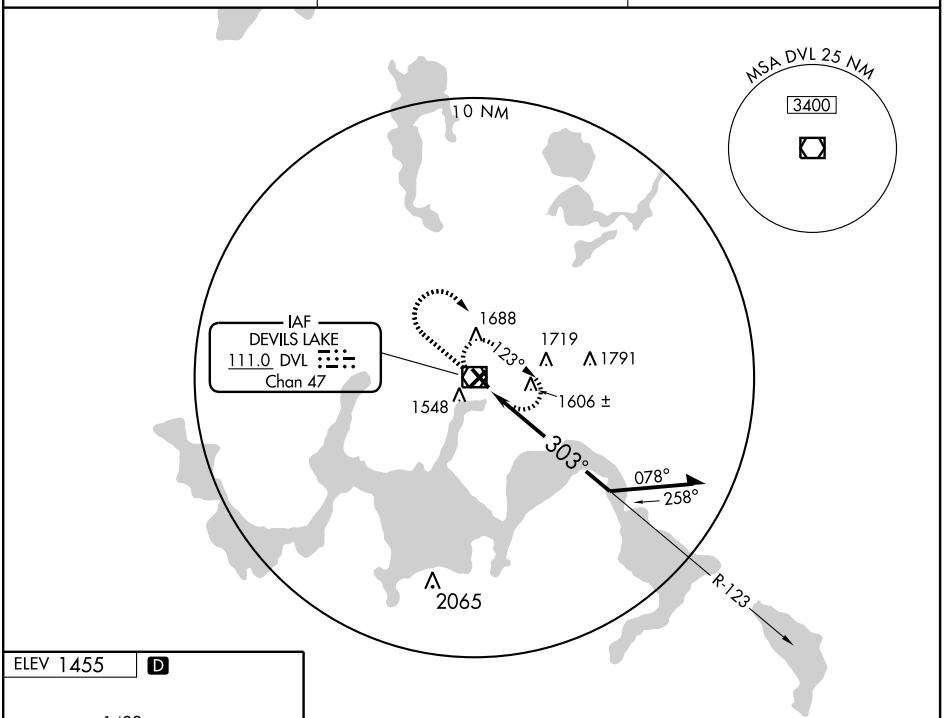
VOR RWY 31
DEVILS LAKE RGNL(DVL)

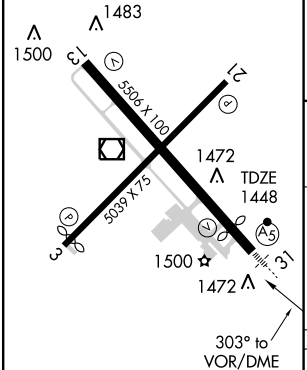
T S-31 Cats A and B visibility increased ¼ mile for inoperative MALSR.

MALSR

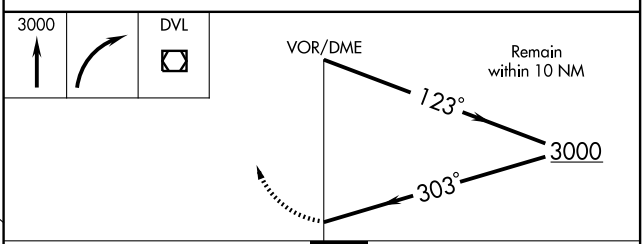
MISSED APPROACH: Climb to 3000 then right turn direct DVL VOR/DME and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
125.875	122.3	122.8 (CTAF) L





HIRL Rwy 13-31 L
REIL Rwy 13
REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

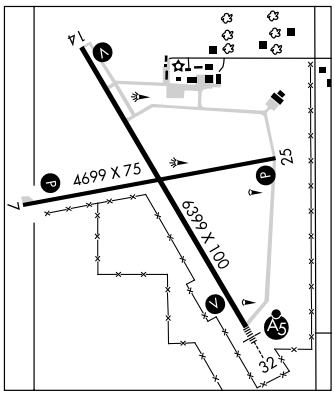


CATEGORY	A	B	C	D
S-31	1920-¾ 472 (500-¾)			1920-1 472 (500-1)
CIRCLING	2000-1 545 (600-1)		2000-1½ 545 (600-1½)	2080-2 625 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

DICKINSON–THEODORE ROOSEVELT RGNL (DIK) 5 S UTC−7(−6DT) N46°47.84′ W102°48.11′ **BILLINGS**
2592 B S4 **FUEL** 100LL, JET A TPA–See Remarks Class III, ARFF Index A **H–2H, L–14F**
NOTAM FILE DIK **IAP**

RWY 14–32: H6399X100 (ASPH–GRVD) S–30, D–37.5 MIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 40′. Road.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
RWY 07–25: H4699X75 (ASPH–GRVD) S–16, D–20 MIRL
0.4% up E
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 25′.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road.



RUNWAY DECLARED DISTANCE INFORMATION

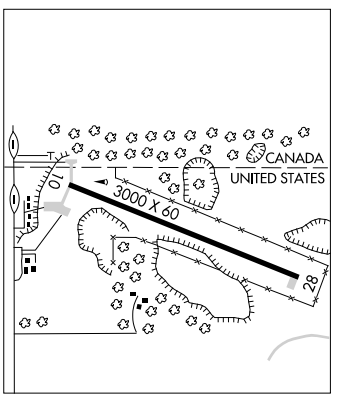
RWY 07:	TORA–4700	TODA–4700	ASDA–4700	LDA–4700
RWY 14:	TORA–6400	TODA–6400	ASDA–6400	LDA–6400
RWY 25:	TORA–4700	TODA–4700	ASDA–4700	LDA–4700
RWY 32:	TORA–6400	TODA–6400	ASDA–6400	LDA–6400

AIRPORT REMARKS: Attended 1500–0000Z‡. For svc after hrs call 701–483–5824/260–4221. Birds on and invof arpt. Haying operations adjacent to all surfaces Jun–Sep. Crop dusting operations invof arpt. PAEW on movement areas during winter (Oct–Apr). TPA—single engine 3602 (1010); multiengine 4102 (1510). Conc apron for heavy acft parking. MIRL Rwys 07–25 and 14–32 preset on low ints dusk–0500Z‡; to increase ints after 0500Z‡ and ACTIVATE PAPI Rwy 07 and 25 and VASI Rwy 14 and Rwy 32, REIL Rwy 14, Rwy 07 and 25 and MALSR Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (701) 227–0280.
HIWAS 112.9 DIK.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.2 (GRAND FORKS RADIO)
MINNEAPOLIS CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
(H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 183° 3.9 NM to fld. 2527/14E. **HIWAS.**
NOSON NDB (LOM) 353 DI N46°41.30′ W102°42.75′ 320° 7.5 NM to fld. Unmonitored.
ILS 108.3 I–DIK Rwy 32. LOM NOSON NDB. Middle marker and outer marker unmonitored. Glide slope unusable byd 4° left of localizer course.

DRAYTON MUNI (D29) 3 N UTC−6(−5DT) N48°37.11′ W97°10.62′ **TWIN CITIES**
798 B NOTAM FILE GFK
RWY 17–35: H2600X60 (ASPH–AFSC) S–4 LIRL
RWY 35: Thld dsplcd 320′.
AIRPORT REMARKS: Unattended. For svc call 701–454–6588. Snow removal irregular. Confirm winter conditions before use, call 701–454–3590. Rwy 35 dsplcd thld ngt ops only. Rwy 17–35 sfc uneven and rutted. Rotating bcn OTS indef. LIRL Rwy 17–35 opr dusk–0600Z‡, after 0600Z‡, ACTIVATE LIRL Rwy 17–35 CTAF.
COMMUNICATIONS: CTAF 122.9

DUNSEITH

INTL PEACE GARDEN (S28) 11 N UTC−6(−5DT) N48°59.87′ W100°02.61′ **TWIN CITIES**
2314 LRA NOTAM FILE GFK **L–14F**
RWY 10–28: H3000X60 (ASPH–AFSC) S–12.5
RWY 10: Tower. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended. Deer on and in vicinity of arpt. Rwy 10 has −20′ dropoff 400′ from thld. Rwy 10 +46′ twr 858′ from thld 221′ left. Snow plowed irregularly, confirm winter conditions prior to use 701–328–9650 Mon–Fri 1400–2300Z‡. Custom station hours Sep 16–May 14 1400–0600Z‡ with 24 hour svc avbl remainder of year.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.
MINOT (H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ 035° 66.4 NM to fld. 1691/13E. **HIWAS.**



LOC I-DIK	APP CRS	Rwy Idg	6399
108.3	320°	TDZE	2591
		Apt Elev	2592

AL-120 (FAA)

ILS or LOC RWY 32

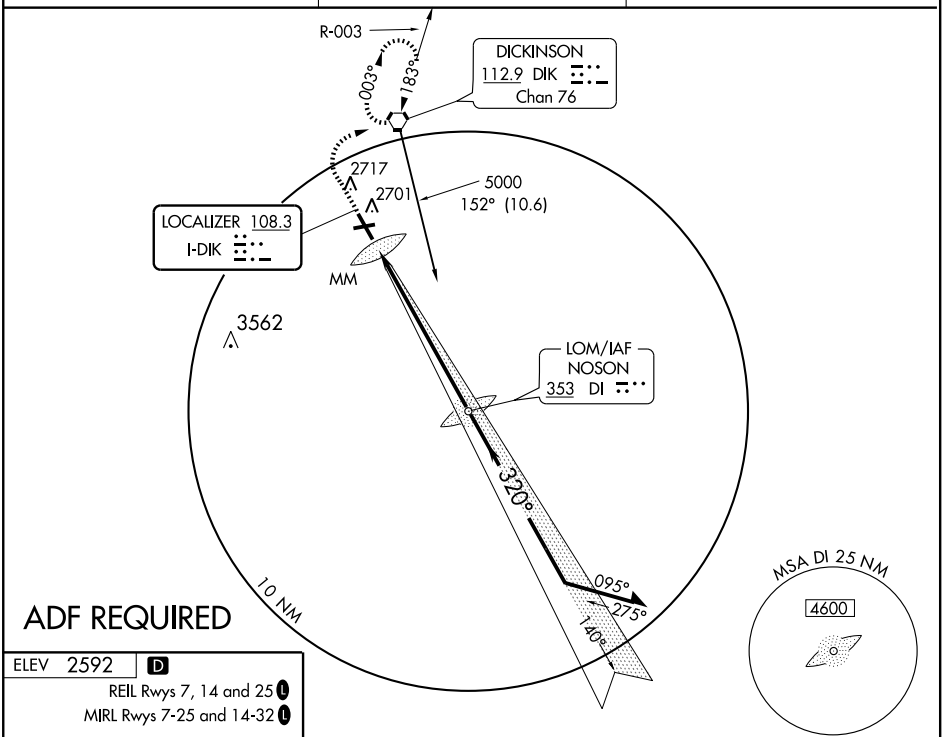
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

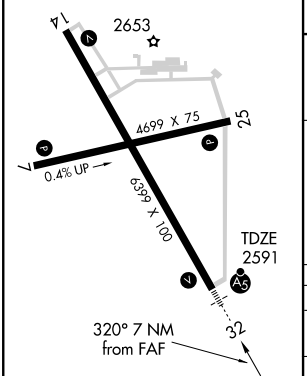
If local altimeter not received, use Bowman Muni altimeter setting and increase S-ILS DA to 3058 and all MDAs 280 feet.

MALSR

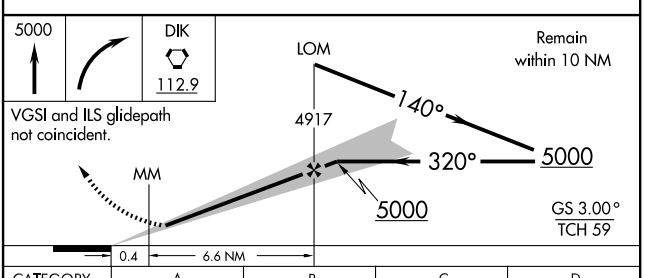
MISSED APPROACH: Climb to 5000 then right turn direct DIK VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF)





FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20



CATEGORY	A	B	C	D
S-ILS 32	2791-½ 200 (200-½)			
S-LOC 32	3080-½ 489 (500-½)		3080-¾ 489 (500-¾)	3080-1 489 (500-1)
CIRCLING	3080-1 488 (500-1)		3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6399
CH 56211	140°	TDZE	2589
W14A		Apt Elev	2592

RNAV (GPS) RWY 14

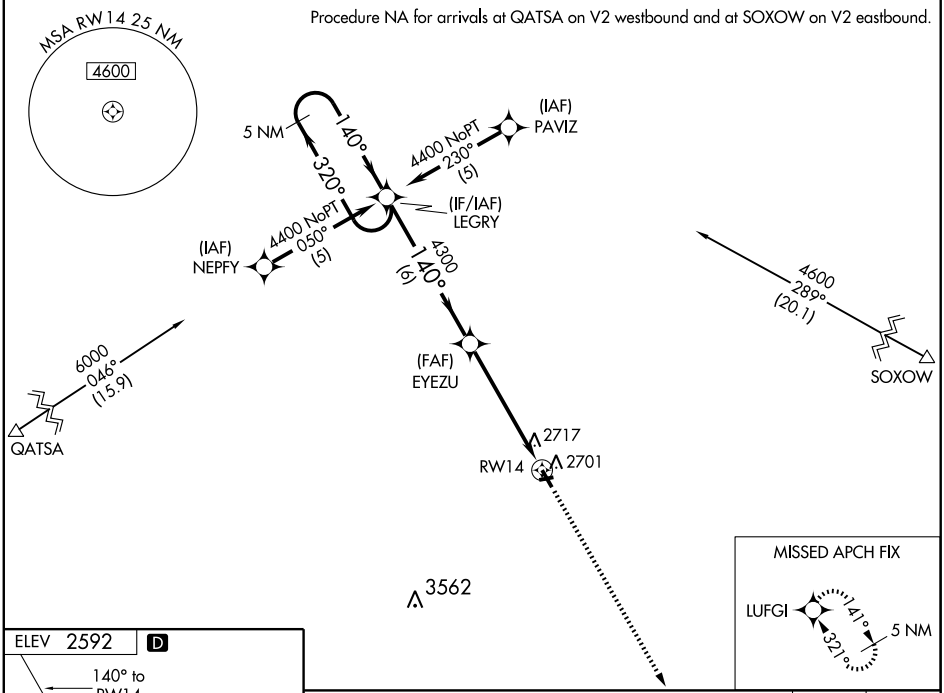
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

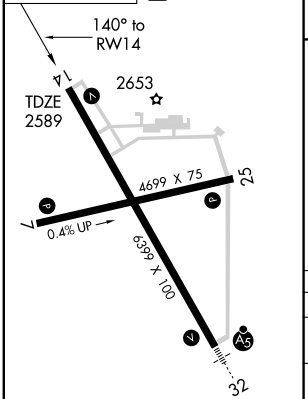
DME/DME RNP- 0.3 NA. Baro-VNAV NA below -20°C (-4°F).
VDP and Baro/VNAV NA when using Bowman Muni altimeter setting.
If local altimeter not received, use Bowman Muni altimeter setting and increase all DAs/MDAs 280 feet.

MISSED APPROACH: Climb to 5000 direct LUFGI and hold.

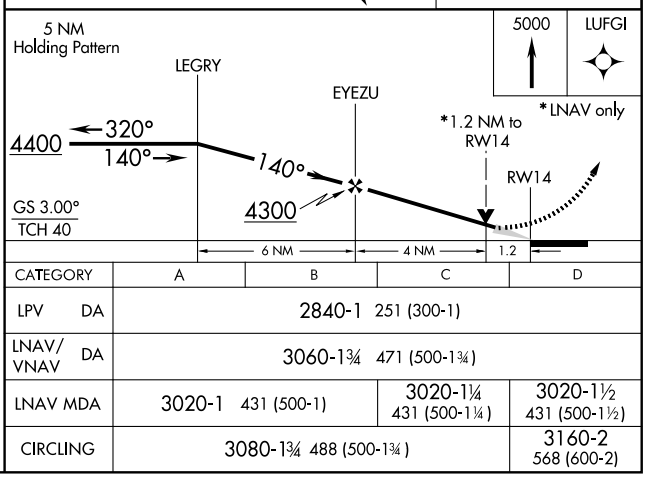
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L

Procedure NA for arrivals at QATSA on V2 westbound and at SOXOW on V2 eastbound.





REIL Rwys 7, 14 and 25 L
MIRL Rwys 7-25 and 14-32 L



CATEGORY	A	B	C	D
LPV DA	2840-1 251 (300-1)			
LNAV/VNAV DA	3060-1¾ 471 (500-1¾)			
LNAV MDA	3020-1 431 (500-1)		3020-1¼ 431 (500-1¼)	3020-1½ 431 (500-1½)
CIRCLING	3080-1¾ 488 (500-1¾)			3160-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy ldg	6399
CH 45512	320°	TDZE	2591
W32A		Apt Elev	2592

AL-120 (FAA)

RNAV (GPS) RWY 32

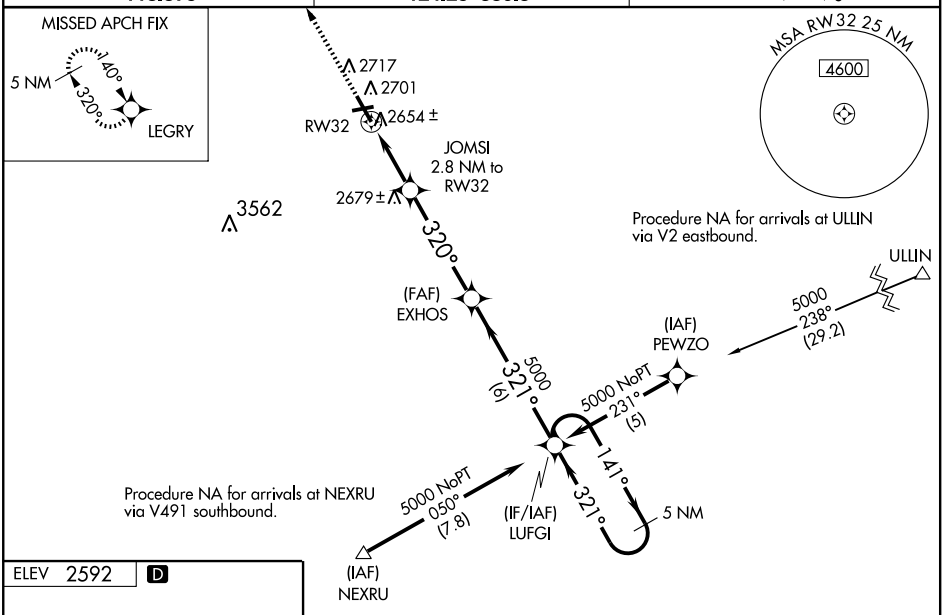
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

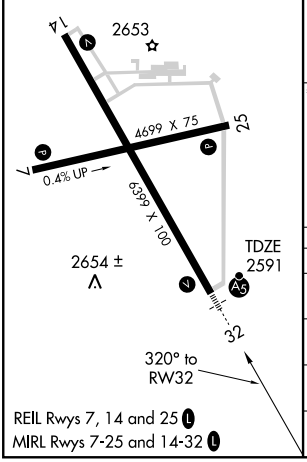
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 44°C (111°F). DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Bowman altimeter setting and increase all DA 266 feet, all MDA 280 feet, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cats A/B/C visibility 1 mile, Cat D visibility ¾ mile, LNAV Cats C/D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cats C/D visibility ¾ mile. For inoperative MALSR when using Bowman altimeter setting, increase LPV all Cats visibility to 1½ , LNAV/VNAV all Cats visibility to 2, LNAV Cat C visibility to 2 and Cat D visibility to 2 ¼ . For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 and LNAV Cat D visibility to 1¼ . VDP and Baro-VNAV NA when using Bowman altimeter setting.

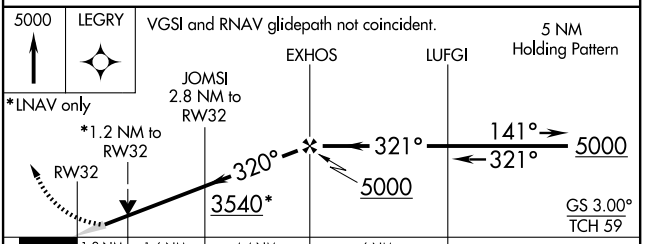
MALSR

MISSED APPROACH
Climb to 5000 direct LEGRY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2791-½ 200 (200-½)			
LNAV/VNAV DA	2924-½ 333 (400-½)			2924-¾ 333 (400-¾)
LNAV MDA	3000-½ 409 (500-½)		3000-¾ 409 (500-¾)	3000-1 409 (500-1)
CIRCLING	3080-1 488 (500-1)		3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC DIK	APP CRS	Rwy Idg	N/A
112.9	183°	TDZE	N/A
Chan 76		Apt Elev	2592

AL-120 (FAA)

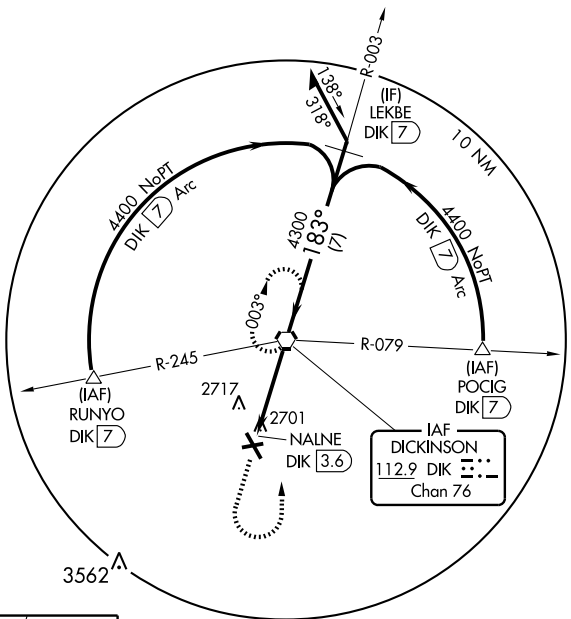
VOR-A

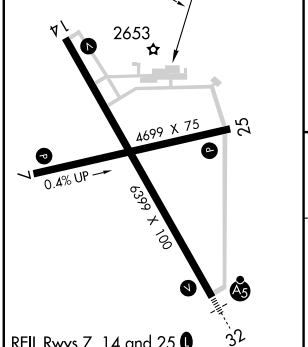
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)

If local altimeter setting not received, use Bowman Muni altimeter setting and increase all MDAs 280 feet.

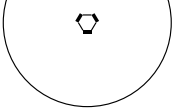
MISSED APPROACH: Climb to 4600 then turn left direct DIK VORTAC and hold.

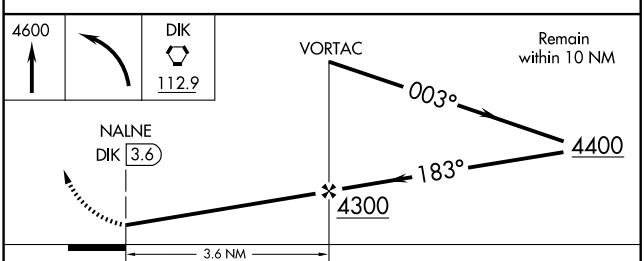
ASOS	MINNEAPOLIS CENTER	UNICOM
118.375	124.25 380.3	123.0 (CTAF) L





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



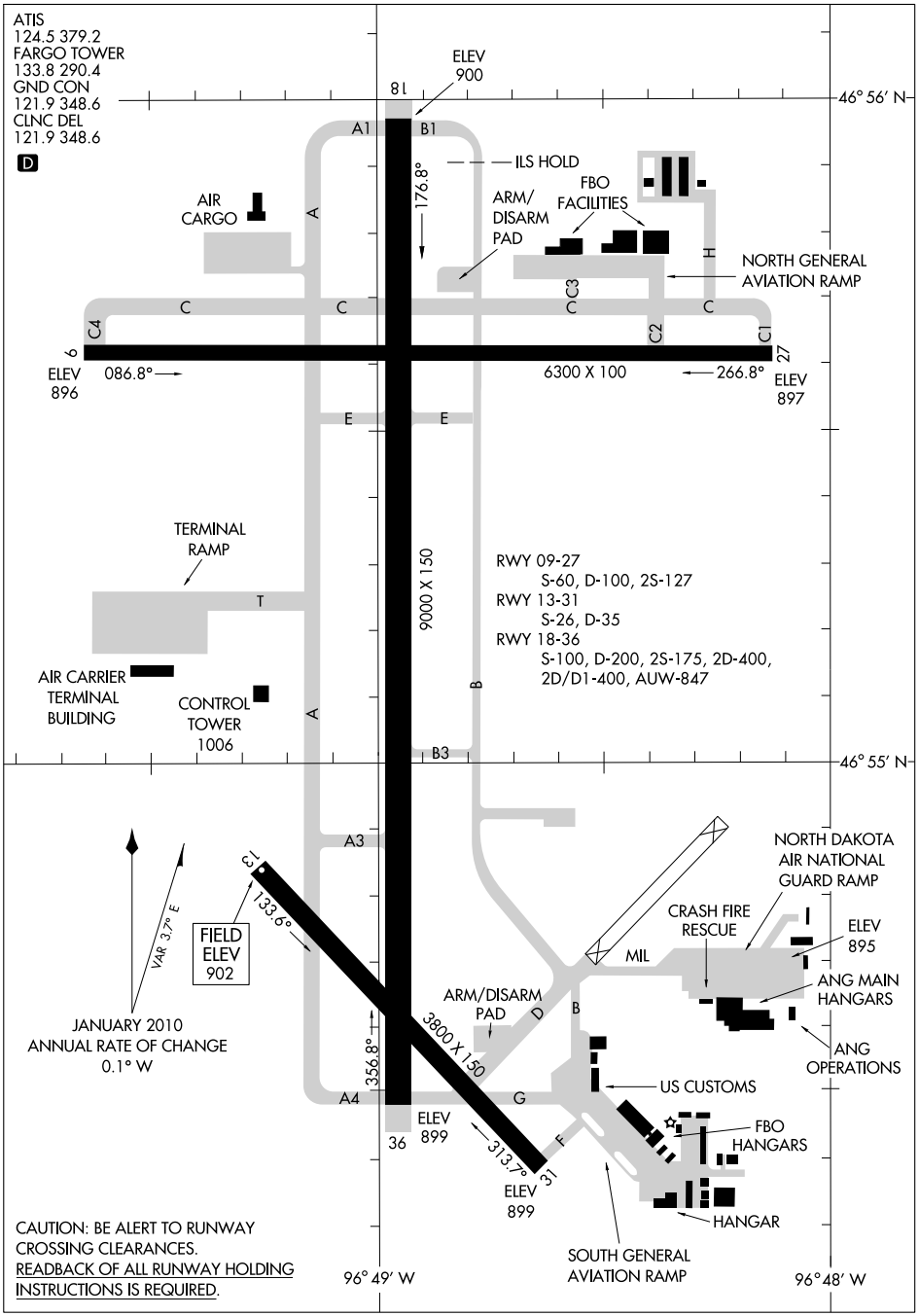


CATEGORY	A	B	C	D
CIRCLING	3080-1	488 (500-1)	3080-1½ 488 (500-1½)	3160-2 568 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FARGO/HECTOR INTL(FAR)
FARGO, NORTH DAKOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

FARGO, NORTH DAKOTA
FARGO/HECTOR INTL(FAR)

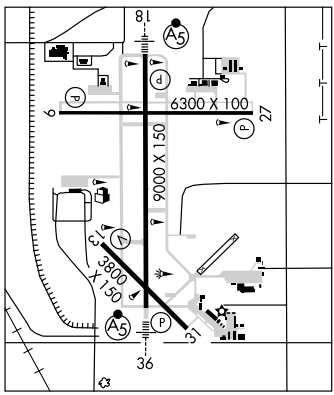
10210

FARGO

HECTOR INTL (FAR) 3 NW UTC−6(−5DT) N46°55.24′ W96°48.95′ TWIN CITIES

902 B S4 **FUEL** 100LL, JET A, JET 8 OX 1, 2, 3, 4 TPA—See Remarks AOE H–2I, L–14G

Class I, ARFF Index C NOTAM FILE FAR IAP, AD



RWY 18–36: H9000X150 (CONC–GRVD) S–100, D–200, 2S–175, 2D–400, 2D/D1–400, AUW–847 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 68′.

RWY 36: MALSR. PAPI(P4R)—GA 3.0° TCH 71′.

RWY 09–27: H6300X100 (CONC–GRVD) S–60, D–100, 2S–127 MIRL

RWY 09: REIL. PAPI(P4L)—GA 3.0° TCH 42′.

RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 26′.

RWY 13–31: H3800X150 (ASPH–CONC) S–26, D–35 MIRL

RWY 13: VASI(V4L)—GA 3.0° TCH 61′. Road. **RWY 31:** Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 09:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300
RWY 13:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800
RWY 18:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 27:	TORA–6300	TODA–6300	ASDA–6300	LDA–6300
RWY 31:	TORA–3800	TODA–3800	ASDA–3800	LDA–3800
RWY 36:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000
RWY 38:	TORA–9000	TODA–9000	ASDA–9000	LDA–9000

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Rwy 13–31 not avbl for air carrier ops with 10 or more passenger seats. East twy paralleling Rwy 18–36, clsd to acft over 130,000 lbs. Rwy 18–36 TPA for turbine acft 1902 (1000), TPA for piston acft 1802 (900). Flight Notification Service (ADCUS) available Mon–Fri 1430–2300Z‡.

WEATHER DATA SOURCES: ASOS (701) 298–3877. **HIWAS** 116.2 FAR.

COMMUNICATIONS: ATIS 124.5 **UNICOM** 122.95

FARGO RCO 122.425 (GRAND FORKS RADIO)

Ⓡ **FARGO APP/DEP CON** 120.4 125.125 (1200–0500Z‡)

FARGO TOWER 133.8 **GND CON** 121.9 **CLNC DEL** 121.9

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)

AIRSPACE: TRSA svc ctc **APP CON** within 20 NM.

RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.

FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 359° 10.1 NM to fld. 910/9E. **HIWAS.**

KENIE NDB (HW/LOM) 365 AA N47°00.56′ W96°48.91′ 174° 5.3 NM to fld.

ILS 110.3 I–FAR Rwy 36. Class 1E.

ILS 108.9 I–AAM Rwy 18. Class IE. LOM KENIE NDB.

WEST FARGO MUNI (D54) 6 NW UTC−6(−5DT) N46°54.05′ W96°55.12′ TWIN CITIES

896 B S4 OX 1, 2 TPA—1696(800) NOTAM FILE GFK L–14G

RWY 18–36: H3300X50 (ASPH) S–12.5 LIRL

RWY 18: Road. Rgt tfc. **RWY 36:** Tower.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Parachute Jumping on and invof arpt. Deer and birds on and invof arpt. Confirm winter conditions after major storm–call 701–281–9394, or cell 701–866–4970. ACTIVATE LIRL Rwy 18–36—CTAF.

COMMUNICATIONS: CTAF 122.7

RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.

FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 334° 9.3 NM to fld. 910/9E. **HIWAS.**

FESSENDEN MUNI (D24) 3 NW UTC−6(−5DT) N47°39.58′ W99°39.66′ TWIN CITIES

1619 NOTAM FILE GFK

RWY 08–26: 2940X120 (TURF) LIRL

RWY 08: Road. **RWY 26:** Trees.

AIRPORT REMARKS: Unattended. Waterfowl and deer on or invof arpt during migratory season. Dalgt cone markers at rwy thlds, and stopway areas. Rwy 08 has 5′ dropoff 30′ from thld. No snow removal avbl—confirm condition prior to use Oct–Apr. ACTIVATE LIRL Rwy 08–26—CTAF.

COMMUNICATIONS: CTAF 122.9

LOC I-AAM	APP CRS	Rwy Idg	9000
108.9	176°	TDZE	900
		Apt Elev	902

ILS or LOC RWY 18

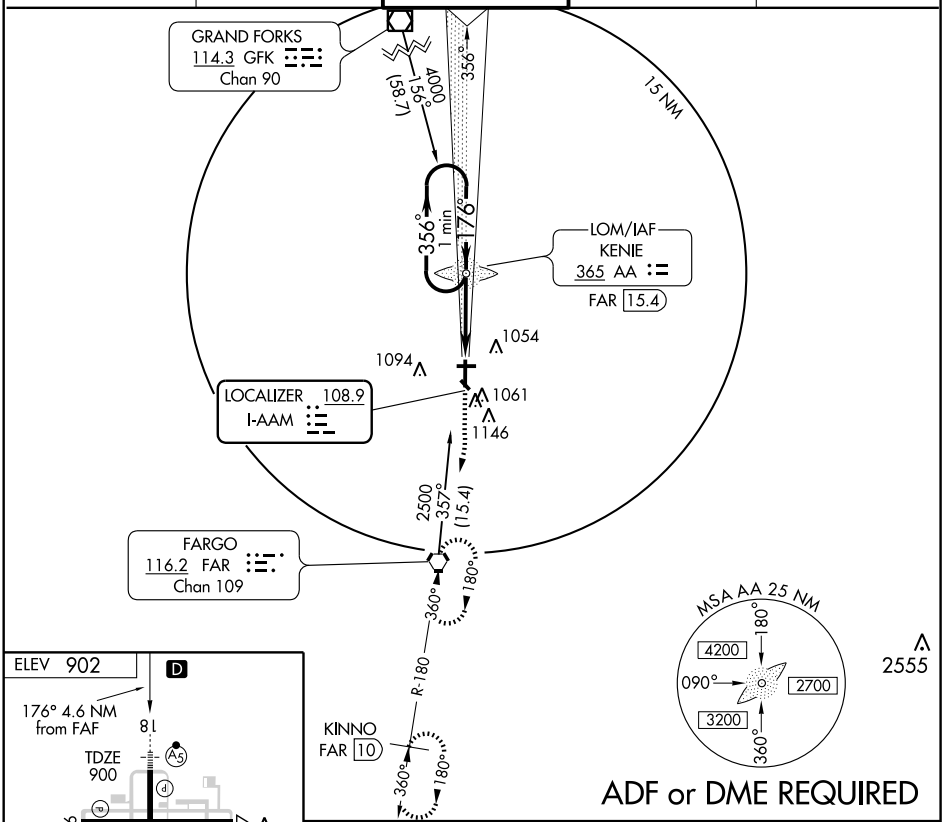
FAREGO/HECTOR INTL (FAR)

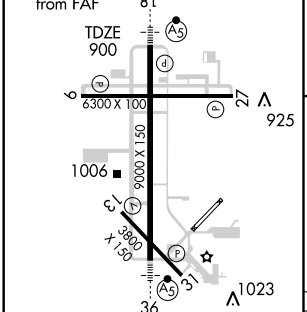
For inoperative MALSR, increase S-ILS 18 Cat E visibility to RVR 4000, and S-LOC 18 Cat E visibility to RVR 5000.
* Visibility CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

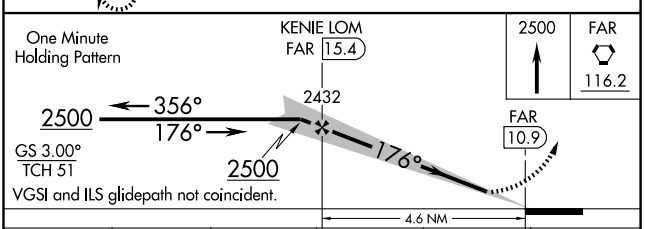
MISSED APPROACH: Climb to 2500 direct FAR VORTAC and hold. (TACAN aircraft climb to 3500 direct FAR VORTAC, then via FAR R-180 to KINNO/FAR 10 DME and hold S, RT, 360° inbound.)

ATIS	FARGO APP CON*	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 18	*1100/24 200 (200-½)				
S-LOC 18	1260/24 360 (400-½)			1260/40 360 (400-¾)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-FAR	APP CRS	Rwy Idg	9000
110.3	356°	TDZE	899
		Apt Elev	902

ILS or LOC RWY 36

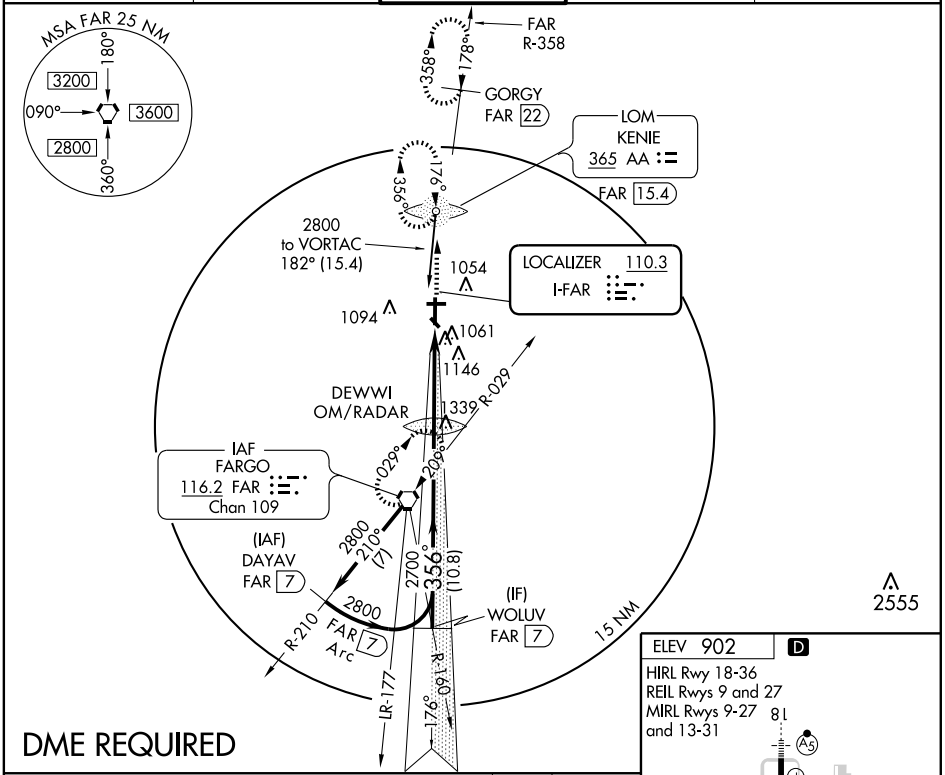
FARGO/HECTOR INTL (FAR)

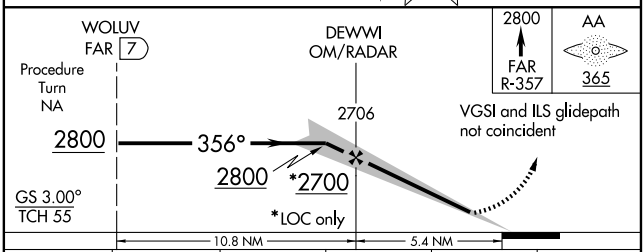
For inoperative MALSR, increase S-ILS 36 Cat E visibility to RVR 4000, and S-LOC 36 Cat E visibility to 1½.
Visibility CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. ADF or DME required.

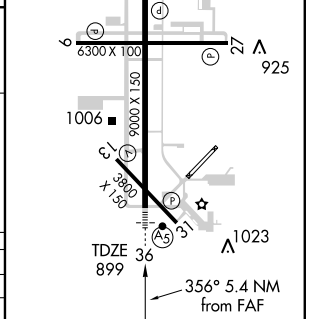
MALSR

MISSED APPROACH: Climb via FAR R-357 to 2800 direct KENIE LOM and hold. (DME aircraft climb to 4000 via FAR R-358 to GORGY/FAR 22 DME and hold N, RT, 178° inbound.)

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6







CATEGORY	A	B	C	D	E
S-ILS 36	#1099/24 200 (200-½)				
S-LOC 36	1340/24 441 (500-½)		1340/40 441 (500-¾)	1340/50 441 (500-1)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6300
086°	TDZE	900
	Apt Elev	902

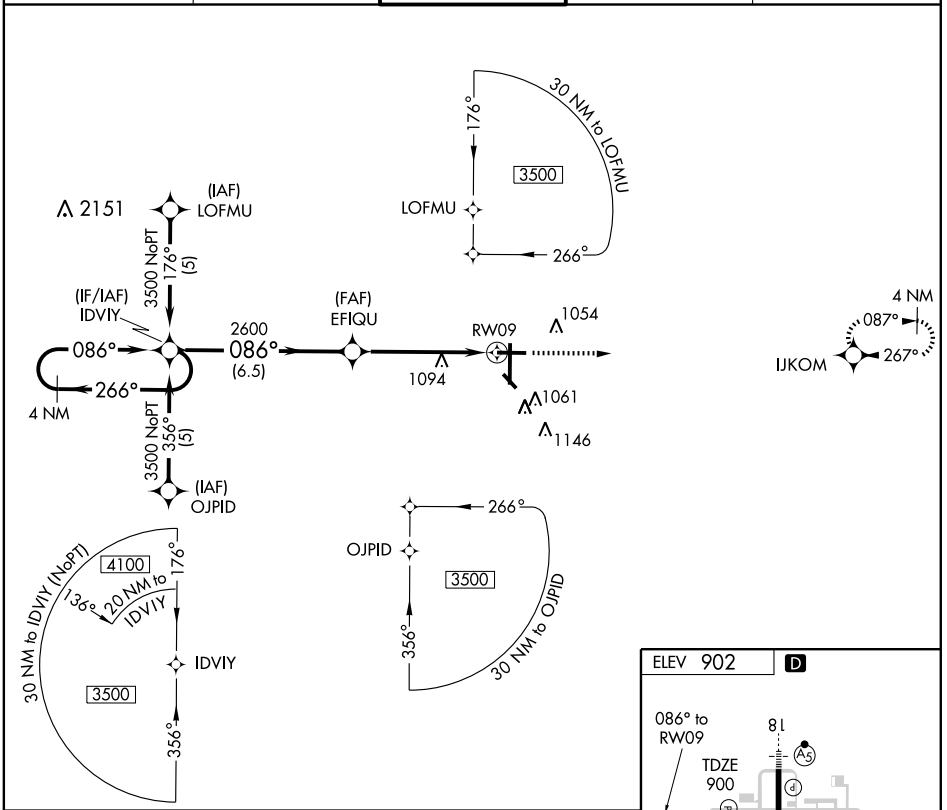
RNAV (GPS) RWY 9

FARGO/HECTOR INTL (FAR)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct IJKOM and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6



CATEGORY	A	B	C	D
LNAV MDA	1360-1 460 (500-1)		1360-1¼ 460 (500-1¼)	1360-1½ 460 (500-1½)
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9000
CH 40006	176°	TDZE	900
W18A		Apt Elev	902

RNAV (GPS) RWY 18

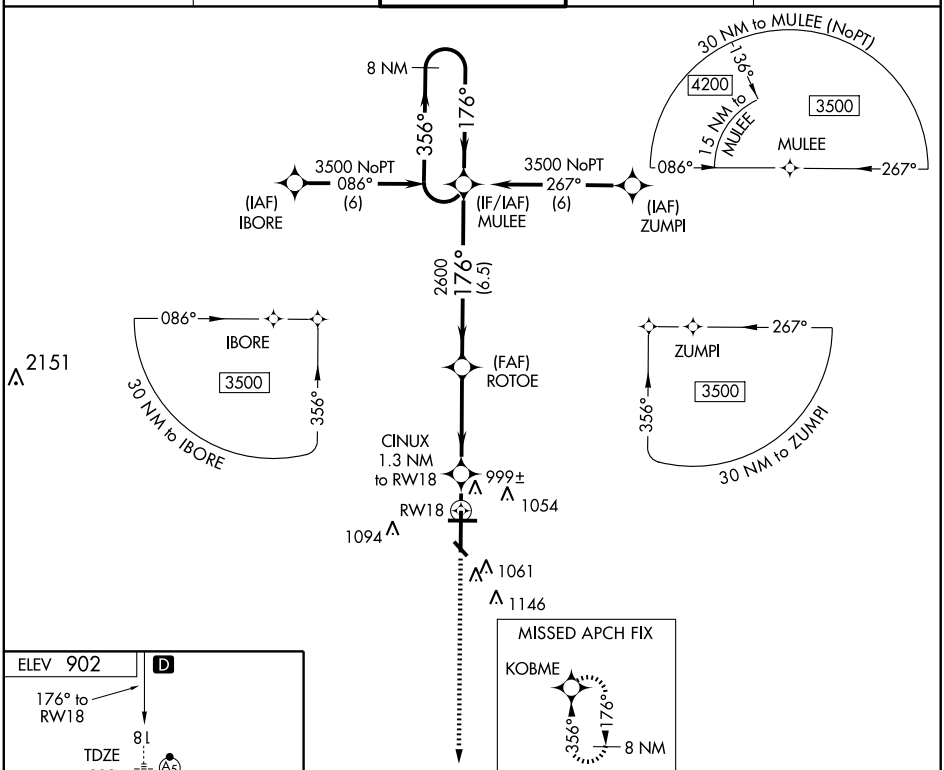
FARGO/HECTOR INTL (FAR)

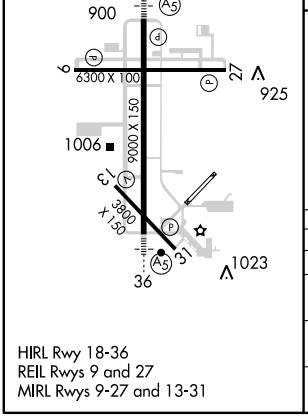
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000 and LNAV/VNAV Cat E and LNAV Cat D and E to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

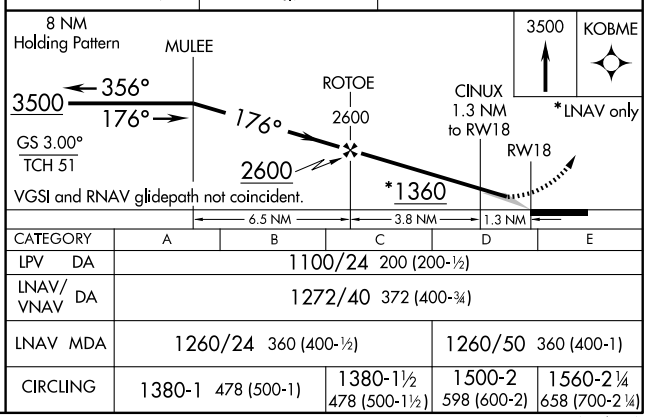
MISSED APPROACH: Climb to 3500 direct KOBME and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D	E
LPV DA	1100/24 200 (200-½)				
LNAV/VNAV DA	1272/40 372 (400-¾)				
LNAV MDA	1260/24 360 (400-½)			1260/50 360 (400-1)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	6300
267°	TDZE	898
	Apt Elev	902

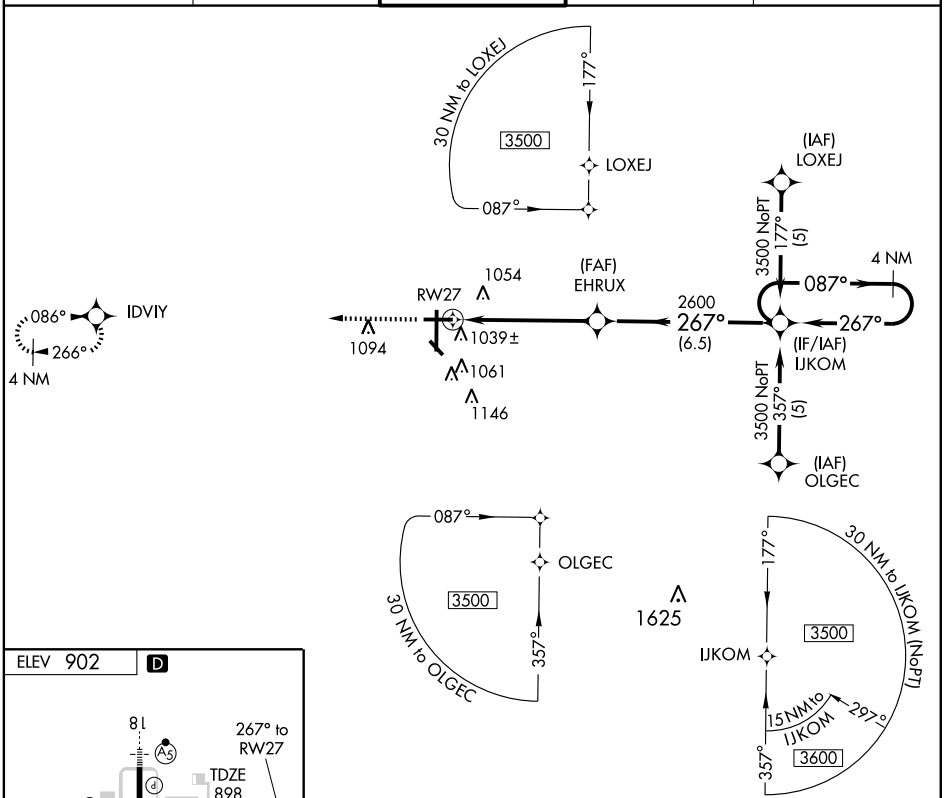
RNAV (GPS) RWY 27

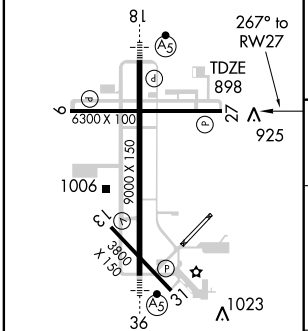
FARGO/HECTOR INTL (FAR)

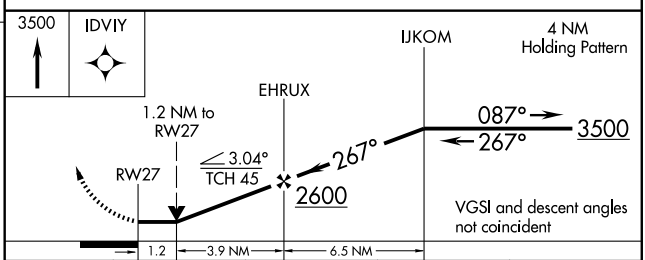
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 3500 direct IDVIY and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6







CATEGORY	A	B	C	D
LNAV MDA	1300-1 402 (400-1)		1300-1¼ 402 (400-1¼)	
CIRCLING	1380-1 478 (500-1)		1380-1½ 478 (500-1½)	1500-2 598 (600-2)

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AL-144 (FAA)

RNAV (GPS) RWY 36

FARGO/HECTOR INTL (FAR)

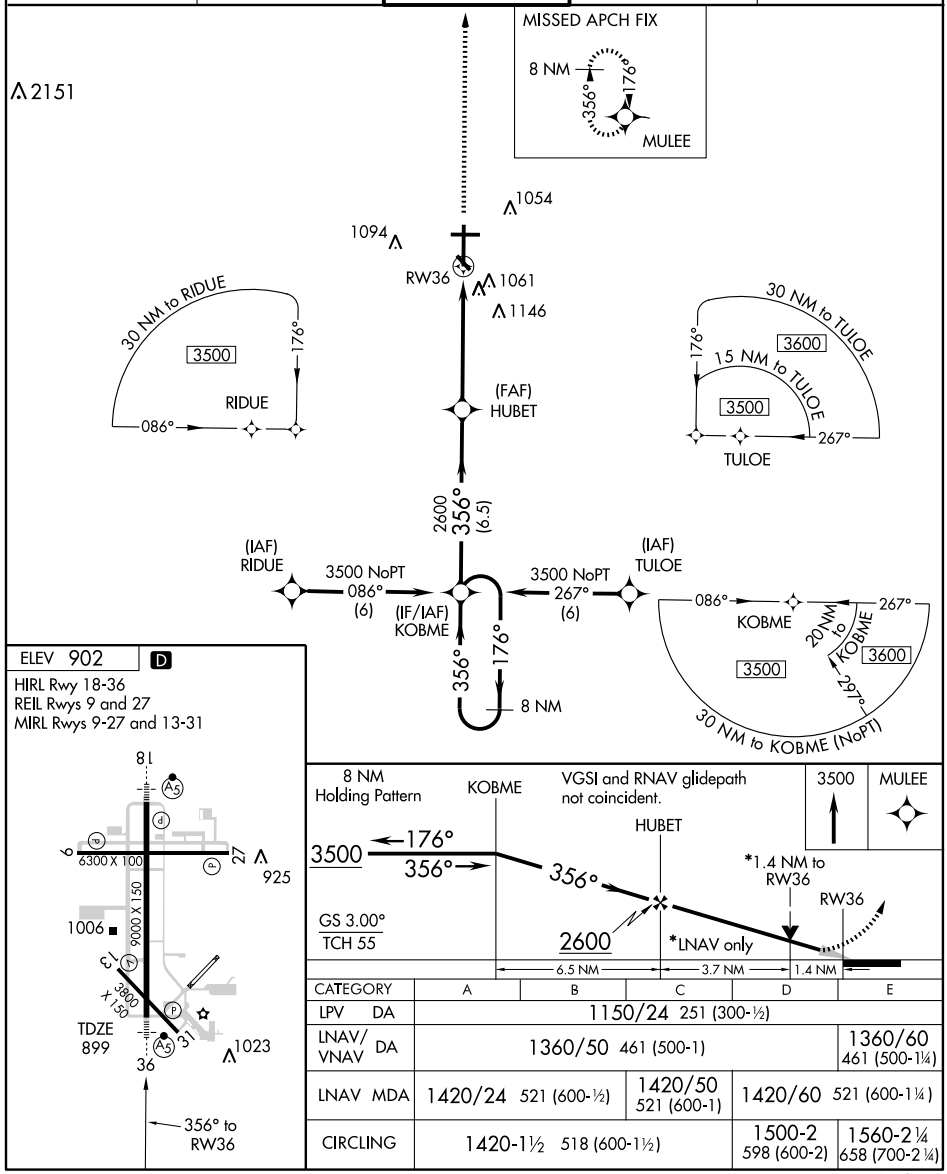
WAAS	APP CRS	Rwy Idg	9000
CH 50106	356°	TDZE	899
W36A		Apt Elev	902

T A W DME/DME RNP -0.3 NA.
Baro-VNAV NA below -16°C (4°F).
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, and increase LNAV/VNAV and LNAV Cat E visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 3500 direct MULEE and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6



ELEV 902 D

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31

CATEGORY	A	B	C	D	E
LPV DA	1150/24 251 (300-½)				
LNAV/VNAV DA	1360/50 461 (500-1)				1360/60 461 (500-1¼)
LNAV MDA	1420/24 521 (600-½)		1420/50 521 (600-1)	1420/60 521 (600-1¼)	
CIRCLING	1420-1½ 518 (600-1½)			1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FAR	APP CRS	Rwy Idg	9000
116.2	179°	TDZE	900
Chan 109		Apt Elev	902

VOR/DME or TACAN RWY 18

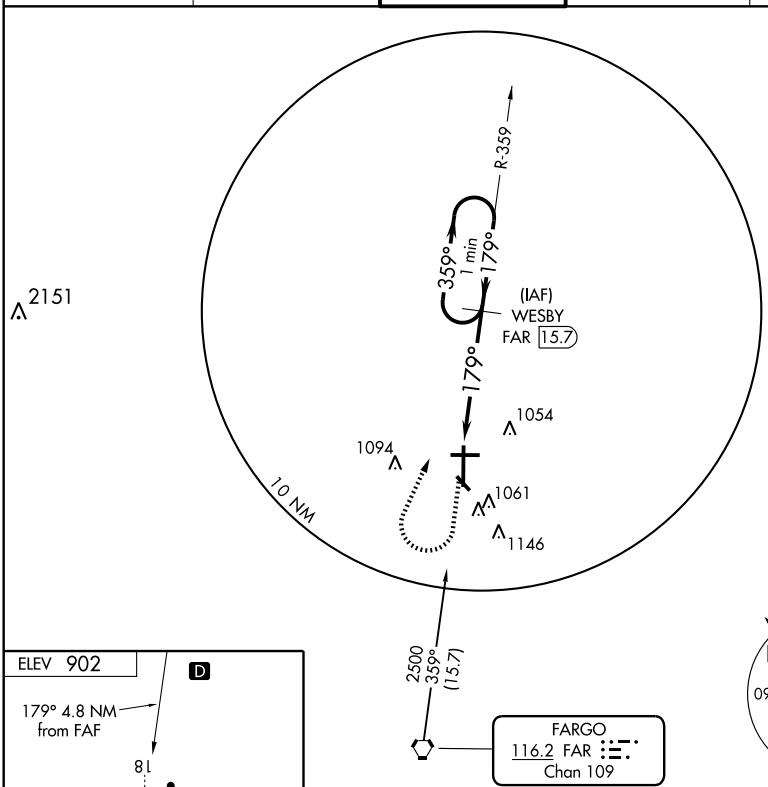
FARGO/HECTOR INTL (FAR)

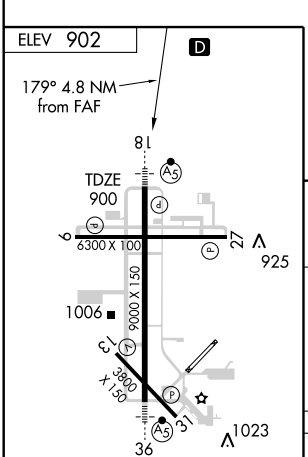
T A For inoperative MALSR, increase Cat D visibility to RVR 6000 and Cat E to 1½.

MALSR (A5)

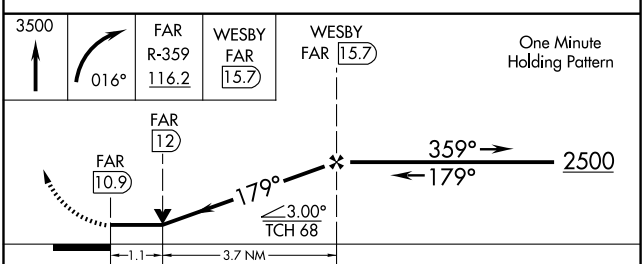
MISSED APPROACH: Climb to 3500 then right turn via heading 016° and FAR R-359 to WESBY/15.7 DME and hold.

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6





HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



CATEGORY	A	B	C	D	E
S-18	1320/24	420 (500-½)	1320/40 420 (500-¾)	1320/50	420 (500-1)
CIRCLING	1380-1	478 (500-1)	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FAR	APP CRS	Rwy Idg	9000
116.2	360°	TDZE	899
Chan 109		Apt Elev	902

VOR or TACAN RWY 36

FAGARGO/HECTOR INTL (FAR)

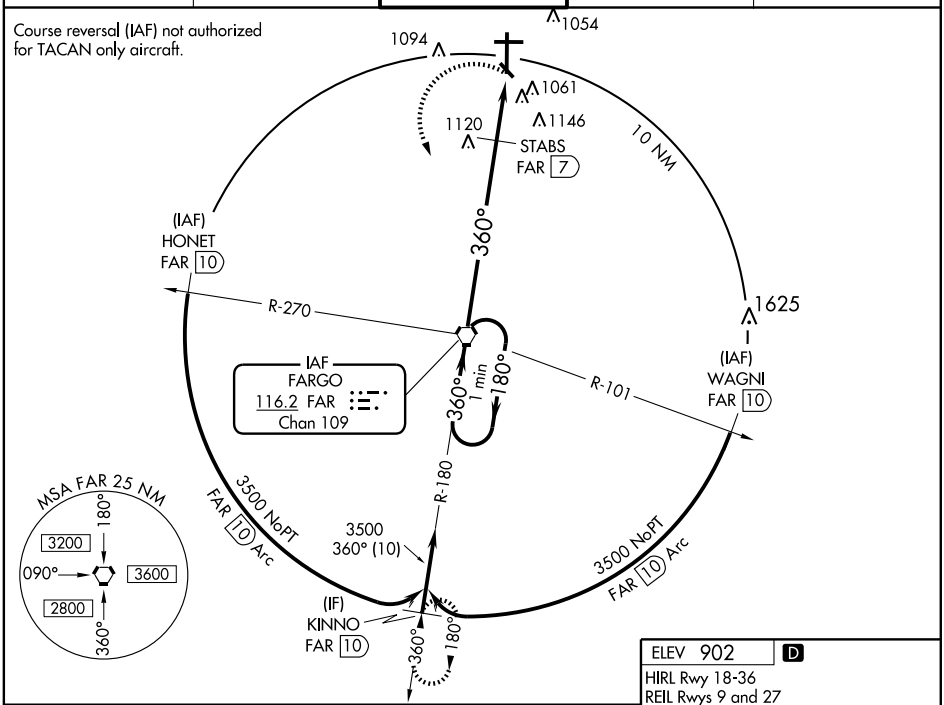
VOR MINIMUMS: For inoperative MALSR, increase S-36 Cat E visibility to 2½ miles. STABS FIX MINIMUMS: For inoperative MALSR, increase S-36 Cat E visibility to 1¾ mile.

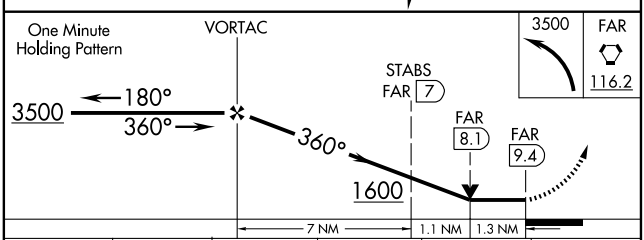
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct FAR VORTAC and hold. (TACAN aircraft climbing left turn to 3500 direct FAR VORTAC, then via FAR R-180 to KINNO/FAR 10 DME and hold South, right turns, 360° inbound.)

ATIS	FARGO APP CON★	FARGO TOWER	GND CON	CLNC DEL
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6	121.9 348.6

Course reversal (IAF) not authorized for TACAN only aircraft.

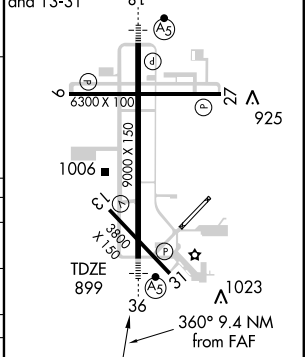




CATEGORY	A	B	C	D	E
S-36	1600/24	701 (700-½)	1600-1½ 701 (700-1½)	1600-1¾ 701 (700-1¾)	1600-2 701 (700-2)
CIRCLING	1600-1	698 (700-1)	1600-2 698 (700-2)	1600-2¼ 698 (700-2¼)	1600-2½ 698 (700-2½)
STABS FIX MINIMUMS					
S-36	1380/24	481 (500-½)	1380/40 481 (500-¾)	1380/50 481 (500-1)	1380/60 481 (500-1¼)
CIRCLING	1380-1	478 (500-1)	1380-1½ 478 (500-1½)	1500-2 598 (600-2)	1560-2¼ 658 (700-2¼)

ELEV 902 D

HIRL Rwy 18-36
REIL Rwys 9 and 27
MIRL Rwys 9-27 and 13-31



FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

FORT YATES

STANDING ROCK (Y27) 1 S UTC−6(−5DT) N46°04.02′ W100°37.97′ **TWIN CITIES**
1633 NOTAM FILE GFK **L–14F**
RWY 14–32: H3700X60 (ASPH) S–11.5
RWY 14: Tree. **RWY 32:** P-line.
AIRPORT REMARKS: Unattended. Birds, waterfowl and deer on and invof arpt. Confirm snow removal Oct–Apr call 701–854–7432/7400. +18′ irrigators located 130′ left and right of centerline near S half Rwy14–32 violate 7:1 transition zone. +15′ dirt trail on twy across rwy surface east to grvl pit.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 166° 41.8 NM to fld. 1841/12E.
HIWAS.

GACKLE MUNI (9G9) 1 SW UTC−6(−5DT) N46°37.00′ W99°10.02′ **TWIN CITIES**
1904 NOTAM FILE GFK
RWY 17–35: 2000X40 (TURF)
RWY 17: Road. **RWY 35:** Road.
RWY 08–26: 2000X60 (TURF)
AIRPORT REMARKS: Unattended. Arpt CLOSED winter due to lack of snow removal. Pilots at end of rwy cannot see acft at opposite end of rwy due to rwy gradient. Birds on and in vicinity of arpt May–Oct. Rwy 17–35 and Rwy 08–26 marked for dalgt by yellow barrel halves. Some animal holes possible both rwys. Rwy 17–35 and Rwy 08–26 turf surface rolling, grass clumpy and possible holes. Trail crossing located 60′ inboard Rwy 26.
COMMUNICATIONS: CTAF 122.9

GARRISON DAM RECREATIONAL AIRPARK (See RIVERDALE)

GARRISON MUNI (DØ5) 1 W UTC−6(−5DT) N47°39.36′ W101°26.23′ **BILLINGS**
1935 **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 13–31: H3700X60 (ASPH–AFSC) S–12.5 LIRL 0.8% up NW **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 29′. Road. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 29′.
RWY 03–21: 2900X120 (TURF)
RWY 03: Road. **RWY 21:** Trees.
AIRPORT REMARKS: Unattended. 24 hr self svc credit card fuel avbl. Wildlife and birds on and invof arpt. To confirm snow removal after major storms call manager 701–337–2294 or 463–2600 City Hall. Rwy 03–21 CLSD winter months due to lack of snow removal. Rwy 03–21 red/white dalgt markers only. LIRL Rwy 13–31, PAPI Rwy 13 and PAPI Rwy 31 open dusk–0500Z‡ after 0500Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 318° 62.3 NM to fld. 1841/12E.
HIWAS.

GLEN ULLIN RGNL (D57) 2 W UTC−6(−5DT) N46°48.77′ W101°51.61′ **BILLINGS**
2089 B **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 11–29: H3800X60 (ASPH) S–12.5 MIRL
RWY 11: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 29:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
AIRPORT REMARKS: Unattended. For fuel call 701–348–3170/3683. To confirm irregular snow removal and winter condition call 701–348–3170/3683. ACTIVATE MIRL Rwy 11–29 and PAPI Rwy 11 and Rwy 29—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 262° 49.3 NM to fld. 1841/12E.
HIWAS.

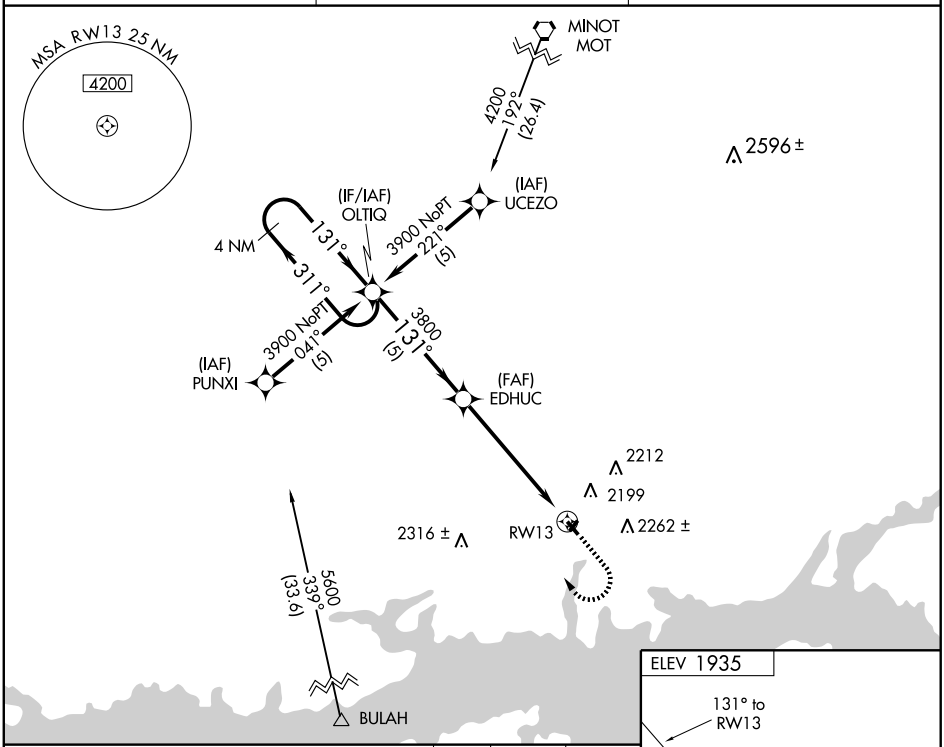
APP CRS		
131°	Rwy Idg	3700
	TDZE	1935
	Apt Elev	1935

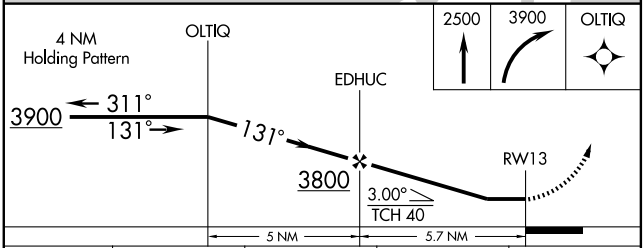
RNAV (GPS) RWY 13
GARRISON MUNI (D05)

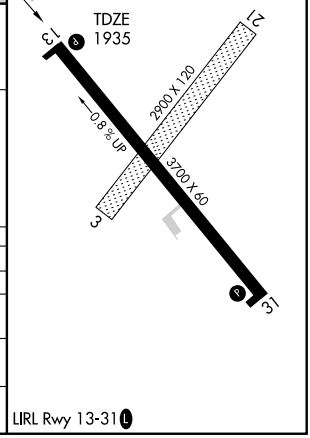
NA — DME/DME RNP 0.3- NA.
Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3900 direct OLTIQ WP and hold.

MINOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	127.6 279.6	122.9 L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2500-1 565 (600-1)		NA	
CIRCLING	2680-1 745 (800-1)	2680-1¼ 745 (800-1¼)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 31

GARRISON MUNI (D05)

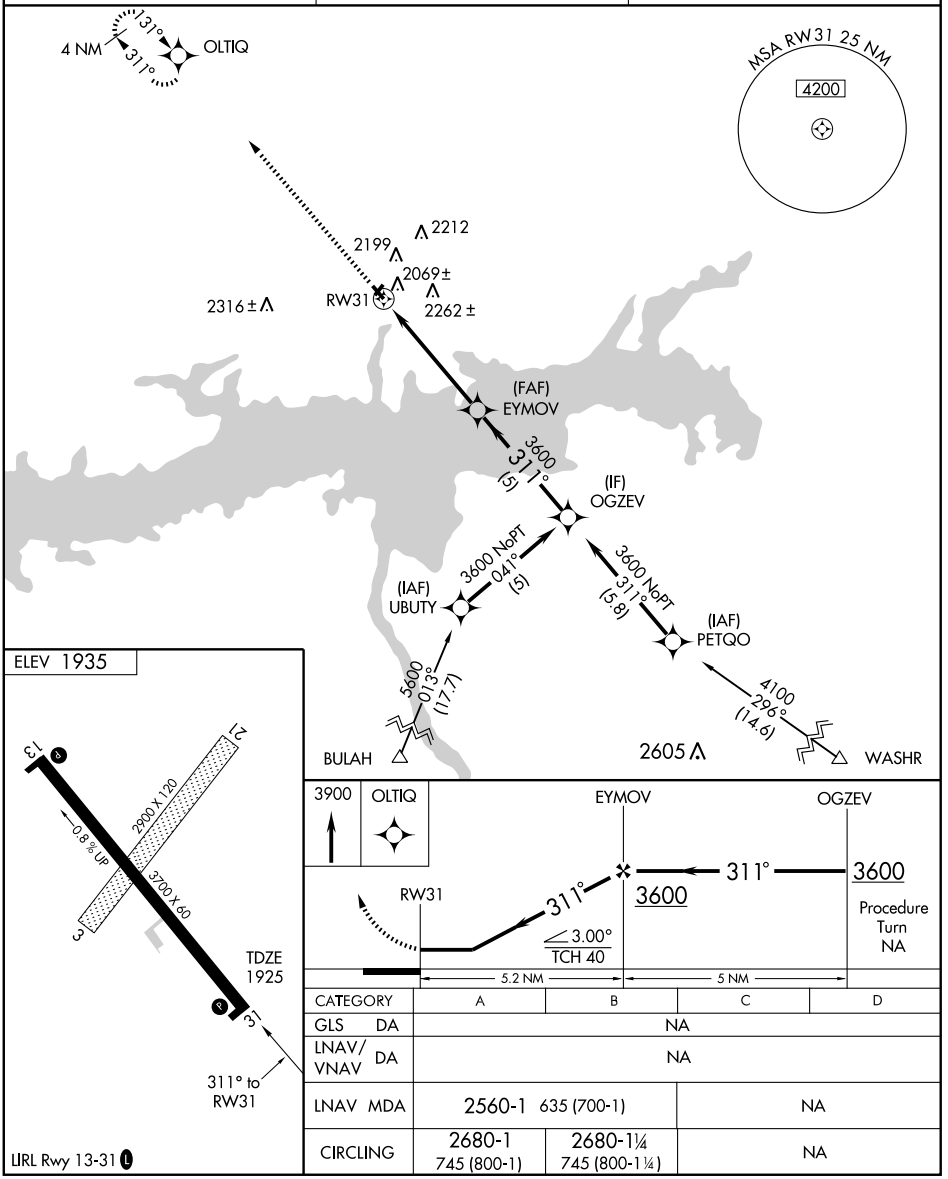
APP CRS	Rwy Idg	3700
311°	TDZE	1925
	Apt Elev	1935

NA

DME/DME RNP- 0.3 NA.
Use Minot Intl altimeter setting.

MISSED APPROACH: Climb to 3900 direct OLTIQ and hold.

MINOT ASOS	MINNEAPOLIS CENTER	CTAF
118.725	127.6 279.6	122.9 L



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2560-1 635 (700-1)		NA	
CIRCLING	2680-1 745 (800-1)	2680-1¼ 745 (800-1¼)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

GRAFTON

HUTSON FLD (GAF) 2 ESE UTC−6(−5DT) N48°24.28′ W97°22.26′

TWIN CITIES
L–14G
IAP

824 B **FUEL** 100LL, JET A NOTAM FILE GFK

RWY 08–26: 4074X115 (TURF)

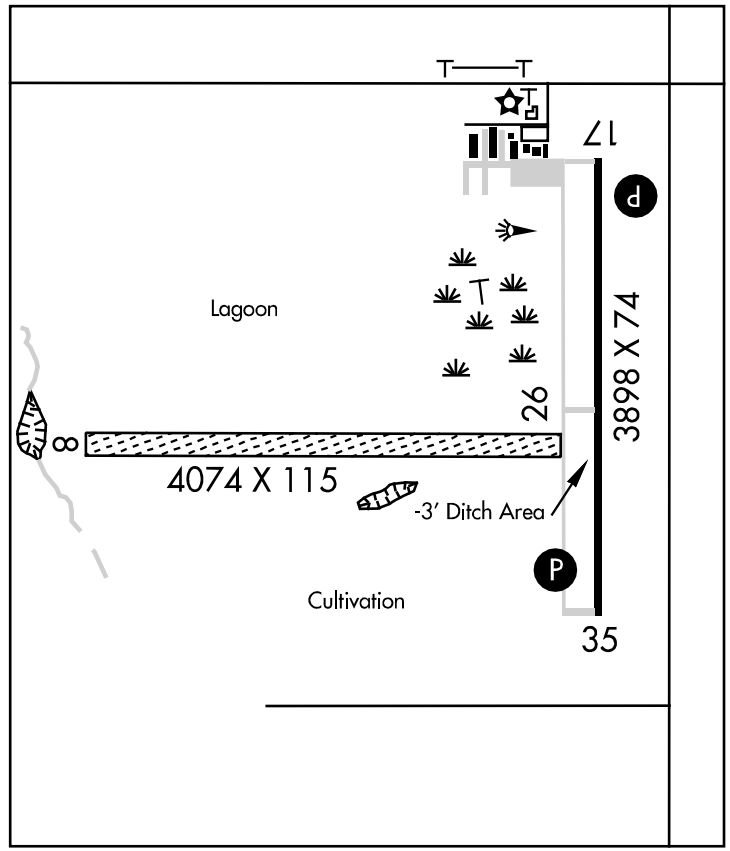
RWY 08: P-line. **RWY 26:** Road.

RWY 17–35: H3898X74 (ASPH–AFSC) S–12.5 MIRL

RWY 17: PAPI(P2L)—GA 3.0° TCH 25′. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 25′. Road.

AIRPORT REMARKS: Attended May–Sep dalgt hrs, Oct–Apr Mon–Fri on call. 24 hr self svc fuel avbl with credit card only. For svc after hrs call 701–352–0271 or 701–520–9174. CAUTION 3′ ditch between E end of Rwy 08–26 and Rwy 17–35, use designated twys. Heavy aerial spray activity May–Oct. Numerous transient flight training activities. Rwy 08–26 turf surface soft when wet and rough due to sparse grass growth. Large birds and deer on and invof arpt. Rwy 08–26 CLOSED winter months due to lack of snow removal. Rwy 17–35 parallel twy marked with reflectors. Ponded water between Rwy 17–35 and parallel twy. Rwy 17–35 breaking action poor when wet. Confirm winter conditions and snow removal with arpt manager call 701–352–0271 or 701–520–9174. MIRL Rwy 17–35 and PAPI Rwy 17 and Rwy 35 preset on low ints dusk–0500Z‡, to increase ints after 0500Z‡ ACTIVATE—CTAF.



WEATHER DATA SOURCES: AWOS–3 118.625 (701) 352–0581.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **GRAND FORKS APP/DEP CON** 118.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.

GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 336° 28.0 NM to fld. 841/9E.

HIWAS.

WAAS	APP CRS	Rwy Idg	3898
CH 53518	174°	TDZE	822
W17A		Apt Elev	824

RNAV (GPS) RWY 17

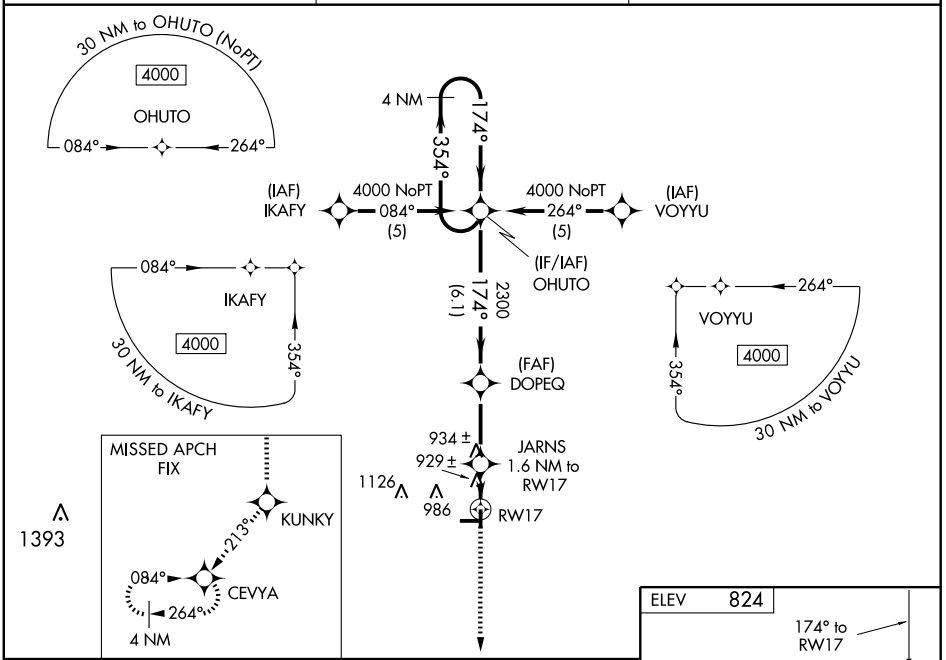
GRAFTON/ HUTSON FIELD (GAF)

▼ ▲NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Forks Intl altimeter setting and increase all DA 69 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Grand Forks Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct KUNKY and on track 213° to CEVYA and hold, continue climb-in-hold to 4000.

AWOS-3	GRAND FORKS APP CON	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L

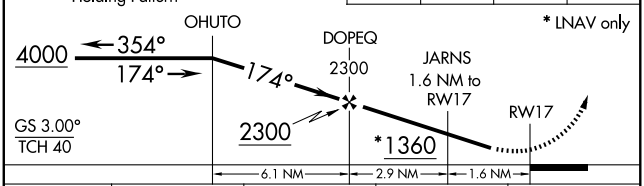


VGSI and RNAV glidepath not coincident.

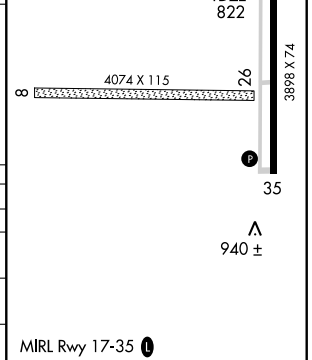
4000	KUNKY	tr 213°	CEVYA

4 NM Holding Pattern

* LNAV only



CATEGORY	A	B	C	D
LPV DA	1072-1		250 (300-1)	NA
LNAV/VNAV DA	1228-1½		406 (500-1½)	NA
LNAV MDA	1200-1		378 (400-1)	NA
CIRCLING	1340-1	516 (600-1)	1340-1½ 516 (600-1½)	NA



MIRL Rwy 17-35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3898
CH 82518	354°	TDZE	822
W35A		Apt Elev	824

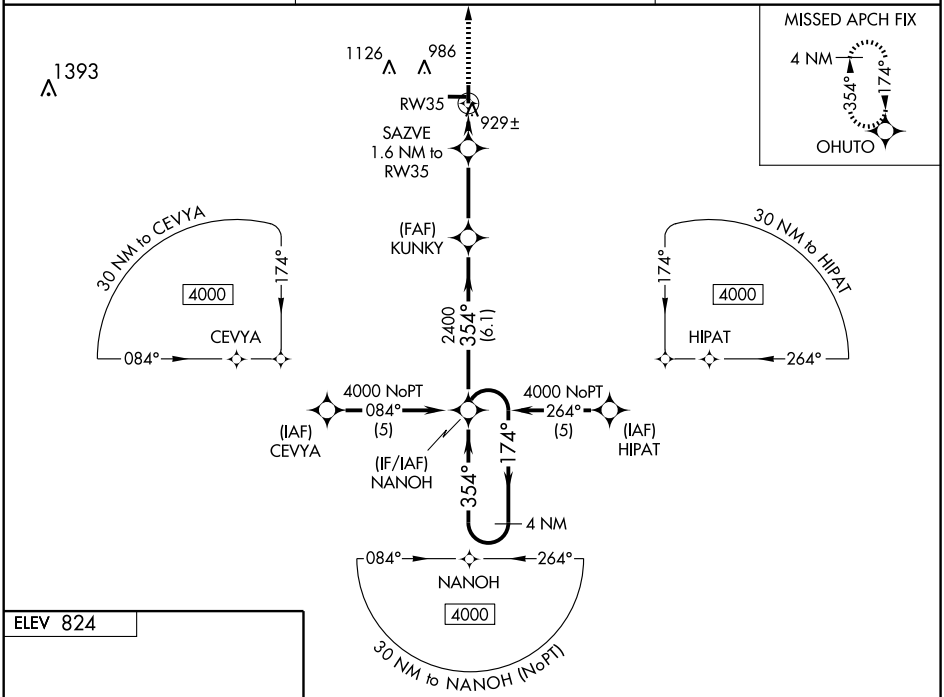
RNAV (GPS) RWY 35

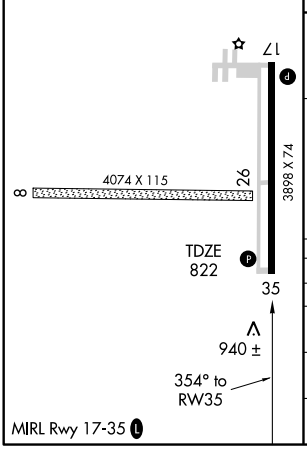
GRAFTON/ HUTSON FIELD (GAF)

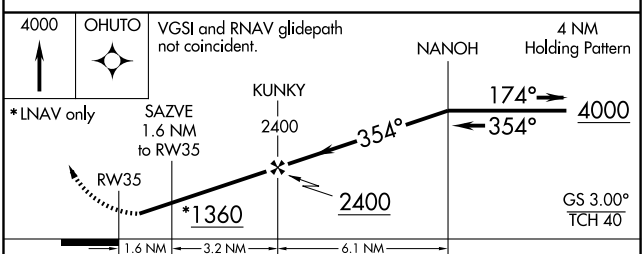
T
A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Forks Intl altimeter setting and increase all DA 69 ft and all MDA 80 ft. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Grand Forks Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct OHUTO and hold, continue climb-in-hold to 4000.

AWOS-3	GRAND FORKS APP CON	UNICOM
118.625	118.1 318.1	122.8 (CTAF) L







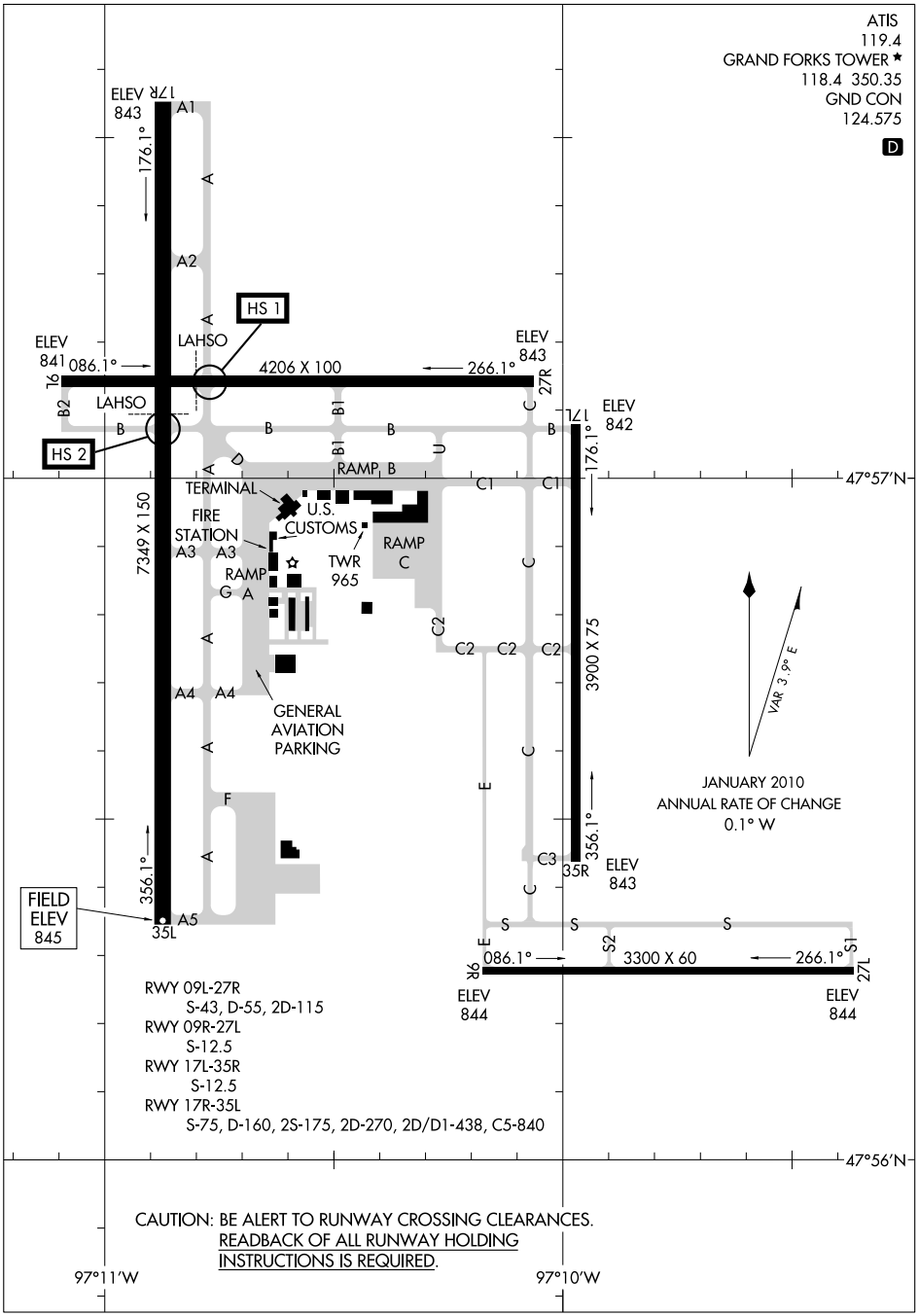
CATEGORY	A	B	C	D
LPV DA	1072-1 250 (300-1)			NA
LNAV/ VNAV DA	1199-1¼ 377 (400-1¼)			NA
LNAV MDA	1180-1 358 (400-1)			NA
CIRCLING	1340-1 516 (600-1)		1340-1½ 516 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5187 (FAA)

GRAND FORKS INTL (GFK)
GRAND FORKS, NORTH DAKOTA



RWY 09L-27R
S-43, D-55, 2D-115
RWY 09R-27L
S-12.5
RWY 17L-35R
S-12.5
RWY 17R-35L
S-75, D-160, 2S-175, 2D-270, 2D/D1-438, C5-840

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

GRAND FORKS, NORTH DAKOTA
GRAND FORKS INTL (GFK)

10266

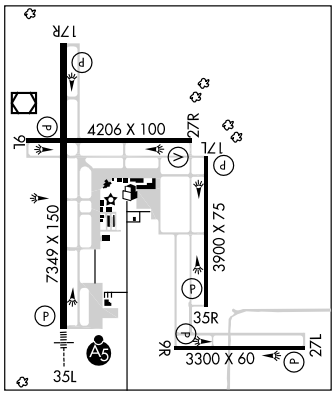
GRAND FORKS INTL (GFK) 5 NW UTC−6(−5DT) N47°56.84′ W97°10.43′ **TWIN CITIES**
845 B S4 **FUEL** 100LL, JET A OX 3 TPA—See Remarks LRA Class I, ARFF Index B **H–2I, L–14G**
NOTAM FILE GFK **IAP, AD**

RWY 17R–35L: H7349X150 (ASPH–GRVD) S–75, D–160, 2S–175, 2D–270, 2D/2D1–438, C5–840 HIRL
RWY 17R: REIL. PAPI(P4L)—GA 3.0° TCH 53′. Rgt tfc.
RWY 35L: MALSR. PAPI(P4L)—GA 2.76° TCH 61′.
RWY 09L–27R: H4206X100 (CONC) S–43, D–55, 2D–115 MIRL
RWY 09L: PAPI(P4L)—GA 3.0° TCH 39′.
RWY 27R: REIL. VASI(V4L)—GA 3.0° TCH 45′. Rgt tfc.
RWY 17L–35R: H3900X75 (CONC) S–12.5 MIRL
RWY 17L: PAPI(P4L)—GA 3.0° TCH 21′.
RWY 35R: PAPI(P4L)—GA 3.0° TCH 21′. Rgt tfc.
RWY 09R–27L: H3300X60 (CONC) S–12.5 MIRL
RWY 09R: PAPI(P2L)—GA 3.0° TCH 21′. Rgt tfc.
RWY 27L: PAPI(P2L)—GA 3.0° TCH 21′.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 27R	17R–35L	3000
RWY 35L	09L–27R	4600

RUNWAY DECLARED DISTANCE INFORMATION
RWY 09L: TORA–4206 TODA–4206 ASDA–4206 LDA–4206
RWY 27R: TORA–4206 TODA–4206 ASDA–4206 LDA–4206



AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Heavy student training activity within 15 miles of airport. Heavy student helicopter training at arpt between parallel twys. PAEW 0530–1200Z‡. ARFF Index B svc avbl 1100–0600Z‡; other times PPR for air carrier operations with more than 30 passenger seats. Call arpt manager on 701–795–6984. When twr clsd snow removal equipment operators monitor CTAF. Customs avbl Mon–Fri 1900–0300Z‡, other times on req 701–772–3301. Lgtd entrance road 1600′ east of Rwy 17R–35L. Rwy 09R, Rwy 27L, Rwy 17L and Rwy 35R CLOSED when twr clsd. Rwy 9R, Rwy 27L, Rwy 17L, Rwy 35R, and Twy C, Twy E, and Twy S not avbl for air carrier with more than 30 passenger seats. Western most 100 ft of Twy C1 is an extension of the Bravo apron and not visible from the twr. Twy G and Twy U clsd to fixed wing acft 12,500 lbs and over. TPA 1645(800) for light aircraft and 2345(1500) for large aircraft. ACTIVATE REIL Rwy 27R and Rwy 17R—CTAF. When twr clsd ACTIVATE HIRL Rwy 17R–35L, and MALSR Rwy 35L, MIRL Rwy 09L–27R—CTAF. VASI Rwy 27R, PAPI Rwy 17R, Rwy 35L, Rwy 17L, Rwy 35R, Rwy 09R, Rwy 09L and Rwy 27L opr continuously. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (701) 772–3486. **HIWAS** 114.3 GFK.
COMMUNICATIONS: CTAF 118.4 **ATIS** 119.4 **UNICOM** 122.95
RCO 122.6 122.2 (GRAND FORKS RADIO)
Ⓡ **APP/DEP CON** 118.1
TOWER 118.4 120.55 (1200–0530Z‡) **GND CON** 124.575
AIRSPACE: CLASS D svc 1200–0530Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
(H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ at fld. 841/9E. **HIWAS.**
HISER NDB (LOM) 345 GF N47°50.78′ W97°10.89′ 356° 6.2NM to fld.
ILS/DME 109.1 I–GFK Chan 28 Rwy 35L. Class IC. LOM HISER NDB. ILS/DME unmonitored when twr clsd. LOC unusable byd 25° left and right of course.
COMM/NAV/WEATHER REMARKS: Freq 121.5 not available at twr. Weather available on ATIS when twr closed. CTC Grand Forks radio for arpt advisory svc on 118.4 when twr is clsd.

GRENORA CENTENNIAL (7N6) 1 NE UTC−7(−6DT) N48°37.53′ W103°55.80′ **TWIN CITIES**
2145 NOTAM FILE GFK
RWY 17–35: 2600X100 (TURF)
RWY 17: P–line.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. No snow removal, confirm rwy condition phone 701–694–3391. Rwy 17–35 violates 5′ rwy visibility clearance. −5′ pond 50′ from Rwy 17 thld. Rwy 17–35 dalgt markers on four corners and edges with black/white cones.
COMMUNICATIONS: CTAF 122.9

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

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*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC/DME I-GFK	APP CRS	Rwy Idg	7349
109.1	354°	TDZE	845
Chan 28		Apt Elev	845

ILS or LOC RWY 35L

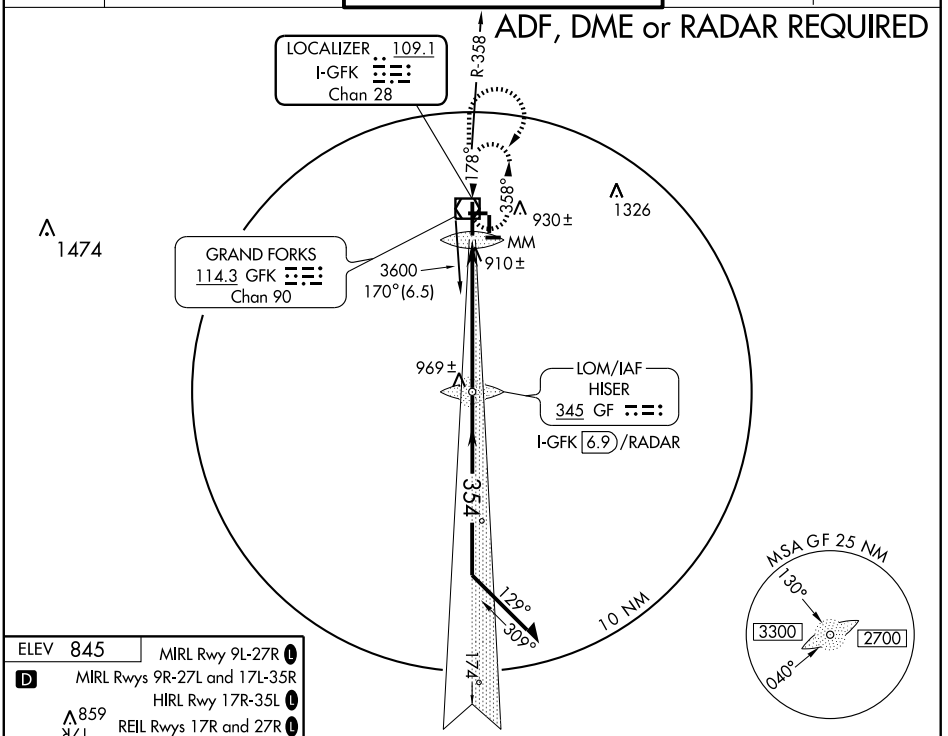
GRAND FORKS INTL (GFK)

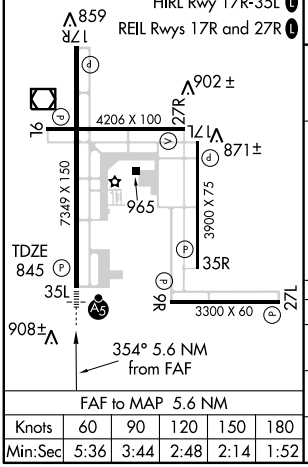
If local altimeter setting not received, use Crookston altimeter setting and increase all DAs/MDAs 80 feet. Procedure turn NA for Cat. E aircraft. VDP NA with Crookston altimeter setting.
For inoperative MALSR, increase S-ILS Cat. E visibility to 1.

MALSR

MISSED APPROACH:
Climb to 3600 then right turn direct GFK VOR/DME and hold.

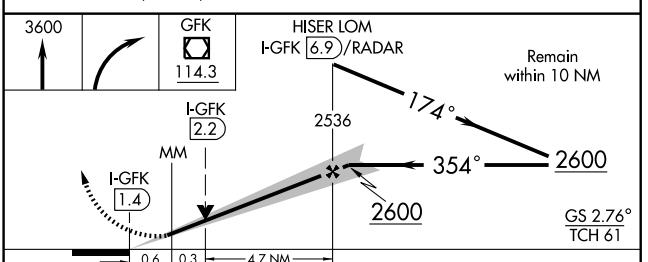
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95





FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D	E
S-ILS 35L	1045-½ 200 (200-½)				
S-LOC 35L	1160- ½ 315 (400-½)			1160- ¾ 315 (400-¾)	
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1¼ 455 (500-1¼)	1400-2 555 (600-2)	1520-2½ 675 (700-2½)

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LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
DULUTH, MN			
DULUTH INTL (DLH)	09	03-21	8,950 feet
GRAND FORKS, ND			
GRAND FORKS INTL (GFK)	27R	17R-35L	3,000 feet
	35L	09L-27R	4,600 feet
MINNEAPOLIS, MN			
MINNEAPOLIS-ST PAUL INTL/			
WOLD-CHAMBERLAIN (MSP)	22	TWY K	8,550 feet
	30L	TWY A9 TWY W9	8,150 feet
ROCHESTER, MN			
ROCHESTER INTL (RST)	02	13-31	5,850 feet
	13	02-20	5,270 feet
	31	02-20	3,200 feet

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LOC/DME I-GFK	APP CRS	Rwy Idg	7349
109.1	174°	TDZE	843
Chan 28		Apt Elev	845

LOC BC RWY 17R
GRAND FORKS INTL (GFK)

Visibility reduction by helicopters NA. DME or RADAR or ADF required. When local altimeter setting not received, use Crookston altimeter setting and increase all MDA 80 feet, increase S-17R Cats C/D visibility and WUSIK fix minimums S-17R Cats C/D visibility¼ mile.

MISSED APPROACH: Climb to 2600 via I-GFK south course to HISER LOM /I-GFK 6.9 DME/RADAR and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

ALTERNATE MISSED APCH FIX
GRAND FORKS
114.3 GFK
Chan 90
353°
173°
R-173

MISSED APCH FIX
HISER
345 GF
354°
174°

354°
219°
039°
10 NM
174°

(IAF)
MANZA
I-GFK 4.9
RADAR

Procedure NA for arrivals at GFK
VOR/DME via V55 Northeast bound.

WUSIK
I-GFK 1.5
939±
ONAYU
I-GFK 0.5
3600 to MANZA
353° (5.3)
1326
930±
LOCALIZER 109.1
I-GFK
Chan 28

1474

BACK COURSE
DME or RADAR REQUIRED

GRAND FORKS
114.3 GFK
Chan 90

LOM
HISER
345 GF
I-GFK 6.9/RADAR

MSA GF 25 NM
130°
040°
3300
2700

ELEV 845
D
174° 5 NM from FAF
859
17R
TDZE 843
902±
4206 X 100
27R
9L
17L
871±
965
7349 X 150
3900 X 75
35R
35L
9R
3300 X 60
27L
908±
MIRL Rwy 09L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwy 17R-35L L
REIL Rwys 17R and 27R L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

2600
GF
I-GFK S crs

* 1380 when using Crookston altimeter setting.

MANZA
I-GFK 4.9
RADAR
Remain within 10 NM
354°
174°
2400
WUSIK
I-GFK 1.5
ONAYU
I-GFK 0.5
174°
2400
2.82°
TCH 53
1300*
Disregard glideslope indications.
0.6 1 NM 3.4 NM

CATEGORY	A	B	C	D
S-17R	1300-1 457 (500-1)		1300-1¼ 457 (500-1¼)	1300-1½ 457 (500-1½)
CIRCLING	1300-1 455 (500-1)		1300-1½ 455 (500-1½)	1400-2 555 (600-2)
WUSIK FIX MINIMUMS				
S-17R	1200-1 357 (400-1)			1200-1¼ 357 (400-1¼)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
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WAAS	APP CRS	Rwy Idg	4206
CH 58104	084°	TDZE	843
W09A		Apt Elev	845

RNAV (GPS) RWY 9L

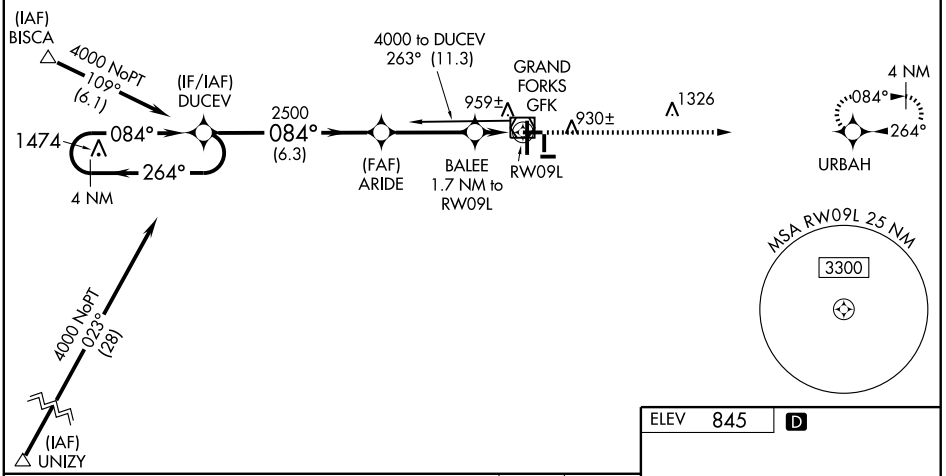
GRAND FORKS INTL (GFK)

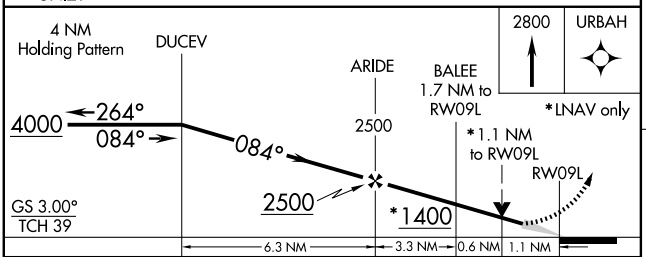
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 62 feet and all MDA 80 feet, increase LNAV/VNAV all Cats and LNAV Cat C/D visibilities¾ mile.
Baro-VNAV and VDP NA when using Crookston altimeter setting.

MISSED APPROACH: Climb to 2800 direct URBAH and hold.

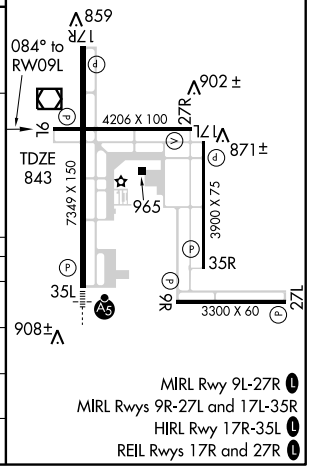
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

Procedure NA for arrivals at GFK VOR/DME via V55 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1093-1 250 (300-1)			
LNAV/VNAV DA	1238-1½ 395 (400-1½)			
LNAV MDA	1220-1 377 (400-1)			1220-1¼ 377 (400-1¼)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 17R

GRAND FORKS INTL (GFK)

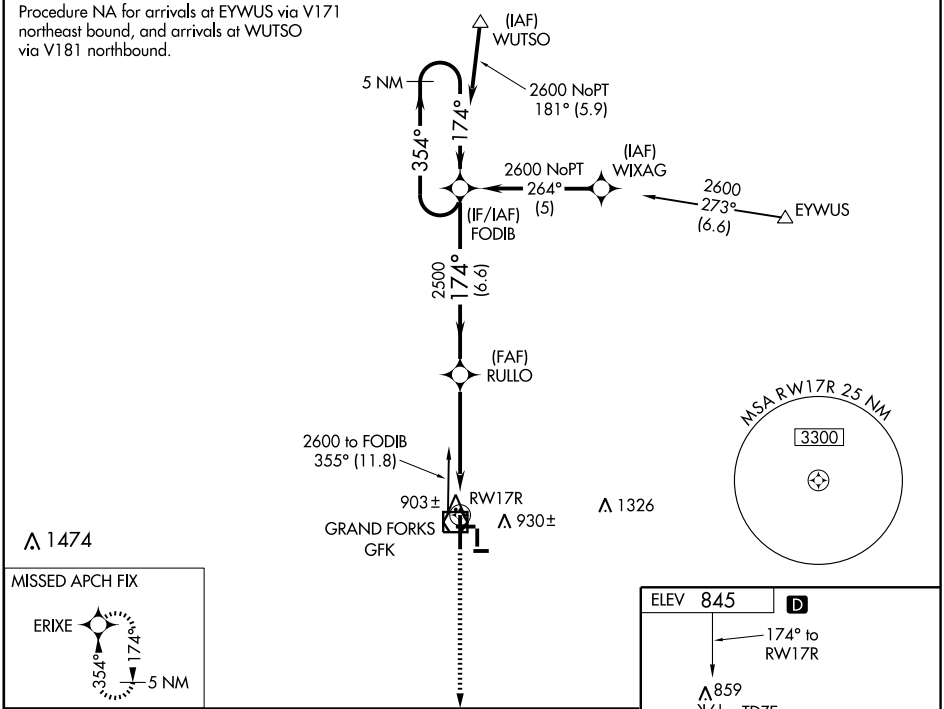
WAAS	APP CRS	Rwy Idg	7349
CH 63199	174°	TDZE	843
W17A		Apt Elev	845

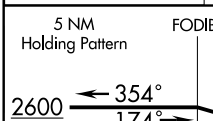
DME/DME RNP -0.3 NA. When local altimeter setting not received, use Crookston altimeter setting and increase all DA/MDA 80 feet and increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA with Crookston altimeter setting. VDP NA with Crookston altimeter setting. Baro-VNAV NA below -16°C (5°F).

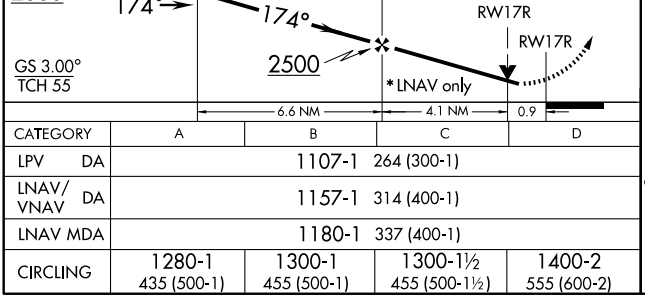
MISSED APPROACH: Climb to 2600 direct ERIXE and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

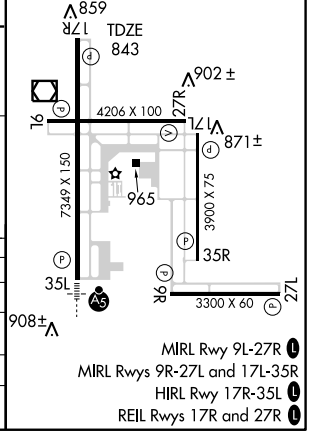
Procedure NA for arrivals at EYWUS via V171 northeast bound, and arrivals at WUTSO via V181 northbound.







CATEGORY	A	B	C	D
LPV DA	1107-1 264 (300-1)			
LNAV/VNAV DA	1157-1 314 (400-1)			
LNAV MDA	1180-1 337 (400-1)			
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)



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NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4206
CH 78104	264°	TDZE	843
W27A		Apt Elev	845

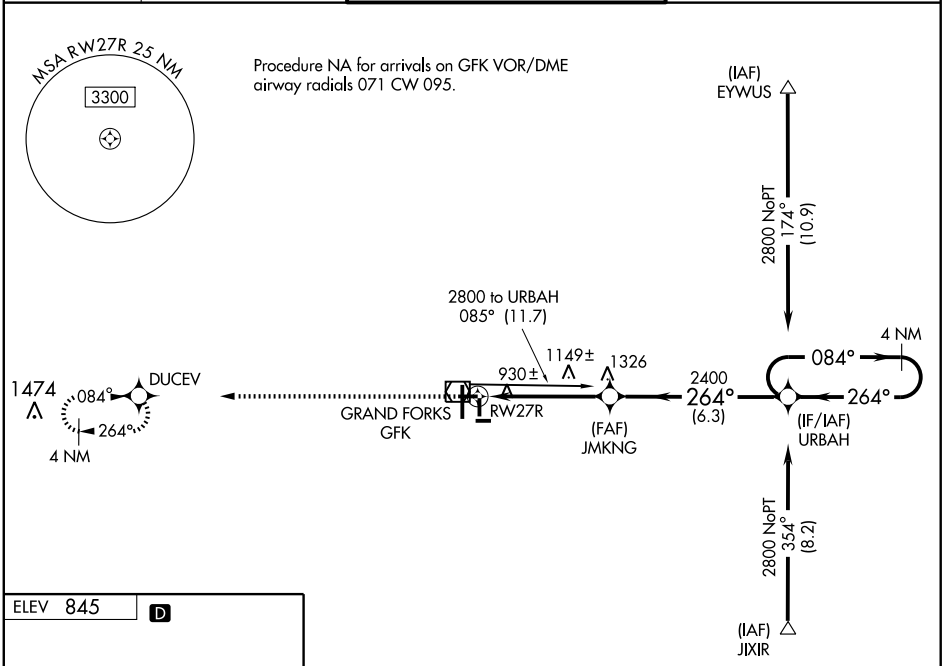
RNAV (GPS) RWY 27R

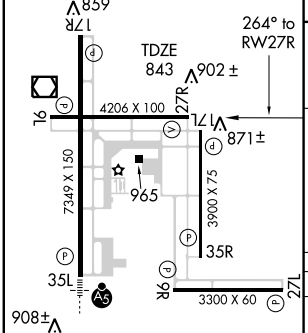
GRAND FORKS INTL (GFK)

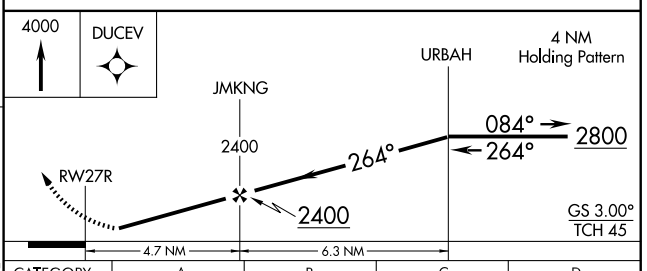
▼ DME/DME RNP-0.3 NA.
▲ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Crookston altimeter setting and increase all DA 62 feet and all MDA 80 feet.
Increase LNAV and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct DUCEV and hold, continue climb-in-hold to 4000.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95







CATEGORY	A	B	C	D
LPV DA	1093-1	250 (300-1)		
LNAV MDA	1460-1 617 (700-1)		1460-1¾ 617 (700-1¾)	1460-2 617 (700-2)
CIRCLING	1460-1 615 (700-1)		1460-1¾ 615 (700-1¾)	1460-2 615 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7349
CH 70313	354°	TDZE	845
W35A		Apt Elev	845

RNAV (GPS) RWY 35L

GRAND FORKS INTL (GFK)

T DME/DME RNP -0.3 NA. Inoperative table does not apply to LNAV Cat D.
A If local altimeter setting not received, use Crookston altimeter setting and increase alll DAs/MDAs 80 feet.
VDP NA when using Crookston altimeter setting. Baro-VNAV NA below -16°C (4°F).
Baro-VNAV NA when using Crookston altimeter setting.
For inoperative MALSR increase LPV all Cats visibility to 1.

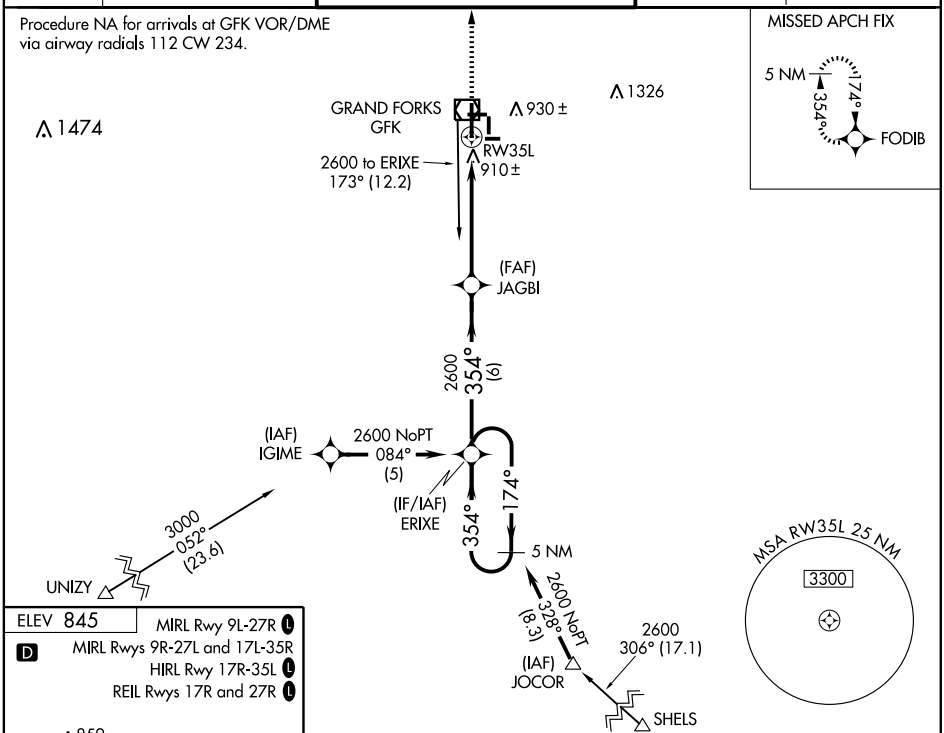
MALSR

MISSED APPROACH: Climb to 2600 direct FODIB and hold.

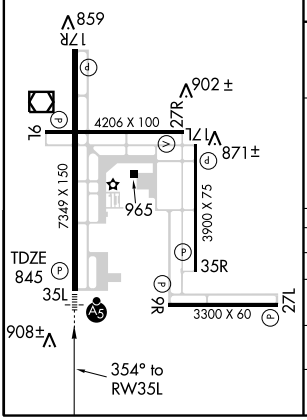
ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

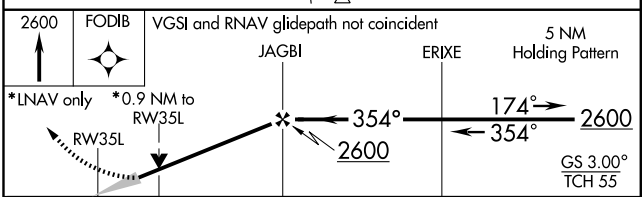
Procedure NA for arrivals at GFK VOR/DME via airway radials 112 CW 234.

MISSED APCH FIX
5 NM 174° 354° FODIB



ELEV 845
D
MIRL Rwy 9L-27R L
MIRL Rwys 9R-27L and 17L-35R
HIRL Rwy 17R-35L L
REIL Rwys 17R and 27R L





CATEGORY	A	B	C	D
LPV DA	1095-½ 250 (300-½)			
LNAV/VNAV DA	1174-½ 329 (400-½)			1174-¾ 329 (400-¾)
LNAV MDA	1180-½ 335 (400-½)			1180-1 335 (400-1)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

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VOR/DME GFK	APP CRS	Rwy Idg	7349
114.3	183°	TDZE	843
Chan 90		Apt Elev	845

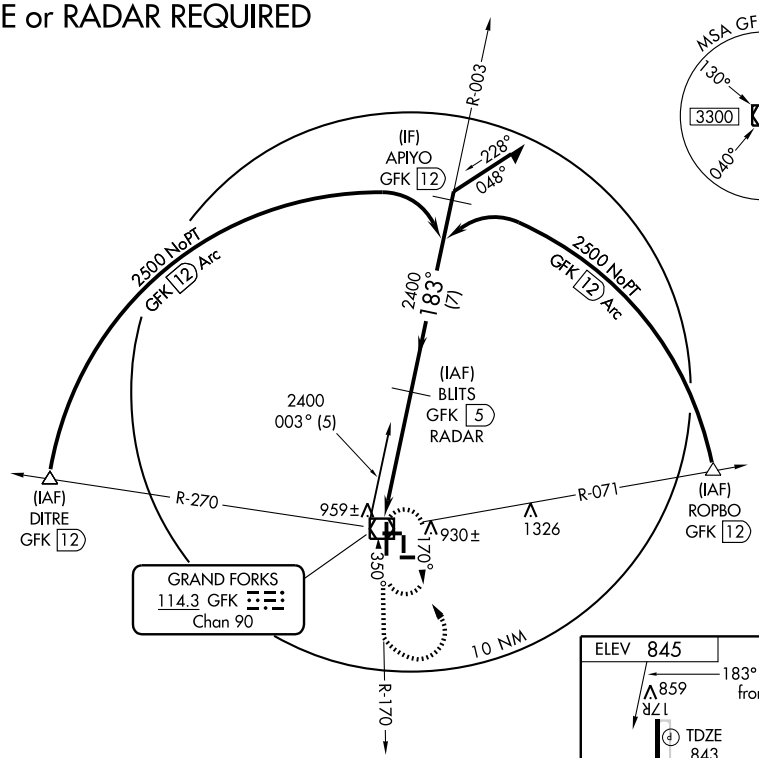
VOR RWY 17R
GRAND FORKS INTL (GFK)

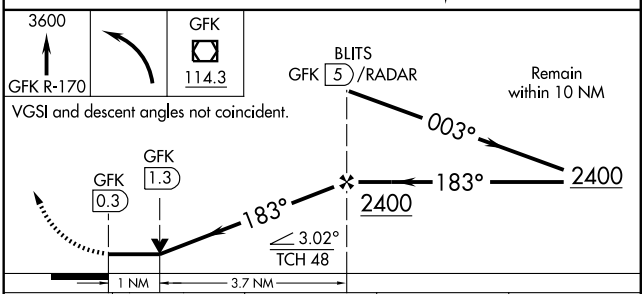
If local altimeter setting not received, use Crookston altimeter setting and increase all MDAs 80 feet.
VDP NA with Crookston altimeter setting.

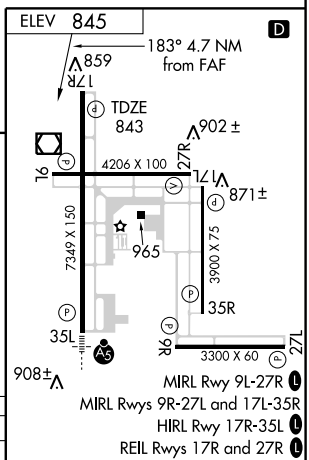
MISSED APPROACH: Climb to 3600 via GFK R-170 then left turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-17R	1220-1 377 (400-1)			1220-1¼ 377 (400-1¼)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	1400-2 555 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME GFK	APP CRS	Rwy Idg	7349
114.3	344°	TDZE	845
Chan 90		Apt Elev	845

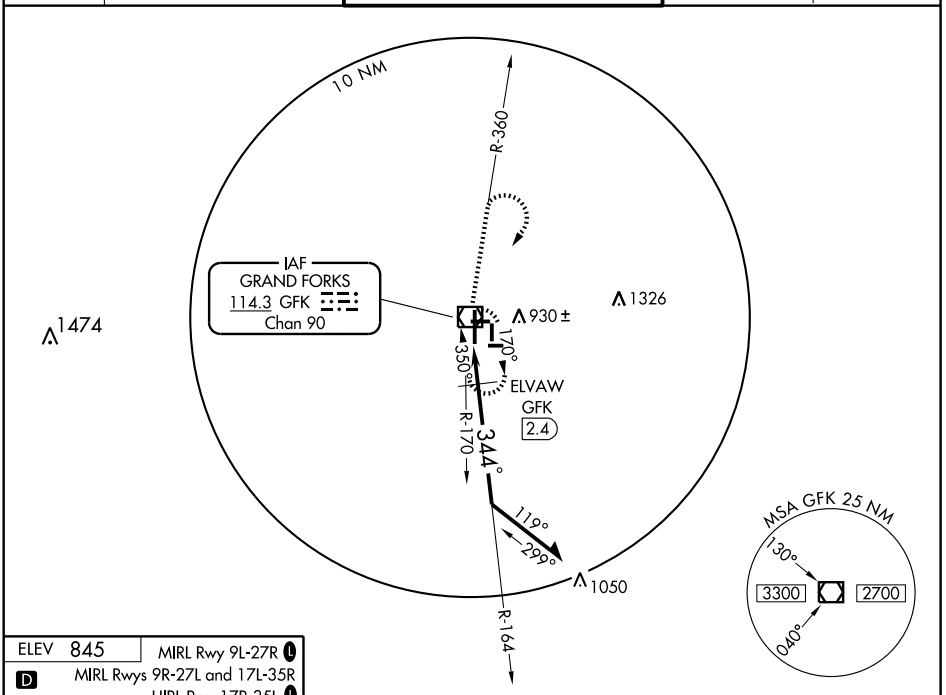
VOR RWY 35L
GRAND FORKS INTL (GFK)

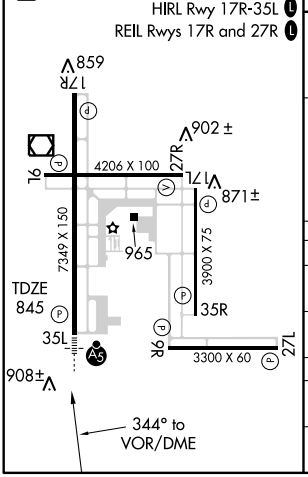
If local altimeter setting not received use Crookston altimeter setting and increase, all MDAs 80 feet.
ELVAW FIX MINIMUMS: For inoperative MALSR, increase S-35L, Cat D visibility to 1¼ mile.

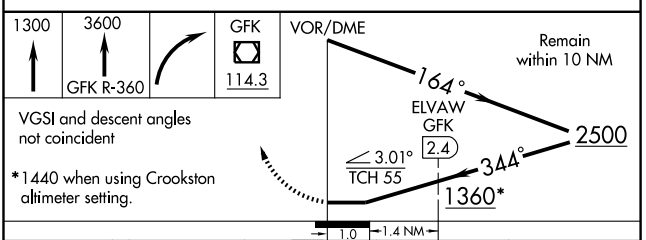
MALSR

MISSED APPROACH: Climb to 1300 then climb to 3600 via GFK R-360 then right turn direct GFK VOR/DME and hold.

ATIS	GRAND FORKS APP CON	GRAND FORKS TOWER ★	GND CON	UNICOM
119.4	118.1 318.1	118.4 (CTAF) L 120.55 350.35	124.575	122.95

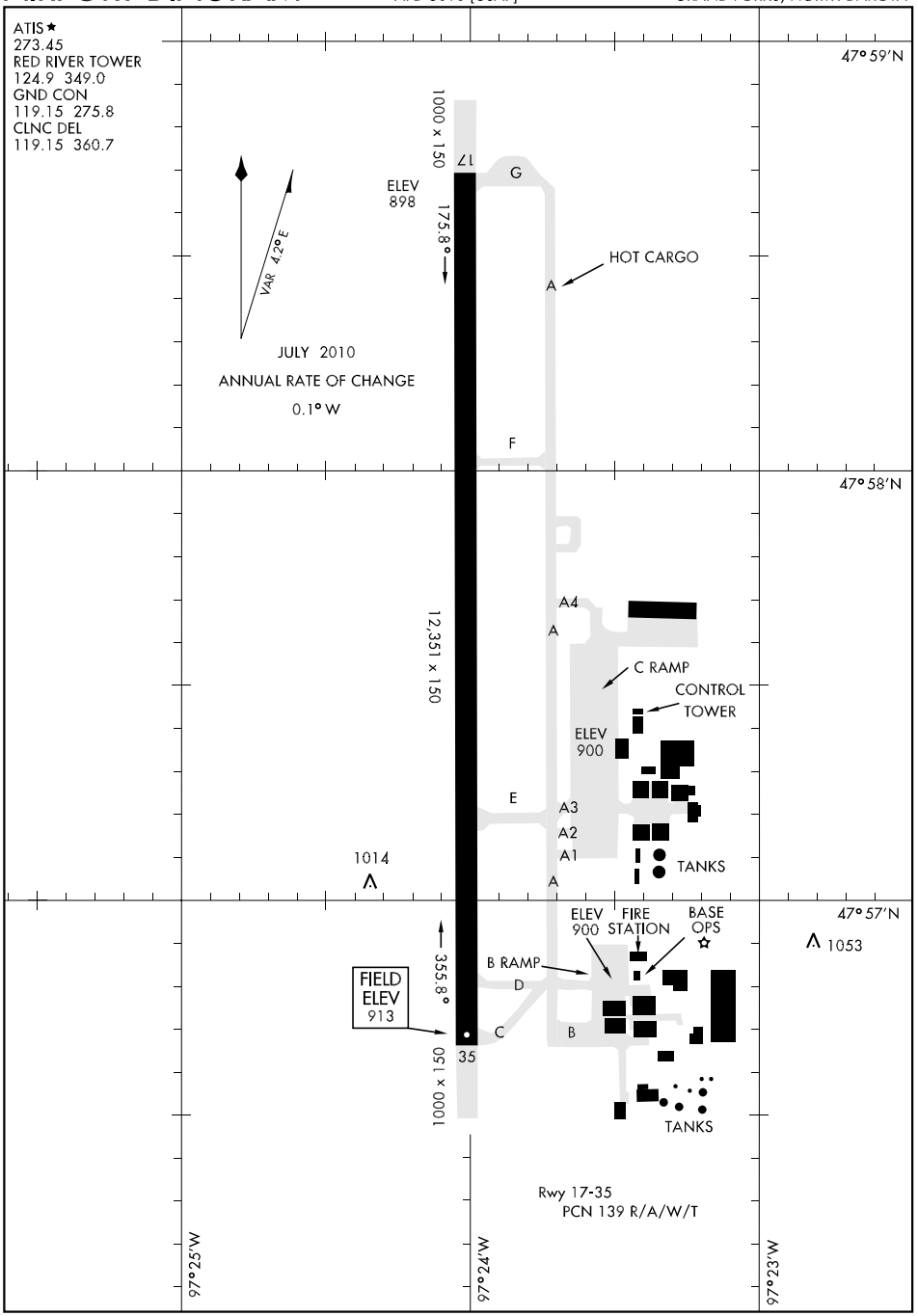






CATEGORY	A	B	C	D
S-35L	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1360-1 515 (600-1)		1360-1½ 515 (600-1½)	1400-2 555 (600-2)
ELVAW FIX MINIMUMS				
S-35L	1220-½ 375 (400-½)			1220-1 375 (400-1)
CIRCLING	1280-1 435 (500-1)	1300-1 455 (500-1)	1300-1¼ 455 (500-1¼)	1400-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

GRAND FORKS AFB (RDR)(KRDR) AF 13 W UTC−6(−5DT) N47°57.68′ W97°24.05′ **TWIN CITIES**
913 B TPA—See Remarks NOTAM FILE GFK Not insp. **H–2I, L–14G**
RWY 17–35: H12350X150 (ASPH) PCN 139 R/A/W/T HIRL **DIAP, AD**
RWY 17: ALSF1. PAPI(P4L)—GA 2.6°. Rgt tfc. **RWY 35:** ALSF1. PAPI(P4L)—GA 2.6°.
MILITARY SERVICE: JASU (AM32A–86) (AM32–95) **FUEL** J8 **FLUID** SP PRESAIR LHOX **OIL** Oil avbl in package product only, hand transfer rqr. O–133–148 **TRAN ALERT** Opr Sat, Sun and holidays 1200–0400Z‡, 1400–2200Z‡. Svc avbl 24 hr with prior notification. No fuel svc will begin after 0415Z‡ weekday.
MILITARY REMARKS: Opr 1200–0500Z‡, PPR clsd Sat–Sun and holidays. After hr request must have approval of 319 OG/CC. **RSTD** All inbound passenger/cargo acft must ctc Comd Post no later than 30 min prior to ldg. Acft with dangerous materials ctc PTD 30 min prior to ETA. All acft ops except civilian air carriers are subject to restrictions and potential delays during BASH Phase II, Sep thru Nov, Mar thru May and other times as determined by the current Bird Watch condition (BWC). BWC MODERATE procedures are in effect during the Phase II BASH windows (1 hr prior to 1 hr after sunrise and 1 hr prior to 1 hr after sunset). When the BWC is moderate or greater. No IFR/VFR tfc pattern activity is permitted and any tkfs or ldgs rqr OG/CC approval. Airborne acft will ctc twr or afld OPS for the current BWC and OG/CC thru command post (Nordic control 311.0) during periods of BWC MODERATE for waiver authority in order to tkf or land. Transient aircrews who remain overnight, fax crew orders to Command Post DSN 362–6894 prior to arrival. North exit of Charlie ramp rstd to acft with wingspans of 195′ or less. Horseshoe clsd. Require 3 hr callout if customs is required. **CAUTION** Uncontrolled vehicle tfc on twy and ramps. UAV ops within 11 DME half circle RDR R–180 thru RDR R–360 W of Grand Forks AFB, sfc to FL180. **TFC PAT** TPA–Overhead 2400(1487), rectangular 1900(987). VFR overhead and rectangular tfc pattern rgt hand Rwy 17. Transient VFR acft inbound to the overhead pattern proceed to initial at or abv 3200′.
MISC First/last 1,100′ of Rwy 17–35 is concrete. Middle 10,150′ of Rwy 17–35 is asphalt. Acft with VHF radio equipment only may ctc Base OPS thru ATC. No hangar space. Base OPS DSN 362–4409, C701–747–4409. All acft with Distinguished Visitors on board ctc Comn Post 60 NM prior ldg. Twy and ramps have significant foreign object damage potential. Weather info avbl ctc DSN 362–4396. Acft remaining overnight ctc Comd Post 24 hrs prior notice DSN 362–6871, for billeting. Wx svc avbl Mon–Fri 1200–0500Z‡, clsd Sat–Sun. Combat Weather Flight DSN 362–4396, C701–747–4396. Building obstruction may impact prevailing visibility 010°–220°. ATC will enhance surface observation when twr visibility is less than 4 SM and different than reported visibility. During evacuation of combat weather squadron ctc 15 Operational Weather Flight at number below. Remote briefing svc avbl from 15 Operational Weather Squadron, Scott AFB DSN 576–9755, C618–256–9755.
COMMUNICATIONS: SFA **D–ATIS** 273.45 **PTD** 372.2
RCO 122.2 122.6 255.4 (GRAND FORKS RADIO)
Ⓡ **APP/DEP CON** 118.1 318.1
RED RIVER TOWER 124.9 349.0 (Mon–Fri 1200–0500Z‡, clsd Sat, Sun and hol.) **GND CON** 119.15 275.8 **CLNC DEL** 119.15 360.7
COMD POST 311.0 321.0 **PMSV METRO** 343.5
AIRSPACE: CLASS D svc Mon–Fri 1200–0500Z‡ clsd Sat, Sun and holidays.
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 264° 8.7 NM to fld. 841/9E. **HIWAS**
RED RIVER (H) TACAN Chan 111 RDR (116.4) N47°57.43′ W97°24.35′ at fld. 951/6E. No NOTAM MP Fri 1200–1500Z‡.
ILS 111.3 I–AVA Rwy 17. No NOTAM MP Mon–Tue 1300–1530Z‡.
ILS 109.9 I–RDR Rwy 35. Class IE. No NOTAM MP Mon–Tue 1300–1530Z‡.
ASR No Notam MP Mon–Fri 1000–1200Z‡.

HI-ILS or LOC RWY 17

LOC I-AVA	APCH CRS	Rwy ldg 12,351 THRE 898 Arpt Elev 913
111.3	174°	

JAL-5010 [USAF]

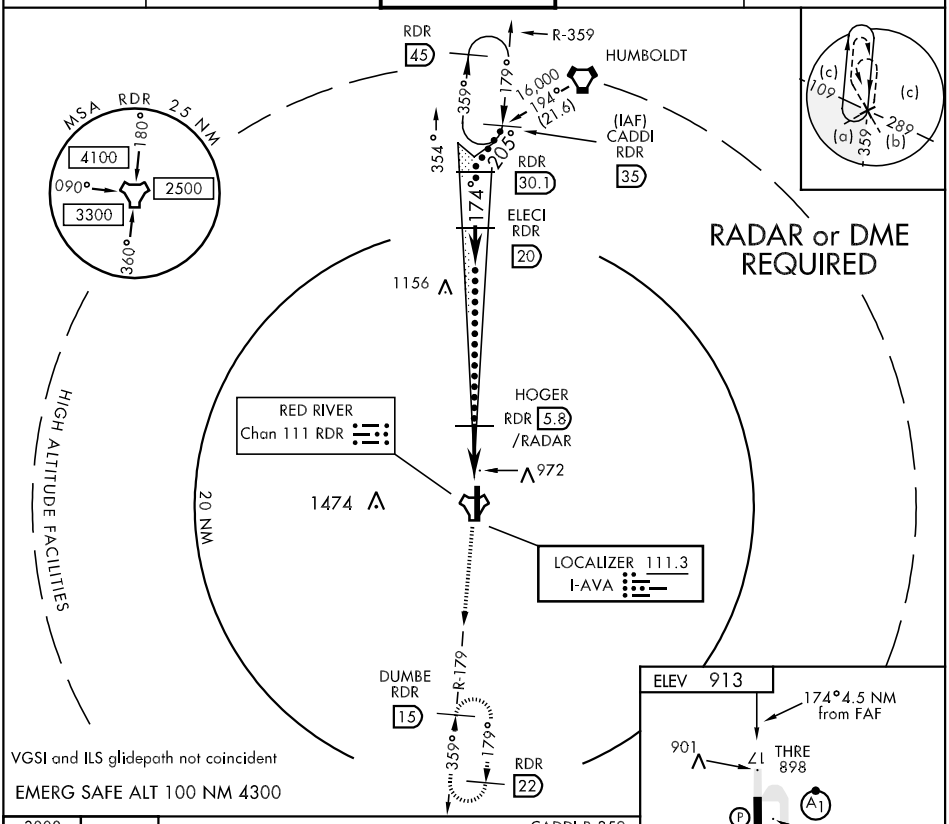
GRAND FORKS AFB (KRDR)

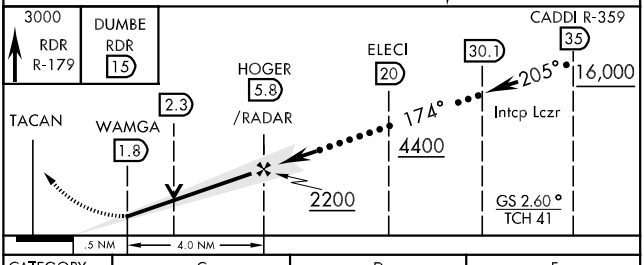
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 55 and vis to 1 mile.
*** Circling E of Rwy 17-35 not authorized.

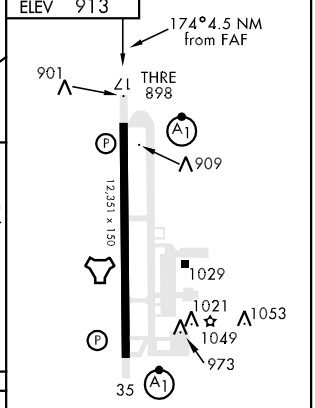
ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	C	D	E
S-ILS 17 *	1102/24	204	(200-½)
S-LOC 17 **	1240/30	342	(400-⅝)
CIRCLING ***	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.0 NM

Knots	120	140	160	180	200
Min:Sec	2:00	1:43	1:30	1:20	1:12

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC I-RDR	APCH CRS	Rwy ldg 12,351 THRE 913 Arpt Elev 913
109.9	354°	

JAL-5010 [USAF]

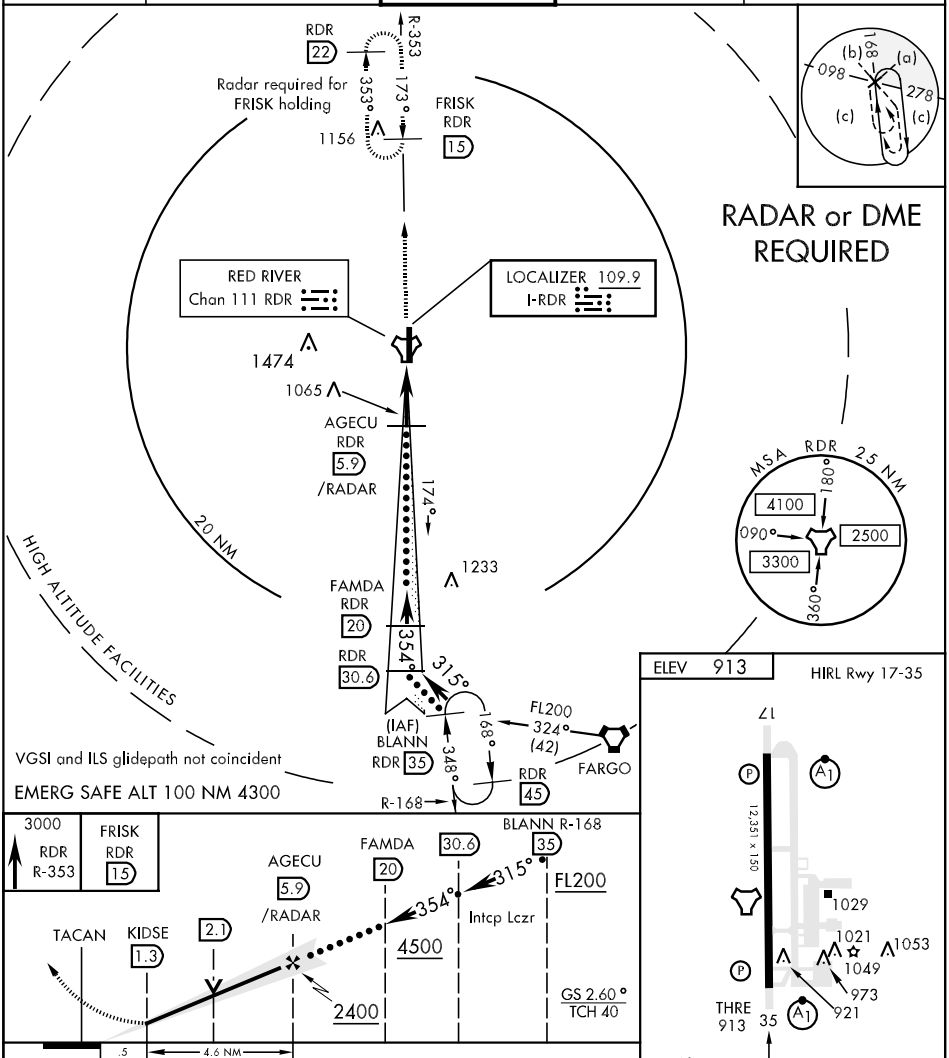
GRAND FORKS AFB (KRDR)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛miles.
*** Circling E of Rwy 17-35 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7



CATEGORY	C	D	E
S-ILS 35 *	1113/24 200 (200-½)		
S-LOC 35**	1320/40 407 (500-¾)		
CIRCLING***	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.6 NM

Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 17

TACAN RDR Chan 111	APCH CRS 179°	Rwy ldg 12,351 THRE 898 Arpt Elev 913

JAL-5010 [USAF]

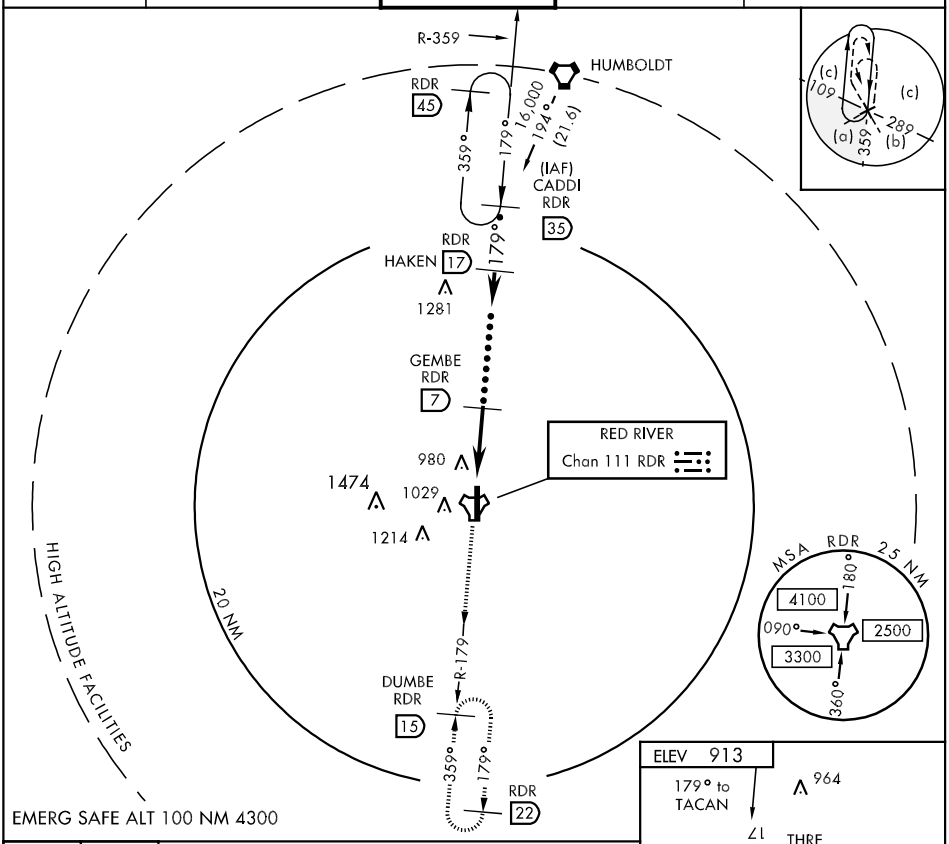
GRAND FORKS AFB (KRDR)

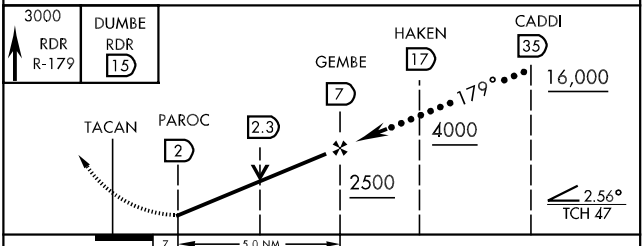
* When ALS inop, increase CAT CDE RVR to 55 and vis to 1 mile.
** Circling E of Rwy 17-35 not authorized.

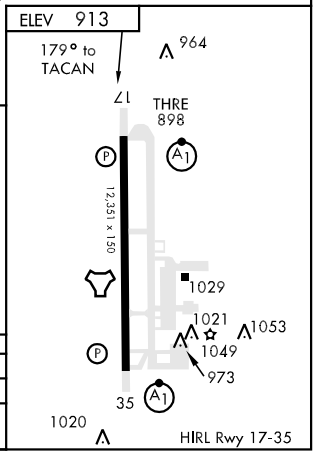
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	C	D	E
S-17 ★	1240/40 342 (400-¾)		
CIRCLING ★★	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 35

TACAN RDR Chan 111	APCH CRS 348°	Rwy ldg 12,351 THRE 913 Arpt Elev 913

JAL-5010 [USAF]

GRAND FORKS AFB (KRDR)

* When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling E of Rwy 17-35 not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7

RDR 22
Radar required for FRISK holding
353°
173°
FRISK RDR 15
1156
R-353
RED RIVER Chan 111 RDR
1474
1029
1214
RDR 5 BAPVE
1109
RDR 7 BUUBU
1189
20 NM
HIGH ALTITUDE FACILITIES
FEMAT RDR 17
1233
348°
(IAF) BLANN RDR 35
168°
348°
R-168
FL200
324° (42)
RDR 45
FARGO
EMERG SAFE ALT 100 NM 4300

(b) 168 (a) 098 278 (c) (c)

MSA RDR 2.5 NM
180°
4100
090°
2500
3300
360°

3000 RDR R-353
FRISK RDR 15
FEMAT 17
BLANN 35
FL200
348°
BUUBU 7
BAPVE 5
2.1
TACAN
MUDBE 1.4
4000
2700
2100
2.54°
TCH 48
.6
3.6 NM
2 NM

ELEV 913
HIRL Rwy 17-35
17
12,351 x 150
1029
1021
1053
1049
973
946
35
1020
THRE 913
936
348° to TACAN

CATEGORY	C	D	E
S-35 ★	1320/40 407 (500-¾)		
CIRCLING ★★	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 17

LOC I-AVA	APCH CRS	Rwy ldg 12,351 / THRE 898 / Arpt Elev 913
111.3	174°	

AL-5010 [USAF]

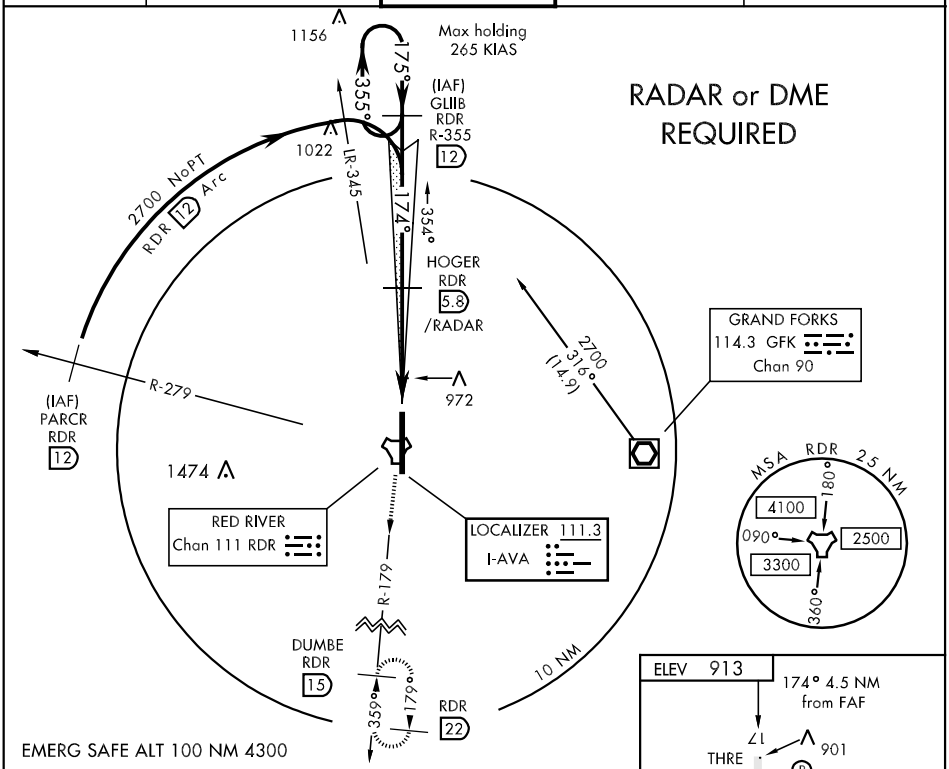
GRAND FORKS AFB (KRDR)

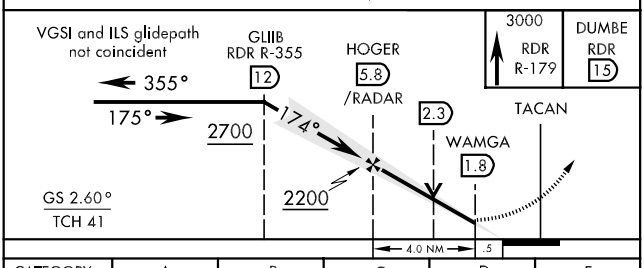
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
*** Circling E of Rwy 17-35 not authorized.

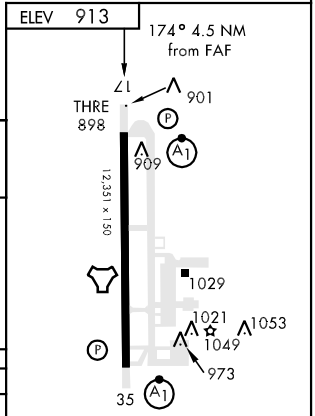
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	A	B	C	D	E
S-ILS 17 *	1102/24		204	(200-½)	
S-LOC 17 **	1240/24 342 (400-½)		1240/30 342 (400-⅝)		
CIRCLING ***	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.0 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 35

GRAND FORKS AFB (KRDR)

LOC I-RDR	APCH CRS	Rwy Idg / THRE / Arpt Elev
109.9	354°	12,351 / 913 / 913

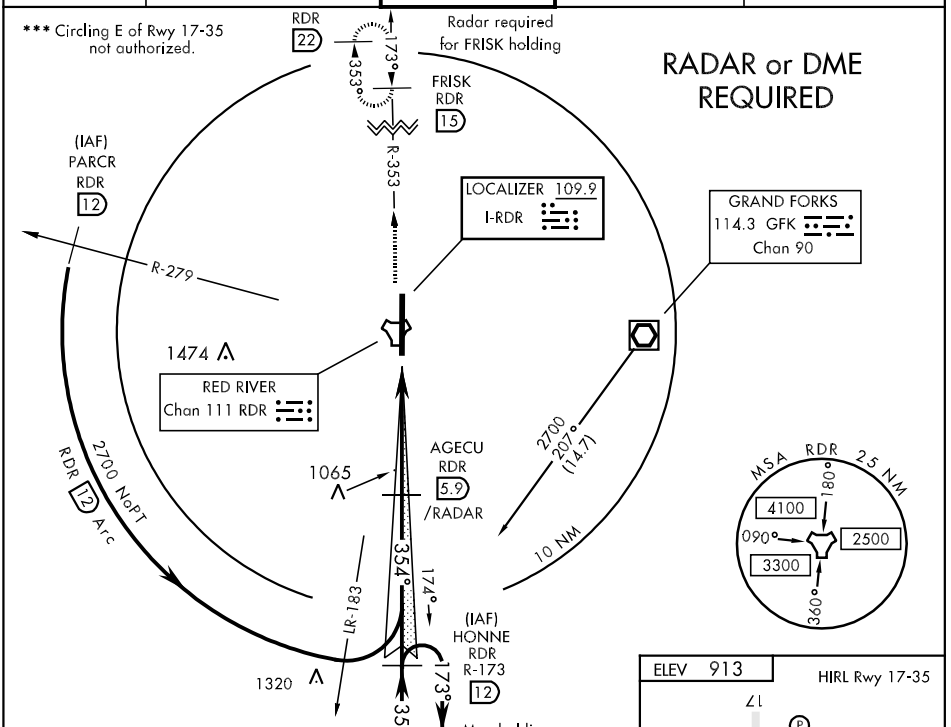
AL-5010 [USAF]

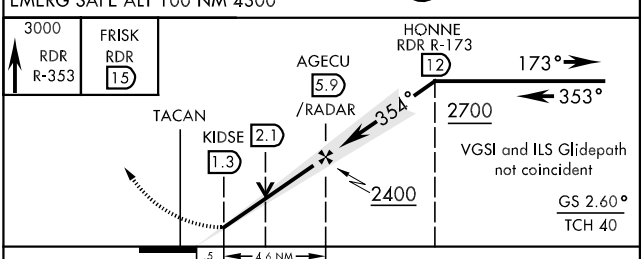
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

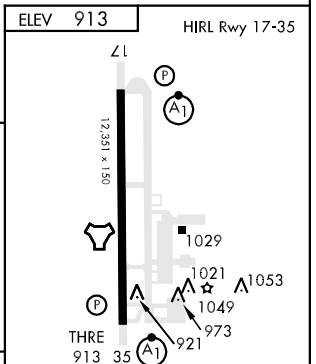
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	A	B	C	D	E
S-ILS 35 *	1113/24		200	(200-½)	
S-LOC 35 **	1320/24	407 (500-½)	1320/40	407	(500-¾)
CIRCLING ***	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 17

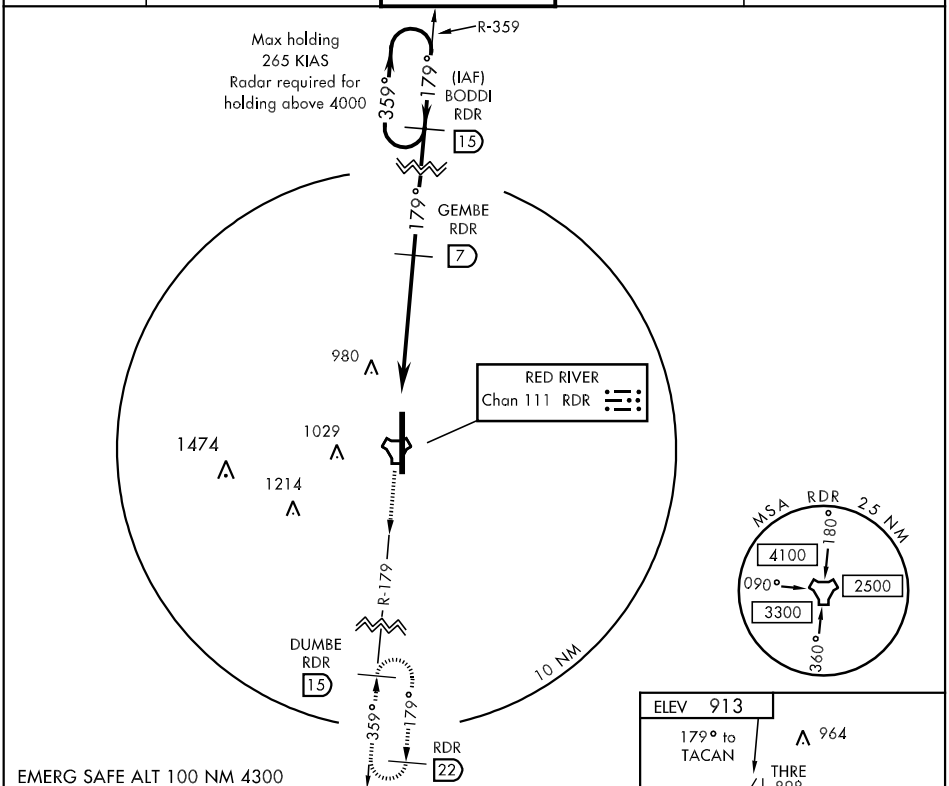
TACAN RDR Chan 111	APCH CRS 179°	Rwy ldg 12,351 THRE 898 Arpt Elev 913	AL-5010 [USAF]	GRAND FORKS AFB (KRDR)

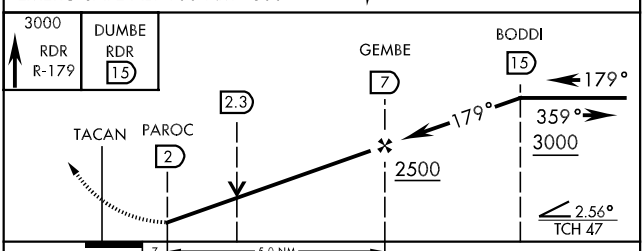
* When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.
** Circling E of Rwy 17-35 not authorized.

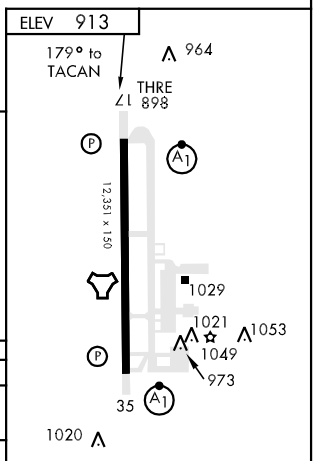
ALSF-1

MISSED APPROACH: Climb to 3000 on RDR TACAN R-179 to DUMBE and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7







CATEGORY	A	B	C	D	E
S-17 *	1240/24 342 (400-½)		1240/40 342 (400-¾)		
CIRCLING **	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 35

GRAND FORKS AFB (KRDR)

TACAN RDR Chan 111	APCH CRS 348°	Rwy Idg 12,351 THRE 913 Arpt Elev 913

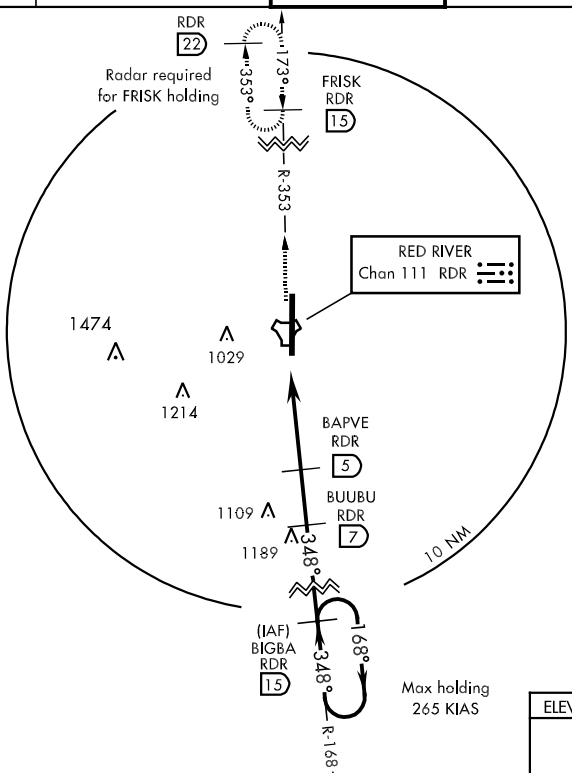
AL-5010 [USAF]

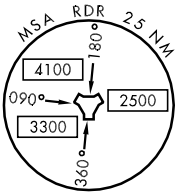
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling E of Rwy 17-35 not authorized.

ALSF-1 (A1)

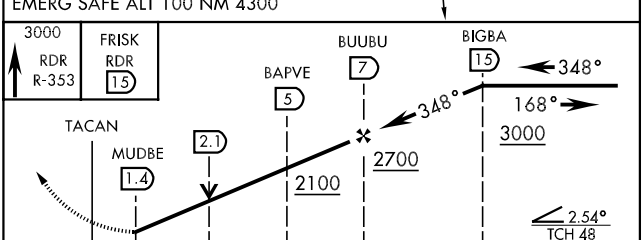
MISSED APPROACH: Climb to 3000 on RDR TACAN R-353 to FRISK and hold.

ATIS ★	GRAND FORKS APP CON	RED RIVER TOWER	GND CON	CLNC DEL
273.45	118.1 318.1	124.9 349.0	119.15 275.8	119.15 360.7



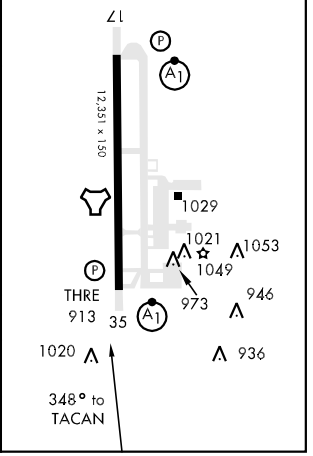


EMERG SAFE ALT 100 NM 4300



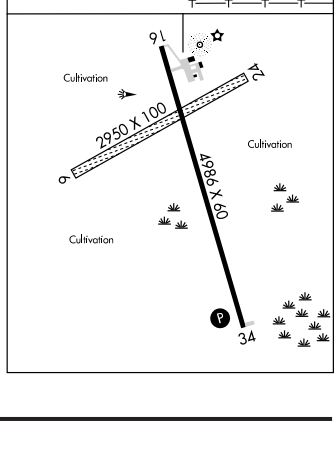
CATEGORY	A	B	C	D	E
S-35 *	1320/24 407 (500-½)		1320/40 407 (500-¾)		
CIRCLING **	1340-1 427 (500-1)	1380-1 467 (500-1)	1380-1½ 467 (500-1½)	1480-2 567 (600-2)	2040-3 1127 (1200-3)

ELEV 913 HIRL Rwy 17-35



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

GWINNER–ROGER MELROE FLD (GWR) 1 SE UTC−6(−5DT) N46°13.12′ W97°38.61′ **TWIN CITIES**
1266 B **FUEL** 100LL NOTAM FILE GFK **H–2H, L–14G**
RWY 16–34: H4986X60 (ASPH) S–14, D–19 MIRL **IAP**
RWY 16: Road. **RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 25′.
RWY 06–24: 2950X100 (TURF) 0.5% up SW
RWY 06: Antenna. **RWY 24:** P-line.
AIRPORT REMARKS: Unattended. For arpt manager call 701–680–8000. For fuel call 701–680–8000. Deer and birds on and invof arpt. Rwy 06–24 CLOSED winter months. Rwy 16 +480′ lgtd tower 17,500′ fm thld 3000′ right of extended centerline. Confirm winter conditions and Rwy 16–34 snow removal with arpt manager, 701–680–8000 or city maintenance 701–678–2548. Rwy 16 + 42′ P-line 2440′ from thld on centerline apch ratio 50:1. Rwy 06–24 thld marked with red cones, no markers on rwy edges. ACTIVATE MIRL Rwy 16–34, PAPI and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (701) 678–6801.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 217° 45.9 NM to fld. 910/9E. **HIWAS.**
NDB (MHW) 278 GWR N46°13.42′ W97°38.56′ at fld. NOTAM FILE GFK.

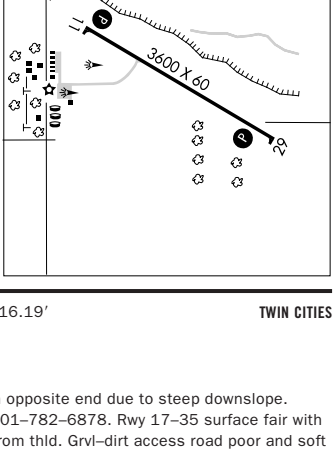


HAMRY FLD (See KINDRED)

HANKINS (See PARSHALL–HANKINS)

HARRY STERN (See WAHPETON)

HARVEY MUNI (5H4) 1 N UTC−6(−5DT) N47°47.47′ W99°55.91′ **TWIN CITIES**
1607 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 11–29: H3600X60 (ASPH) S 12.5 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 29: PAPI(P2L)—GA 3.0° TCH 28′. P-line.
AIRPORT REMARKS: Unattended. For fuel call 701–324–2225 Harvey police department or arpt manager 701–324–2000. Confirm snow removal after major storm with arpt manager 701–324–2000. Deer on and invof arpt. MIRL Rwy 11–29 preset on low ints, to increase ints—and ACTIVATE PAPI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.825 (701) 324–2058.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 238° 45.5 NM to fld. 1448/7E.



HAZELTON MUNI (6H8) 1 E UTC−6(−5DT) N46°28.92′ W100°16.19′ **TWIN CITIES**
2003 NOTAM FILE GFK
RWY 17–35: 3800X100 (TURF)
RWY 17: Road. **RWY 35:** P–line.
AIRPORT REMARKS: Unattended. Pilots at W end of twy cannot see acft on opposite end due to steep downslope. Confirm winter conditions before use; snow removal irregular; call 701–782–6878. Rwy 17–35 surface fair with grass clumps and holes possible. Rwy 17 −3′ ditch 30′ outbound from thld. Grvl–dirt access road poor and soft when wet; potholes possible. Rwy 17 also +30′ trees 300′ from thld; 150′ right of centerline; apch ration 10:1. Twy centerline area has rough turf surface, smoothest is south third.
COMMUNICATIONS: CTAF 122.9

NDB GWR 278	APP CRS 344°	Rwy Idg 4986 TDZE 1256 Apt Elev 1266

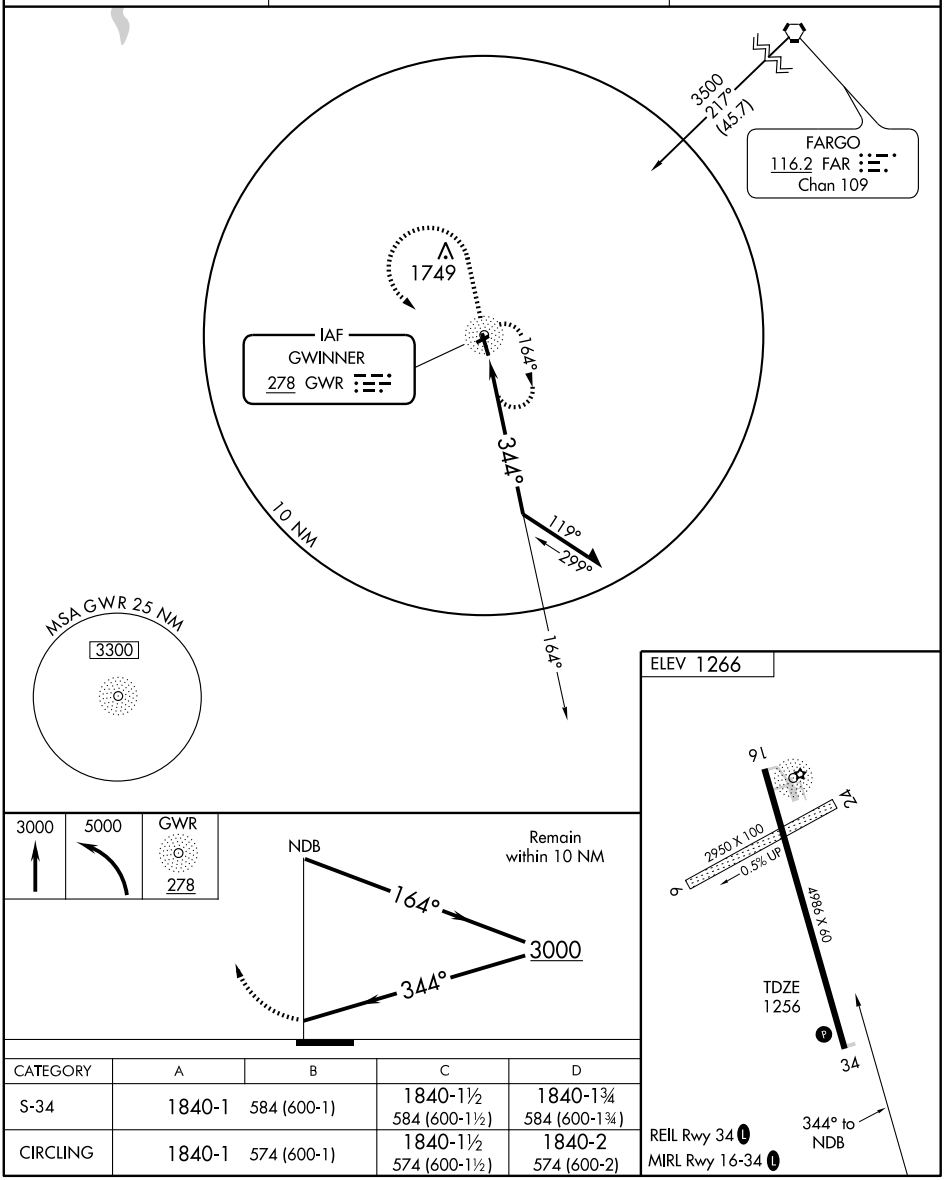
NDB RWY 34

GWINNER-ROGER MELROE FIELD (GWR)

When local altimeter setting not received, use Fargo altimeter setting and increase all MDA 180 feet. Increase all Cat B visibilities ¼ mile, and all Cat C/D visibilities ¾ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 5000 direct GWR NDB and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-34	1840-1	584 (600-1)	1840-1½ 584 (600-1½)	1840-1¾ 584 (600-1¾)
CIRCLING	1840-1	574 (600-1)	1840-1½ 574 (600-1½)	1840-2 574 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4986
160°	TDZE	1256
	Apt Elev	1266

RNAV (GPS) RWY 16

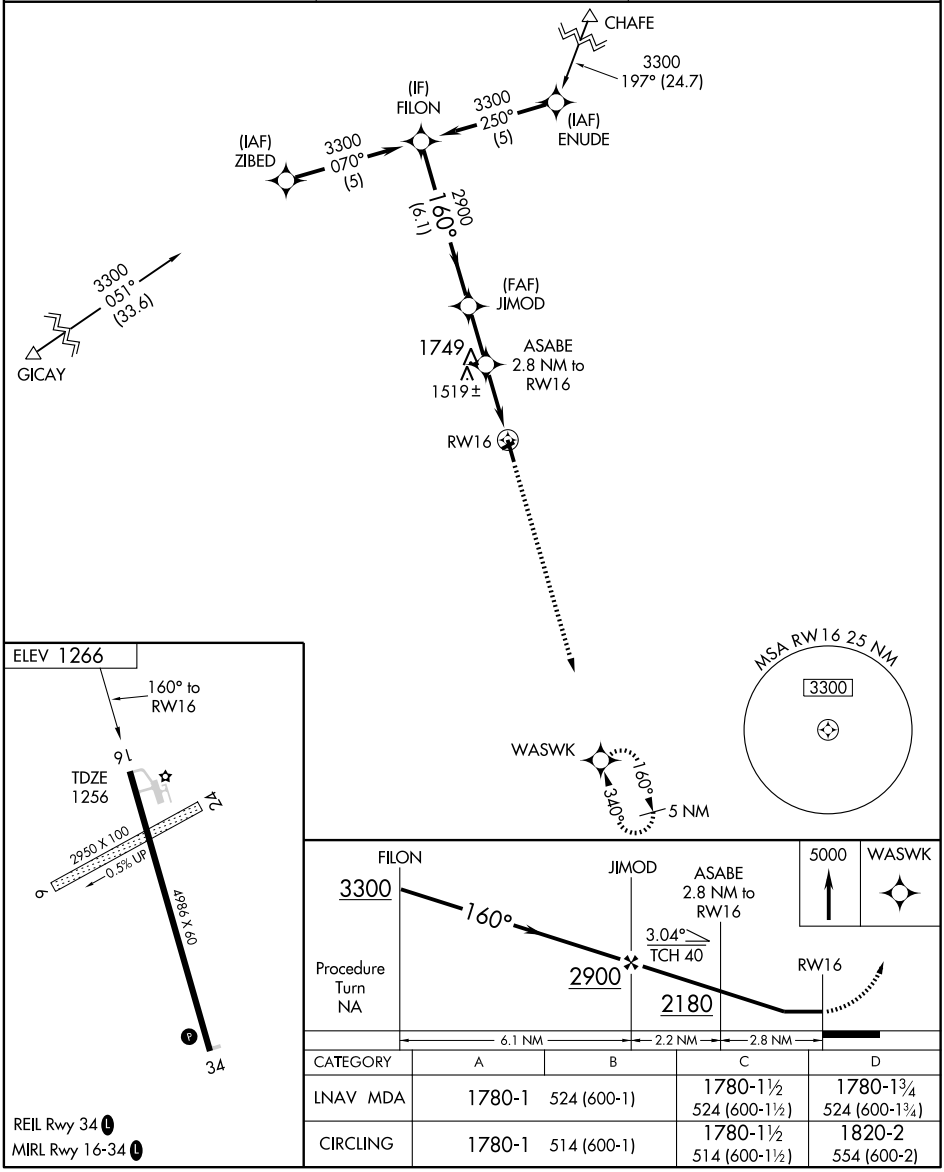
GWINNER-ROGER MELROE FIELD (GWR)

T
A NA

Circling to Rwy 6-24 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fargo altimeter setting and increase all MDA 180 feet. Increase LNAV Cat C/D visibility ½ mile, Circling Cat C ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climb to 5000 direct WASWK and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1780-1	524 (600-1)	1780-1½ 524 (600-1½)	1780-1¾ 524 (600-1¾)
CIRCLING	1780-1	514 (600-1)	1780-1½ 514 (600-1½)	1820-2 554 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4986
CH 99317	340°	TDZE	1255
W34A		Apt Elev	1266

RNAV (GPS) RWY 34

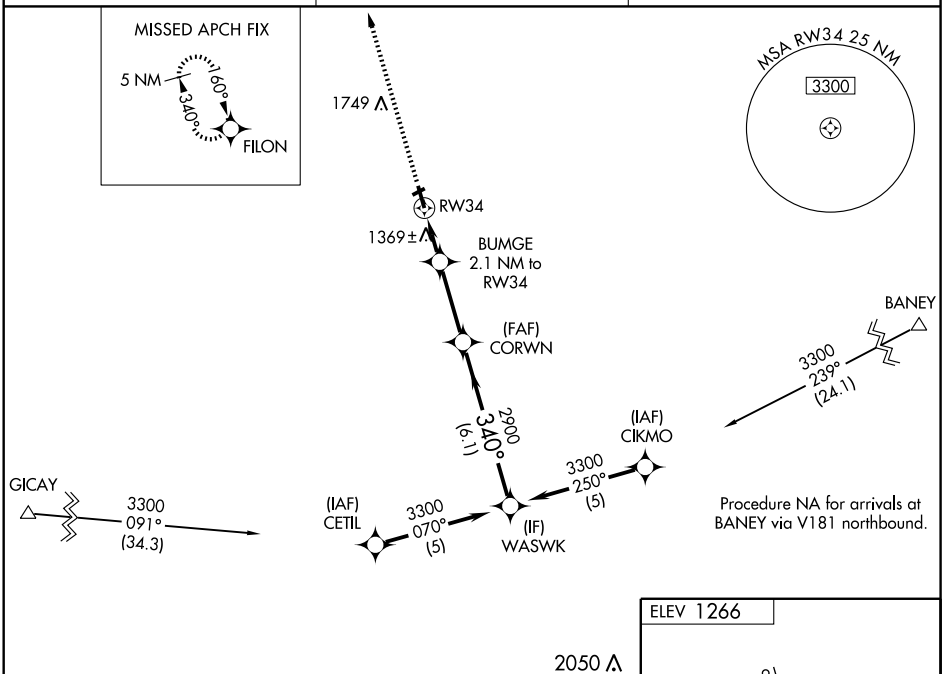
GWINNER-ROGER MELROE FIELD (GWR)

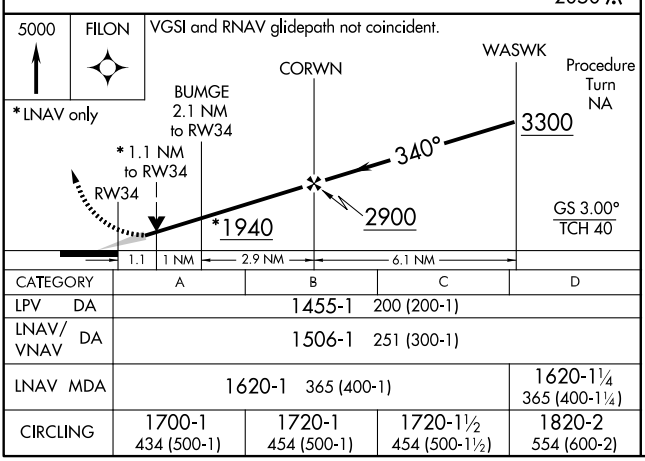
T
A NA

Circling to Rwy 6-24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fargo altimeter setting and increase all DA 176 feet, all MDA 180 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C/D visibility ½ mile and Circling CAT C/D ¼ mile. VDP and Baro-VNAV NA when using Fargo altimeter setting.

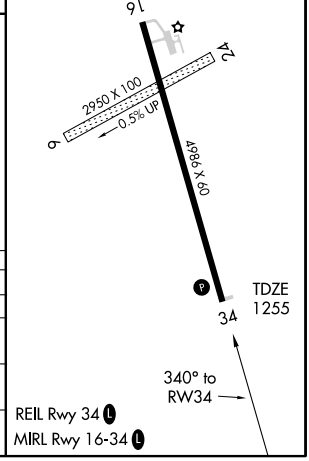
MISSED APPROACH: Climb to 5000 direct FILON and hold, continue climb-in-hold to 5000.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.325	127.35 278.3	122.7 (CTAF) L



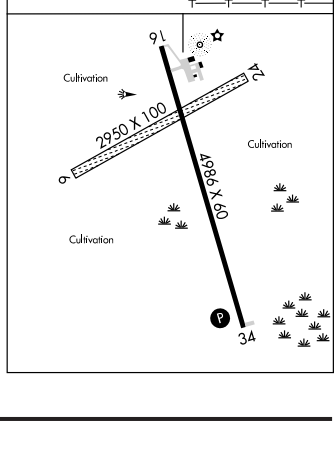


CATEGORY	A	B	C	D
LPV DA	1455-1	200 (200-1)		
LNAV/VNAV DA	1506-1	251 (300-1)		
LNAV MDA	1620-1	365 (400-1)		1620-1¼ 365 (400-1¼)
CIRCLING	1700-1 434 (500-1)	1720-1 454 (500-1)	1720-1½ 454 (500-1½)	1820-2 554 (600-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

GWINNER–ROGER MELROE FLD (GWR) 1 SE UTC−6(−5DT) N46°13.12′ W97°38.61′ **TWIN CITIES**
1266 B **FUEL** 100LL NOTAM FILE GFK **H–2H, L–14G**
RWY 16–34: H4986X60 (ASPH) S–14, D–19 MIRL **IAP**
RWY 16: Road. **RWY 34:** REIL. PAPI(P2L)—GA 3.0° TCH 25′.
RWY 06–24: 2950X100 (TURF) 0.5% up SW
RWY 06: Antenna. **RWY 24:** P-line.
AIRPORT REMARKS: Unattended. For arpt manager call 701–680–8000. For fuel call 701–680–8000. Deer and birds on and invof arpt. Rwy 06–24 CLOSED winter months. Rwy 16 +480′ lgtd tower 17,500′ fm thld 3000′ right of extended centerline. Confirm winter conditions and Rwy 16–34 snow removal with arpt manager, 701–680–8000 or city maintenance 701–678–2548. Rwy 16 + 42′ P-line 2440′ from thld on centerline apch ratio 50:1. Rwy 06–24 thld marked with red cones, no markers on rwy edges. ACTIVATE MIRL Rwy 16–34, PAPI and REIL Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (701) 678–6801.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 127.35
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 217° 45.9 NM to fld. 910/9E. **HIWAS.**
NDB (MHW) 278 GWR N46°13.42′ W97°38.56′ at fld. NOTAM FILE GFK.

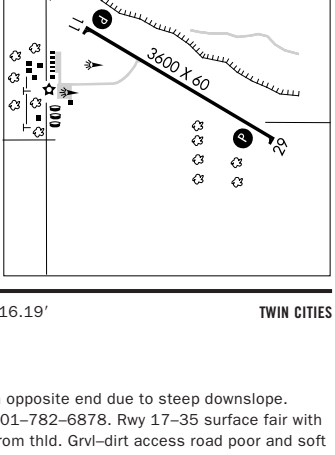


HAMRY FLD (See KINDRED)

HANKINS (See PARSHALL–HANKINS)

HARRY STERN (See WAHPETON)

HARVEY MUNI (5H4) 1 N UTC−6(−5DT) N47°47.47′ W99°55.91′ **TWIN CITIES**
1607 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 11–29: H3600X60 (ASPH) S 12.5 MIRL **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 29: PAPI(P2L)—GA 3.0° TCH 28′. P-line.
AIRPORT REMARKS: Unattended. For fuel call 701–324–2225 Harvey police department or arpt manager 701–324–2000. Confirm snow removal after major storm with arpt manager 701–324–2000. Deer on and invof arpt. MIRL Rwy 11–29 preset on low ints, to increase ints—and ACTIVATE PAPI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.825 (701) 324–2058.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 126.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 238° 45.5 NM to fld. 1448/7E.



HAZELTON MUNI (6H8) 1 E UTC−6(−5DT) N46°28.92′ W100°16.19′ **TWIN CITIES**
2003 NOTAM FILE GFK
RWY 17–35: 3800X100 (TURF)
RWY 17: Road. **RWY 35:** P–line.
AIRPORT REMARKS: Unattended. Pilots at W end of twy cannot see acft on opposite end due to steep downslope. Confirm winter conditions before use; snow removal irregular; call 701–782–6878. Rwy 17–35 surface fair with grass clumps and holes possible. Rwy 17 −3′ ditch 30′ outbound from thld. Grvl–dirt access road poor and soft when wet; potholes possible. Rwy 17 also +30′ trees 300′ from thld; 150′ right of centerline; apch ration 10:1. Twy centerline area has rough turf surface, smoothest is south third.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3600
112°	TDZE	1607
	Apt Elev	1607

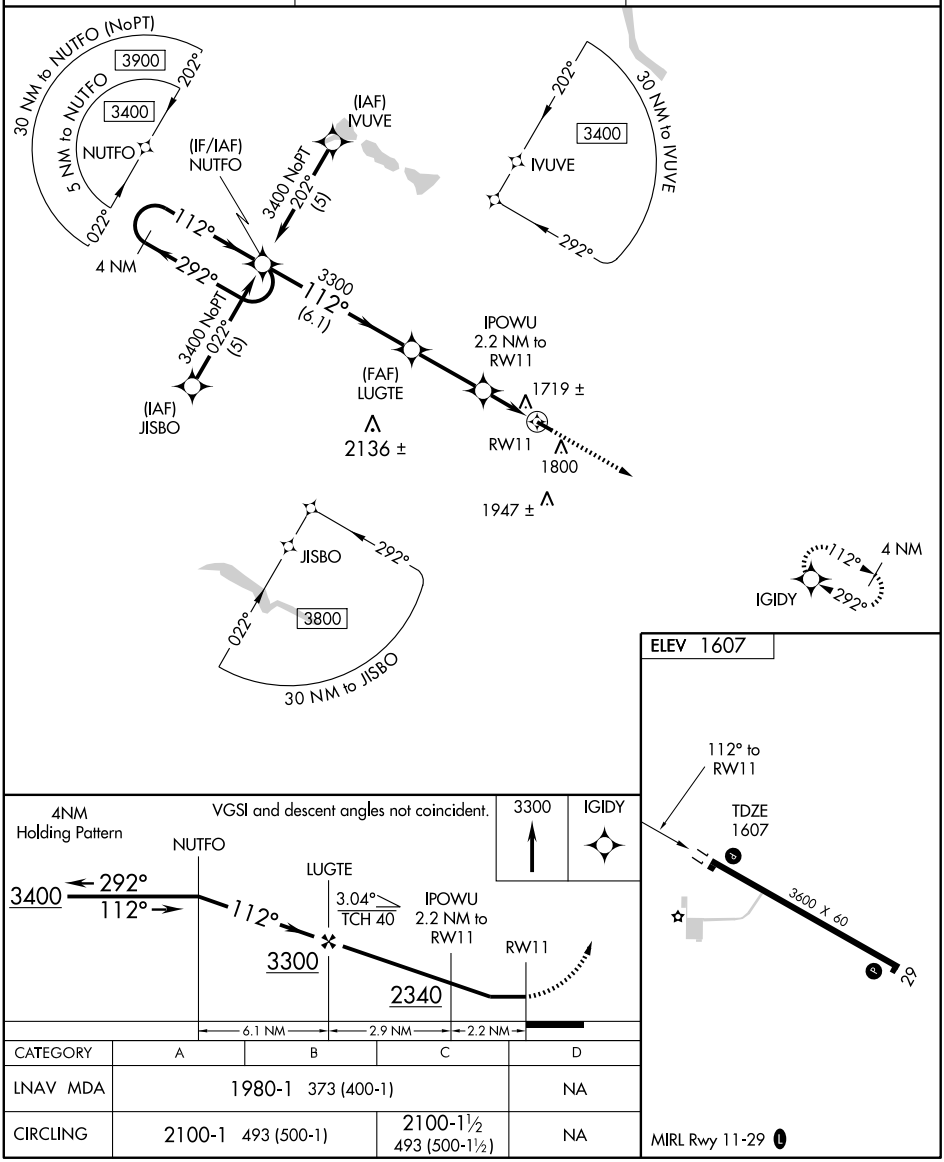
RNAV (GPS) RWY 11

HARVEY MUNI (5H4)

DME/DME RNP-0.3 NA. Procedure NA at night.
NA Visibility reduction by helicopters NA. When local altimeter setting not received; use Devil's Lake altimeter setting and increase all MDA 140 feet; increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3300 direct IGIDY and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	126.8 256.7	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1980-1 373 (400-1)			NA
CIRCLING	2100-1 493 (500-1)		2100-1½ 493 (500-1½)	NA

MIRL Rwy 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3600
CH 82219	292°	TDZE	1607
W29A		Apt Elev	1607

RNAV (GPS) RWY 29

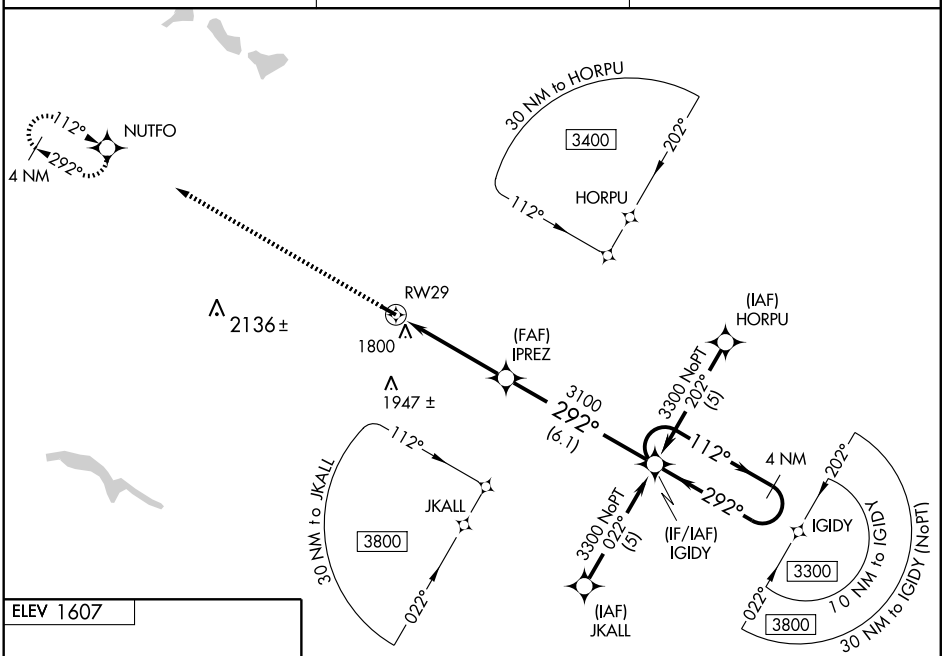
HARVEY MUNI (5H4)

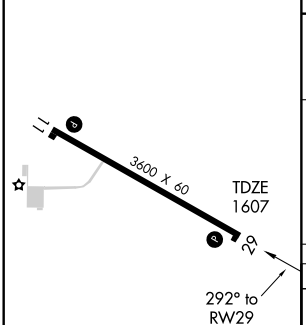
T
NA

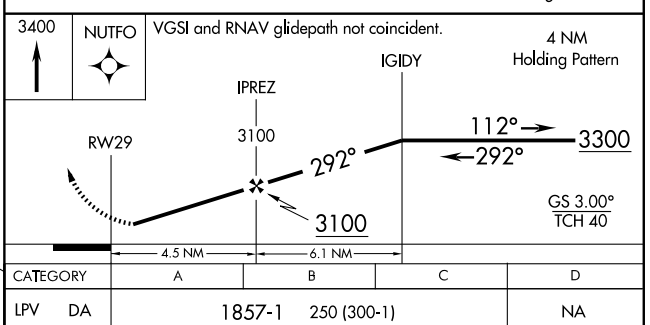
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Circling to Rwy 11 NA at night. Baro-VNAV NA when using Devil's Lake altimeter setting. When local altimeter setting not received, use Devil's Lake altimeter setting and increase all DA 127 feet, and all MDA 140 feet; increase LPV visibility ¼ mile Cats A, B, and C, LNAV/VNAV visibility Cats A, B, C, and LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct NUTFO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.825	126.8 256.7	122.8 (CTAF) L







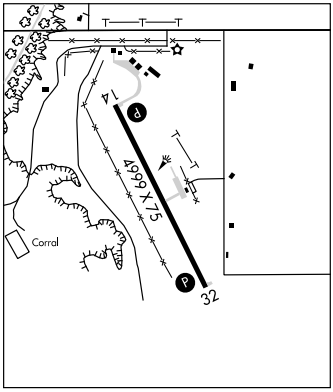
CATEGORY	A	B	C	D
LPV DA	1857-1 250 (300-1)			NA
LNAV/VNAV DA	2119-1¾ 512 (600-1¾)			NA
LNAV MDA	2100-1 493 (500-1)		2100-1¼ 493 (500-1¼)	NA
CIRCLING	2100-1 493 (500-1)		2100-1½ 493 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HAZEN N47°16.17′ W101°25.67′ BILLINGS
RCO 122.45 (GRAND FORKS RADIO) L–14F

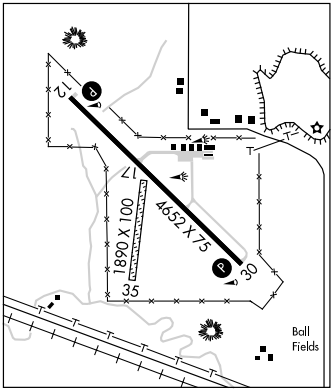
HAZEN

MERCER CO RGNL (HZE) 2 E UTC−6(−5DT) N47°17.40′ W101°34.86′ BILLINGS
1814 B S2 **FUEL** 100LL, JET A NOTAM FILE GFK L–14F
RWY 14–32: H4999X75 (ASPH) S–17 MIRL 0.5% up SE IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Unattended.Self svc 24 hr credit card fueling avbl. Confirm snow removal Oct–Apr, call 701–880–0042. Transportation svc call 701–880–0042. 654′ lgtd twr 3.8 NM from thld Rwy 14. Rwy 14–32 twy and apron marked with reflectors. Rwy 14–32 apron has 2 CONC 20,000 lb single weight tiedown spaces. ACTIVATE MIRL Rwy 14–32, REIL Rwy 32, and PAPI Rwy 14 and Rwy 32—CTAF
COMMUNICATIONS: CTAF 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 298° 49.2 NM to fld. 1841/12E. **HIWAS.**



HECTOR INTL (See FARGO)

HETTINGER MUNI (HEI) 1 NW UTC−7(−6DT) N46°00.94′ W102°39.34′ BILLINGS
2705 B S4 **FUEL** 100LL, A NOTAM FILE HEI L–14F
RWY 12–30: H4652X75 (ASPH) S–11.5 MIRL IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
RWY 30: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
RWY 17–35: 1890X100 (TURF)
RWY 35: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For attendant dusk–dawn call 701–567–2069. 24 hr self svc fuel avbl with credit card. Deer on and invof arpt. Twys illuminated with reflectors for nighttime use. Confirm winter conditions Rwy 17–35, call arpt manager 701–567–2069. Rotating bcn OTS indef. MIRL Rwy 12–30 preset on low ints dusk–0630Z‡, after 0630Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (701) 567–4594.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 160° 51.0 NM to fld. 2520/14E. **HIWAS.**



WAAS	APP CRS	Rwy Idg	4999
CH 48818	144°	TDZE	1787
W14A		Apt Elev	1814

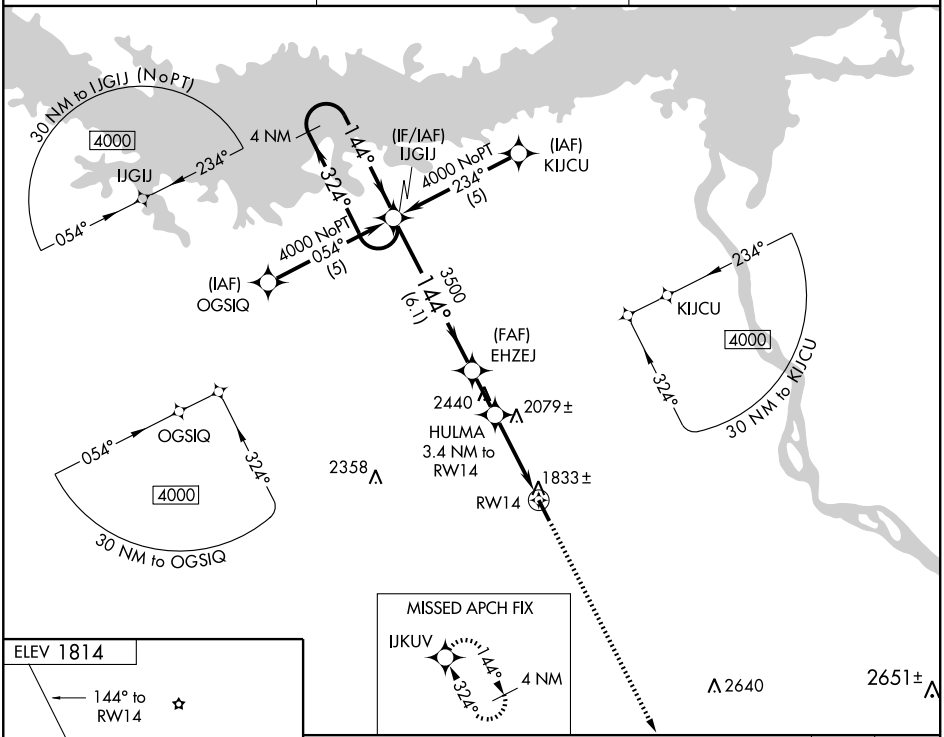
RNAV (GPS) RWY 14

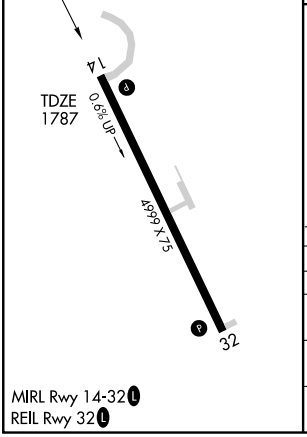
HAZEN/MERCER COUNTY RGNL (HZE)

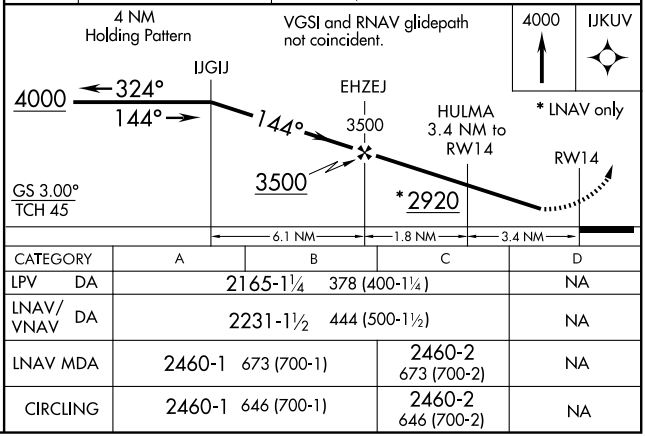
When VGSI inoperative, procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bismarck altimeter setting, when not received use Minot Intl altimeter setting and increase all DA 23 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 4000 direct IJKUV and hold.

BISMARCK ASOS	MINNEAPOLIS CENTER	CTAF
119.35	124.25 380.3	122.8 L







CATEGORY	A	B	C	D
LPV DA	2165-1¼	378 (400-1¼)		NA
LNAV/VNAV DA	2231-1½	444 (500-1½)		NA
LNAV MDA	2460-1	673 (700-1)	2460-2 673 (700-2)	NA
CIRCLING	2460-1	646 (700-1)	2460-2 646 (700-2)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4999
CH 53318	324°	TDZE	1814
W32A		Apt Elev	1814

RNAV (GPS) RWY 32

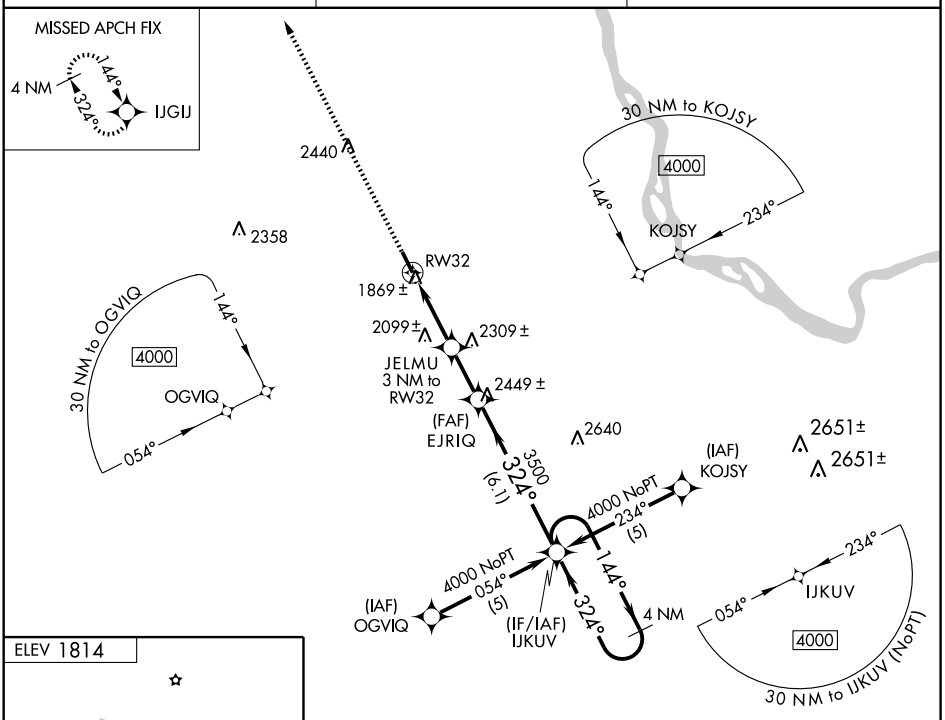
HAZEN/MERCER COUNTY RGNL (HZE)

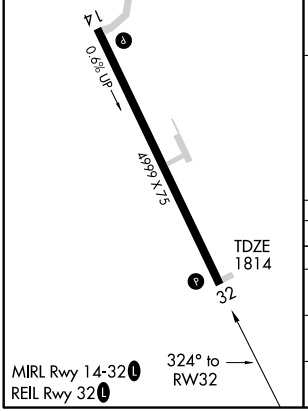
When VGSI inoperative, procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Bismarck altimeter setting, when not received use Minot Intl altimeter setting and increase all DA 23 feet and all MDA 40 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile.

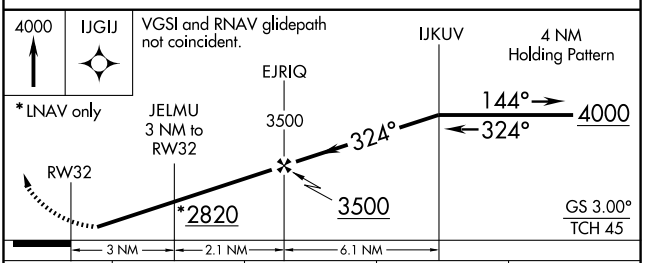
MISSED APPROACH: Climb to 4000 direct IJGIJ and hold.

BISMARCK ASOS	MINNEAPOLIS CENTER	CTAF
119.35	124.25 380.3	122.8 L

MISSED APCH FIX







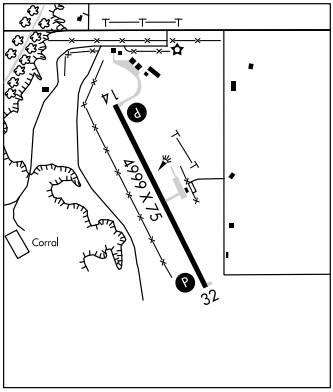
CATEGORY	A	B	C	D
LPV DA	2192-1¼ 378 (400-1¼)			NA
LNAV/VNAV DA	2352-2 538 (600-2)			NA
LNAV MDA	2480-1 666 (700-1)		2480-1¾ 666 (700-1¾)	NA
CIRCLING	2480-1 666 (700-1)		2480-1¾ 666 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HAZEN N47°16.17′ W101°25.67′ BILLINGS
RCO 122.45 (GRAND FORKS RADIO) L–14F

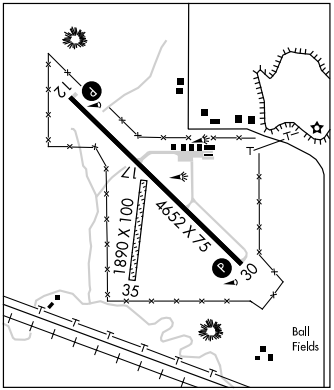
HAZEN

MERCER CO RGNL (HZE) 2 E UTC−6(−5DT) N47°17.40′ W101°34.86′ BILLINGS
1814 B S2 **FUEL** 100LL, JET A NOTAM FILE GFK L–14F
RWY 14–32: H4999X75 (ASPH) S–17 MIRL 0.5% up SE IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Unattended.Self svc 24 hr credit card fueling avbl. Confirm snow removal Oct–Apr, call 701–880–0042. Transportation svc call 701–880–0042. 654′ lgtd twr 3.8 NM from thld Rwy 14. Rwy 14–32 twy and apron marked with reflectors. Rwy 14–32 apron has 2 CONC 20,000 lb single weight tiedown spaces. ACTIVATE MIRL Rwy 14–32, REIL Rwy 32, and PAPI Rwy 14 and Rwy 32—CTAF
COMMUNICATIONS: CTAF 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 298° 49.2 NM to fld. 1841/12E. **HIWAS.**



HECTOR INTL (See FARGO)

HETTINGER MUNI (HEI) 1 NW UTC−7(−6DT) N46°00.94′ W102°39.34′ BILLINGS
2705 B S4 **FUEL** 100LL, A NOTAM FILE HEI L–14F
RWY 12–30: H4652X75 (ASPH) S–11.5 MIRL IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
RWY 30: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
RWY 17–35: 1890X100 (TURF)
RWY 35: Fence.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For attendant dusk–dawn call 701–567–2069. 24 hr self svc fuel avbl with credit card. Deer on and invof arpt. Twys illuminated with reflectors for nighttime use. Confirm winter conditions Rwy 17–35, call arpt manager 701–567–2069. Rotating bcn OTS indef. MIRL Rwy 12–30 preset on low ints dusk–0630Z‡, after 0630Z‡ ACTIVATE—CTAF. To increase ints and ACTIVATE PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 119.925 (701) 567–4594.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 124.25
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 160° 51.0 NM to fld. 2520/14E. **HIWAS.**



APP CRS	Rwy Idg	4652
308°	TDZE	2705
	Apt Elev	2705

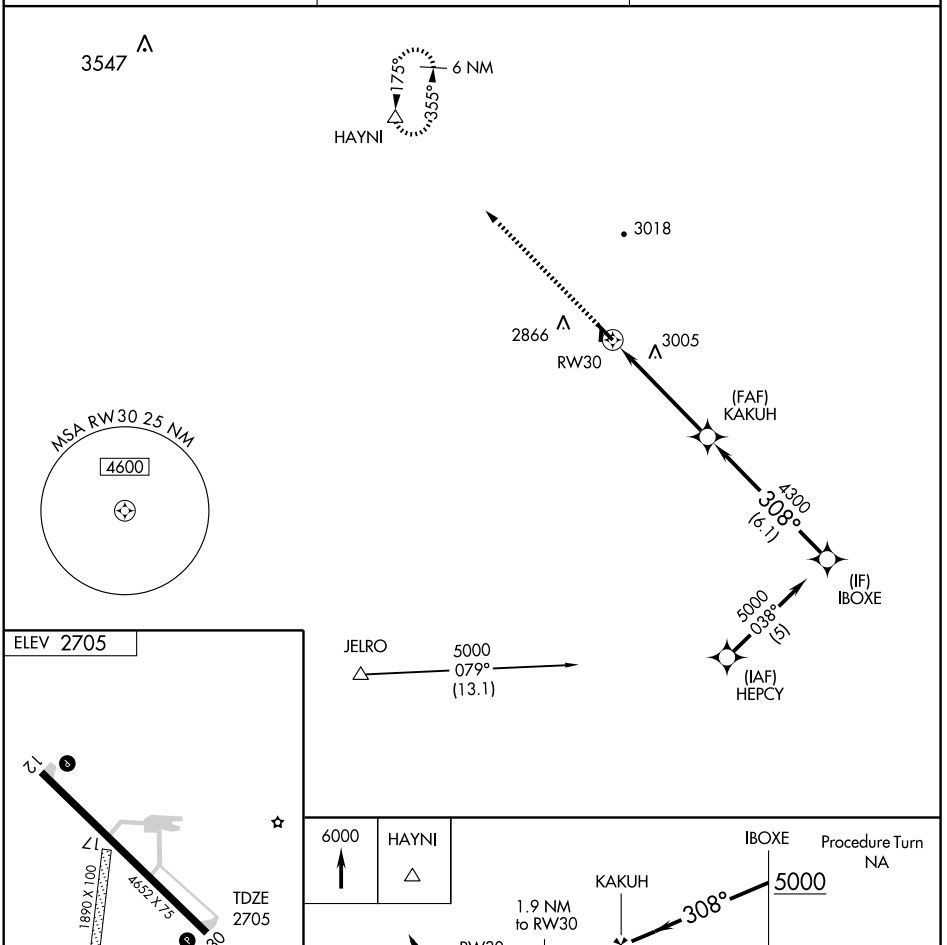
RNAV (GPS) RWY 30

HETTINGER MUNI (HEI)

▼ ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Bowman altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C ¼ mile, and Cat D ½ mile. VDP NA with Bowman altimeter setting.

MISSED APPROACH:
Climb to 6000 direct HAYNI and hold, continue climb-in-hold to 6000.

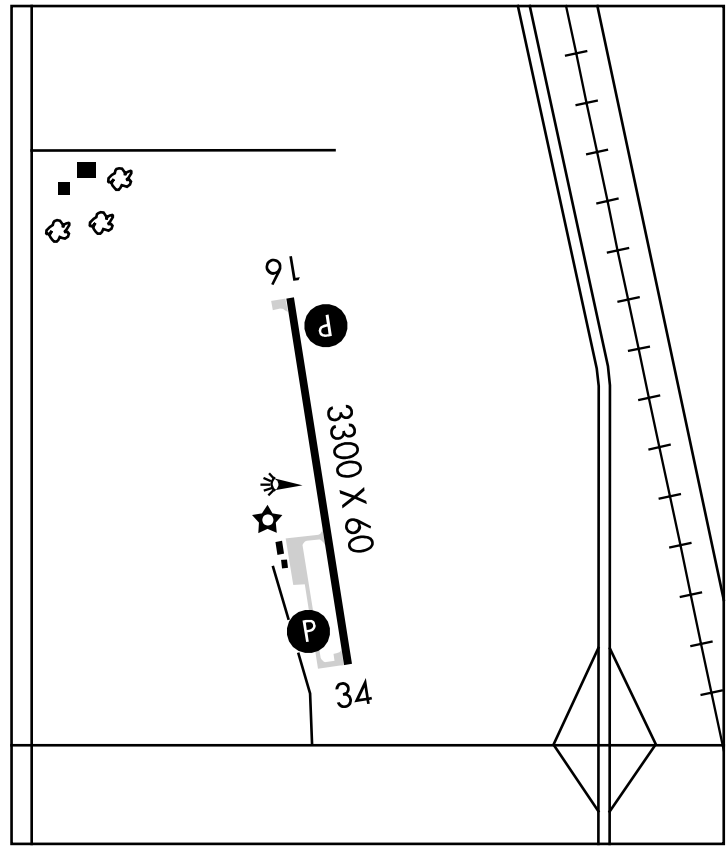
ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	124.25 380.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3320-1	615 (700-1)	3320-1¾ 615 (700-1¾)	3320-2 615 (700-2)
CIRCLING	3320-1	615 (700-1)	3320-1¾ 615 (700-1¾)	3400-2¼ 695 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HILLSBORO MUNI (3H4) 3 S UTC−6(−5DT) N47°21.57′ W97°03.62′ **TWIN CITIES**
905 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 16–34: H3300X60 (ASPH) S–16.5 MIRL **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 34: PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. After hrs on call 701–430–1444. Fuel 24 hr self svc credit card fuel avbl. For snow removal or winter conditions call arpt 701–436–4039 or 430–1444. Aerial spraying ops May–Aug invof arpt. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **FARGO APP/DEP CON** 120.4 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 163° 36.1 NM to fld. 841/9E. **HIWAS.**



HISER N47°50.78′ W97°10.89′ NOTAM FILE GFK. **TWIN CITIES**
NDB(LOM) 345 GF 356° 6.2 NM to Grand Forks Intl.

HUTSON FLD (See GRAFTON)

INTL PEACE GARDEN (See DUNSEITH)

JADAN N46°41.88′ W100°38.86′ NOTAM FILE BIS. **TWIN CITIES**
NDB (LOM) 230 BI 307° 6.1 NM to Bismarck Muni. Unmonitored. **L–14F**

RNAV (GPS) RWY 16

HILLSBORO MUNI (3H4)

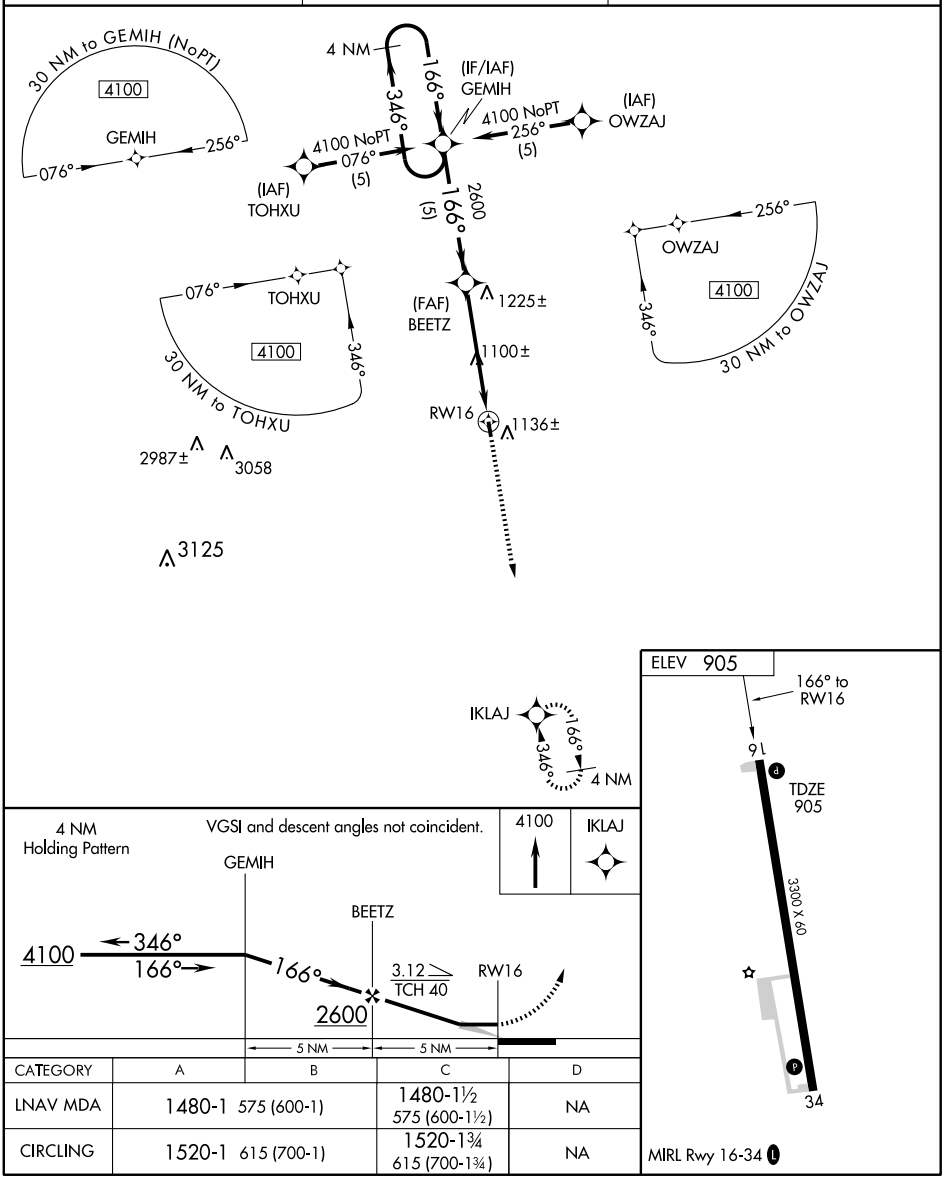
APP CRS	Rwy Idg	3300
166°	TDZE	905
	Apt Elev	905

T A NA

DME/DME RNP- 0.3 NA.
Use Fargo altimeter setting.

MISSED APPROACH: Climb to 4100 direct IKLAJ WP and hold.

FARGO ASOS	FARGO APP CON ★	CTAF
124.5	120.4 377.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1480-1 575 (600-1)		1480-1½ 575 (600-1½)	NA
CIRCLING	1520-1 615 (700-1)		1520-1¾ 615 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 34

HILLSBORO MUNI (3H4)

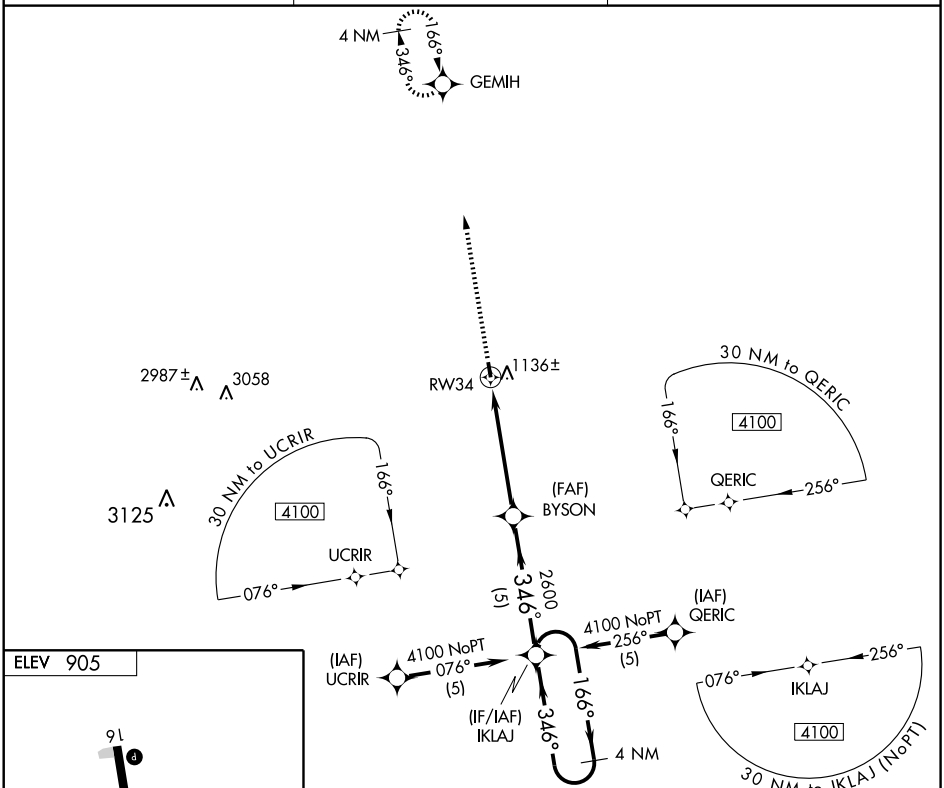
APP CRS	Rwy Idg	3300
346°	TDZE	905
	Apt Elev	905

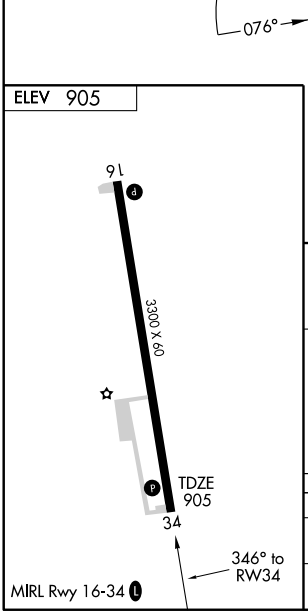
T A NA

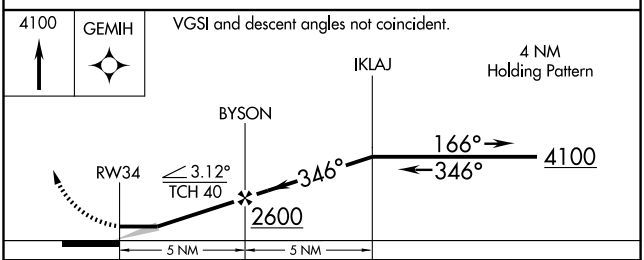
DME/DME RNP- 0.3 NA.
Use Fargo altimeter setting.

MISSED APPROACH: Climb to 4100 direct GEMIH WP and hold.

FARGO ASOS	FARGO APP CON★	CTAF
124.5	120.4 377.15	122.9 L



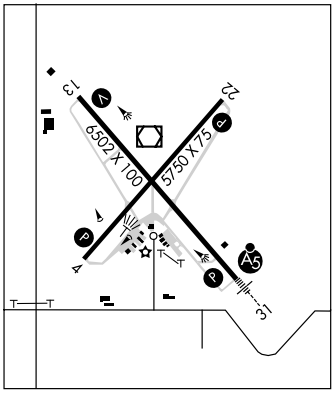




CATEGORY	A	B	C	D
LNAV MDA	1460-1 555 (600-1)		1460-1½ 555 (600-1½)	NA
CIRCLING	1520-1 615 (700-1)		1520-1¾ 615 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

JAMESTOWN RGNL (JMS) 2 NE UTC−6(−5DT) N46°55.78′ W98°40.69′ **TWIN CITIES**
1500 B S4 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index A NOTAM FILE JMS **H–2I, L–14G**
RWY 13–31: H6502X100 (ASPH–GRVD) S–130, D–160, 2S–175, 2D–250 HIRL **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 51′. Tree.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 04–22: H5750X75 (ASPH) S–85, D–103, 2S–131, 2D–162 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 20′.



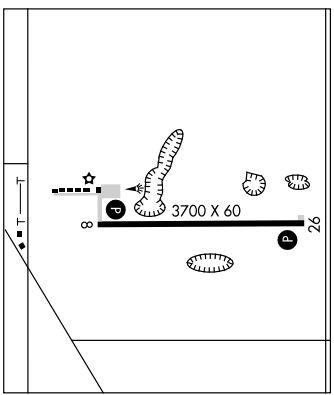
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–5750	TODA–5750	ASDA–5750	LDA–5750
RWY 13:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502
RWY 22:	TORA–5750	TODA–5750	ASDA–5750	LDA–5750
RWY 31:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs, call 701–952–1515. Fuel 100LL avbl 24 hrs with credit card. 24 hr pilot lounge avbl. Birds on and invof arpt. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 701–252–0224/701–252–6466. Air carrier ops involving acft with more than 9 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. Rwy 13 VASI restricted to +/- 8° either side of centerline. ACTIVATE MIRL Rwy 04–22, HIRL Rwy 13–31, MALSR Rwy 31, VASI Rwy 13, REIL Rwy 13, Rwy 04, and Rwy 22, and PAPI Rwy 04, Rwy 22 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 118.425 (701) 251–9002.
HIWAS 114.5 JMS.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 123.6 122.2 (GRAND FORKS RADIO)
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
(L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ at fld. 1493/10E. **HIWAS.**
SABON NDB (LOM) 395 JM N46°51.77′ W98°34.84′ 307° 5.7 NM to fld.
ILS/DME 109.3 I–JMS Chan 30 Rwy 31 Class IE. LOM SABON NDB. ILS unmonitored.

KENIE N47°00.56′ W96°48.91′ NOTAM FILE FAR. **TWIN CITIES**
NDB (HW/LOM) 365 AA 174° 5.3 NM to Hector Intl. **L–14G**

KENMARE MUNI (7K5) 1 SE UTC−6(−5DT) N48°40.06′ W102°02.86′ **BILLINGS**
1962 B **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 08–26: H3700X60 (ASPH) S–12 MIRL **IAP**
RWY 08: PAPI(P2L)–GA 3.0° TCH 25′. Pole.
RWY 26: PAPI(P2L)–GA 3.0° TCH 25′. Road.



AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl with credit card. Confirm winter conditions and snow removal with arpt manager 701–385–4029. Waterfowl on or invof arpt. Wildlife refuge located 3500′ west. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF 122.8
Ⓡ **MINOT APP/DEP CON** 119.6 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡), other hrs ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLSTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 057° 72.4 NM to fld. 2372/12E.
HIWAS.

LOC/DME I-JMS	APP CRS	Rwy Idg 6502
109.3	307°	TDZE 1498
Chan 30		Apt Elev 1500

ILS or LOC RWY 31

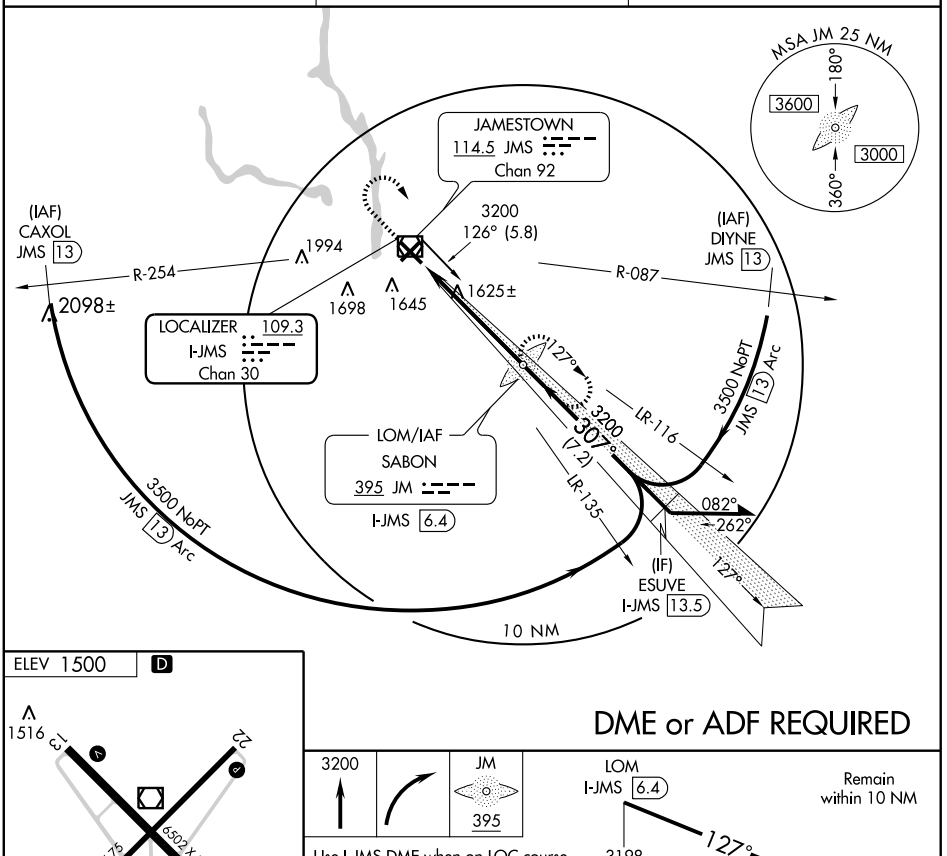
JAMESTOWN RGNL (JMS)

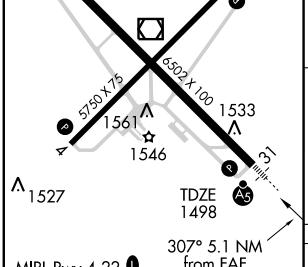
T
NA

MALSR

MISSED APPROACH: Climb to 3200 then right turn direct SABON LOM/I-JMS 6.4 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L

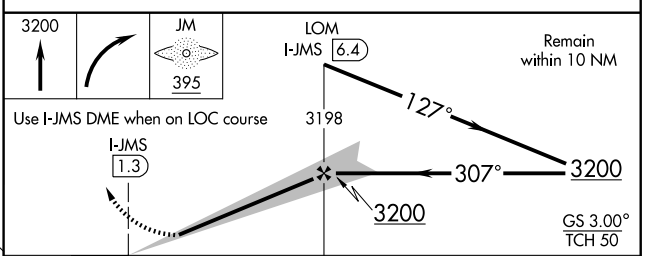




MIRL Rwy 4-22 L
HIRL Rwy 13-31 L
REIL Rwys 4, 13, and 22 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

DME or ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1698-½ 200 (200-½)			
S-LOC 31	1880-½ 385 (400-½)			1880-¾ 385 (400-¾)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-JMS	APP CRS	Rwy Idg	6502
109.3	127°	TDZE	1498
Chan 30		Apt Elev	1498

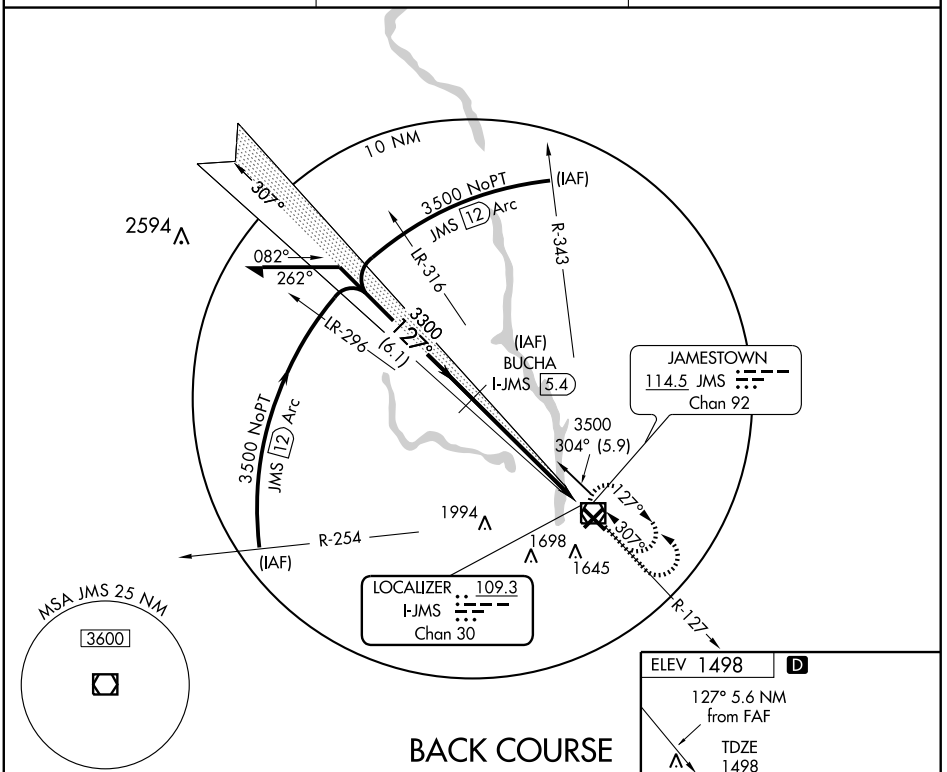
LOC/DME BC RWY 13

JAMESTOWN RGNL (JMS)

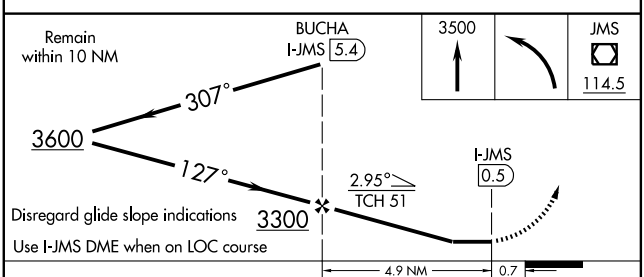
T
A NA

MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

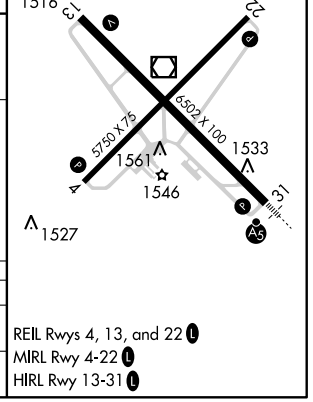
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



BACK COURSE



CATEGORY	A	B	C	D
S-13	1860-1 362 (400-1)			1860-1¼ 362 (400-1¼)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)



REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM JM	APP CRS	Rwy Idg	6502
395	307°	TDZE	1495
		Apt Elev	1498

NDB RWY 31

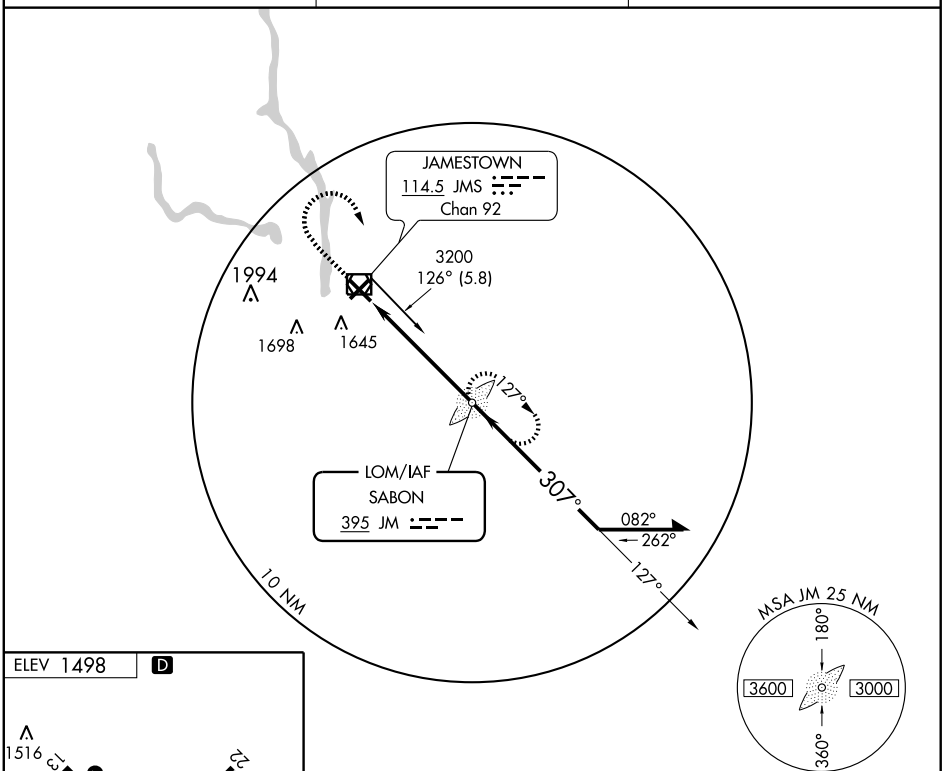
JAMESTOWN RGNL (JMS)

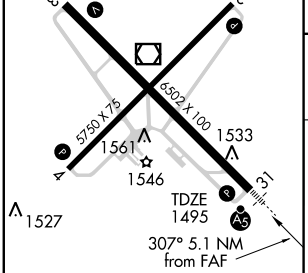
NA

MALSR

MISSED APPROACH: Climb to 3200 then right turn direct JM LOM and hold.

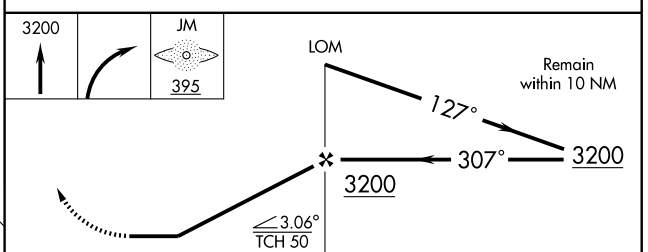
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-31	1940-¾ 445 (500-¾)			1940-1¼ 445 (500-1¼)
CIRCLING	1960-1 462 (500-1)		1960-1½ 462 (500-1½)	2060-2 562 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

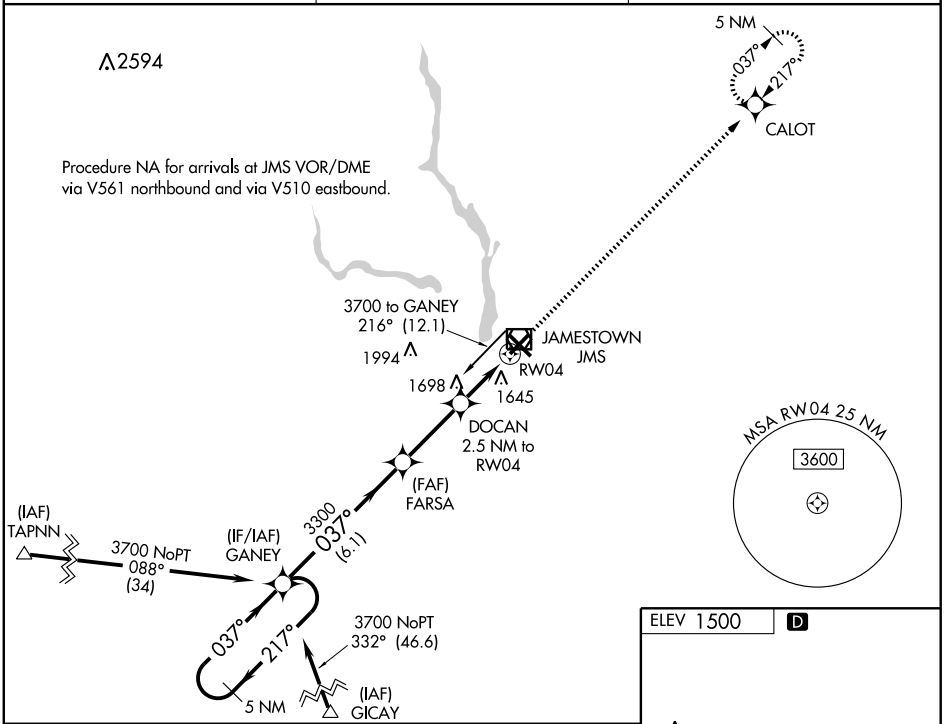
WAAS	APP CRS	Rwy Idg	5750
CH 97505	037°	TDZE	1496
W04A		Apt Elev	1500

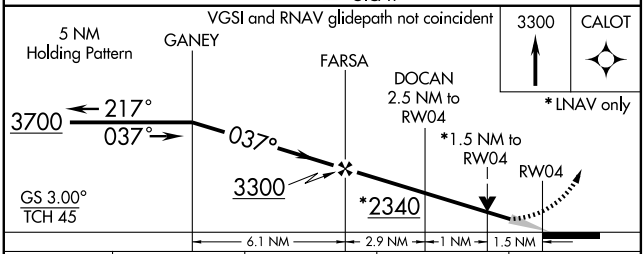
RNAV (GPS) RWY 4
JAMESTOWN RGNL (JMS)

T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP-0.3 NA. VDP NA when using Devils Lake altimeter setting. If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

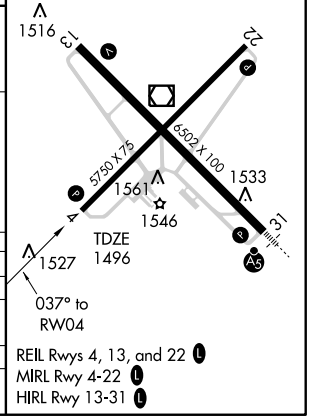
MISSED APPROACH: Climb to 3300 direct CALOT and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1746-1 250 (300-1)			
LNAV/VNAV DA	1930-1½ 434 (500-1½)			
LNAV MDA	2000-1 504 (500-1)		2000-1½ 504 (500-1½)	
CIRCLING	2000-1 500 (500-1)		2000-1½ 500 (500-1½)	2060-2 560 (600-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

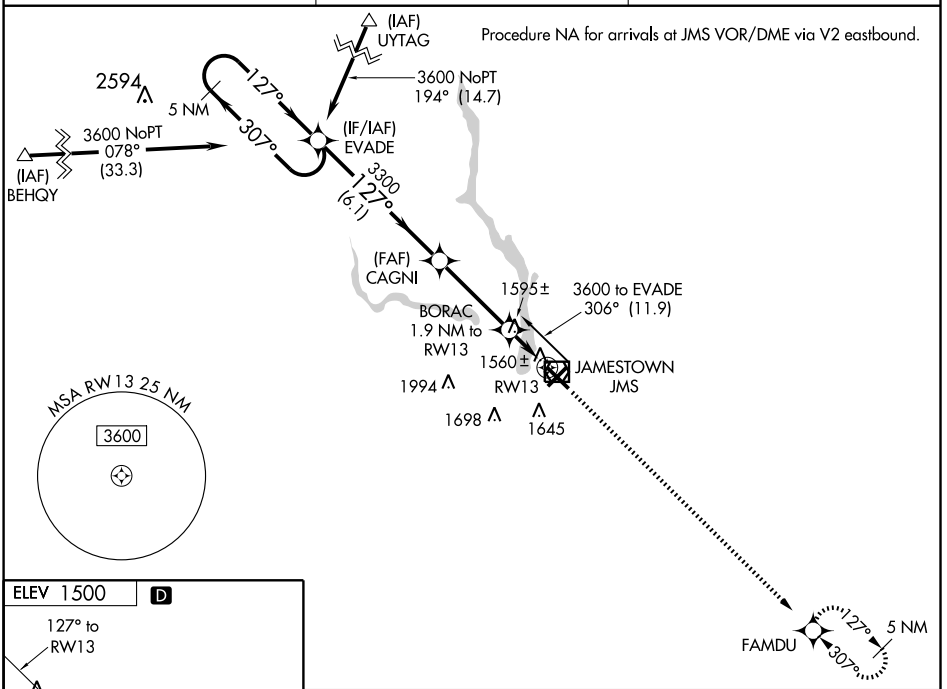
WAAS	APP CRS	Rwy Idg	6502
CH 65805	127°	TDZE	1500
W13A		Apt Elev	1500

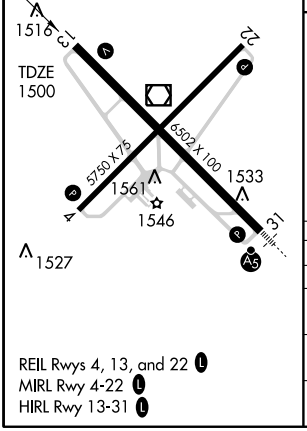
RNAV (GPS) RWY 13
JAMESTOWN RGNL (JMS)

T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Devils Lake altimeter setting.
If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

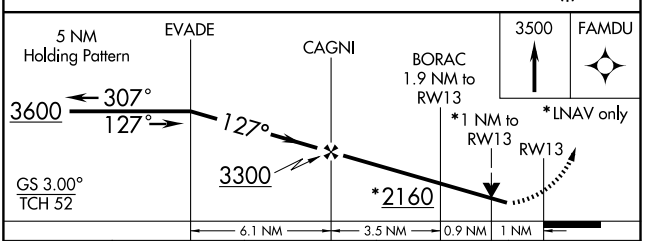
MISSED APPROACH: Climb to 3500 direct FAMDU and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1787-1 287 (300-1)			
LNAV/VNAV DA	1820-1 320 (400-1)			
LNAV MDA	1860-1 360 (400-1)			1860-1¼ 360 (400-1¼)
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5750
CH 70505	217°	TDZE	1500
W22A		Apt Elev	1500

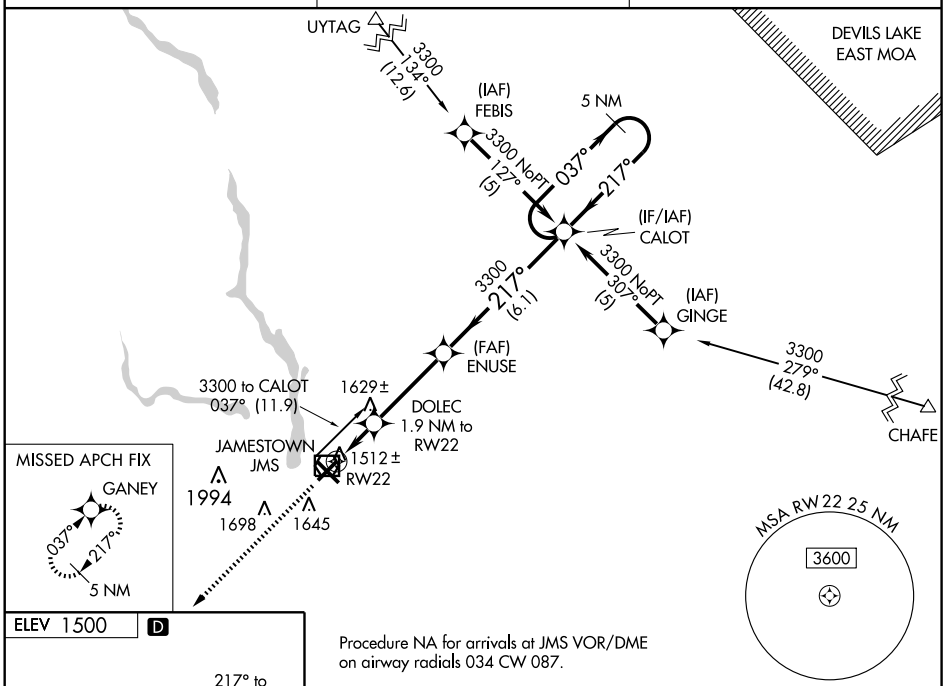
RNAV (GPS) RWY 22

JAMESTOWN RGNL (JMS)

T Baro-VNAV NA when using Devils Lake altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F).
W DME/DME RNP- 0.3 NA. VDP NA when using Devils Lake altimeter setting. If local altimeter setting not received, use Devils Lake altimeter setting and increase all DAs 172 feet and all MDAs 180 feet.

MISSED APPROACH: Climb to 3700 direct GANEY and hold.

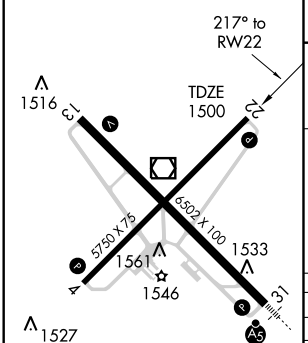
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

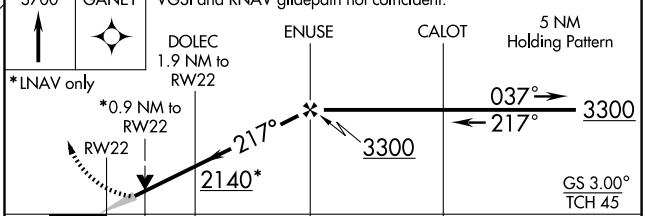
ELEV 1500 D



REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

Procedure NA for arrivals at JMS VOR/DME on airway radials 034 CW 087.

3700 GANEY VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1750-1 250 (300-1)			
LNAV/VNAV DA	1772-1 272 (300-1)			
LNAV MDA	1800-1 300 (300-1)			
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

WAAS	APP CRS	Rwy ldg	6502
CH 66014	307°	TDZE	1498
W31A		Apt Elev	1500

RNAV (GPS) RWY 31

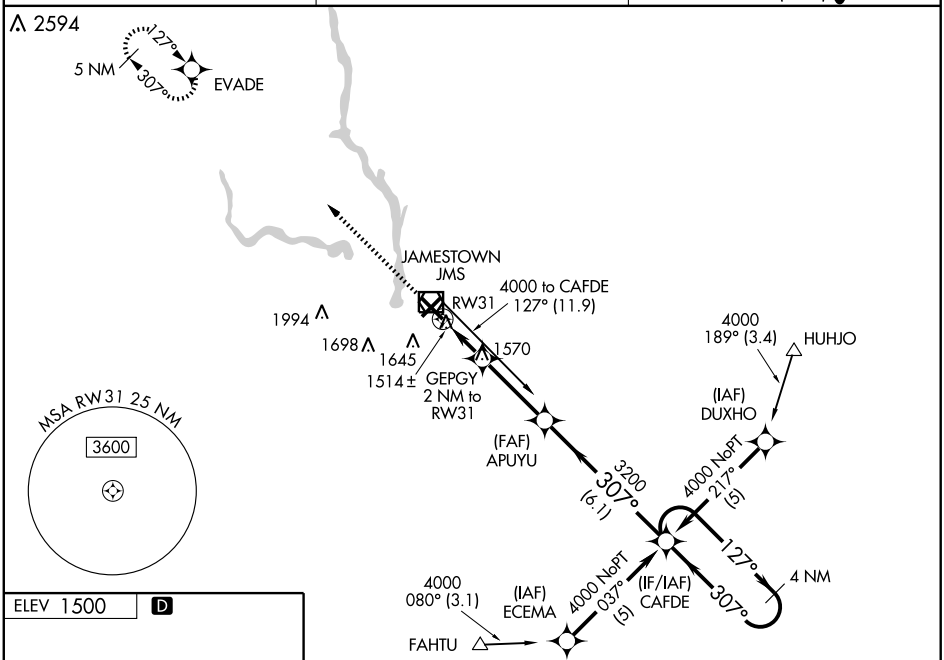
JAMESTOWN RGNL (JMS)

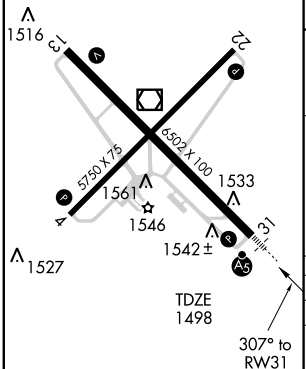
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Baro-VNAV NA when using Devils Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Devils Lake altimeter setting and increase all DA 172 feet, all MDA 180 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile, Circling Cats C and D visibility ¼ mile. VDP NA with Devils Lake altimeter setting.
For inoperative MALSR when using Devils Lake altimeter setting increase LPV all Cats visibility to 1¼ mile. Inoperative table does not apply to LNAV Cats C and D when using Devils Lake altimeter setting.

MALSR

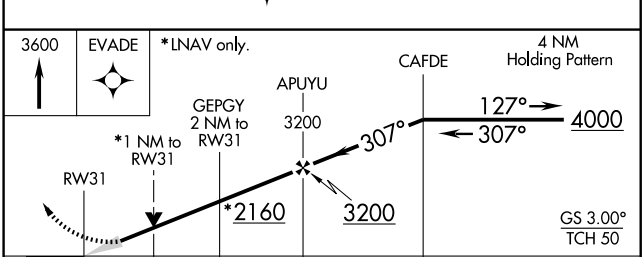
MISSED APPROACH: Climb to 3600 direct EVADE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	1698-½ 200 (200-½)			
LNAV/VNAV DA	1836-¾ 338 (400-¾)			
LNAV MDA	1880-½ 382 (400-½)			1880-1 382 (400-1)
CIRCLING	1960-1 460 (500-1)		1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JMS	APP CRS	Rwy Idg	6502
114.5	117°	TDZE	1500
Chan 92		Apt Elev	1500

VOR RWY 13
JAMESTOWN RGNL (JMS)

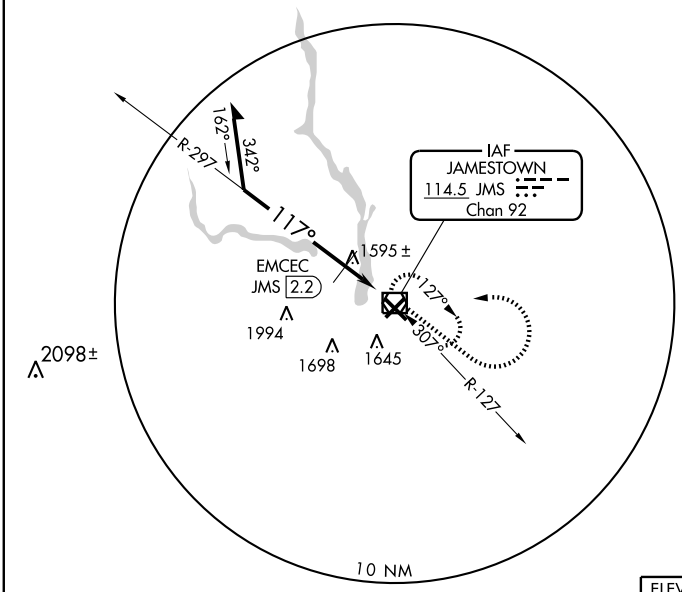
If local altimeter setting not received, procedure NA.
Visibility reduction by helicopters NA.

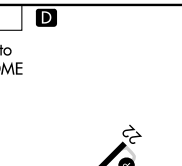
MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

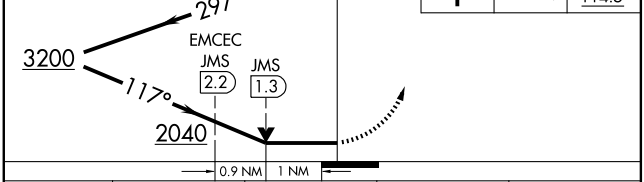
ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L

Procedure NA for arrivals at JMS VOR/DME via V561 northbound.

DEVILS LAKE EAST MOA

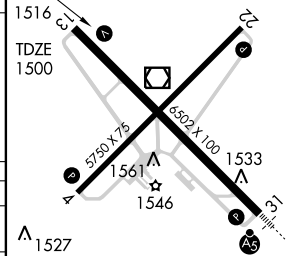






CATEGORY	A	B	C	D
S-13	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2040-1¾ 540 (600-1¾)
CIRCLING	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2060-2 560 (600-2)
EMCEC FIX MINIMUMS				
S-13	1860-1	360 (400-1)		1860-1¼ 360 (400-1¼)
CIRCLING	1960-1	460 (500-1)	1960-1½ 460 (500-1½)	2060-2 560 (600-2)

ELEV 1500 D



REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME JMS	APP CRS	Rwy Idg	6502
114.5	311°	TDZE	1498
Chan 92		Apt Elev	1500

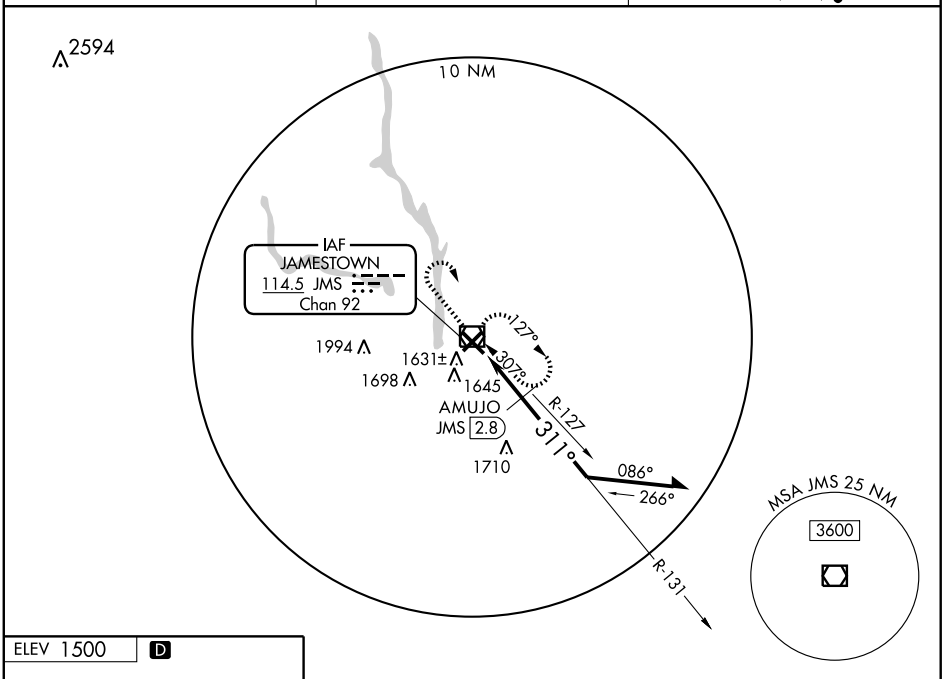
VOR RWY 31
JAMESTOWN RGNL (JMS)

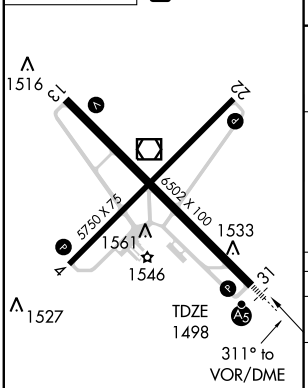
For inoperative MALSR, increase AMUJO FIX minimums S-31 Cat D visibility to 1¼ mile. VDP NA with Devils Lake altimeter setting. When local altimeter setting not received, use Devils Lake altimeter setting and increase all MDA 180 feet, increase S-31 Cats C and D visibility ¾ mile, Circling Cats C and D visibility ½ mile, increase AMUJO FIX minimums S-31 Cat C and Circling Cats C and D visibility ¼ mile.

MALSR

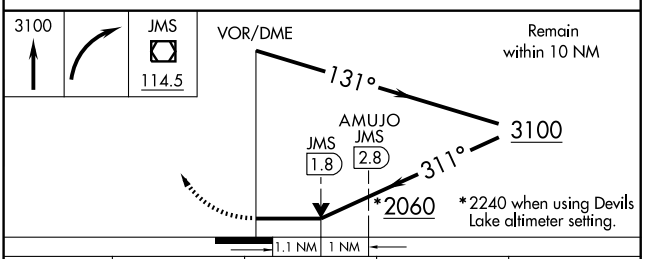
MISSED APPROACH: Climb to 3100 then right turn direct JMS VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
118.425	124.2 270.3	123.0 (CTAF) L





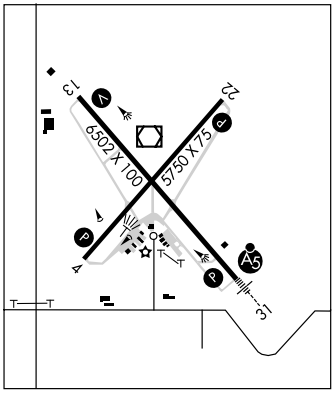
REIL Rwys 4, 13, and 22 L
MIRL Rwy 4-22 L
HIRL Rwy 13-31 L



CATEGORY	A	B	C	D
S-31	2060-½	562 (600-½)	2060-1 562 (600-1)	2060-1¼ 562 (600-1¼)
CIRCLING	2060-1	560 (600-1)	2060-1½ 560 (600-1½)	2060-2 560 (600-2)
AMUJO FIX MINIMUMS				
S-31	1900-½	402 (400-½)	1900-¾ 402 (400-¾)	1900-1 402 (400-1)
CIRCLING	1960-1	460 (500-1)	1960-1½ 460 (500-1½)	2060-2 560 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

JAMESTOWN RGNL (JMS) 2 NE UTC−6(−5DT) N46°55.78′ W98°40.69′ **TWIN CITIES**
1500 B S4 **FUEL** 100LL, JET A OX 3 Class I, ARFF Index A NOTAM FILE JMS **H–2I, L–14G**
RWY 13–31: H6502X100 (ASPH–GRVD) S–130, D–160, 2S–175, 2D–250 HIRL **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 51′. Tree.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 04–22: H5750X75 (ASPH) S–85, D–103, 2S–131, 2D–162 MIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 20′.



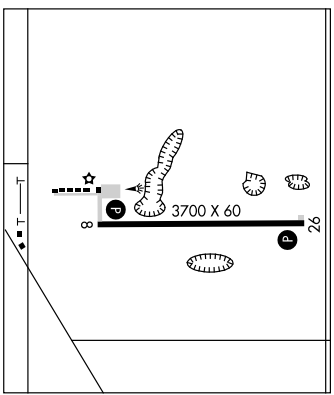
RUNWAY DECLARED DISTANCE INFORMATION

RWY 04:	TORA–5750	TODA–5750	ASDA–5750	LDA–5750
RWY 13:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502
RWY 22:	TORA–5750	TODA–5750	ASDA–5750	LDA–5750
RWY 31:	TORA–6502	TODA–6502	ASDA–6502	LDA–6502

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs, call 701–952–1515. Fuel 100LL avbl 24 hrs with credit card. 24 hr pilot lounge avbl. Birds on and invof arpt. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 701–252–0224/701–252–6466. Air carrier ops involving acft with more than 9 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. Rwy 13 VASI restricted to +/- 8° either side of centerline. ACTIVATE MIRL Rwy 04–22, HIRL Rwy 13–31, MALSR Rwy 31, VASI Rwy 13, REIL Rwy 13, Rwy 04, and Rwy 22, and PAPI Rwy 04, Rwy 22 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 118.425 (701) 251–9002.
HIWAS 114.5 JMS.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 123.6 122.2 (GRAND FORKS RADIO)
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
(L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ at fld. 1493/10E. **HIWAS.**
SABON NDB (LOM) 395 JM N46°51.77′ W98°34.84′ 307° 5.7 NM to fld.
ILS/DME 109.3 I–JMS Chan 30 Rwy 31 Class IE. LOM SABON NDB. ILS unmonitored.

KENIE N47°00.56′ W96°48.91′ NOTAM FILE FAR. **TWIN CITIES**
NDB (HW/LOM) 365 AA 174° 5.3 NM to Hector Intl. **L–14G**

KENMARE MUNI (7K5) 1 SE UTC−6(−5DT) N48°40.06′ W102°02.86′ **BILLINGS**
1962 B **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 08–26: H3700X60 (ASPH) S–12 MIRL **IAP**
RWY 08: PAPI(P2L)–GA 3.0° TCH 25′. Pole.
RWY 26: PAPI(P2L)–GA 3.0° TCH 25′. Road.



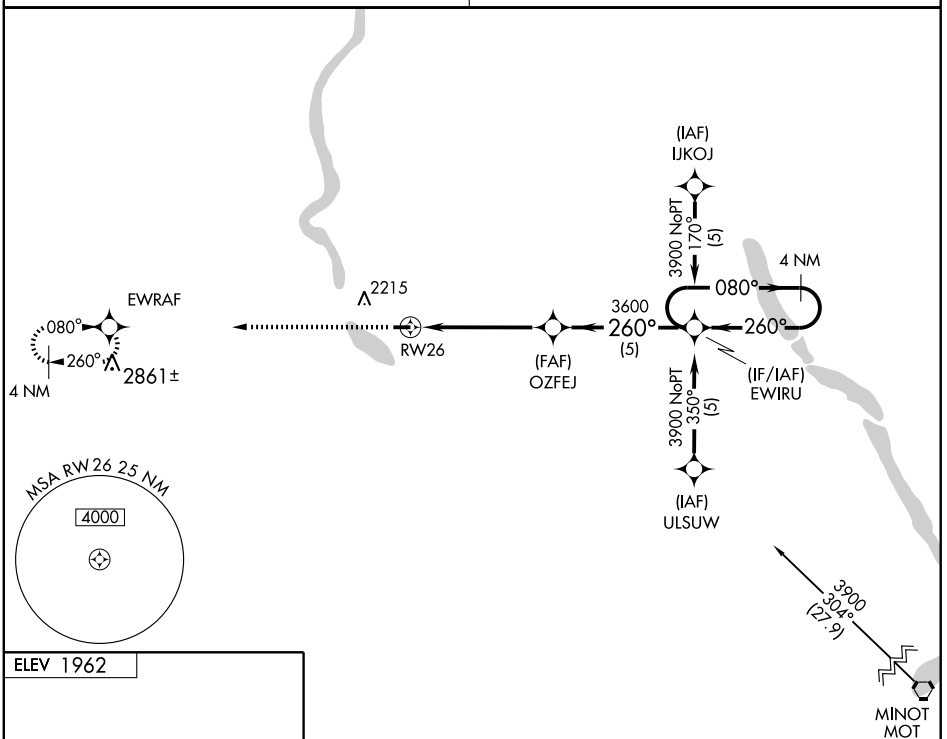
AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl with credit card. Confirm winter conditions and snow removal with arpt manager 701–385–4029. Waterfowl on or invof arpt. Wildlife refuge located 3500′ west. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF 122.8
Ⓡ **MINOT APP/DEP CON** 119.6 (Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡), other hrs ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLSTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 057° 72.4 NM to fld. 2372/12E.
HIWAS.

APP CRS	Rwy Idg	3700
260°	TDZE	1960
	Apt Elev	1962

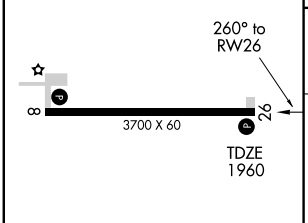
RNAV (GPS) RWY 26

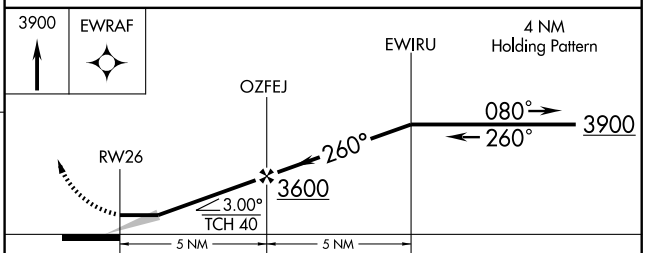
KENMARE MUNI (7K5)

⚠NA	Use Minot Intl altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3900 direct EWRAF WP and hold.
MINOT APP CON★	119.6 363.8	CTAF 122.8 L



ELEV 1962





CATEGORY	A	B	C	D
LNAV MDA	2420-1	460 (500-1)	NA	
CIRCLING	2580-1 618 (700-1)	2640-1 678 (700-1)	NA	

MIRL Rwy 8-26 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

KILLDEER

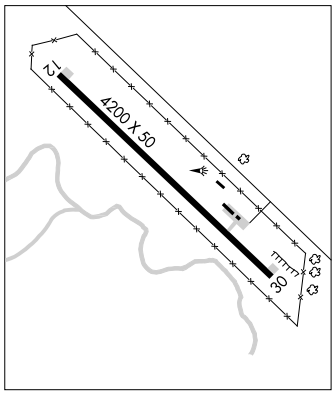
WEYDAHL FLD (9Y1) 2 NW UTC−7(−6DT) N47°23.57′ W102°46.25′ **BILLINGS**
2256 NOTAM FILE GFK **L–13E, 14F**

RWY 12–30: H4200X50 (ASPH–AFSC) S–5 LIRL
RWY 12: Fence. **RWY 30:** Trees.

AIRPORT REMARKS: Unattended. To confirm irregular snow removal phone 701–764–5295/5678 or cell city maintenance 260–2317. Rwy 12–30 asph sfc poor due to numerous cracks and depressions with sfc limited to small acft below 5000 lbs gross weight. Rwy 12–30 NSTD markings. Rwy 12–30 LIRL OTS indef. ACTIVATE LIRL Rwy 12–30—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 346° 32.0 NM to fld. 2520/14E. **HIWAS.**



KINDRED

HAMRY FLD (K74) 1 E UTC−6(−5DT) N46°38.92′ W96°59.94′ **TWIN CITIES**
947 S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 11–29: H3300X60 (CONC) MIRL **IAP**
RWY 11: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 29:** PAPI(P2L)—GA 3.0° TCH 25′.

AIRPORT REMARKS: Attended Mon–Fri 1400–0030Z‡. For svc after hrs call 701–428–9990/3344. Self svc fuel avbl 24 hrs with credit card. Aircraft repair shop ctc 701–428–9954. Rwy 11–29 confirm with airport mgr for snow removal prior to use after snow storms. Deer on or invof arpt. Rwy 11–29 edges soft when wet. Rwy 11–29 ACTIVATE CTAF 122.9 for MIRL and PAPI after 0530Z‡.

COMMUNICATIONS: CTAF 122.9
Ⓡ **FARGO APP/DEP CON** 120.4
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 127.35

RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 215° 8.8 NM to fld. 910/9E.

KULM MUNI (D03) 1 NE UTC−6(−5DT) N46°18.41′ W098°56.33′ **TWIN CITIES**
1959 TPA—2759(800) NOTAM FILE GFK Not insp.
RWY 12–30: 2800X120 (TURF) LIRL
RWY 12: Trees. **RWY 30:** Tree.

AIRPORT REMARKS: Unattended. Waterfowl and deer on and invof arpt. Snow removal irregular. Confirm before use 701–647–2207/1950. Rwy 12 and Rwy 30 marked with white/black cones 400′ apart along rwy edges. Multiple 320′ wind turbine towers NE, E, SE, of rwy fm 1 NM and extending outward.

COMMUNICATIONS: CTAF 122.9

LAKOTA MUNI (5LØ) 1 SE UTC−6(−5DT) N48°01.74′ W98°19.55′ **TWIN CITIES**
1512 B NOTAM FILE GFK **L–14G**
RWY 15–33: H3500X60 (ASPH) S–12.5 MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 33:** PAPI(P2L)—GA 3.0° TCH 25′.

AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR and for night ops. Confirm snow removal and winter condition with city plant 701–247–2561/2704/3289 or 701–351–2775. 32′ p–line marked with orange balls ½ NM from Rwy 33 thld on centerline. MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 operate dusk–0600Z‡, after 0600Z‡ ACTIVATE CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 095° 24.1 NM to fld. 1448/7E.

RNAV (GPS) RWY 11

HAMRY FIELD (K74)

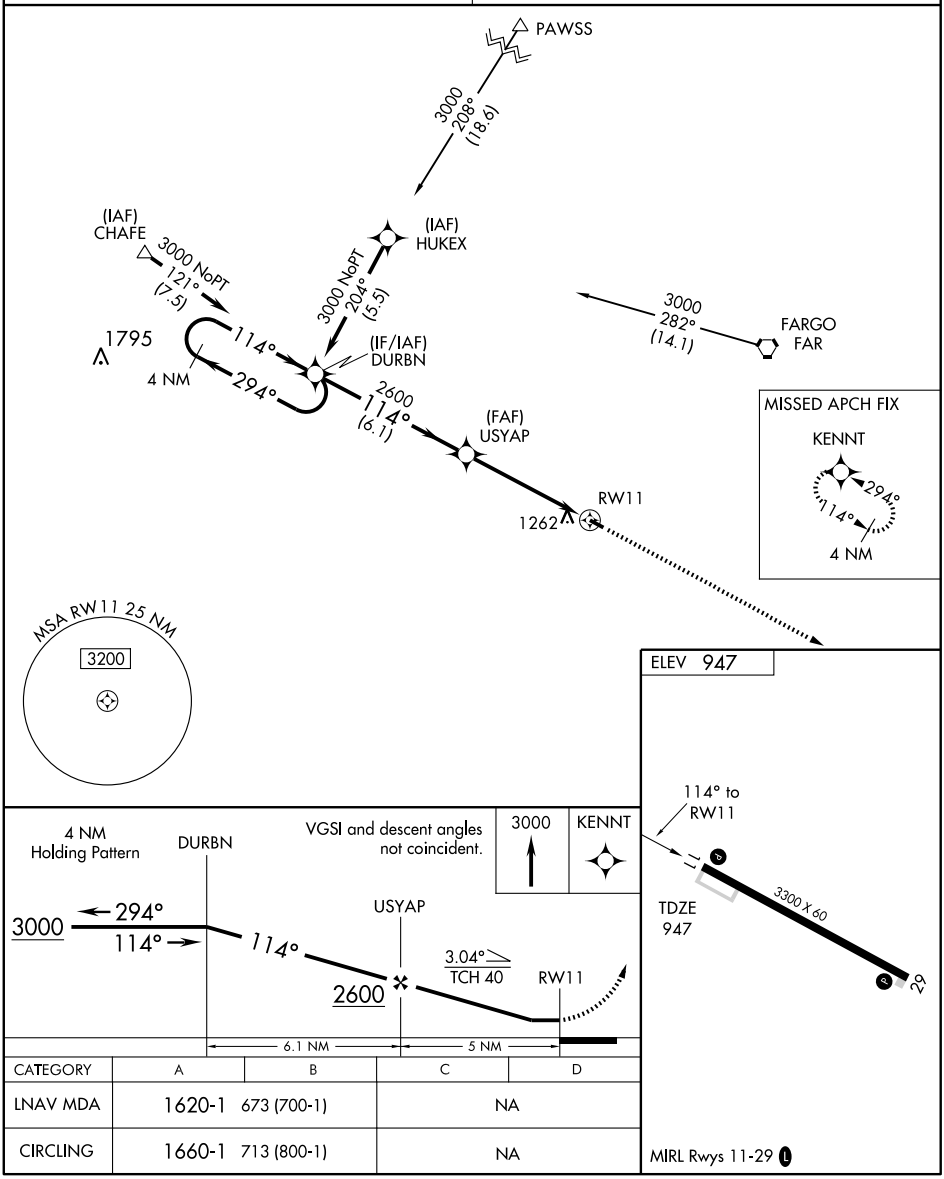
APP CRS	Rwy Idg	3300
114°	TDZE	947
	Apt Elev	947

T
NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fargo altimeter setting; when not received use Moorhead altimeter setting.

MISSED APPROACH:
Climb to 3000 direct KENNT and hold.

FARGO APP CON	CTAF
120.4 377.15	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	1620-1	673 (700-1)	NA	
CIRCLING	1660-1	713 (800-1)	NA	

MIRL Rwys 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010
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RNAV (GPS) RWY 29

HAMRY FIELD (K74)

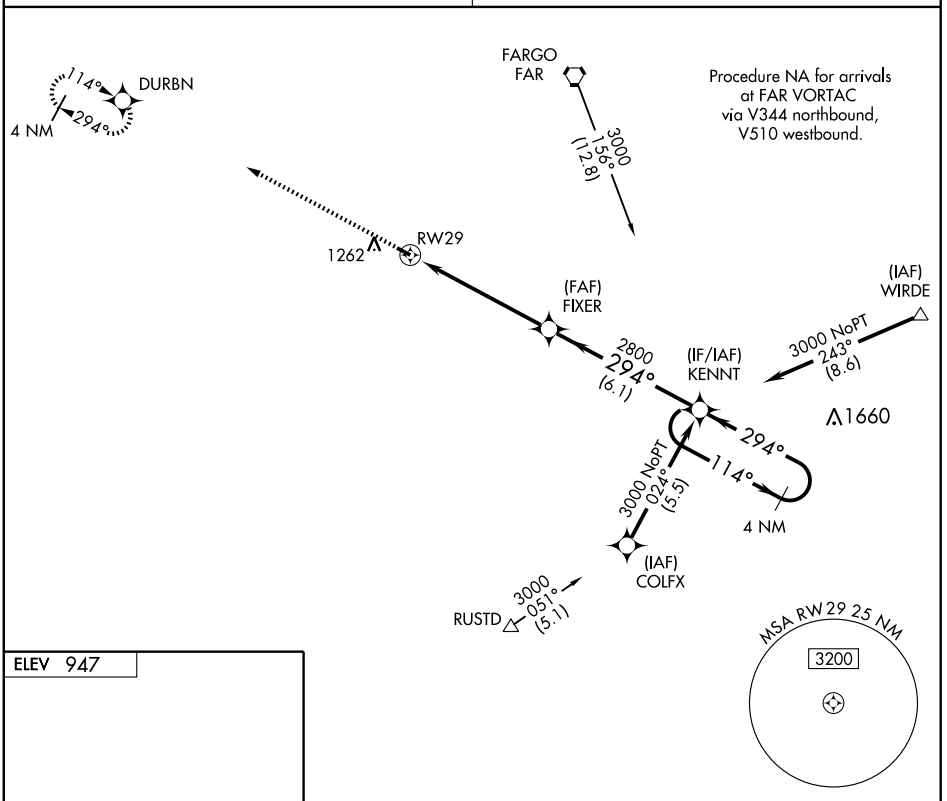
APP CRS	Rwy Idg	3300
294°	TDZE	947
	Apt Elev	947

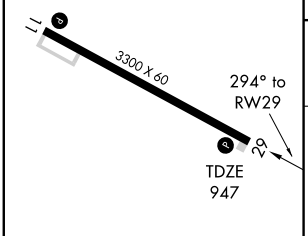
DME/DME RNP-0.3 NA.
Use Fargo altimeter setting; when not received use Moorhead altimeter setting.

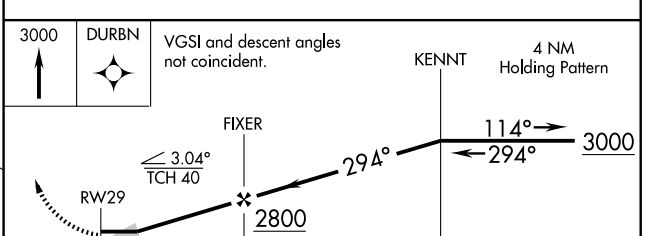
NA

MISSED APPROACH:
Climb to 3000 direct DURBN and hold.

FARGO APP CON	CTAF
120.4 377.15	122.9 L





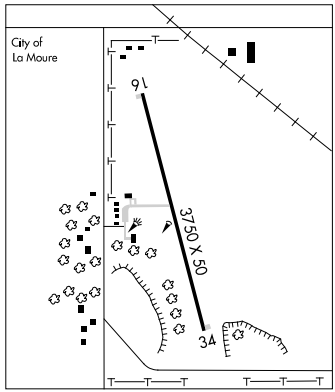


CATEGORY	A	B	C	D
LNAV MDA	1440-1	493 (500-1)	NA	
CIRCLING	1660-1	713 (800-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

LA MOURE ROTT MUNI (4F9) 1 SE UTC−6(−5DT) N46°20.80′ W98°17.02′ **TWIN CITIES**
1310 NOTAM FILE GFK **L–14G**
RWY 16–34: H3750X50 (ASPH) LIRL (NSTD)
RWY 16: Bldg. **RWY 34:** Road.
AIRPORT REMARKS: Attended Oct–Apr on call, May–Sep dalgt hours. For attendant other times call 701–883–5047. For attendance Oct–Apr call 701–883–5047. Rwy 16–34 NSTD LIRL, has only green thld lgts. Rwy 16–34 LIRL only green thld lgts OTS indef. Confirm winter conditions and snow removal with arpt manager 701–883–5047 or 701–320–4189. Irrigator 15′ AGL 200′ east of north end of Rwy 16–34. ACTIVATE NSTD LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 145° 38.8 NM to fld. 1493/10E. **HIWAS.**



LANGDON

ROBERTSON FLD (D55) 1 WSW UTC−6(−5DT) N48°45.19′ W98°23.62′ **TWIN CITIES**
1608 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 14–32: H3600X60 (ASPH) S–12.5 MIRL **IAP**
RWY 14: PAPI(P2L)—GA 3.0°TCH 25′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0°TCH 25′. Road.
RWY 08–26: 2010X100 (TURF)
RWY 26: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For fuel and svc, ctc arpt manager on 701–256–5900/3259 or 3639–370-2076. For services after hours ctc arpt manager 701–256–5900/3259. Rwy 08–26 CLOSED winters due to lack of snow removal. Confirm winter conditions/snow removal with arpt manager at 701–256–5900/3259/3639 or 370–2003/2076 cell. Large birds on and invof arpt Apr–Nov. Rwy 26 +372′ twr–left; 11,000′ from thld; 3500′ right of extended centerline; apch ratio 29:1—also +192′ twr 6300′ from thld; apch ratio 32:1. Rwy 32 +80′ P–line 3600′ from thld; 800′ left of extended centerline; apch ratio 42:1. Noise sensitive area NW quadrant of fld, avoid overflight. Midfield N/S twy has reflectors, surface condition poor with potholes. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (701) 256–2121.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 021° 43.6 NM to fld. 1448/7E.

LARIMORE MUNI (2L1) 1 W UTC−6(−5DT) N47°54.42′ W97°38.44′ **TWIN CITIES**
1130 NOTAM FILE GFK
RWY 12–30: H2800X50 (ASPH) S–4 LIRL
RWY 12: Trees. Rgt tfc. **RWY 30:** Thld dsplcd 200′. Road.
AIRPORT REMARKS: Attended Mon–Sat on call. Snow removal irregular Oct thru May. For conditions report ctc arpt manager at 701–343–2065 or cell 218–779–4244. Rwy 12–30 soft shoulders after rains and during spring thaw. Rwy 12 and 30 nstd dsplcd thld painted yellow; basic markings.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	3600
133°	TDZE	1606
	Apt Elev	1608

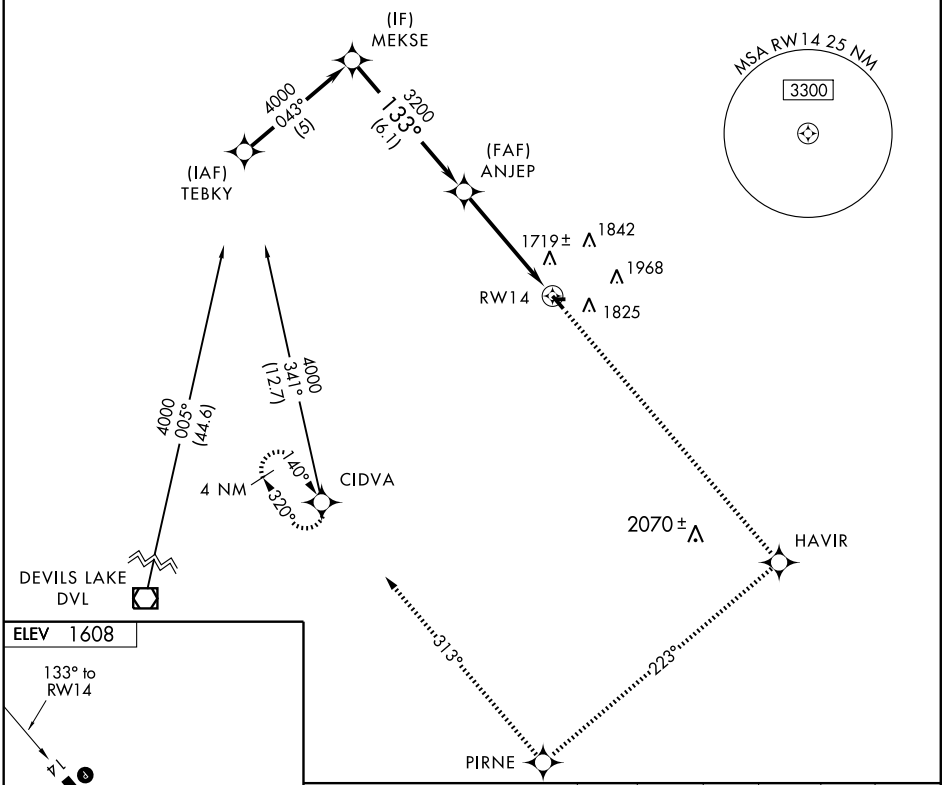
RNAV (GPS) RWY 14

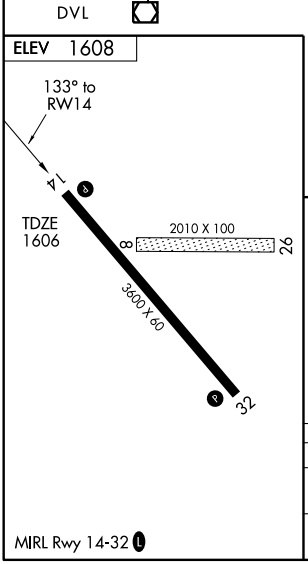
LANGDON/ ROBERTSON FIELD (D55)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received use Devils Lake altimeter setting and increase all MDA 140 feet, increase LNAV and Circling Cat C visibility ½ mile, and Circling Cat B visibility ¼ mile.

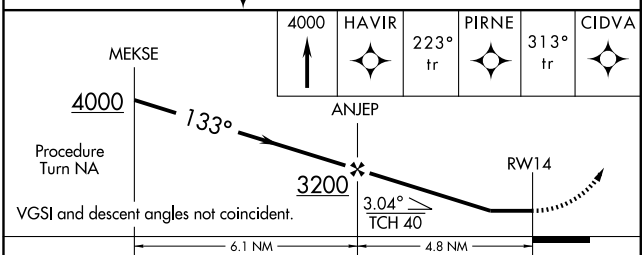
MISSED APPROACH: Climb to 4000 direct HAVIR and via track 223° to PIRNE and via track 313° to CIDVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	132.15 269.6	122.8 (CTAF) L





MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	2100-1	494 (500-1)	2100-1¼ 494 (500-1¼)	NA
CIRCLING	2240-1	632 (700-1)	2240-1¾ 632 (700-1¾)	NA

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WAAS	APP CRS	Rwy ldg	3600
CH 50515	313°	TDZE	1608
W32A		Apt Elev	1608

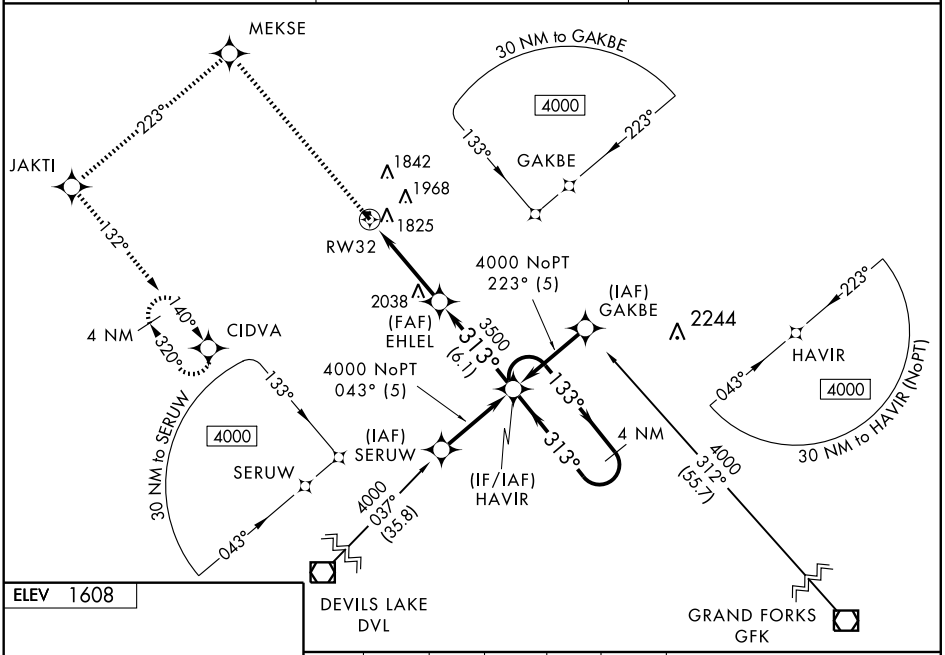
RNAV (GPS) RWY 32

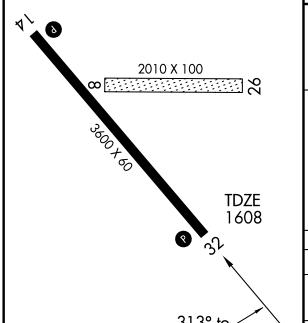
LANGDON/ ROBERTSON FIELD (D55)

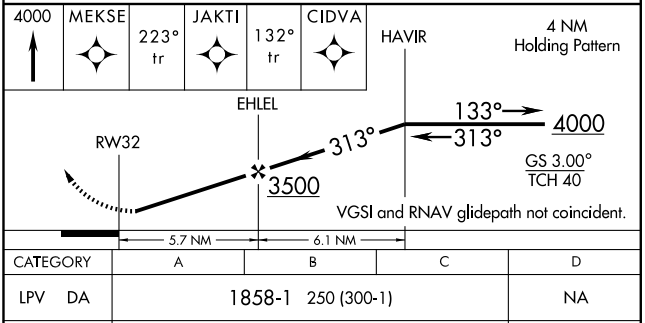
Baro-VNAV NA when using Devils Lake altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Devils Lake altimeter setting and increase all DA 122 feet and all MDA 140 feet, increase LPV all Cats, LNAV and Circling Cat B visibility ¼ mile and LNAV/VNAV all Cats, LNAV and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 4000 direct MEKSE and via track 223° to JAKTI and via track 132° to CIDVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.225	132.15 269.6	122.8 (CTAF) L







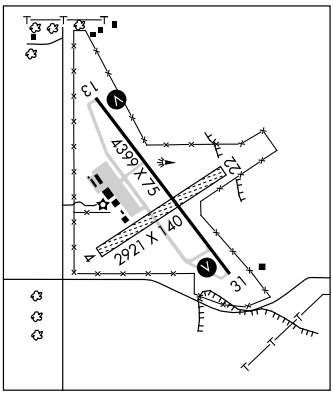
CATEGORY	A	B	C	D
LPV DA	1858-1 250 (300-1)			NA
LNAV/VNAV DA	2159-2 551 (600-2)			NA
LNAV MDA	2340-1 732 (800-1)		2340-2 732 (800-2)	NA
CIRCLING	2340-1 732 (800-1)		2340-2 732 (800-2)	NA

MIRL Rwy 14-32 L

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NC-1, 21 OCT 2010 to 18 NOV 2010

MADDOCK MUNI (6D3) 1 N UTC−6(−5DT) N47°58.67′ W99°31.62′ **TWIN CITIES**
1600 **FUEL** 100LL NOTAM FILE GFK
RWY 12–30: 3200X100 (TURF)
RWY 12: Road. **RWY 30:** Road.
AIRPORT REMARKS: Attended on call. For attendant call 701–438–2694. Deer and birds on or invof arpt. No snow removal, confirm arpt condition during winter months. Midfield E/W asph twy open to west side apron and hangar.
COMMUNICATIONS: CTAF 122.9

MANDAN MUNI (Y19) 4 S UTC−6(−5DT) N46°46.08′ W100°53.66′ **TWIN CITIES**
1944 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 13–31: H4399X75 (ASPH–AFSC) S–12.5 MIRL **IAP**
RWY 13: REIL. VASI(V2L)—GA 2.5° TCH 40′. Trees.
RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 40′. P-line.
RWY 04–22: 2921X140 (TURF) MIRL 0.7% up NE
RWY 04: Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–0200Z‡, Sat–Sun on call. For fuel 24 hour self svc with credit card or call 701–663–0669. Confirm snow removal after major winter storms with arpt manager 701–663–0669/3690 or 701–391–1394. Rwy 04–22 and Rwy 13–31 intersection transition across Rwy 04–22 uneven and be alert for high speed acft movements. 200′ tower located 9500′ NW of Rwy 13–31. 120′ tower located 5000′ SW of Rwy 04–22. MIRL Rwy 13–31 and Rwy 04–22 preset on med to increase ints ACTIVATE—CTAF. ACTIVATE VASI Rwy 13 and Rwy 31 and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.225 (701) 663–0271.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **BISMARCK APP/DEP CON** 124.2 (1200–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.6 (0600–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 260° 9.5 NM to fld. 1841/12E. **HIWAS.**
ASR (1200–0600Z‡)



MAYVILLE MUNI (D56) 1 S UTC−6(−5DT) N47°28.50′ W97°20.02′ **TWIN CITIES**
975 B NOTAM FILE GFK **L–14G**
RWY 17–35: H3200X56 (ASPH) S–4 LIRL
RWY 17: Road. **RWY 35:** P-line.
AIRPORT REMARKS: Attended Apr–Oct 1300–0100Z‡, Nov–Mar/Mon–Fri on call. For attendant call arpt manager at 701–786–2065. Migratory waterfowl on and invof arpt. Irregular snow removal confirm with city maintenance, call 701–786–2166. Arpt has numerous flight training ops daily from Grand Forks Intl arpt. Rwy 17 turn around caution broken asphalt ruts. Rwy 17–35 west side of rwy lgts OTS indef. Rwy 17–35 3050′ lgtd ngt time due to Rwy 17 thld lights 150′ inbound of thld. ACTIVATE LIRL Rwy 17–35—CATF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 183° 29.4 NM to fld. 841/9E. **HIWAS.**

McCLUSKY MUNI (7G2) 2 SW UTC−6(−5DT) N47°27.73′ W100°29.24′ **TWIN CITIES**
1900 B NOTAM FILE GFK
RWY 13–31: 3100X80 (TURF) LIRL
RWY 31: Trail.
AIRPORT REMARKS: Unattended. Confirm irregular snow removal and winter conditions with arpt manager prior to use; snow removal emerg only; call 701–363–2221. Rwy 13–31 has numerous grass clumps. Rwy 13–31 200′ stopway NW end which includes a 40′ asph run–up pad, 200′ stopway SE end which includes a 80′ by 50′ asph run–up pad. Twy lgtd on north side only. Rotating bcn OTS indef. Rwy 13–31 LIRL OTS indef. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9

VOR/DME BIS 116.5 Chan 112	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1944

VOR or GPS-A
MANDAN MUNI (Y19)

NA
ASR

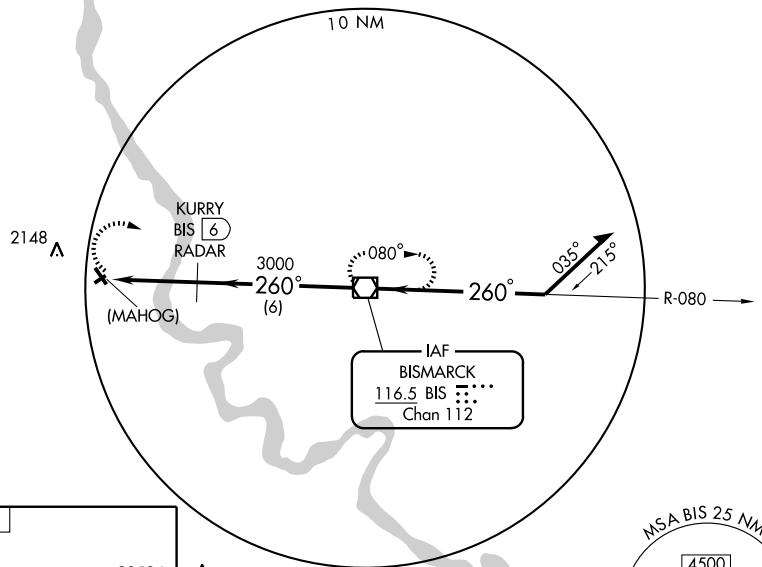
Use Bismarck altimeter setting.

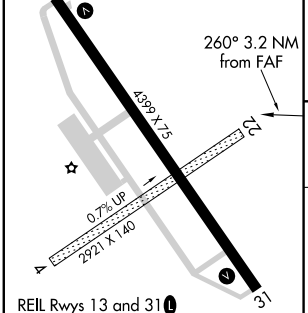
MISSED APPROACH: Climbing right turn to 3500 direct BIS VOR/DME and hold.

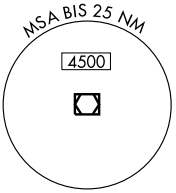
AWOS-3	BISMARCK APP CON ★	UNICOM
118.225	126.3 298.9	122.8 (CTAF) L

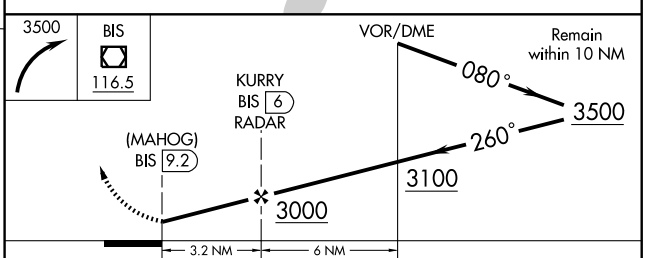
NoPT for arrivals on BIS VOR/DME airway radials 029 clockwise to 159.

DME or RADAR REQUIRED









FAF to MAP 3.2 NM					
Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

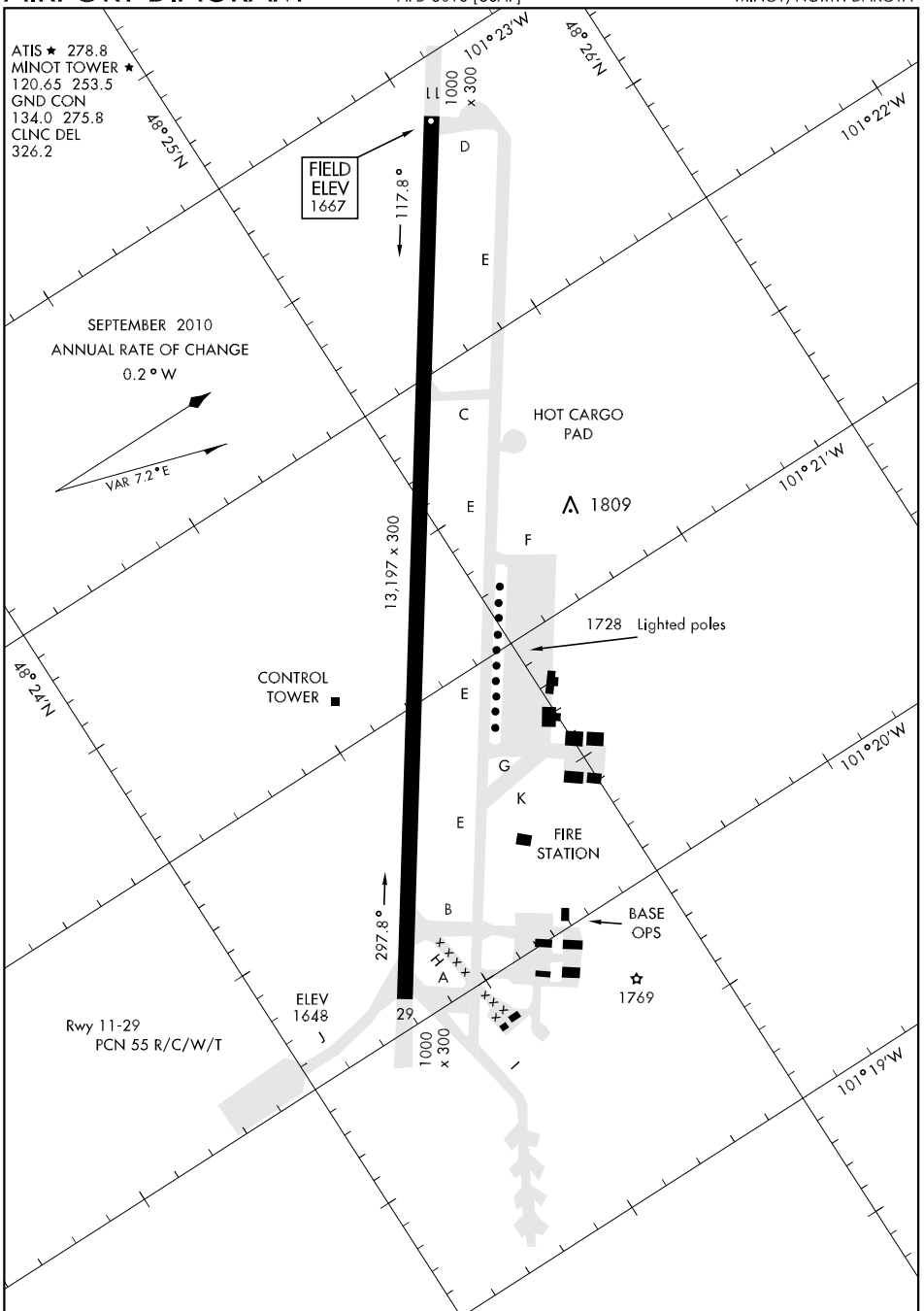
CATEGORY	A	B	C	D
CIRCLING	2420-1 478 (500-1)	2500-1 558 (600-1)	2500-1½ 558 (600-1½)	2500-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-5013 [USAF]

MINOT AFB (KMIB)
MINOT, NORTH DAKOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINOT, NORTH DAKOTA
MINOT AFB (KMIB)

MINOT AFB (MIB)(KMIB) AF 10 N UTC−6(−5DT) N48°24.95′ W101°21.48′ **BILLINGS**
1667 B TPA—See Remarks NOTAM FILE MIB Not insp. **H–2H, L–14F**
RWY 11–29: H13197X300 (CONC–GRVD) PCN 55 R/C/W/T HIRL **DIAP, AD**
RWY 11: ALSF1. PAPI(P4L)—GA 2.5°TCH 47′. **RWY 29:** ALSF1. PAPI(P4L)—GA 2.5°TCH 49′. Rgt tfc.
MILITARY SERVICE: Rotating bcn not visible from east. **JASU** 9(MD–3A) 2(M32A–60A) (MA–1A) **FUEL** J8, A, A+
FLUID SP PRESAIR De–Ice—expect possible delay weekends. LOX LHOX LHNIT **OIL** O–133–148 JOAP Rqr 2 hr prior notice weekends. **TRAN ALERT** Opr weekdays 1330–2330Z‡, clsd Sat and Sun.
MILITARY REMARKS: Opr Mon–Thu 1300–0500Z‡, Fri 1300–0400Z‡, clsd Sat, Sun and holidays. Clsd at 0400Z‡ prior holidays that falls on weekday. See FLIP AP/1 Supplementary Arpt Information. **RSTD** Fighter and acft larger than a DC 9 prohibited fm using skid row/DV ramp. PPR ctc afld management 72 hr prior notice DSN 453–2347, C701–723–2347. Acft with TT type ldg gear with max acft weight 477,000 pounds or more must ctc afld management prior to arrival or departure. PPR all acft including distinguished visitor, haz cargo and Aero-Medical Evacuation regardless of affiliation for notification and coordination purposes. All remain over night tran crews must ctc Command Post with billeting arrangements. All VIP acft ctc Command Post no later than 60 NM out. Avoid overflight blo 4200′ of airfield when clsd, excluding published instrument approach or departure procedure. **CAUTION**–Bird haz. Copter VFR opr in eff 24 hr in designated test area 2400′ and blo located north of rwy. Uncontrolled vehicle tfc on twy. High potential for hydroplaning first/last 3000′ of rwy when rwy sfc condition present. **TFC PAT** TPA–Rectangular 2900(1233), multi–engine jet rgt tfc Rwy 29; overhead 3400(1733), rgt break Rwy 11. **NS ABTMT** ACC quiet hr policy 0430–1200Z‡. **MISC** From the official METRO observation point, only south through west of the horizon is unobstructed. All other quadrants contain obstructions, restricting the capability to continually view and evaluate weather conditions. Workload permitting, ATC and METRO share significant changes in weather conditions, runway information, equipment status, and observed pilot reports. Arpt bcn not visible from the east. Afld Wx services element hrs are same as published afld hrs. Augmented wx observed when the following conditions observed or expected: tornado, funnel clouds, waterspout, hail greater than or equal to 1/2 inch, or volcanic ash.
COMMUNICATIONS: SFA **PTD** 372.2 **ATIS** 278.8 (Opr during local flying.)
Ⓡ **APP CON** 119.6 363.8 (Opr 24 hrs, from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡. See FLIP AP/1 Supplementary Arpt Remark.), other times ctc
MINNEAPOLIS CENTER APP CON 127.6 279.6
TOWER 120.65 236.6 253.5 (Mon–Thu 1300–0500Z‡, Fri 1300–0400Z‡, clsd Sat, Sun and holidays. Clsd at 0400Z‡ prior holidays that falls on weekday. See FLIP AP/1 Supplementary Arpt Remark.) **GND CON** 134.0 275.8 **CLNC DEL** 326.2
Ⓡ **DEP CON** 119.6 259.1 (Opr 24 hrs, from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡. See FLIP AP/1 Supplementary Arpt Remark.), other times ctc
MINNEAPOLIS CENTER APP/DEP CON 127.6 279.6
COMD POST (Call RAYMOND 12) 321.0 **PMSV METRO** 342.5 Full wx svc avbl, DSN 453–6385 C701–723–6385, other times DSN 576–9755/9702 C618–256–9755/9702.
AIRSPACE: CLASS D svc Mon–Thu 1300–0500Z‡, Fri 1300–0400Z‡, clsd Sat, Sun and holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
DEERING (H) TACAN Chan 96 MIB (114.9) N48°24.92′ W101°21.97′ at fld. 1668/10E. No NOTAM MP Wed 1530–1730Z‡ (1500/3+1).
ILS 109.9 I–MJW Rwy 11. Class IT. No NOTAM MP Mon 1500–1700Z‡, Thu 1300–1500Z‡.
ILS 109.9 I–MIB Rwy 29. Class IT. No NOTAM MP Mon 1500–1700Z‡, Thu 1300–1500Z‡ (1500/3+1).
ASR Opr 24 hrs from Mon 1300Z‡ thru Sat 0500Z‡ Sat and Sun 1300–0500Z‡. No NOTAM MP Tue, Fri 1230–1430Z‡ (1500/3+1).

COPTER TACAN 122°

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIB Chan 96	122°	13,197	1667	1667

AL-5013 [USAF]

MINOT AFB (KMIB)

* When ALS inop, increase RVR to 24 and vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 3600 via MIB R-109 direct JOLBO MIB 7 DME and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

COPTER ONLY

R-302
3600
(IAF) AMAXE MIB
1941
14
122°
LR-310
MIB 7 Arc
(IAF) CONEI MIB
7
R-018
198°
018°
Max holding alt 8000 Max holding 100 KIAS
3600
ZASIL MIB
4
JUSDU MIB
7
1805
1904
1819
1878
1789
DEERING Chan 96 MIB
Max holding alt 6000 Max holding 100 KIAS
109°
289°
1751
JOLBO MIB
7
R-109
MSA MIB 2.5 NM
3200
110°
320°
4200
10 NM

EMERG SAFE ALT 100 NM 4800

ELEV 1667

TDZE 1667

JUSDU R-302
7
3000
122°
2.65°
TCH 47
2600
ZASIL
4
2.2
ZELOL
1.1
TACAN
2.9 NM
.2

3600 MIB R-109
JOLBO MIB
7

1809
1728
1769
1776
122° to TACAN
13,197 x 300
11
29

CATEGORY	COPTER		
H-122° *	2080/12	412	(500-¼)

HIRL Rwy 11-29

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

COPTER TACAN 289°

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
MIB Chan 96	289°	13,197	1644	1667

AL-5013 [USAF]

MINOT AFB (KMIB)

* When ALS inop, increase RVR to 24 and vis to ½ mile.

ALSF-1

MISSED APPROACH: Climb to 3600 via MIB R-302 direct JUSDU MIB 7 DME and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

COPTER ONLY

R-018

R-302

198°

018°

Max holding alt 8000 Max holding 100 KIAS

(IAF) CONEI MIB 7 3600

1944

JUSDU MIB 7

122°

302°

Max holding alt 6000 Max holding 100 KIAS

1878

MIB 7 Arc

DEERING Chan 96 MIB

1754

LR-101

1751

JOKPO MIB 4

JOLBO MIB 7

(IAF) AMIRE MIB 14 3600

289°

R-109

1889

MSA MIB 25 NM

3200

110°

320°

4200

10 NM

EMERG SAFE ALT 100 NM 4800

1779

ELEV 1667

1809

1728

1769

1776

13,197 x 300

TDZE 1644

09

289° to TACAN

3600 MIB R-302

JUSDU MIB 7

JOKPO 4

JOLBO R-109 7

TACAN

JULAM 1.7

2.7

289°

3000

2400

2.54°

TCH 49

.3

2.3 NM

CATEGORY	COPTER		
H-289° *	2040/12	396	(400-¼)

HIRL Rwy 11-29

HI-ILS or LOC/DME RWY 11

LOC I-MJW	APCH CRS	Rwy ldg 13,197 THRE 1667 Arpt Elev 1667	JAL-5013 [USAF]	MINOT AFB (KMIB)
109.9	115°			

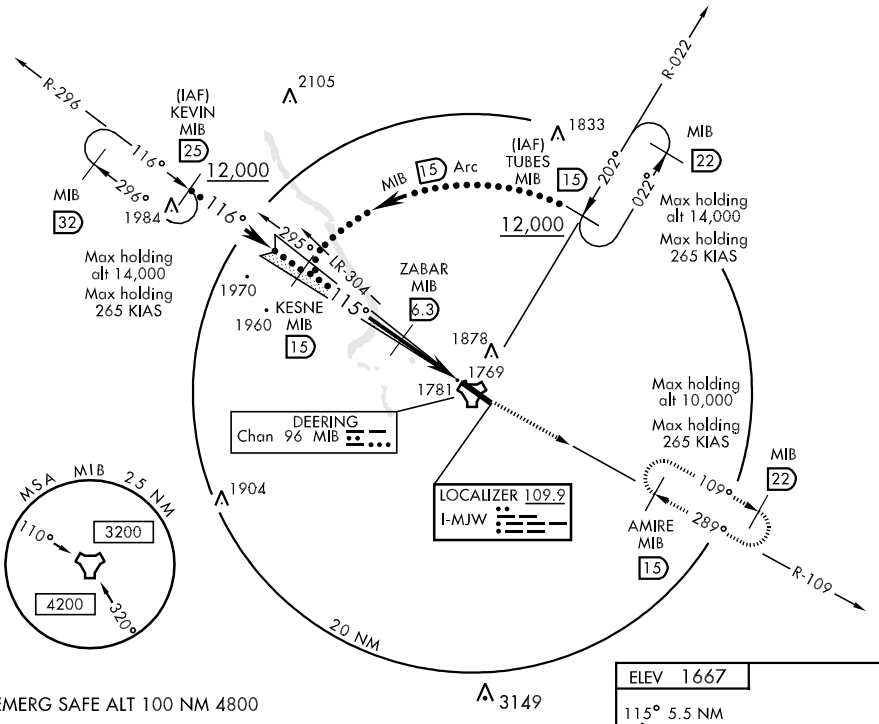
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1 (A1)

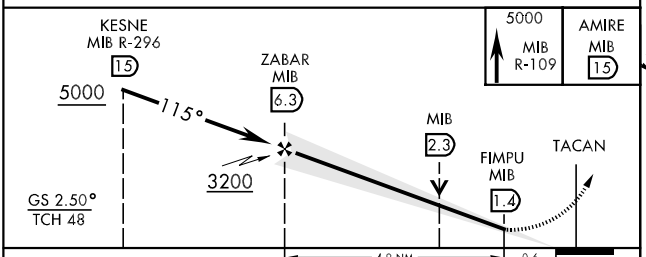
MISSED APPROACH: Climb to 5000 via MIB TACAN R-109 direct AMIRE and hold.

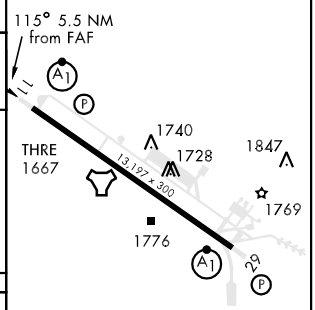
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

*** Circling not authorized N of Rwy 11-29.



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 11 *	1867/24 200 (200-½)				
S-LOC 11 **	2100/24 433 (500-½)		2100/40 433 (500-¾)		
CIRCLING ***	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

HIRL Rwy 11-29

LOC FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC/DME RWY 29

LOC I-MIB	APCH CRS	Rwy ldg 13,197 THRE 1638 Arpt Elev 1667
109.9	295 °	

AL-5013 [USAF]

MINOT AFB (KMIB)

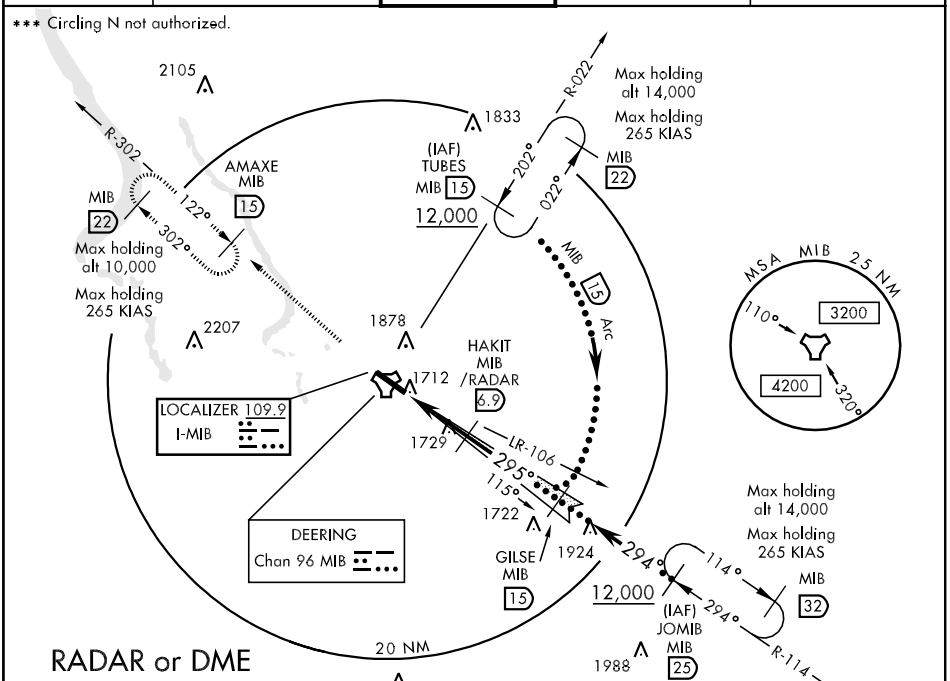
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55 and vis to 1 mile.

ALSF-1 (A1)

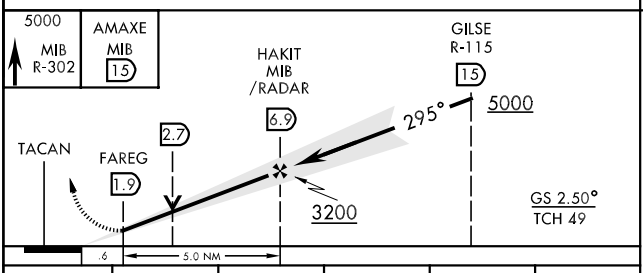
MISSED APPROACH: Climb to 5000 via MIB TACAN R-302 direct AMAXE and hold.

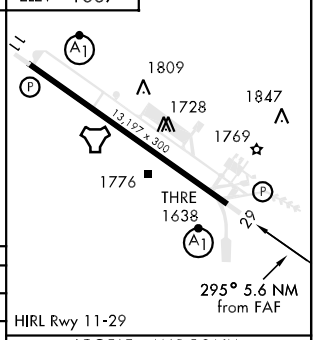
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

*** Circling N not authorized.



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 29 *	1838/24 200 (200-½)				
S-LOC 29 **	2000/24 362 (400-½)		2000/35 362 (400-⅝)		
CIRCLING ***	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

LOC FAF to MAP 5.0 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 11

TACAN	MIB
Chan	96

APCH CRS
122°

Rwy ldg	13,197
THRE	1667
Arpt Elev	1667

JAL-5013 [USAF]

MINOT AFB (KMIB)

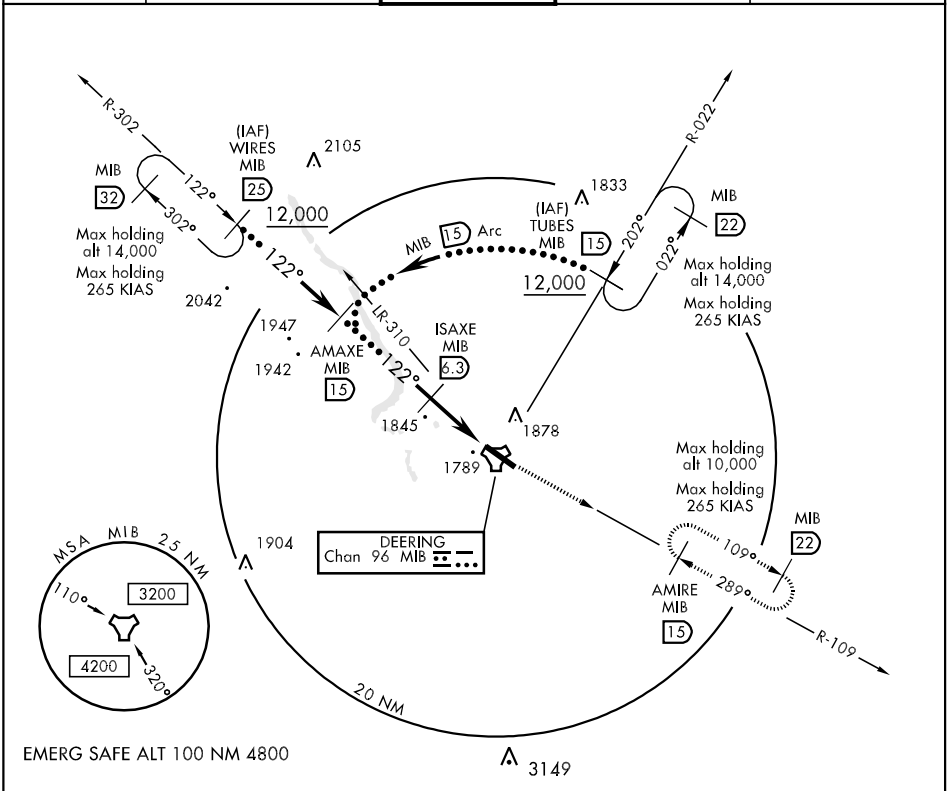
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

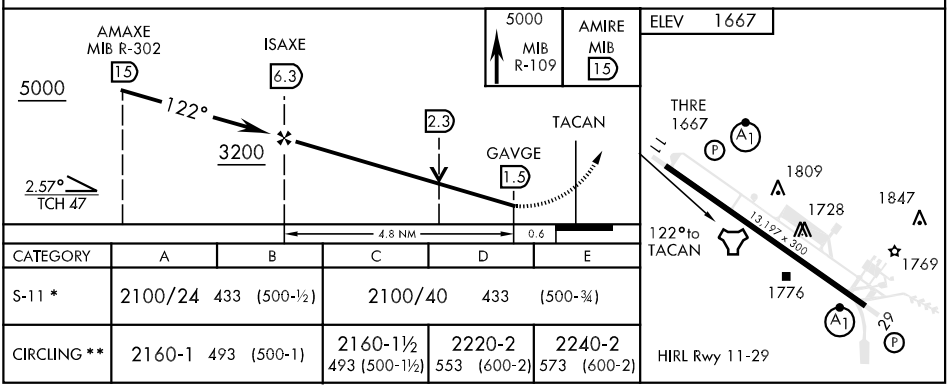
** Circling not authorized N of Rwy 11-29.

ALSF-1

MISSED APPROACH: Climb to 5000 via MIB TACAN R-109 direct AMIRE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2





CATEGORY	A	B	C	D	E
S-11 *	2100/24 433 (500-½)		2100/40 433 (500-¾)		
CIRCLING **	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 29

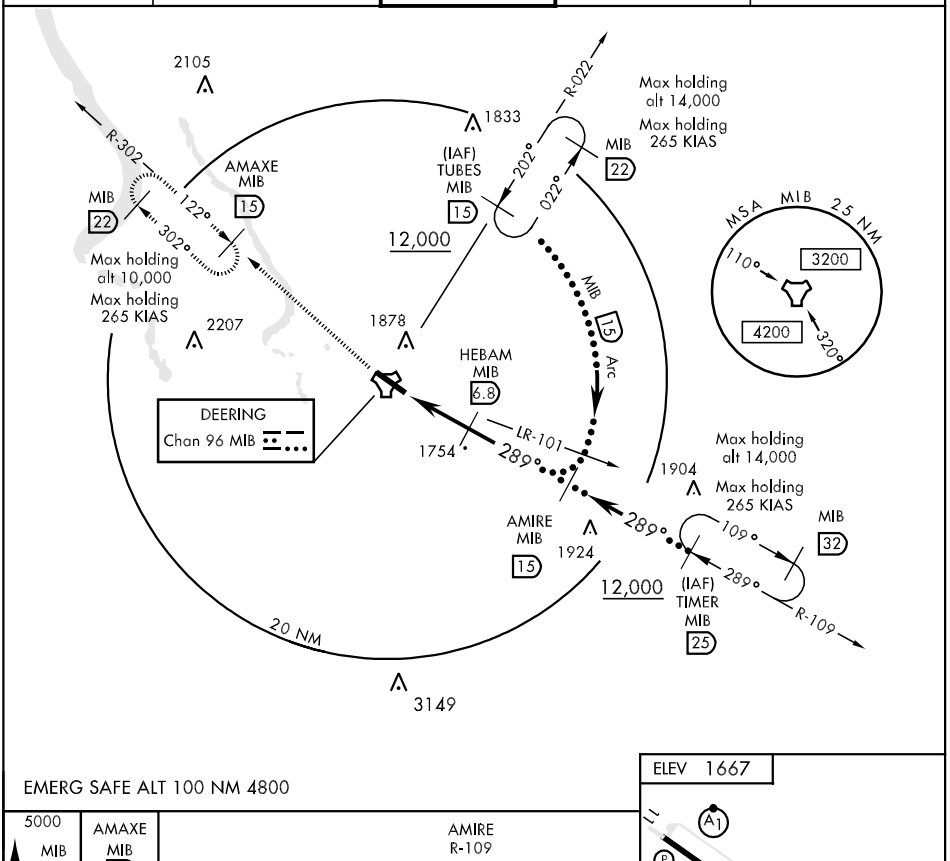
TACAN MIB Chan 96	APCH CRS 289 °	Rwy ldg 13,197 THRE 1638 Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)

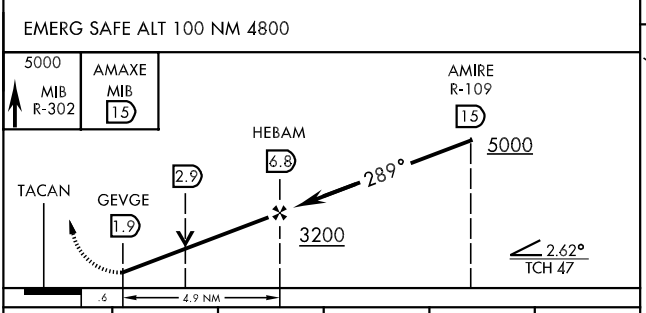
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜miles.
** Circling not authorized N of Rwy 11-29.

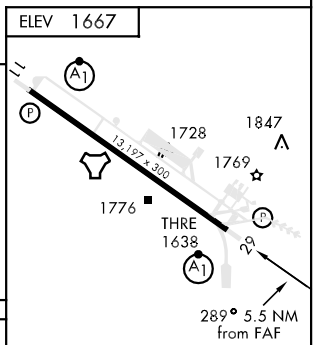
ALSF-1 (A1)

MISSED APPROACH: Climb to 5000 via MIB TACAN R-302 direct AMAXE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2







CATEGORY	A	B	C	D	E
S-29 *	2100/24 462 (500-½)		2100/50 462 (500-1)		
CIRCLING **	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

HIRL Rwy 11-29

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 11

LOC I-MJW	APCH CRS	Rwy ldg 13,197 THRE 1667 Arpt Elev 1667
109.9	115°	

JAL-5013 [USAF]

MINOT AFB (KMIB)

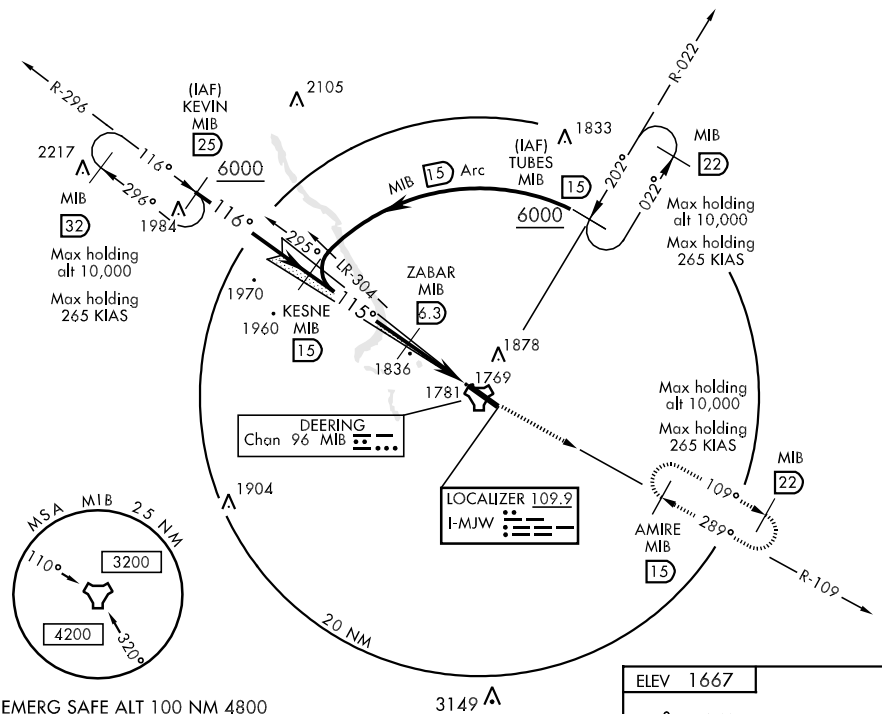
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

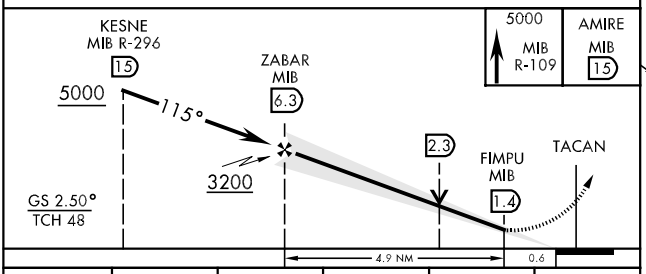
ALSF-1

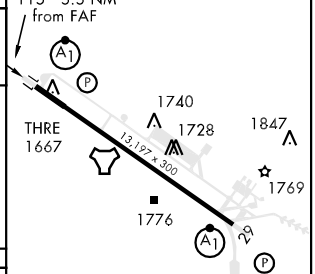
MISSED APPROACH: Climb to 5000 via MIB TACAN R-109 direct AMIRE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

*** Circling not authorized N of Rwy 11-29.







CATEGORY	A	B	C	D	E
S-ILS 11 *	1867/24 200 (200-½)				
S-LOC 11 **	2100/24 433 (500-½)		2100/40 433 (500-¾)		
CIRCLING ***	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

LOC FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 29

LOC I-MIB	APCH CRS	Rwy ldg 13,197 THRE 1638 Arpt Elev 1667
109.9	295 °	

AL-5013 [USAF]

MINOT AFB (KMIB)

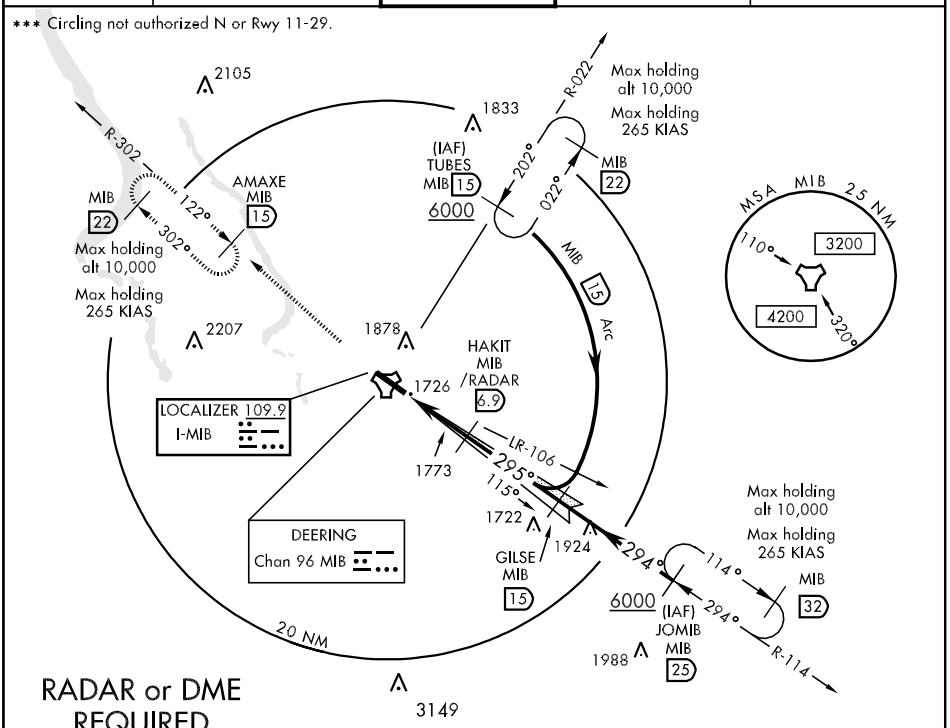
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 5000 via MIB TACAN R-302 direct AMAXE and hold.

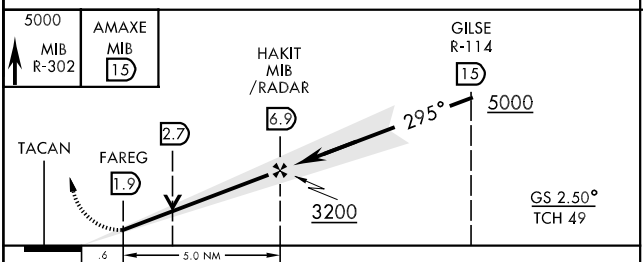
ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2

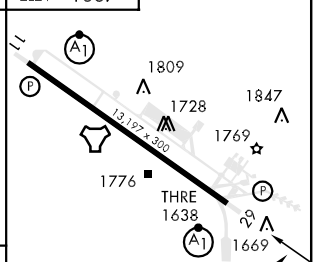
*** Circling not authorized N or Rwy 11-29.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-ILS 29 *	1838/24 200 (200-½)				
S-LOC 29 **	2040/24 402 (400-½)		2040/40 402 (400-¾)		
CIRCLING ***	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

LOC FAF to MAP 5.0 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 11

TACAN MIB Chan 96	APCH CRS 122°	Rwy ldg 13,197 THRE 1667 Arpt Elev 1667

JAL-5013 [USAF]

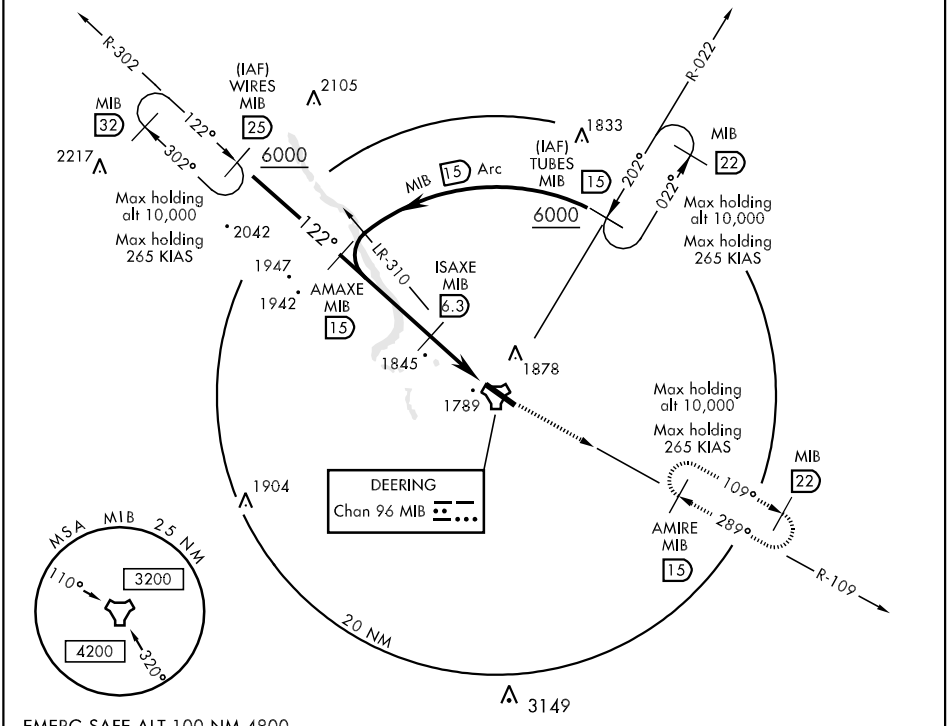
MINOT AFB (KMIB)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling not authorized N of Rwy 11-29.

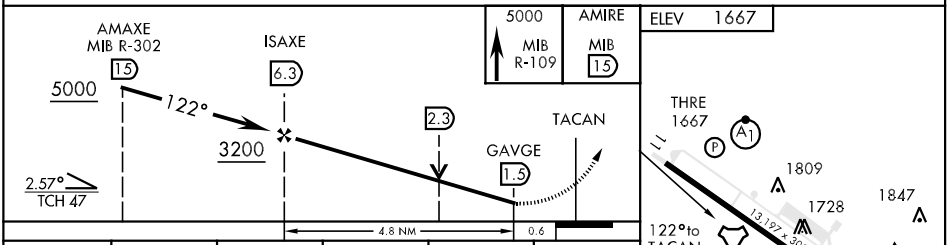
ALSF-1

MISSED APPROACH: Climb to 5000 via MIB TACAN R-109 direct AMIRE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



EMERG SAFE ALT 100 NM 4800



CATEGORY	A	B	C	D	E
S-11*	2100/24 433 (500-½)		2100/40 433 (500-¾)		
CIRCLING**	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 29

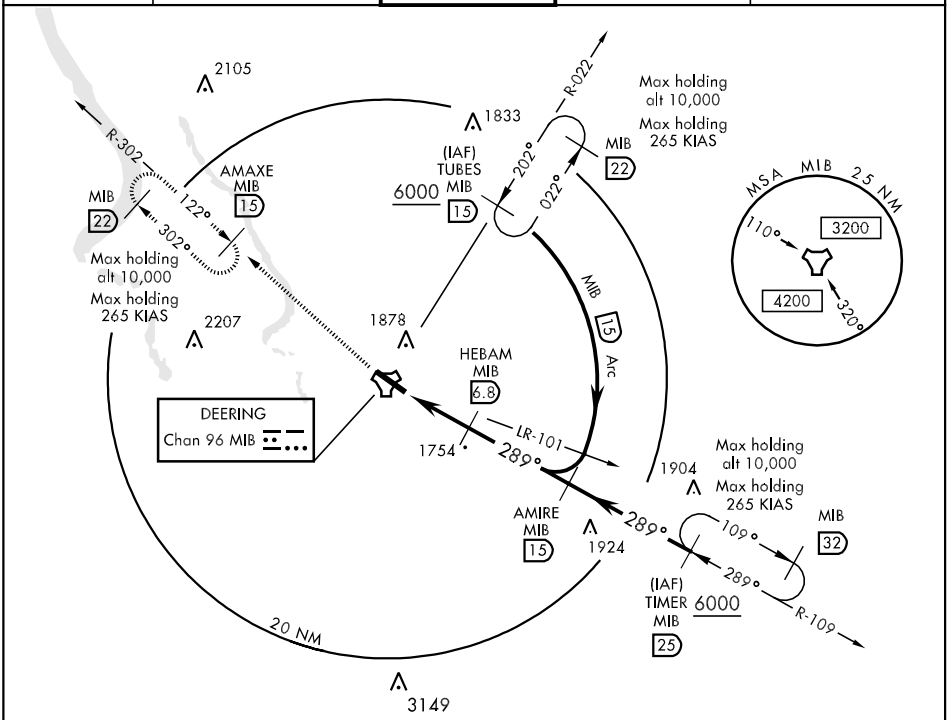
TACAN MIB Chan 96	APCH CRS 289 °	Rwy Idg 13,197 THRE 1638 Arpt Elev 1667	AL-5013 [USAF]	MINOT AFB (KMIB)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT CDE vis to 1⅜ miles.
** Circling not authorized N of Rwy 11-29.

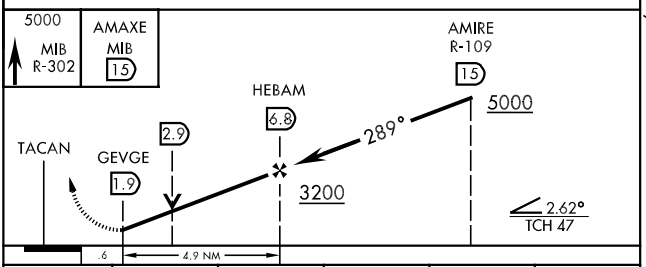
ALSF-1

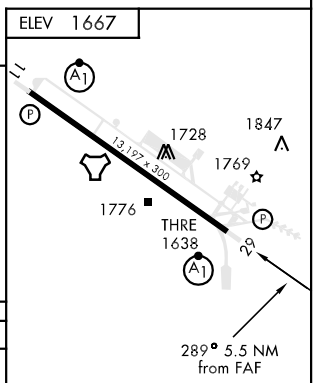
MISSED APPROACH: Climb to 5000 via MIB TACAN R-302 direct AMAXE and hold.

ATIS ★	MINOT APP CON	MINOT TOWER ★	GND CON	CLNC DEL
278.8	119.6 363.8	120.65 253.5	134.0 275.8	326.2



EMERG SAFE ALT 100 NM 4800





CATEGORY	A	B	C	D	E
S-29 *	2100/24 462 (500-½)		2100/50 462 (500-1)		
CIRCLING **	2160-1 493 (500-1)		2160-1½ 493 (500-1½)	2220-2 553 (600-2)	2240-2 573 (600-2)

HIRL Rwy 11-29

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINOT INTL (MOT)
MINOT, NORTH DAKOTA

AL-635 (FAA)

NC-1, 21 OCT 2010 to 18 NOV 2010

MAGIC CITY TOWER ★
118.2 393.1
GND CON
121.9 393.1

VAR 7.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.2° W

48° 16'N

ELEV
1702

RWY 08-26
S-120, D-150, 2S-175, 2D-240, 2D/D1-383
RWY 13-31
S-120, D-150, 2S-175, 2D-240

131.1°

7700 X 150

FIELD
ELEV
1716

6351 X 100

082.9°

263.0°

0.9% UP

ELEV
1658

GENERAL
AVIATION
RAMP

COMMERCIAL
AVIATION
RAMP

CONTROL
TOWER
1783

AIR CARGO
RAMP

311.1°

0.6% UP

ELEV
1657

48° 15'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

101° 17'W

101° 16'W

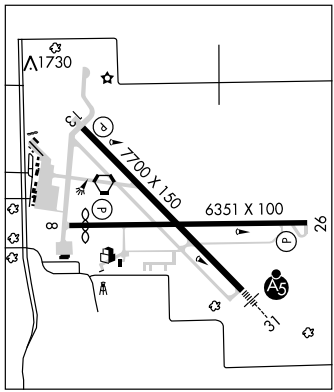
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MINOT, NORTH DAKOTA
MINOT INTL (MOT)

10210

MINOT INTL (MOT) 2 N UTC−6(−5DT) N48°15.46′ W101°16.68′ **BILLINGS**
1716 B S4 **FUEL** 100LL, JET A OX 3 AOE Class I, ARFF Index B NOTAM FILE MOT **H–2H, L–14F**
RWY 13–31: H7700X150 (CONC–GRVD) S–120, D–150, 2S–175, 2D–240 HIRL 0.6% up NW **IAP, AD**
RWY 13: PAPI(P4L). **RWY 31:** MALSR.
RWY 08–26: H6351X100 (ASPH–GRVD) S–120, D–150, 2S–175, 2D–240, 2D/D1–383 HIRL 0.9% up W
RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Thld dsplcd 393′. Trees.
RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 50′.



AIRPORT REMARKS: Attended continuously. Deer and birds on and invof arpt. CLOSED to unscheduled air carrier acft ops with more than 30 passenger seats, except PPR: call arpt manager 701–857–4724. Twys D, E, and B2 not avbl for air carrier ops with more than 30 passenger seats. Twys D, E and B2 restricted to 12,500 pounds or less and are marked with edge reflectors. Rwy 31 touchdown, rwy visual range avbl. When twr is clsd ACTIVATE HIRL Rwy 08–26 and Rwy 13–31, REIL Rwy 08 and Rwy 26, MALSR Rwy 31—CTAF. PAPI Rwy 08, 26 and Rwy 13 opr 24 hrs. Ldg fee for acft over 12,500 pounds. Customs svc avbl 24 hrs; for customs call 701–838–6704. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS 118.725 (701) 837–9379. **HIWAS** 117.1 MOT.
COMMUNICATIONS: CTAF 118.2 **UNICOM** 122.95
RCO 122.2 (GRAND FORKS RADIO)
Ⓡ **APP/DEP CON** 119.6 (Opr 24 hrs, from Mon 1300Z‡ thur Sat 0500Z. Sat and Sun 1300–0500Z‡), other hrs ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6
MAGIC CITY TOWER 118.2 (1300–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.
(H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ at fld. 1691/13E. **HIWAS.**
VOR unusable:
100°–125° byd 35 NM blo 3,700′. 230°–265° byd 35 NM blo 3,700′
135°–230° byd 35 NM blo 4,000′ 265°–300° byd 35 NM blo 3,500′.
ILS/DME 111.9 I–MOT Chan 56 Rwy 31. Localizer backcourse unusable byd 15 NM. ILS unmonitored 0400–1300Z‡
COMM/NAV/WEATHER REMARKS: Minot AFB (MIB) ASR OTS for preventive maintenance Fridays 1300–1500Z‡ and alternate Tuesdays 1230–1430Z‡.

MINTO MUNI (DØ6) 1 W UTC−6(−5DT) N48°17.00′ W97°23.52′ **TWIN CITIES**
820 NOTAM FILE GFK
RWY 17–35: 2600X100 (CONC–TURF)
RWY 17: Road. **RWY 35:** P-line.
AIRPORT REMARKS: Attended May–Sep 1400–2300Z‡, Oct–Apr on call. Arpt CLOSED in winter months except PPR ctc arpt manager 701–248–3224. Confirm winter conditions and snow removal before use 701–248–3224/ 218–779–7940. Rwy 17–35 conc surface 2300′X20′ in center located 300′ inbound north end; turf surface soft when wet; sparse grass bordering conc edges. Rwy 35 −5′ drainage swale 50′ from thld.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-MOT	APP CRS	Rwy Idg	7700
111.9	308°	TDZE	1673
Chan 56		Apt Elev	1716

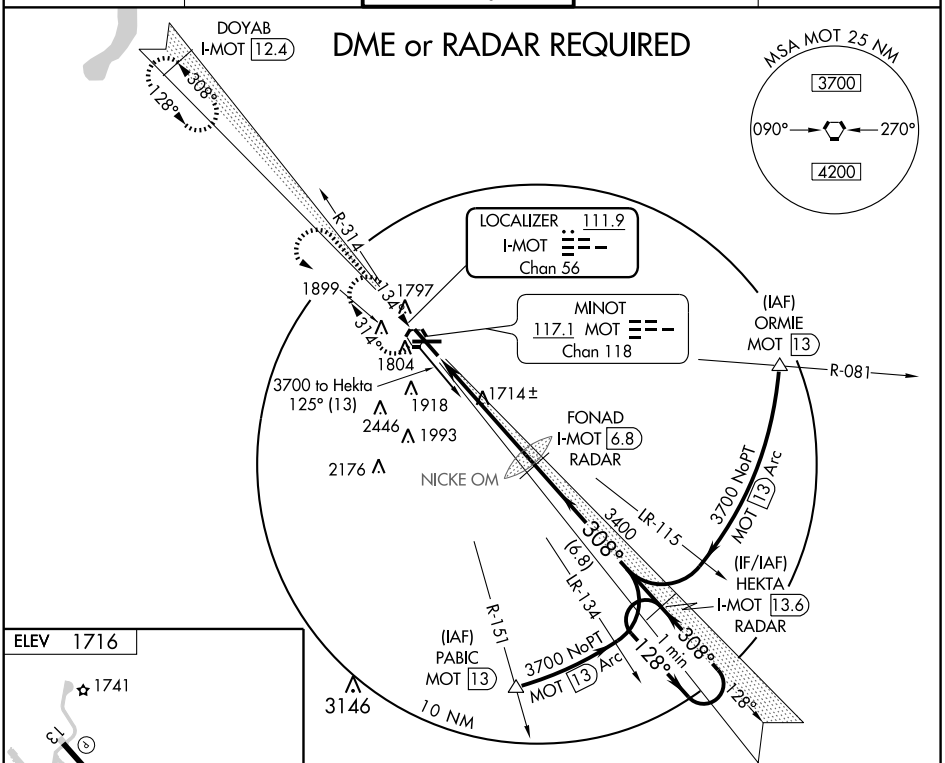
ILS or LOC RWY 31
MINOT INTL (MOT)

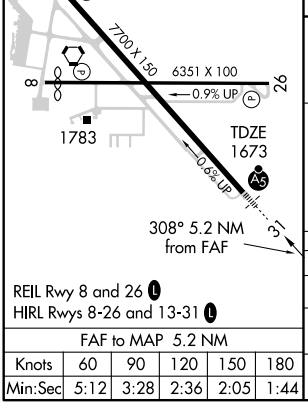
If local altimeter setting not received use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Minot AFB altimeter setting.
DME or RADAR required. For inoperative MALSR increase S-ILS 31 Cat E visibility to RVR 4000, and S-LOC 31 Cats D and E visibility to RVR 5000.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

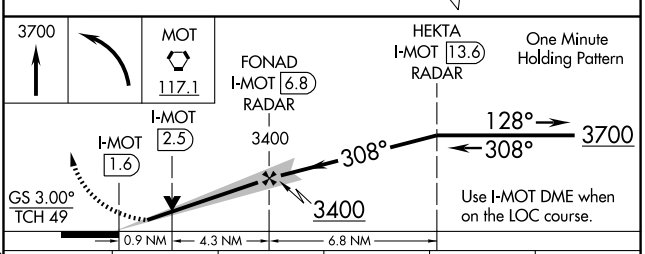
MALSR

MISSED APPROACH: Climb to 3700 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON *	MAGIC CITY TOWER *	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D	E
S-ILS 31	*1873/24 200 (200-½)				
S-LOC 31	1980/24 307 (300-½)			1980/40 307 (300-¾)	
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)	2800-3 1084 (1100-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-MOT	APP CRS	Rwy Idg 7700
111.9	128°	TDZE 1702
Chan 56		Apt Elev 1716

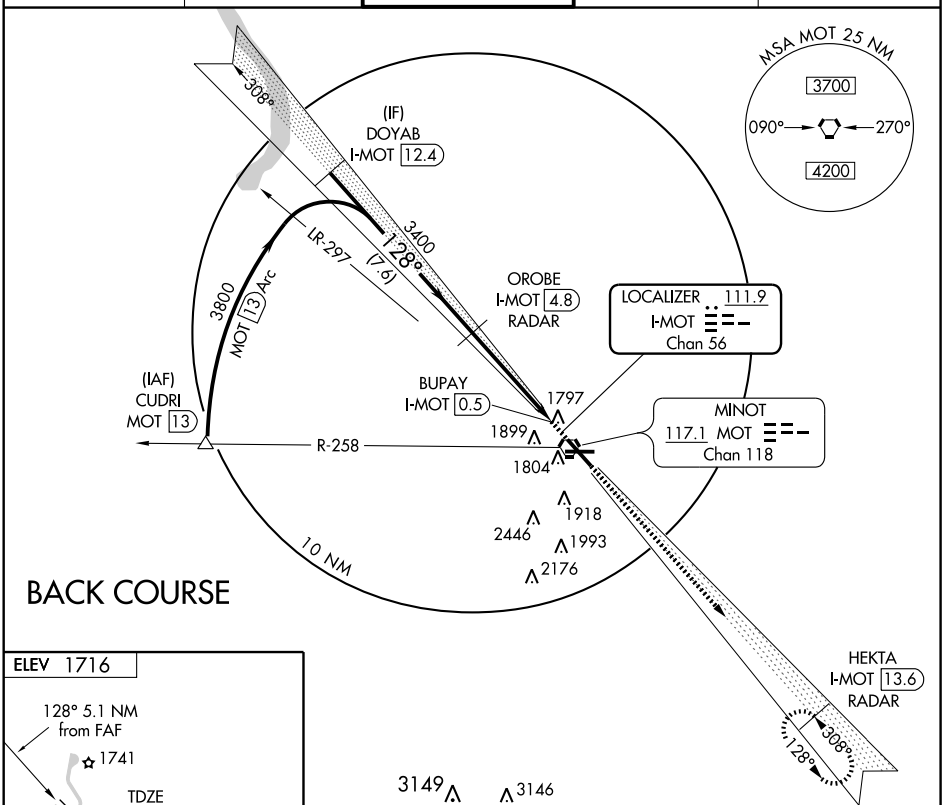
LOC/DME BC RWY 13

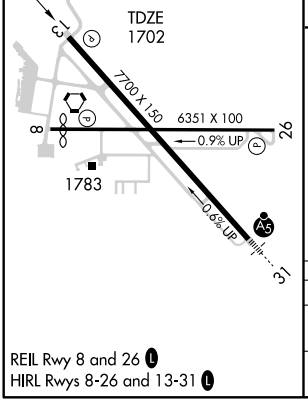
MINOT INTL (MOT)

If local altimeter not received use Minot AFB altimeter setting and increase all MDAs 40 feet.

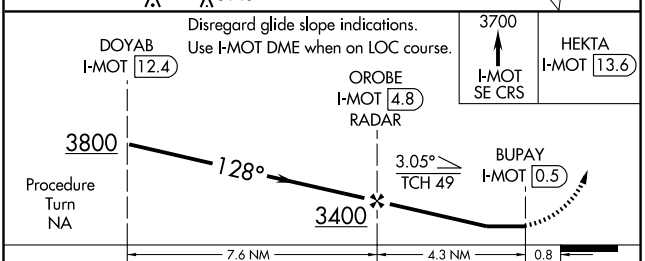
MISSED APPROACH: Climb to 3700 via I-MOT LOC SE course to HEKTA/I-MOT 13.6 DME/RADAR and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95





REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L



CATEGORY	A	B	C	D
S-13	2060-1 358 (400-1)			2060-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5958
Chan **97616**	**080°**	TDZE	**1712**
W08A		Apt Elev	**1716**

RNAV (GPS) RWY 8

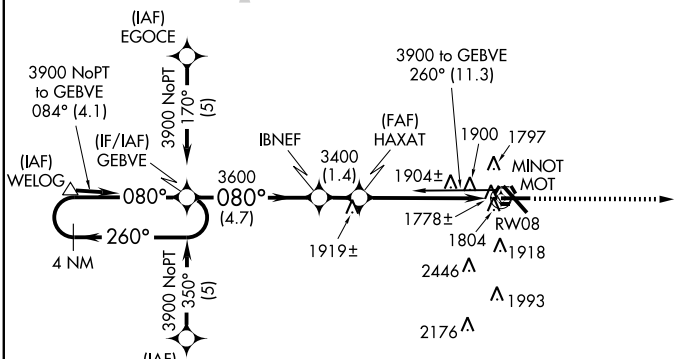
MINOT INTL (MOT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Minot AFB altimeter setting. VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile and Circling Cat C visibility ¼ mile.

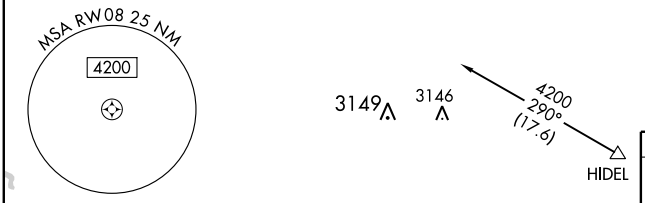
MISSED APPROACH: Climb to 3600 direct SIRSE and hold.

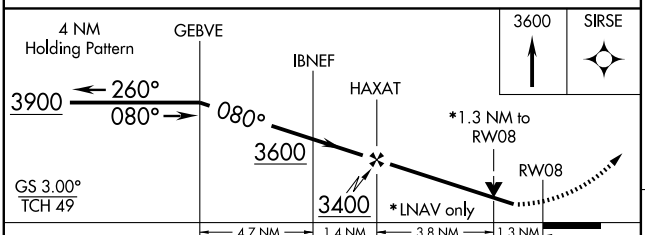
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	**119.6 363.8**	**118.2** (CTAF) L **393.1**	**121.9 393.1**	**122.95**

RADAR required for procedure entry at EGOCE.

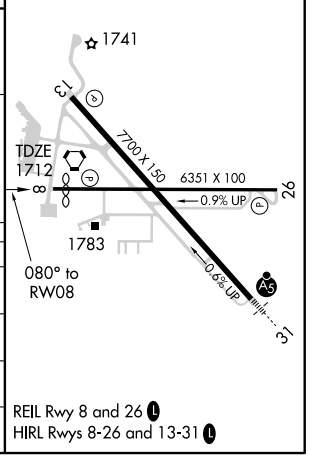


Procedure NA for arrivals at MOT VORTAC via V491 northeast bound.





CATEGORY	A	B	C	D
LPV DA	1991-1 279 (300-1)			
LNAV/VNAV DA	2218-1¾ 506 (600-1¾)			
LNAV MDA	2160-1 448 (500-1)		2160-1¼ 448 (500-1¼)	2160-1½ 448 (500-1½)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)



REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 70399 W13A	APP CRS 128°	Rwy Idg 7700 TDZE 1702 Apt Elev 1716

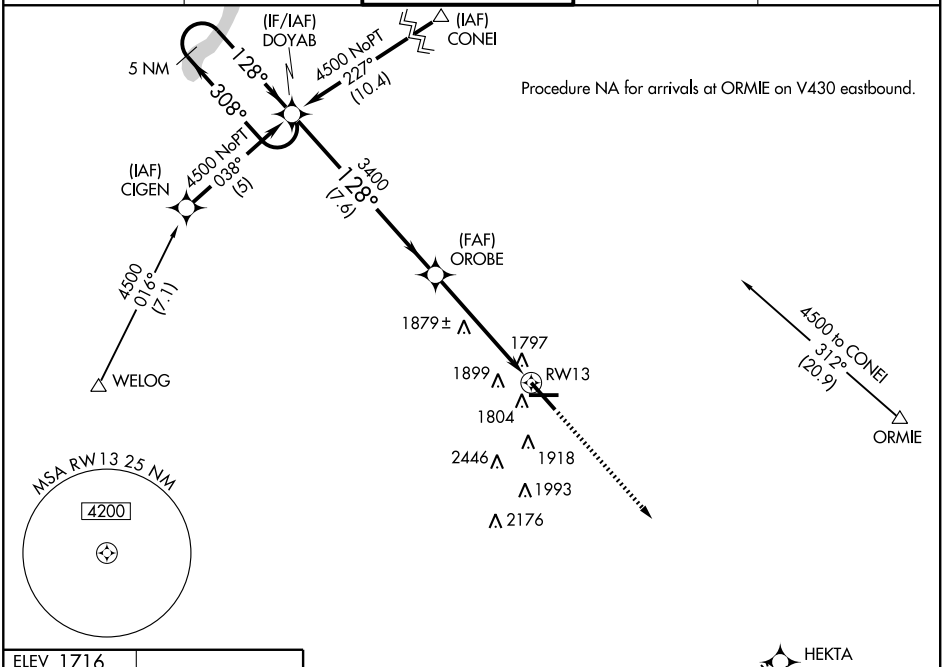
RNAV (GPS) RWY 13

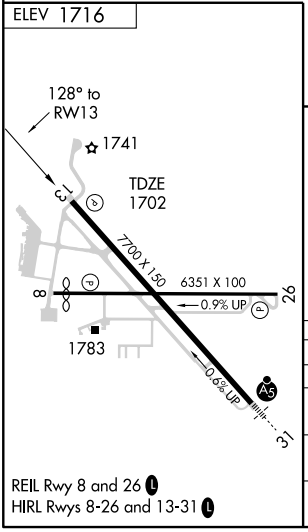
MINOT INTL (MOT)

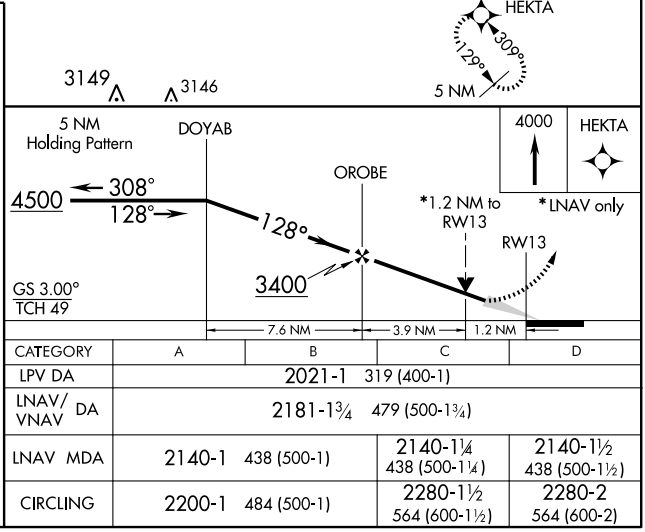
If local altimeter not received, use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -18°C (0°F). VDP and Baro-VNAV NA when using Minot AFB altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HEKTA and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
LPV DA	2021-1 319 (400-1)			
LNAV/VNAV DA	2181-1¾ 479 (500-1¾)			
LNAV MDA	2140-1 438 (500-1)		2140-1¼ 438 (500-1¼)	2140-1½ 438 (500-1½)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 56516 W26A	APP CRS 260°	Rwy Idg 6351 TDZE 1682 Apt Elev 1716

RNAV (GPS) RWY 26

MINOT INTL (MOT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Baro-VNAV NA when using Minot AFB altimeter setting. VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all DA 30 feet and all MDA 40 feet; increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct GEBVE and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95

MISSED APCH FIX

GEBVE
080°
260°
4 NM

RADAR required for procedure entry at UCARI.

(IAF) UCARI
3600 NoPT 170° (5)
(IF/IAF) SIRSE
3600 to SIRSE 081° (12.2)
1797 MINOT MOT
(FAF) REMRE
1899
1804
RW26
1789±
3400 260° (6.1)
260°
080°
4 NM
3600 NoPT 266° (37.7)
(IAF) BALTA
1918
2446
1993
2176
3600 NoPT 350° (5)
(IAF) TIZTO

MSA RW26 25 NM
4200

3149 3146
3600 034° (12)
HIDEL

ELEV 1716

1741
13
7700 X 150
6351 X 100
0.9% UP
8
26
TDZE 1682
1783
0.6% UP
A5
37
260° to RW26

3900 GEBVE
*LNAV only
*1 NM to RW26
REMRE
SIRSE
4 NM Holding Pattern
080°
260°
3600
260°
RW26
3400
GS 3.00°
TCH 50
1 NM 4.2 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	1932-1 250 (300-1)			
LNAV/VNAV DA	1932-1 250 (300-1)			
LNAV MDA	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 66099 W31A	APP CRS 308°	Rwy Idg 7700 TDZE 1673 Apt Elev 1716

RNAV (GPS) RWY 31

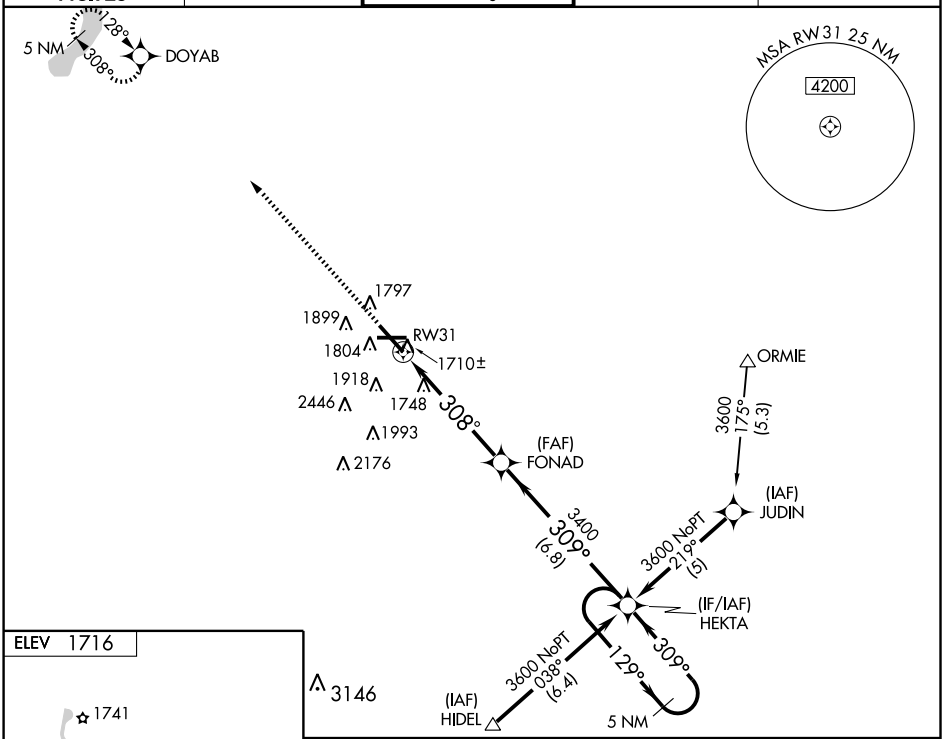
MINOT INTL (MOT)

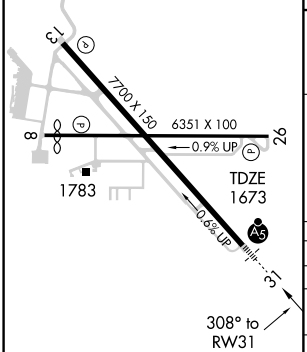
If local altimeter setting not received use Minot AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -18°C (0°F). VDP and Baro-VNAV NA when using Minot AFB altimeter setting. For inoperative MALSR increase LPV visibility to RVR 5000 all Cats, LNAV/VNAV Cat D visibility to RVR 5000. Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA.

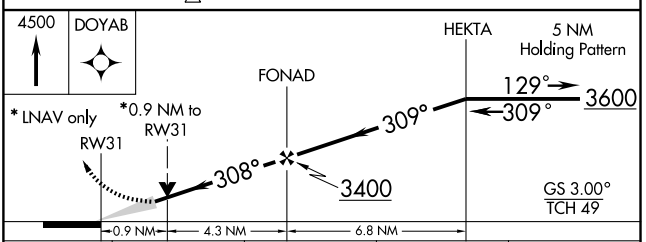
MALSR

MISSED APPROACH: Climb to 4500 direct DOYAB and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
LPV DA	1923/24 250 (300-½)			
LNAV/VNAV DA	1960/24 287 (300-½)			1960/40 287 (300-¾)
LNAV MDA	2000/24 327 (300-½)			2000/50 327 (300-1)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

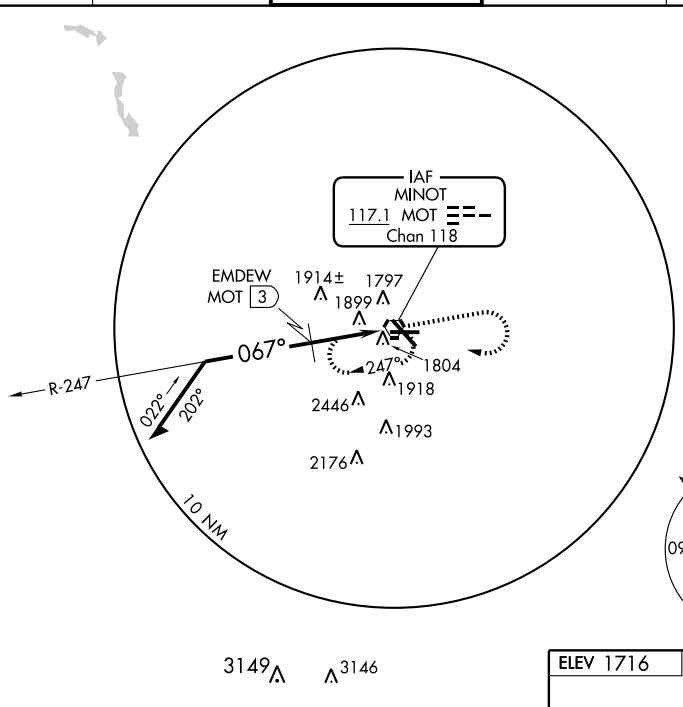
VORTAC MOT 117.1 Chan 118	APP CRS 067°	Rwy Idg 5958 TDZE 1712 Apt Elev 1716

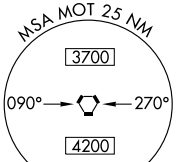
VOR RWY 8
MINOT INTL (MOT)

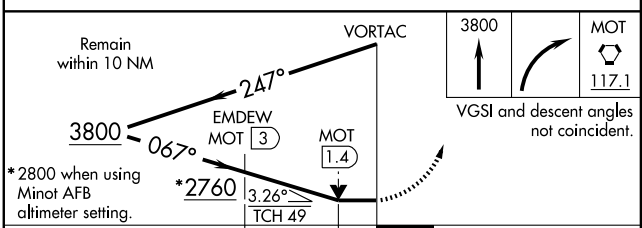
VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all MDA 40 feet; EMDEW FIX minimums increase S-8 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3800 then right turn direct MOT VORTAC and hold.

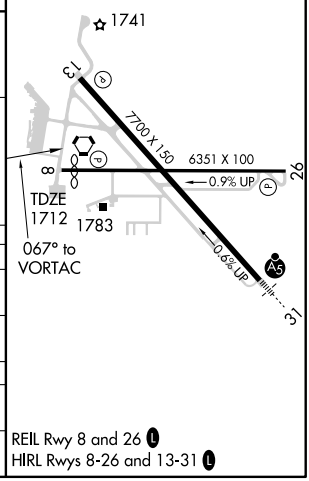
ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95







CATEGORY	A	B	C	D
S-8	2760-1¼ 1048 (1100-1¼)	2760-1½ 1048 (1100-1½)	2760-3 1048 (1100-3)	
CIRCLING	2760-1¼ 1044 (1100-1¼)	2760-1½ 1044 (1100-1½)	2760-3 1044 (1100-3)	
EMDEW FIX MINIMUMS				
S-8	2180-1 468 (500-1)		2180-1¼ 468 (500-1¼)	2180-1½ 468 (500-1½)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)



REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

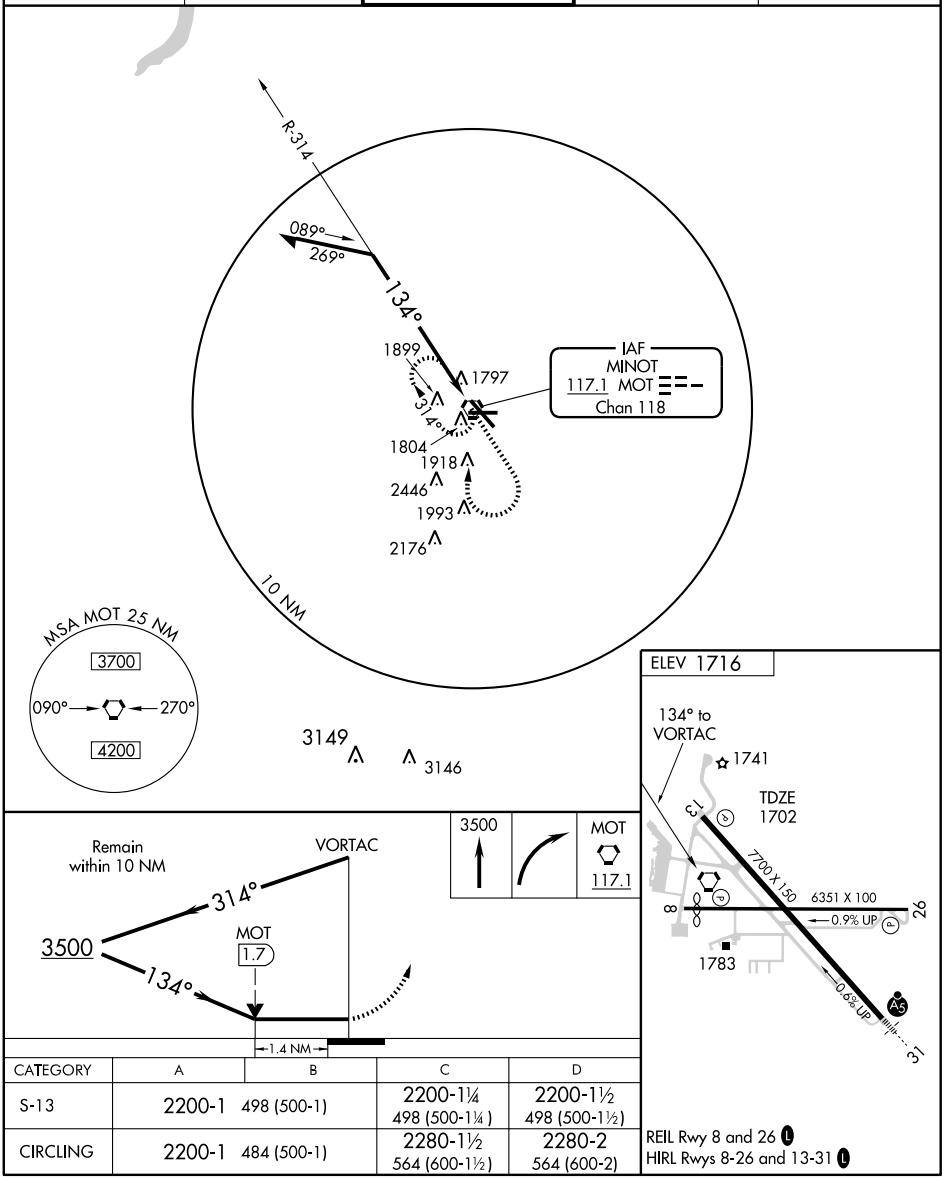
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC MOT 117.1 Chan 118	APP CRS 134°	Rwy Idg 7700 TDZE 1702 Apt Elev 1716

VOR RWY 13
MINOT INTL (MOT)

MISSED APPROACH: Climb to 3500 then right turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95



CATEGORY	A	B	C	D
S-13	2200-1	498 (500-1)	2200-1¼ 498 (500-1¼)	2200-1½ 498 (500-1½)
CIRCLING	2200-1	484 (500-1)	2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

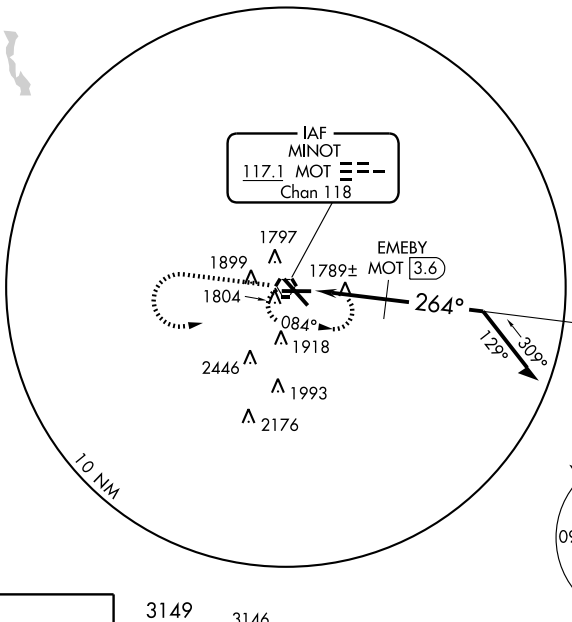
VORTAC MOT 117.1 Chan 118	APP CRS 264°	Rwy Idg 6351 TDZE 1682 Apt Elev 1716

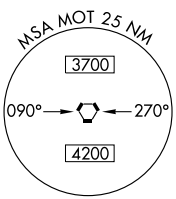
VOR RWY 26
MINOT INTL (MOT)

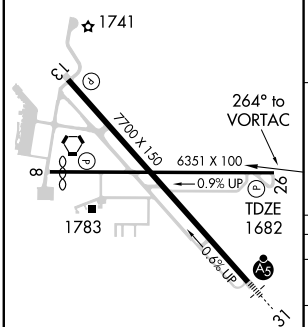
VDP NA with Minot AFB altimeter setting. When local altimeter setting not received, use Minot AFB altimeter setting and increase all MDA 40 feet; increase S-26 and Circling Cats A/C/D visibility ¼ mile, and EMEBY FIX minimums Circling Cat C visibility ¼ mile.

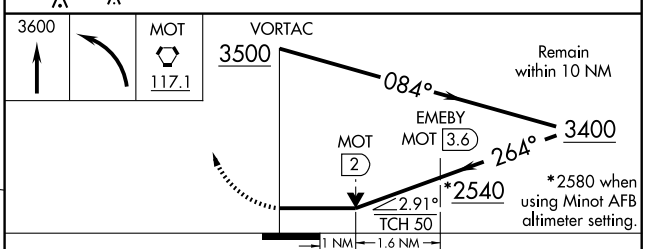
MISSED APPROACH: Climb to 3600 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95









CATEGORY	A	B	C	D
S-26	2540-1 858 (900-1)	2540-1¼ 858 (900-1¼)	2540-2½ 858 (900-1½)	2540-2¾ 858 (900-2¾)
CIRCLING	2540-1 824 (900-1)	2540-1¼ 824 (900-1¼)	2540-2½ 824 (900-1½)	2540-2¾ 824 (900-2¾)
EMEBY FIX MINIMUMS				
S-26	2040-1 358 (400-1)			2040-1¼ 358 (400-1¼)
CIRCLING	2200-1 484 (500-1)		2280-1½ 564 (600-1½)	2280-2 564 (600-2)

REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

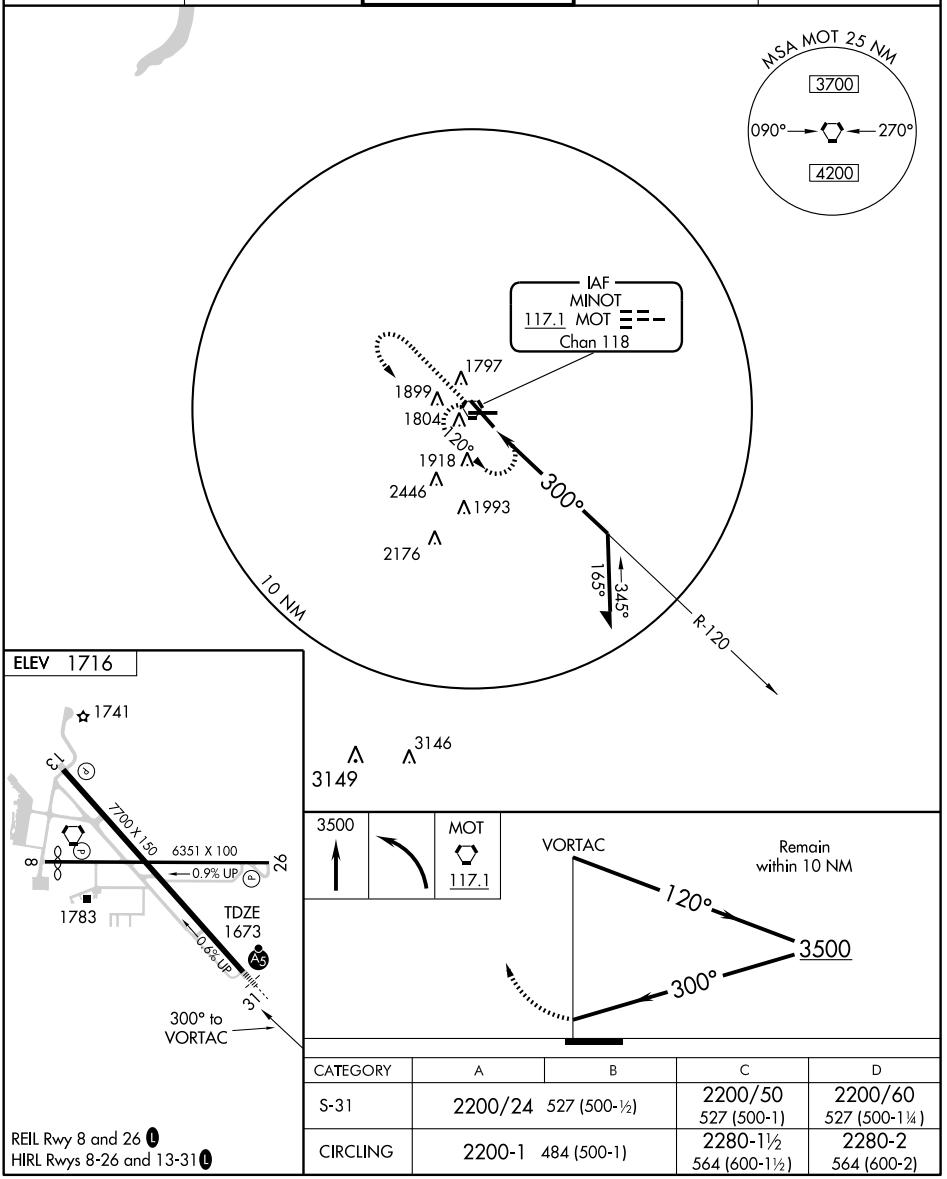
VORTAC MOT 117.1 Chan 118	APP CRS 300°	Rwy Idg 7700 TDZE 1673 Apt Elev 1716

VOR RWY 31
MINOT INTL (MOT)

MALSR

MISSED APPROACH: Climb to 3500 then left turn direct MOT VORTAC and hold.

ASOS	MINOT APP CON ★	MAGIC CITY TOWER ★	GND CON	UNICOM
118.725	119.6 363.8	118.2 (CTAF) L 393.1	121.9 393.1	122.95

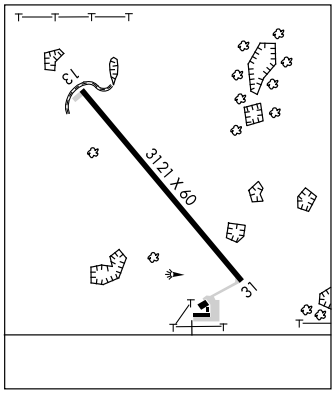


CATEGORY	A	B	C	D
S-31	2200/24	527 (500-½)	2200/50 527 (500-1)	2200/60 527 (500-1¼)
CIRCLING	2200-1	484 (500-1)	2280-1½ 564 (600-1½)	2280-2 564 (600-2)

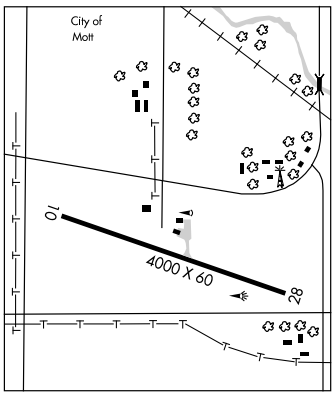
REIL Rwy 8 and 26 L
HIRL Rwys 8-26 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MOHALL MUNI (HBC) 1 W UTC−6(−5DT) N48°46.10′ W101°32.22′ **BILLINGS**
1649 NOTAM FILE GFK **L–14F**
RWY 13–31: H3121X60 (ASPH–AFSC) S–12.5 LIRL **IAP**
RWY 13: P-line. **RWY 31:** Road.
AIRPORT REMARKS: Attended on call. For attendant and fuel call 701–756–7177/6640. Confirm snow removal and winter condition with arpt manager 701–756–7177. Rwy 13 has 5′ swale 200′ outbound thld. ACTIVATE LIRL Rwy 13–31—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINOT APP/DEP CON** 119.6 (Opr 24 hrs, from Mon 1300Z‡ thru Sat 0500Z‡. Sat and Sun 1300–0500Z‡), other hours ctc **MINNEAPOLIS CENTER APP/DEP CON** 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.
MINOT (H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ 329° 32.1 NM to fld. 1691/13E. **HIWAS.**
COMM/NAV/WEATHER REMARKS: Minot AFB (MIB) ASR OTS for preventive maintenance Fridays 1200–1400Z‡.



MOTT MUNI (3P3) 1 S UTC−7(−6DT) N46°21.55′ W102°19.69′ **BILLINGS**
2413 **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 10–28: H4000X60 (ASPH) S–12.5 MIRL
RWY 28: Road.
AIRPORT REMARKS: Unattended. Self svc fuel avbl 24 hrs with credit card. Deer on and invof arpt. Confirm winter conditions call 701–824–2030/2676/2552/2991 prior to use. Irregular snow removal. + 100′ twr left on farmstead 1800′ rgt of Rwy 28 thld. ACTIVATE MIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 134° 35.3 NM to fld. 2520/14E. **HIWAS.**



NAPOLEON MUNI (5B5) 1 SE UTC−6(−5DT) N46°29.67′ W99°45.61′ **TWIN CITIES**
1983 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 12–30: H3200X60 (ASPH) S–6 LIRL
RWY 12: Trees.
RWY 08–26: 2500X80 (TURF)
RWY 08: Tree. **RWY 26:** Bank.
AIRPORT REMARKS: Unattended. For fuel after 2300Z‡ ctc city police on 701–754–2626 or during hours arpt manager 701–754–2226. Rwy 08–26 CLOSED Oct–Apr due to lack of snow removal. Deer on or invof arpt. Irregular snow removal. Confirm winter conditions with arpt manager during day on 701–754–2226 and evenings 701–754–2958. Rwy 12–30 asph sfc has numerous cracks and loose stones. Rwy 12–30 cultivated field 55′ left and right of rwy centerline. Arpt lgts opr dusk–0600Z‡. ACTIVATE LIRL Rwy 12–30 after 0600Z‡—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 101° 40.7 NM to fld. 1841/12E. **HIWAS.**

APP CRS	Rwy Idg	3121
311°	TDZE	1649
	Apt Elev	1649

AL-6052 (FAA)

RNAV (GPS) RWY 31
MOHALL MUNI (HBC)

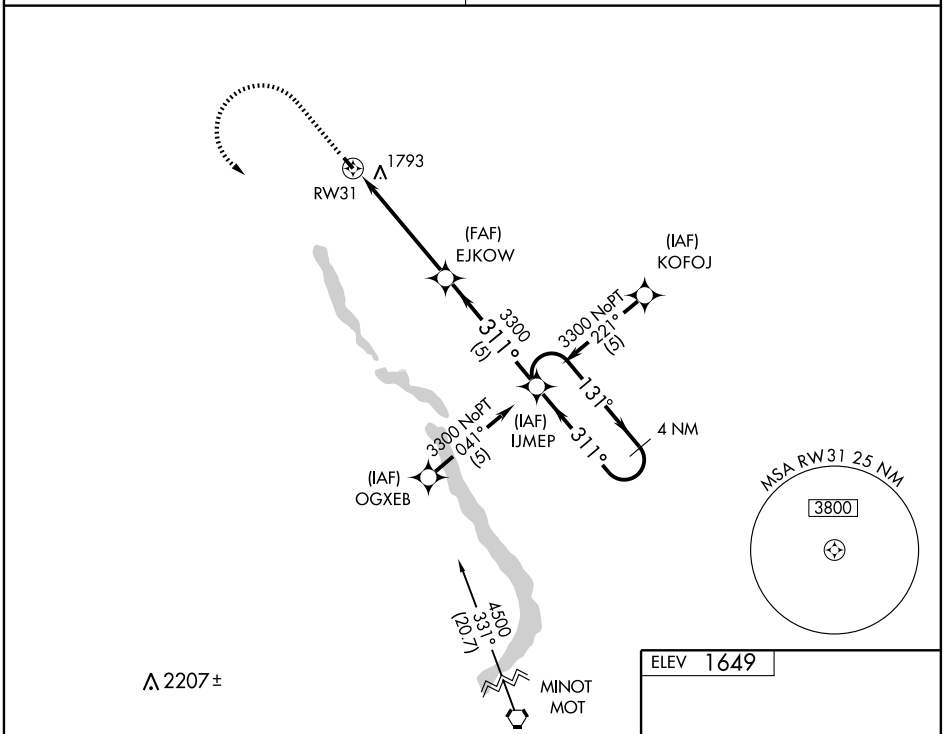
NC-1, 21 OCT 2010 to 18 NOV 2010

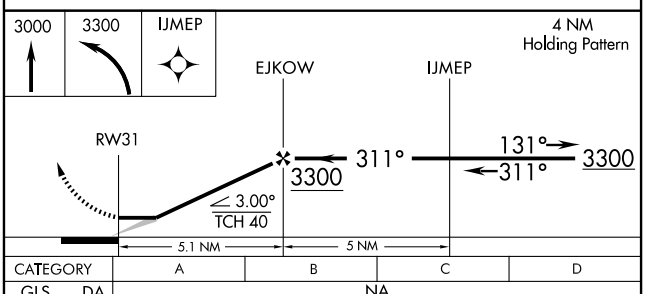
NA Use Minot Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

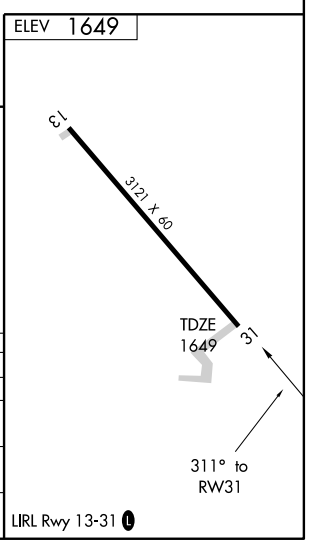
MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct IJMEP WP and hold.

MINOT APP CON ★
119.6 363.8

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	2180-1 531 (600-1)		2180-1½ 531 (600-1½)	NA
CIRCLING	2240-1 591 (600-1)		2240-1½ 591 (600-1½)	NA

48° 46′ N - 101°32′ W

VORTAC MOT	APP CRS	Rwy Idg	3121
117.1	329°	TDZE	1649
Chan 118		Apt Elev	1649

AL-6052 (FAA)

VOR/DME RWY 31

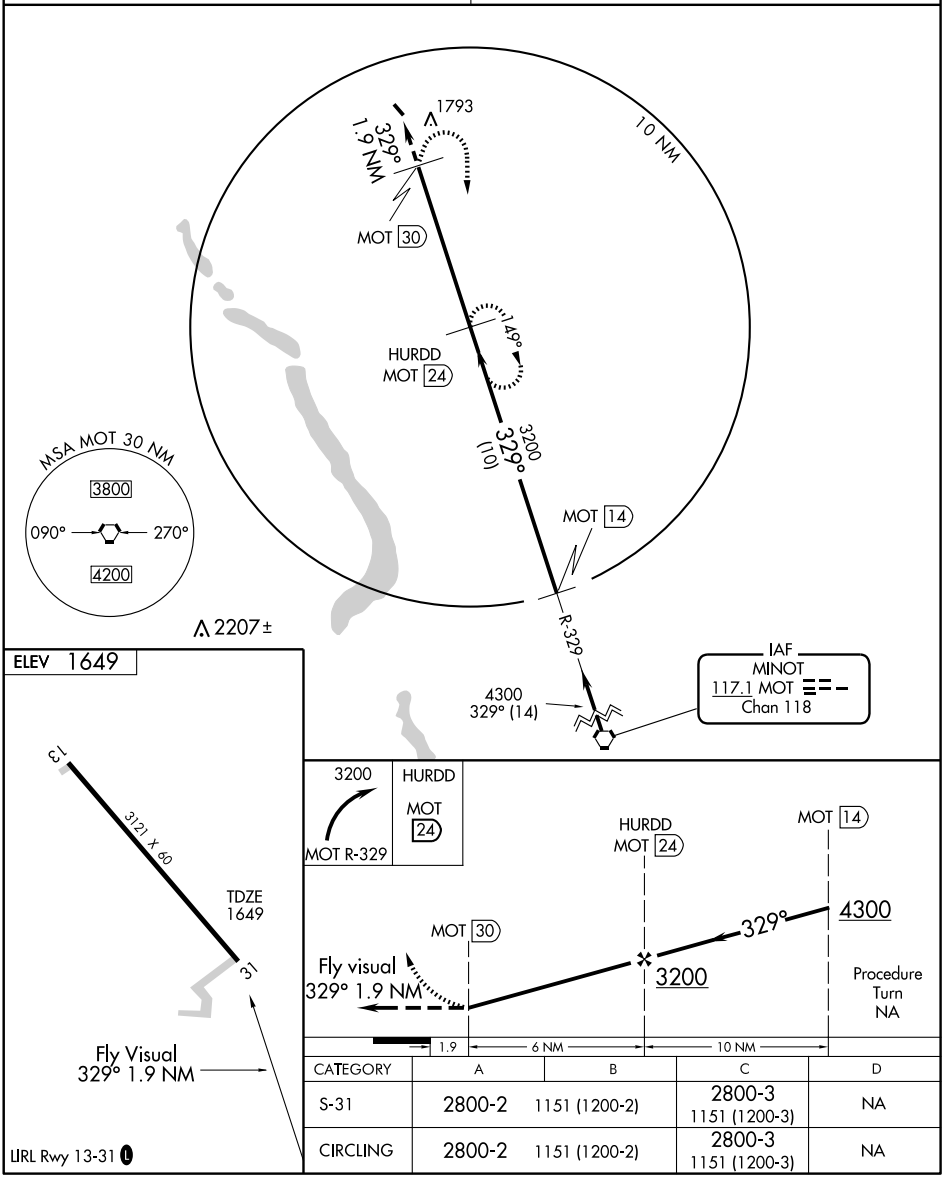
MOHALL MUNI (HBC)

NA Use Minot Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3200 via MOT R-329 to HURDD 24 DME and hold.

MINOT APP CON ★
119.6 363.8

UNICOM
122.8 (CTAF) L

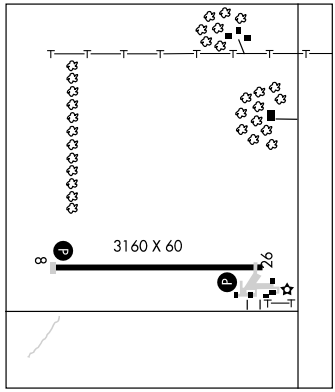


CATEGORY	A	B	C	D
S-31	2800-2	1151 (1200-2)	2800-3 1151 (1200-3)	NA
CIRCLING	2800-2	1151 (1200-2)	2800-3 1151 (1200-3)	NA

LIRL Rwy 13-31 L

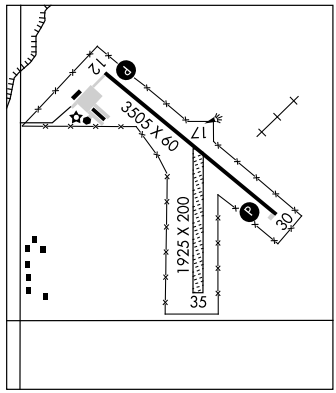
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NORTHWOOD MUNI–VINCE FLD (4V4) 1 SW UTC−6(−5DT) N47°43.45′ W97°35.43′ **TWIN CITIES**
1117 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 08–26: H3160X60 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 26′. Treebelt. Rgt tfc.
RWY 26: PAPI(P2L)—GA 3.0° TCH 28′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For svcs after hrs call arpt manager on 701–587–5171. CAUTION: Rwy 08–26 may be snow covered during winter months. Confirm winter conditions with arpt manager, 701–587–5171/cell 218–779–1242. Twy reflectors only. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND FORKS APP/DEP CON** 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 221° 21.4 NM to fld. 841/9E. **HIWAS**



NOSON N46°41.30′ W102°42.75′ NOTAM FILE DIK. **BILLINGS**
NDB (LOM) 353 DI 320° 7.5 NM to Dickinson–Theodore Roosevelt Rgnl. Unmonitored.

OAKES MUNI (2D5) 2 N UTC−6(−5DT) N46°10.39′ W98°04.79′ **TWIN CITIES**
1335 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 12–30: H3505X60 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 27′. Sprinkler system.
RWY 30: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 17–35: 1925X200 (TURF)
RWY 17: Pole. **RWY 35:** Road.
AIRPORT REMARKS: Attended May–Oct Mon–Fri 1400–2300Z‡. For attendant after hrs call 701–742–3145. For fuel call city police 701–742–3145/2172. Rwy 17–35 CLOSED winter months due to lack of snow removal. Confirm winter conditions with arpt manager before use, call 701–742–3145/701–742–2293/2231/2137/2172 (Police). Rwy 17–35 grass surface clumpy. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (701) 742–3991.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.
ABERDEEN (H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 008° 46.9 NM to fld. 1301/7E.



PARK RIVER–W C SKJERVEN FLD (Y37) 1 W UTC−6(−5DT) N48°23.65′ W97°46.85′ **TWIN CITIES**
1104 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 12–30: H3100X60 (ASPH) S–12 MIRL
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 30:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 03–21: 2500X100 (TURF)
RWY 03: Trees. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 701–284–7804 or City Police 701–284–6644. For fuel ctc arpt manager on 701–284–7303 or after hrs on 701–284–7804 or 331–1110. Rwy 03–21 CLOSED winter months due to lack of snow removal. Confirm winter conditions after major storm with arpt manager on 701–284–7303/7804/6644/6755 or 331–1110. Deer on and invof arpt. Rwy 12–30 and Rwy 03–21 soft shoulders. Rwy 03 and Rwy 21 dalgt boundary markers, 3′ metal fixtures red and white. ACTIVATE MIRL Rwy 12–30, and PAPI Rwy 12 and Rwy 30—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 309° 35.6 NM to fld. 841/9E. **HIWAS.**

RNAV (GPS) RWY 26

NORTHWOOD MUNI-VINCE FIELD (4V4)

APP CRS	Rwy Idg	3160
262°	TDZE	1117
	Apt Elev	1117

NA

DME/DME RNP- 0.3 NA.
Use Grand Forks Intl altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct UNIZY WP and hold.

GRAND FORKS APP CON
118.1 318.1

UNICOM
122.8 (CTAF) L

2236

MSA RW 26 25 NM
4200

GRAND FORKS
GFK
3000
204°
(10.2)

(IAF)
CAGOS
3000
172°
(5)

1320

RW26
1214±

2700
262°
(6)

(FAF)
FARBA

BORPE

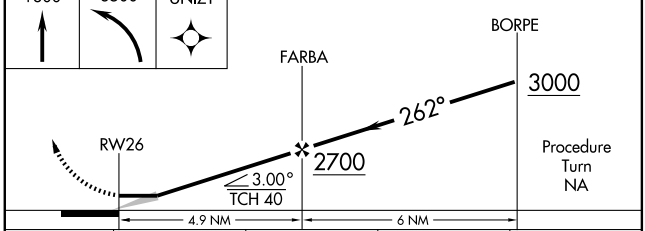
3000
352°
(5)

(IAF)
DAKME

3000
269°
(9.1)
JOCOR

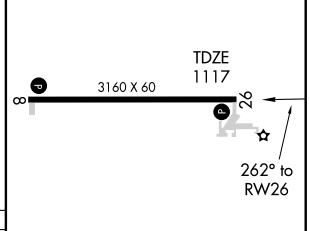
UNIZY
065°
245°
4 NM

1800	3500	UNIZY



CATEGORY	A	B	C	D
LNAV MDA	1660-1	543 (600-1)	NA	
CIRCLING	1720-1	603 (700-1)	NA	

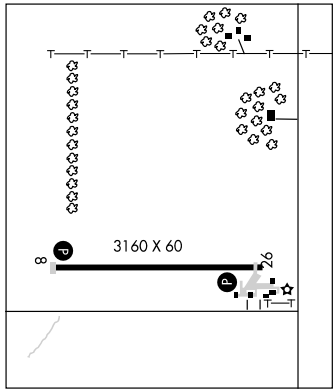
ELEV 1117



MIRL Rwy 8-26 L

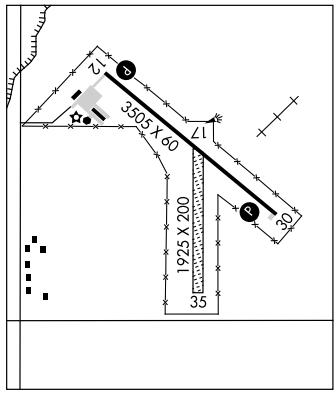
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NORTHWOOD MUNI–VINCE FLD (4V4) 1 SW UTC−6(−5DT) N47°43.45′ W97°35.43′ **TWIN CITIES**
1117 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 08–26: H3160X60 (ASPH) S–12.5 MIRL **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 26′. Treebelt. Rgt tfc.
RWY 26: PAPI(P2L)—GA 3.0° TCH 28′. Road.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. For svcs after hrs call arpt manager on 701–587–5171. CAUTION: Rwy 08–26 may be snow covered during winter months. Confirm winter conditions with arpt manager, 701–587–5171/cell 218–779–1242. Twy reflectors only. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GRAND FORKS APP/DEP CON** 118.1
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 221° 21.4 NM to fld. 841/9E. **HIWAS**



NOSON N46°41.30′ W102°42.75′ NOTAM FILE DIK. **BILLINGS**
NDB (LOM) 353 DI 320° 7.5 NM to Dickinson–Theodore Roosevelt Rgnl. Unmonitored.

OAKES MUNI (2D5) 2 N UTC−6(−5DT) N46°10.39′ W98°04.79′ **TWIN CITIES**
1335 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 12–30: H3505X60 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 27′. Sprinkler system.
RWY 30: PAPI(P2L)—GA 3.0° TCH 27′.
RWY 17–35: 1925X200 (TURF)
RWY 17: Pole. **RWY 35:** Road.
AIRPORT REMARKS: Attended May–Oct Mon–Fri 1400–2300Z‡. For attendant after hrs call 701–742–3145. For fuel call city police 701–742–3145/2172. Rwy 17–35 CLOSED winter months due to lack of snow removal. Confirm winter conditions with arpt manager before use, call 701–742–3145/701–742–2293/2231/2137/2172 (Police). Rwy 17–35 grass surface clumpy. ACTIVATE MIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.675 (701) 742–3991.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.
ABERDEEN (H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 008° 46.9 NM to fld. 1301/7E.



PARK RIVER–W C SKJERVEN FLD (Y37) 1 W UTC−6(−5DT) N48°23.65′ W97°46.85′ **TWIN CITIES**
1104 B S4 **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 12–30: H3100X60 (ASPH) S–12 MIRL
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 30:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 03–21: 2500X100 (TURF)
RWY 03: Trees. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 701–284–7804 or City Police 701–284–6644. For fuel ctc arpt manager on 701–284–7303 or after hrs on 701–284–7804 or 331–1110. Rwy 03–21 CLOSED winter months due to lack of snow removal. Confirm winter conditions after major storm with arpt manager on 701–284–7303/7804/6644/6755 or 331–1110. Deer on and invof arpt. Rwy 12–30 and Rwy 03–21 soft shoulders. Rwy 03 and Rwy 21 dalgt boundary markers, 3′ metal fixtures red and white. ACTIVATE MIRL Rwy 12–30, and PAPI Rwy 12 and Rwy 30—CTAF. Rotating bcn OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE GFK.
GRAND FORKS (H) VORW/DME 114.3 GFK Chan 90 N47°57.29′ W97°11.12′ 309° 35.6 NM to fld. 841/9E. **HIWAS.**

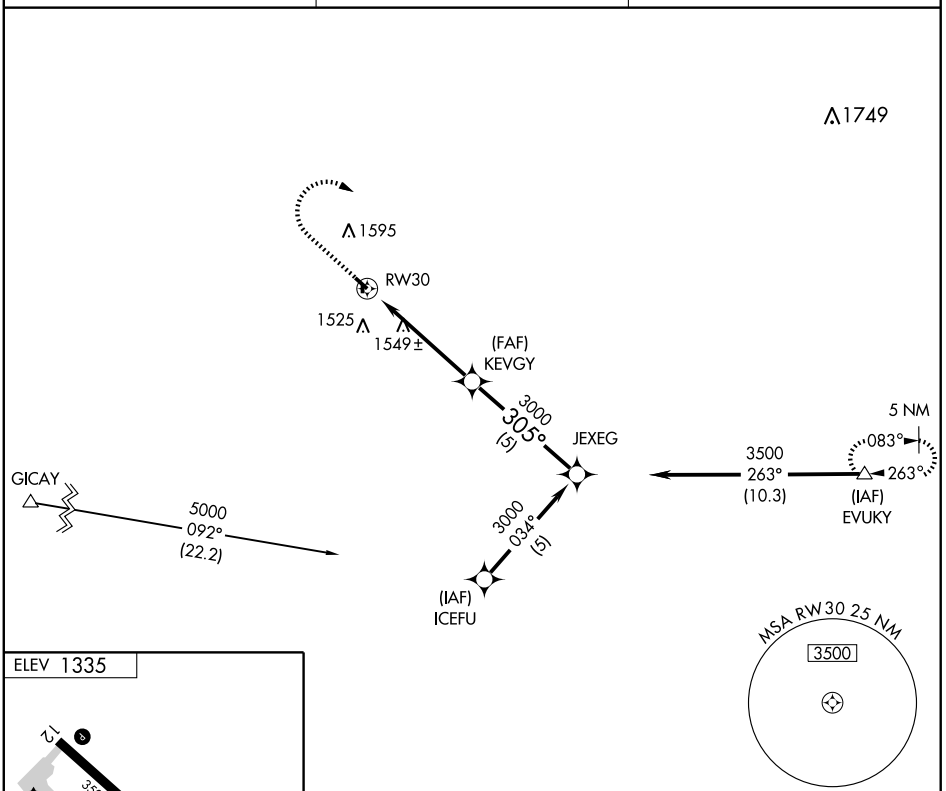
APP CRS	Rwy Idg	3505
305°	TDZE	1335
	Apt Elev	1335

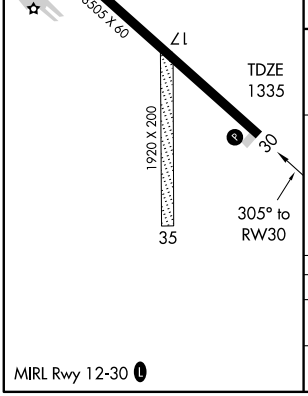
GPS RWY 30
OAKES MUNI (2D5)

T
NA Use Aberdeen altimeter setting.

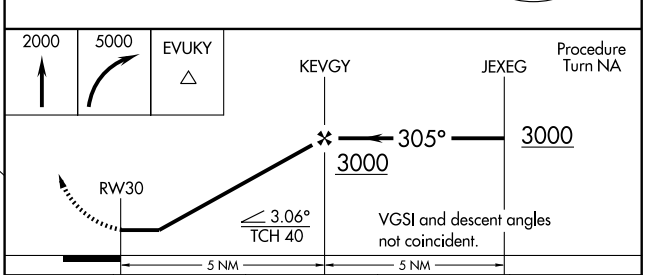
MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 direct EVUKY WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.675	124.2 270.3	122.9 L





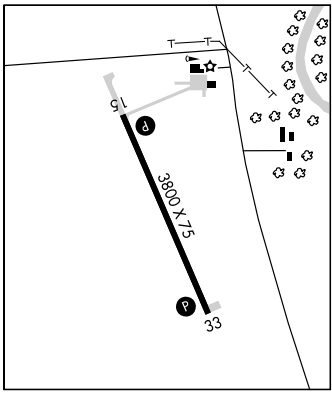
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
S-30	1920-1	585 (600-1)	1920-1½ 585 (600-1½)	NA
CIRCLING	1920-1	585 (600-1)	2020-2 685 (700-2)	NA

PARSHALL–HANKINS (Y74) 1 S UTC−6(−5DT) N47°56.18′ W102°08.53′ **BILLINGS**
2031 B **FUEL** 100LL NOTAM FILE GFK **L–14F**
RWY 12–30: H3200X60 (ASPH) S–12 MIRL
AIRPORT REMARKS: Attended on call. For attendance schedule May–Sep call arpt manager 701–862–3265. Self svc 24 hr credit card fueling system avbl. Deer on or invof arpt. Rwy 12–30 confirm snow removal at 701–898–4113, or city hall 701–862–3459, or city water plant manager 701–862–3510. Twy marked with reflectors only. MIRL Rwy 12–30 operates continuous at low setting as PCL OTS.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′
094° 67.4 NM to fld. 2372/12E. **HIWAS.**

PEMBINA MUNI (PMB) 1 S UTC−6(−5DT) N48°56.55′ W97°14.45′ **TWIN CITIES**
795 **FUEL** 100LL, JET A AOE NOTAM FILE GFK **L–14G**
RWY 15–33: H3800X75 (ASPH) S–12.5 MIRL **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 33: PAPI(P2L)—GA 3.0° TCH 26′.
AIRPORT REMARKS: Attended on call. Fuel svc 24 hr self service credit card system. For svcs ctc arpt manager 218–843–5084/2581. Irregular snow removal. Confirm winter conditions before use 218–843–5084/2581 or 701–825–6465–6421. Rwy 15 +60′ trees 2000′ from thld on centerline; apch ratio 30:1. After 0600Z‡ ACTIVATE MIRL Rwy 15–33 and PAPI for Rwy 15 and Rwy 33—CTAF. Flight Notification Service (ADCUS) avbl.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HUMBOLDT (H) VORTAC 112.4 HML Chan 71 N48°52.15′
W97°07.03′ 303° 6.6 NM to fld. 800/9E.



PLAZA

TRULSON FLD (Y99) 1 NE UTC−6(−5DT) N48°01.83′ W101°57.19′ **BILLINGS**
2105 NOTAM FILE GFK
RWY 08–26: 3200X60 (TURF) LIRL
RWY 08: Tree. **RWY 26:** Road.
AIRPORT REMARKS: Unattended. Rwy 08–26 turf surface has numerous large holes, grass clumps, and rolling, N half smoother than rest. Provided all traffic operations are conducted to N of Rwy 08–26, all turns to rgt when lndg/departing Rwy 26 and all turns to left when lndg/departing Rwy 08. Land fill 2500′ from Rwy 08 thld on centerline–birds possible. Rwy 08 +70′ trees 2000′ from thld—100′ right of extended centerline; apch ratio 28:1. Snow removal irregular, confirm winter conditions with chairman call 701–453–3387; prior request only. Snow removal limited to emergencies. For LIRL Rwy 08–26 call 701–497–3791/3394/3753 or 453–3387.
COMMUNICATIONS: CTAF 122.9

PRUETZ MUNI (See KULM)

RED RIVER N47°57.43′ W97°24.35′ NOTAM FILE GFK. **TWIN CITIES**
(H) TACAN Chan 111 RDR (116.4) at Grand Forks AFB. 951/6E. No NOTAM MP Fri 1200–1500Z‡. **H–2H, L–14G**

RICHARDTON (4E8) 2 NW UTC−6(−5DT) N46°53.75′ W102°21.29′ **BILLINGS**
2492 NOTAM FILE GFK
RWY 11–29: 4000X120 (TURF)
AIRPORT REMARKS: Unattended. 24 hr PPR call arpt manager 701–974–3315. Cattle grazing on rwy during Sep–Dec period. For winter condition call arpt manager 701–974–3315, or city auditor 974–3399 as no snow removal is avbl, confirm prior to use. Rwy 11–29 center 20′ rough entire length of rwy. Rwy 11–29 turf rwy surface clumpy and extremely rough. 120′ lgtd wind generator tower 800′ right of centerline at thld for Rwy 29. Cultivated fld at rwy ends. Rwy 11–29 ends/edges marked with 2′ metal dalgt markers.
COMMUNICATIONS: CTAF 122.9

VORTAC HML	APP CRS	Rwy Idg	3800
112.4	301°	TDZE	795
Chan 71		Apt Elev	795

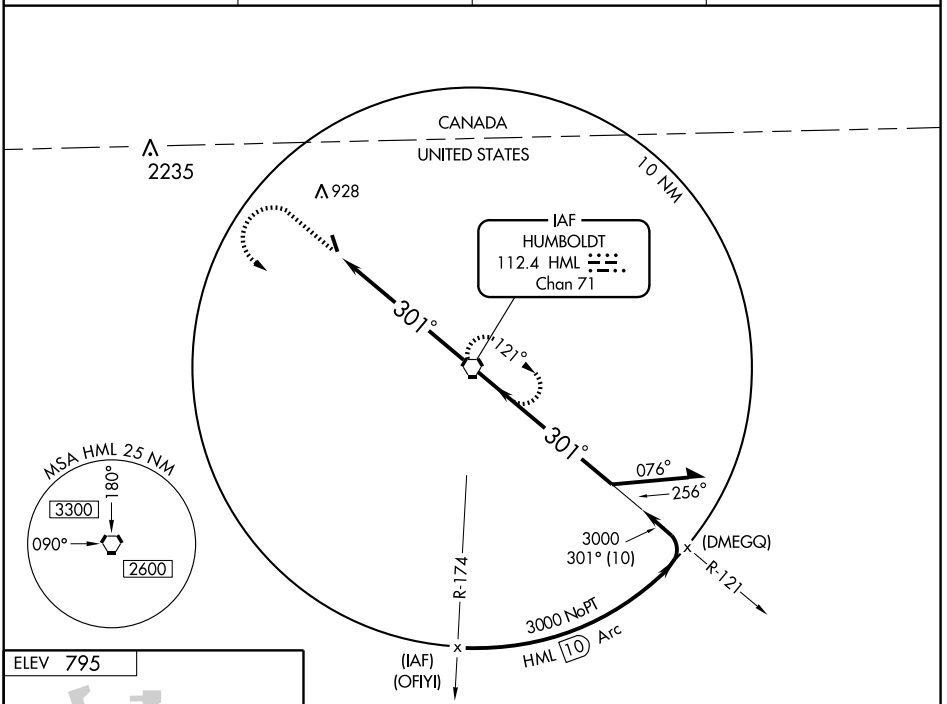
VOR or GPS RWY 33

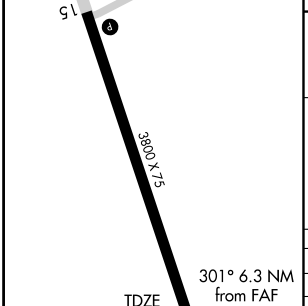
PEMBINA MUNI (PMB)

T A NA — Obtain local altimeter setting on CTAF; when not received use Hallock altimeter setting.

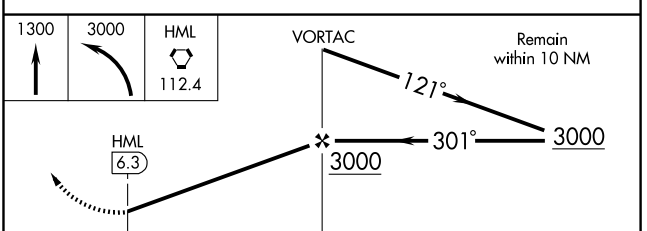
MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct HML VORTAC and hold.

HALLOCK AWOS-3	MINNEAPOLIS CENTER	PRINCETON RADIO	UNICOM
126.475	132.15 269.6	122.1R	122.8 (CTAF) L





FAF to MAP 6.3 NM					
Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06



CATEGORY	A	B	C	D
S-33		1180-1	385 (400-1)	NA
CIRCLING	1200-1 405 (500-1)	1300-1 505 (600-1)	1300-1½ 505 (600-1½)	NA
HALLOCK ALTIMETER SETTING MINIMUMS				
S-33	1220-1	425 (500-1)	1220-1¼ 425 (500-1¼)	NA
CIRCLING	1260-1 465 (500-1)	1360-1 565 (500-1)	1360-1½ 565 (500-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RIVERDALE

GARRISON DAM RECREATIONAL AIRPARK (37N) 1 SW UTC−6(−5DT) N47°28.98′ W101°24.53′ BILLINGS

1723 NOTAM FILE GFK

RWY 11–29: 3200X60 (DIRT–GRVL) S–4

RWY 11: Trees. Rgt tfc. **RWY 29:** Hill.

AIRPORT REMARKS: Unattended. Arpt CLOSED Oct–May, arpt surfaces soft when wet. No snow removal avbl. Deer and birds on and invof arpt. Rwy 11–29 numerous small gravel and rocks on surface. Rwy 11—30′ drop off 450′ from thld. Rwy 29—5′ drop off 420′ from thld. Rwy 11–29 +15′ dirt trail 40′ from centerline on N side of rwy 500′ inbound Rwy 11 thld. Rwy 11–29 surface limited to use only by acft gross weight under 4000 pounds. Rwy 11–29 NSTD markings, edges and thld marked with black/white cones.

COMMUNICATIONS: CTAF 122.9

ROBERTSON FLD (See LANGDON)

ROLETTE (2H9) 1 W UTC−6(−5DT) N48°39.92′ W99°51.19′ TWIN CITIES L–14G

1620 NOTAM FILE GFK

RWY 15–33: H3700X40 (ASPH) S–8 LIRL (NSTD)

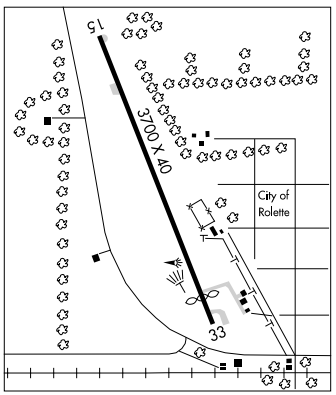
RWY 15: Trees. **RWY 33:** Thld dsplcd 300′. Road

AIRPORT REMARKS: Unattended. Snow removal irregular, confirm winter conditions with arpt manager call 701–246–3700. Waterfowl invof arpt. Low flying military acft invof arpt. Rwy 15 +21′ road violates transitional surface on W side of rwy protection zone. Rwy 15 +50′ p–line 1500′ from thld; 225′ left of extended centerline; apch ratio 26:1. Rwy 33 +20′ pole—left 520′ from thld 150′ right of extended centerline; apch ratio 16:1. Rwy 15–33 LIRL NSTD space 20′ from rwy edge and 2′ higher than rwy elevation. ACTIVATE LIRL Rwy 15–33—CTAF.

COMMUNICATIONS: CTAF 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.

DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 305° 50.1 NM to fld. 1448/7E.



ROLLA MUNI (Ø6D) 2 N UTC−6(−5DT) N48°53.07′ W99°37.25′ TWIN CITIES L–14G IAP

1823 B S2 **FUEL** 100LL, JET A NOTAM FILE GFK

RWY 14–32: H4300X75 (ASPH) S–12.5 MIRL

RWY 14: PAPI(P2L)—GA 3.0° TCH 25′. Road.

RWY 32: PAPI(P2L)—GA 3.0° TCH 25′. Trees.

RWY 07–25: 2400X95 (TURF) 0.4% up SW

RWY 25: Road

AIRPORT REMARKS: Attended Mon–Fri dawn–dusk. For attendant after hrs call 701–477–5145/6780. 24 hr self service credit card fuel avbl. Waterfowl and birds on and invof arpt. CAUTION: low flying military acft invof arpt. Rwy 07–25 CLOSED winter months due to lack of snow removal. For snow removal and arpt conditions call arpt manager 701–477–5145/6780/0914. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.125 (701) 447–0055.

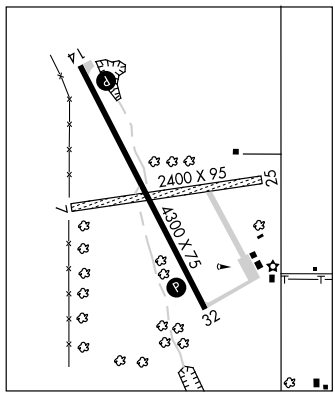
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.65 (GRAND FORKS RADIO)

MINNEAPOLIS CENTER APP/DEP CON 127.6

RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.

DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 322° 54.1 NM to fld. 1448/7E.



APP CRS	Rwy Idg	4300
322°	TDZE	1818
	Apt Elev	1822

GPS RWY 32
ROLLA MUNI (Ø6D)

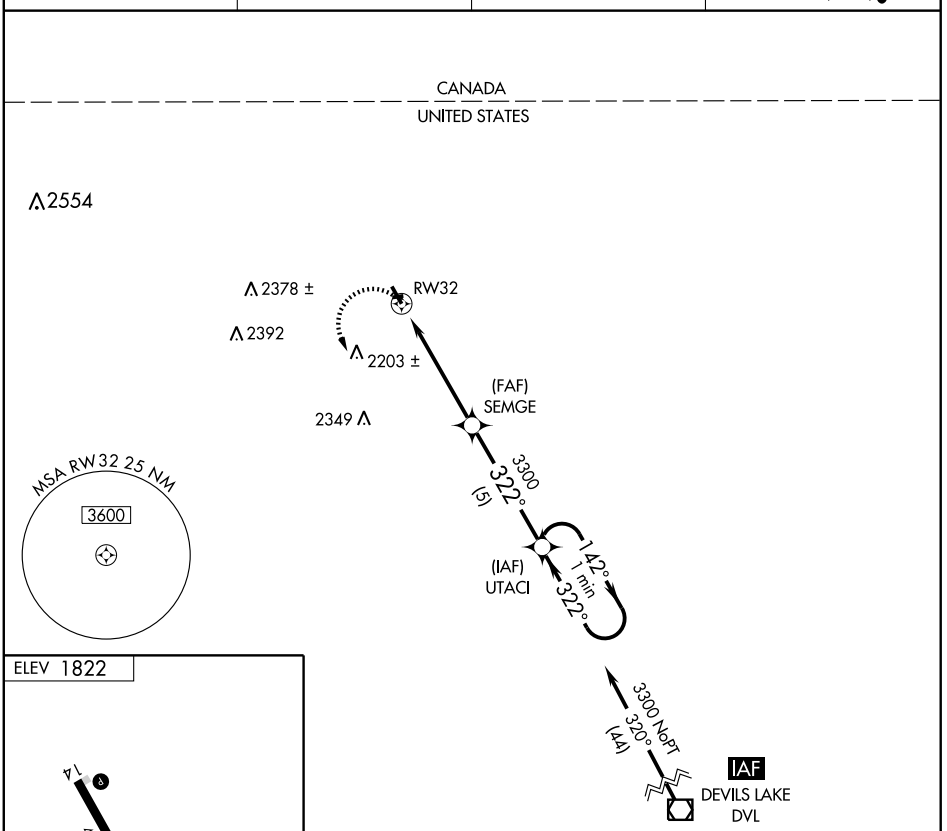
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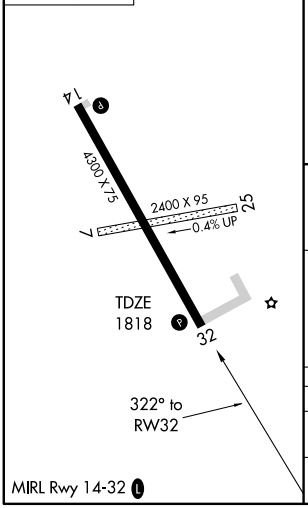
Use Devils Lake altimeter setting.
IAF ARM APPROACH MODE PRIOR TO IAF.

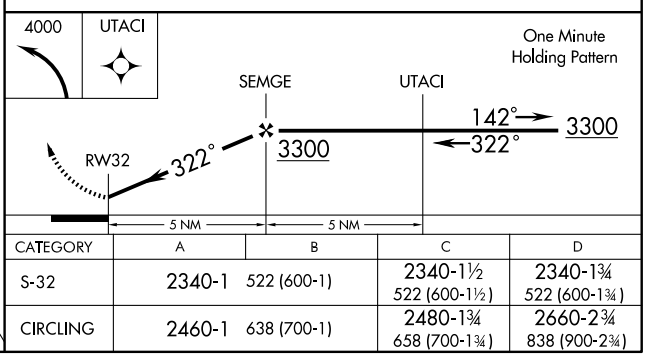
MISSED APPROACH: Climbing left turn to 4000 direct UTACI WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.125	125.875	127.6 279.6	122.8 (CTAF) L

CANADA
UNITED STATES



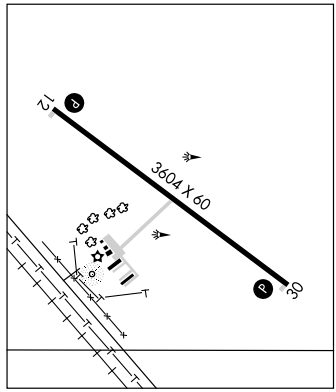




CATEGORY	A	B	C	D
S-32	2340-1	522 (600-1)	2340-1½ 522 (600-1½)	2340-1¾ 522 (600-1¾)
CIRCLING	2460-1	638 (700-1)	2480-1¾ 658 (700-1¾)	2660-2¾ 838 (900-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RUGBY MUNI (RUG) 2 NW UTC−6(−5DT) N48°23.42′ W100°01.46′ TWIN CITIES
1548 B **FUEL** 100LL NOTAM FILE GFK L–14F
RWY 12–30: H3604X60 (ASPH) S–12.5 MIRL 0.4% up SE IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 27′. P-line.
RWY 30: PAPI(P2L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat and Sun on call. For attendant Sat–Sun call 701–776–5171/5176/5746/6715/5523. Self svc 24 hr credit card fuel system avbl. Deer and birds on and invof arpt. Waterfowl in wetlands Apr–May and Sep–Nov 3000′ outbound Rwy 30. Rwy 12–30 confirm winter rwy conditions with arpt manager 701–776–5171/5176 prior to use. ACTIVATE MIRL Rwy 12–30, and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (701) 776–6100.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 284° 47.5 NM to fld. 1448/7E.
NDB (MHW) 212 RUG N48°23.27′ W100°01.62′ at fld. NOTAM FILE GFK.
COMM/NAV/WEATHER REMARKS: Communications provided by Grand Forks Radio on frequency 122.2 (Minot RCO).



SABON N46°51.77′ W98°34.84′ NOTAM FILE JMS. TWIN CITIES
NDB (LOM) 395 JM 307° 5.7 NM to Jamestown Rgnl.

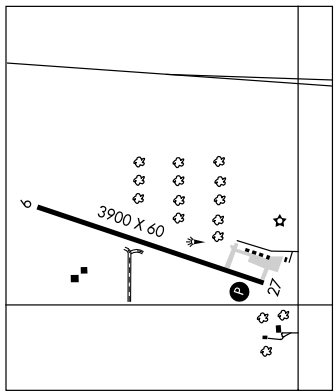
ST THOMAS MUNI (4S5) 1 NE UTC−6(−5DT) N48°37.58′ W97°26.35′ TWIN CITIES
837 S2 NOTAM FILE GFK
RWY 17–35: H2600X50 (ASPH) S–5 LIRL (NSTD)
RWY 17: Thld dsplcd 280′. Trees. **RWY 35:** Thld dsplcd 70′. Trees.
AIRPORT REMARKS: Attended May–Sept dalgt hrs, Oct–Apr Mon–Fri on call. For arpt attendant during other hrs call 701–257–6629. Rwy 17–35 expect turbulence when executing cross–wind ldgs. Deer and birds on and invof arpt. Confirm winter condition and snow removal with arpt manager call 701–257–6629/6830/6630 or cell 520–1597/2903. Rwy 17–35 NSTD LIRL due to fixtures and located 15′ from rwy edge. Rwy 17 dsplcd thld marked with green lgts–ngt ops only. Rwy 35 dsplcd thld marked with green lgts–ngt ops only. ACTIVATE LIRL Rwy 17–35—122.8.
COMMUNICATIONS: CTAF 122.9

SKY HAVEN (See ENDERLIN)

SLOULIN FLD INTL (See WILLISTON)

STANDING ROCK (See FORT YATES)

STANLEY MUNI (Ø8D) 1 SW UTC−6(−5DT) N48°18.05′ W102°24.38′ BILLINGS
2245 B S2 **FUEL** 100LL, JET A NOTAM FILE GFK L–14F
RWY 09–27: H3900X60 (ASPH) S–14 MIRL IAP
RWY 09: Pole. **RWY 27:** PAPI(P2L)—GA 3.0° TCH 32′. Road.
AIRPORT REMARKS: Attended on call. Self svc 24 hr credit card fueling system avbl. For arpt attendance schedule call 701–628–2110/629–0345. Jet A fuel unavbl. Deer and birds on and invof arpt. Due to snow Nov–Mar, call 701–628–2110 or 629–0345 to check on rwy condition prior to use. Loose gravel in the refuel area. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.1 (701) 628–1737.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 074° 54.0 NM to fld. 2372/12E. **HIWAS.**



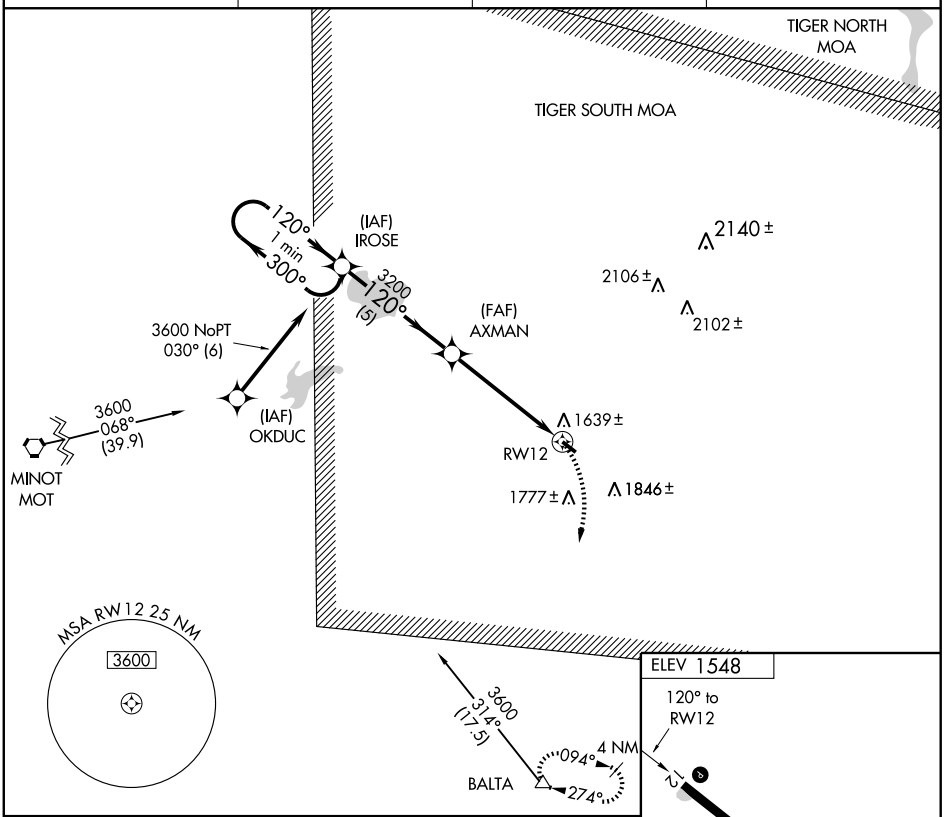
APP CRS	Rwy Idg	3604
120°	TDZE	1540
	Apt Elev	1548

GPS RWY 12
RUGBY MUNI (RUG)

NA Use Devils Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 direct BALTA WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	GRAND FORKS RADIO	UNICOM
118.475	125.875	122.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	2020-1	480 (500-1)	2020-1¼ 480 (500-1¼)	NA
CIRCLING	2160-1	612 (700-1)	2160-1¾ 612 (700-1¾)	NA

MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS		
301°	Rwy Idg	3604
	TDZE	1548
	Apt Elev	1548

GPS RWY 30
RUGBY MUNI (RUG)

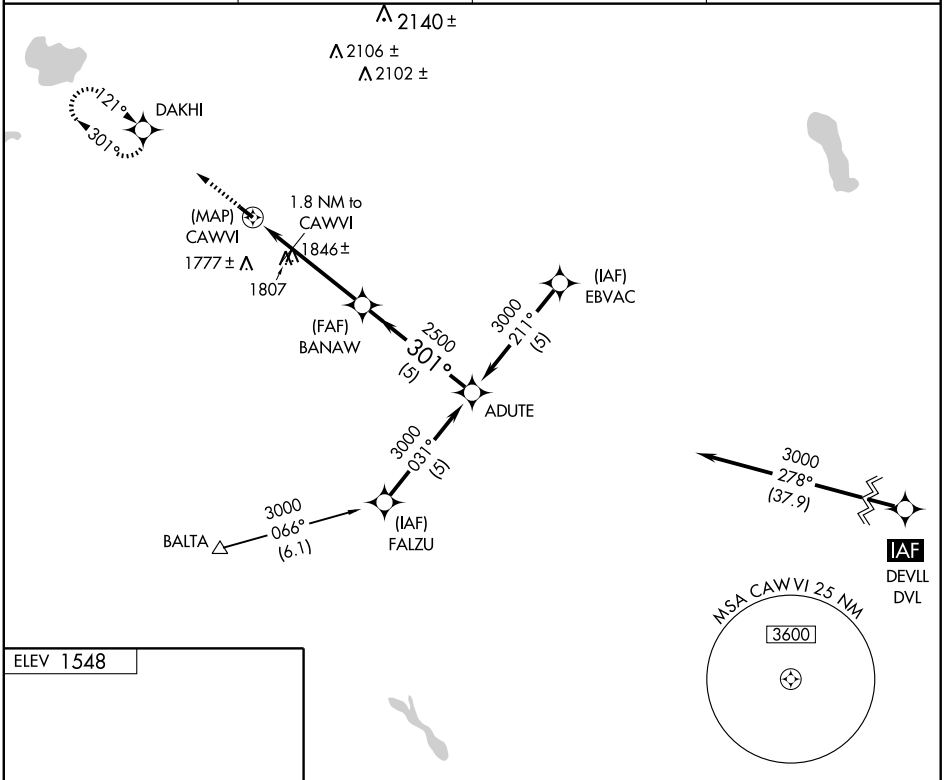
NA

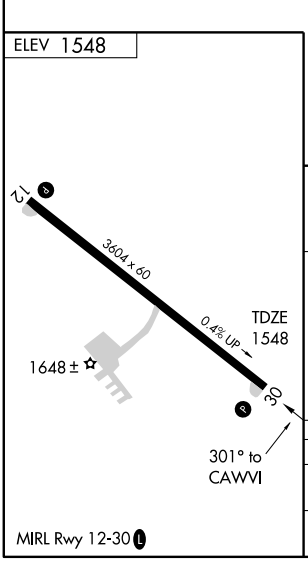
Use Devils Lake altimeter setting.

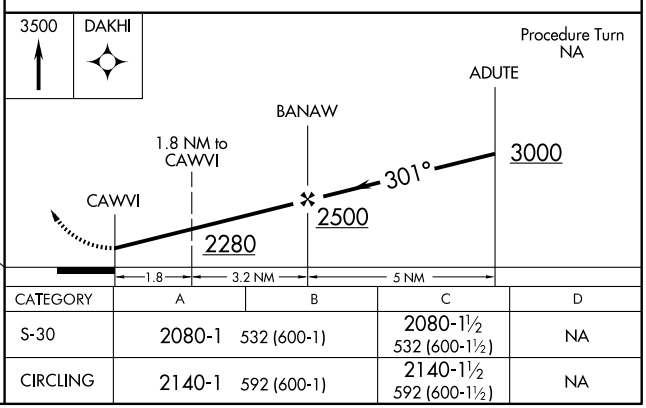
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 3500 direct DAKHI WP and hold.

AWOS-3	DEVILS LAKE AWOS-3	GRAND FORKS RADIO	UNICOM
118.475	125.875	122.2	122.8 (CTAF) L



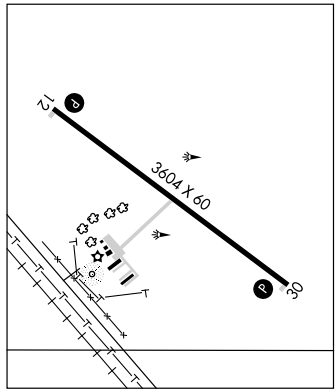




CATEGORY	A	B	C	D
S-30	2080-1	532 (600-1)	2080-1½ 532 (600-1½)	NA
CIRCLING	2140-1	592 (600-1)	2140-1½ 592 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RUGBY MUNI (RUG) 2 NW UTC−6(−5DT) N48°23.42′ W100°01.46′ TWIN CITIES
1548 B **FUEL** 100LL NOTAM FILE GFK L–14F
RWY 12–30: H3604X60 (ASPH) S–12.5 MIRL 0.4% up SE IAP
RWY 12: PAPI(P2L)—GA 3.0° TCH 27′. P-line.
RWY 30: PAPI(P2L)—GA 3.0° TCH 20′. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat and Sun on call. For attendant Sat–Sun call 701–776–5171/5176/5746/6715/5523. Self svc 24 hr credit card fuel system avbl. Deer and birds on and invof arpt. Waterfowl in wetlands Apr–May and Sep–Nov 3000′ outbound Rwy 30. Rwy 12–30 confirm winter rwy conditions with arpt manager 701–776–5171/5176 prior to use. ACTIVATE MIRL Rwy 12–30, and PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.475 (701) 776–6100.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DVL.
DEVILS LAKE (L) VORW/DME 111.0 DVL Chan 47 N48°06.91′ W98°54.75′ 284° 47.5 NM to fld. 1448/7E.
NDB (MHW) 212 RUG N48°23.27′ W100°01.62′ at fld. NOTAM FILE GFK.
COMM/NAV/WEATHER REMARKS: Communications provided by Grand Forks Radio on frequency 122.2 (Minot RCO).



SABON N46°51.77′ W98°34.84′ NOTAM FILE JMS. TWIN CITIES
NDB (LOM) 395 JM 307° 5.7 NM to Jamestown Rgnl.

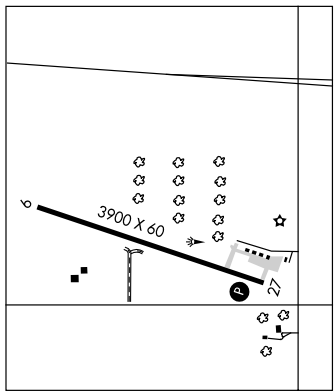
ST THOMAS MUNI (4S5) 1 NE UTC−6(−5DT) N48°37.58′ W97°26.35′ TWIN CITIES
837 S2 NOTAM FILE GFK
RWY 17–35: H2600X50 (ASPH) S–5 LIRL (NSTD)
RWY 17: Thld dsplcd 280′. Trees. **RWY 35:** Thld dsplcd 70′. Trees.
AIRPORT REMARKS: Attended May–Sept dalgt hrs, Oct–Apr Mon–Fri on call. For arpt attendant during other hrs call 701–257–6629. Rwy 17–35 expect turbulence when executing cross–wind ldgs. Deer and birds on and invof arpt. Confirm winter condition and snow removal with arpt manager call 701–257–6629/6830/6630 or cell 520–1597/2903. Rwy 17–35 NSTD LIRL due to fixtures and located 15′ from rwy edge. Rwy 17 dsplcd thld marked with green lgts–ngt ops only. Rwy 35 dsplcd thld marked with green lgts–ngt ops only. ACTIVATE LIRL Rwy 17–35—122.8.
COMMUNICATIONS: CTAF 122.9

SKY HAVEN (See ENDERLIN)

SLOULIN FLD INTL (See WILLISTON)

STANDING ROCK (See FORT YATES)

STANLEY MUNI (Ø8D) 1 SW UTC−6(−5DT) N48°18.05′ W102°24.38′ BILLINGS
2245 B S2 **FUEL** 100LL, JET A NOTAM FILE GFK L–14F
RWY 09–27: H3900X60 (ASPH) S–14 MIRL IAP
RWY 09: Pole. **RWY 27:** PAPI(P2L)—GA 3.0° TCH 32′. Road.
AIRPORT REMARKS: Attended on call. Self svc 24 hr credit card fueling system avbl. For arpt attendance schedule call 701–628–2110/629–0345. Jet A fuel unavbl. Deer and birds on and invof arpt. Due to snow Nov–Mar, call 701–628–2110 or 629–0345 to check on rwy condition prior to use. Loose gravel in the refuel area. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.1 (701) 628–1737.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 074° 54.0 NM to fld. 2372/12E. **HIWAS.**



APP CRS	Rwy Idg	3900
278°	TDZE	2244
	Apt Elev	2245

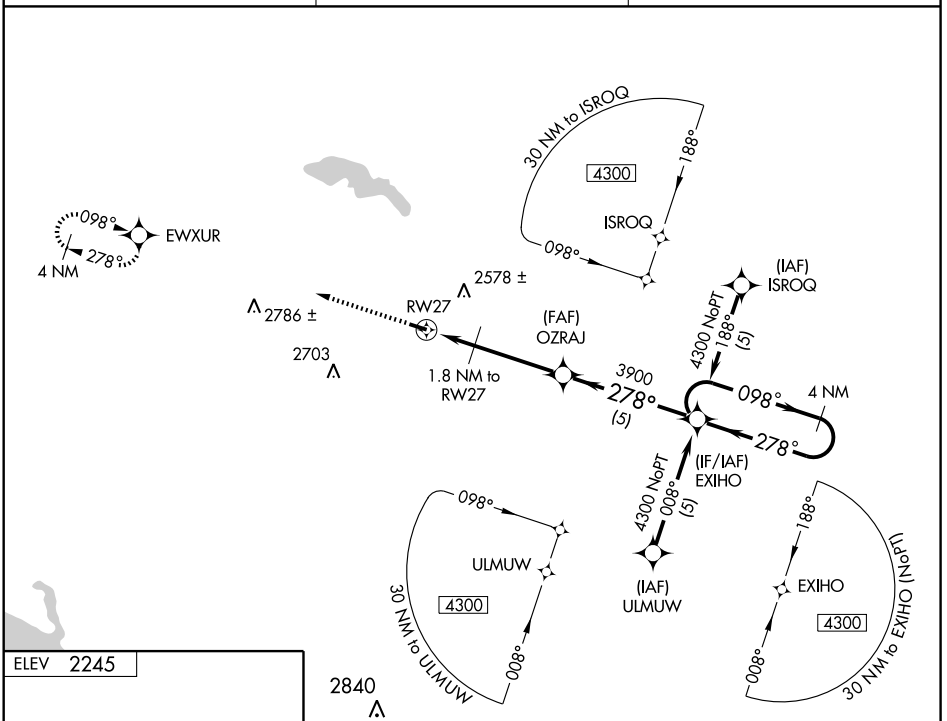
RNAV (GPS) RWY 27

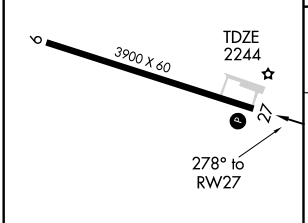
STANLEY MUNI (Ø8D)

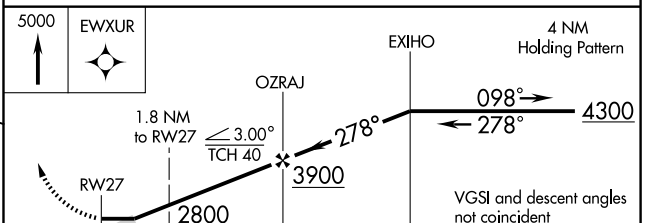
NA Use Minot altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct EWXUR WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
121.1	127.6 279.6	122.9 (L)





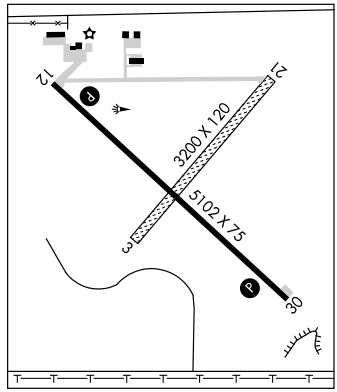


CATEGORY	A	B	C	D
LNAV MDA	2740-1	496 (500-1)	NA	
CIRCLING	2880-1	635 (700-1)	NA	

MIRL Rwy 9-27 (L)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TIOGA MUNI (D6Ø) 2 SE UTC−6(−5DT) N48°22.82′ W102°53.84′ **BILLINGS**
2271 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE GFK **H–2H, L–13E, 14F**
RWY 12–30: H5102X75 (ASPH) S–25 MIRL 0.6% up SE **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 25′.
RWY 30: PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 03–21: 3200X120 (TURF) 0.6% up SW
RWY 03: Road.
AIRPORT REMARKS: Attended dalgt hrs. Arpt svcs phone 701–664–2220 or city police 701–664–2514 after hrs on call. For fuel call city police 701–664–2514. Confirm snow removal on turf Rwy 03–21 after major storm 701–664–2220 or 701–641–3277. Deer and birds on and invof arpt. Rwy 03–21 marked with edge and end dalgt cone markers, twy and apron marked with reflectors. Rwy 03–21 surface uneven due to grass clumps especially S half. Rwy 03–21 intersection soft when wet. Rwy 12–30 MIRL preset low ints, to increase ints ACTIVATE PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.575 (701) 664–4490.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 127.6
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 065° 35.0 NM to fld. 2372/12E. **HIWAS.**



TOMLINSON FLD (See NEW ROCKFORD)

TOWNER MUNI (D61) 1 NE UTC−6(−5DT) N48°21.50′ W100°23.52′ **TWIN CITIES**
1484 B NOTAM FILE GFK
RWY 16–34: 3200X100 (TURF) LIRL
RWY 16: Fence. **RWY 34:** Road.
RWY 03–21: 2900X150 (TURF)
RWY 03: Road.
AIRPORT REMARKS: Unattended. Confirm winter conditions after snowstorm with arpt manager 701–537–5137/3519. 3′ ditch SE end Rwy 16–34 and SW end Rwy 03–21. Rwy 03–21 has 5′ rwy visibility sight clearance violation. Rwy 03–21 marked 3′ wooden red markers on ends and intersection. Rwy 16–34 marked 3′ wooded red markers on ends and intersection. Rwy 16 +30′ pole 500′ from thld; 100′ right of extended centerline; apch ratio 16:1; +15′ bldg 150′ from thld 125′ left of extended centerline; apch ratio 10:1. ACTIVATE LIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
• • • •

APP CRS	Rwy Idg	5102
303°	TDZE	2271
	Apt Elev	2271

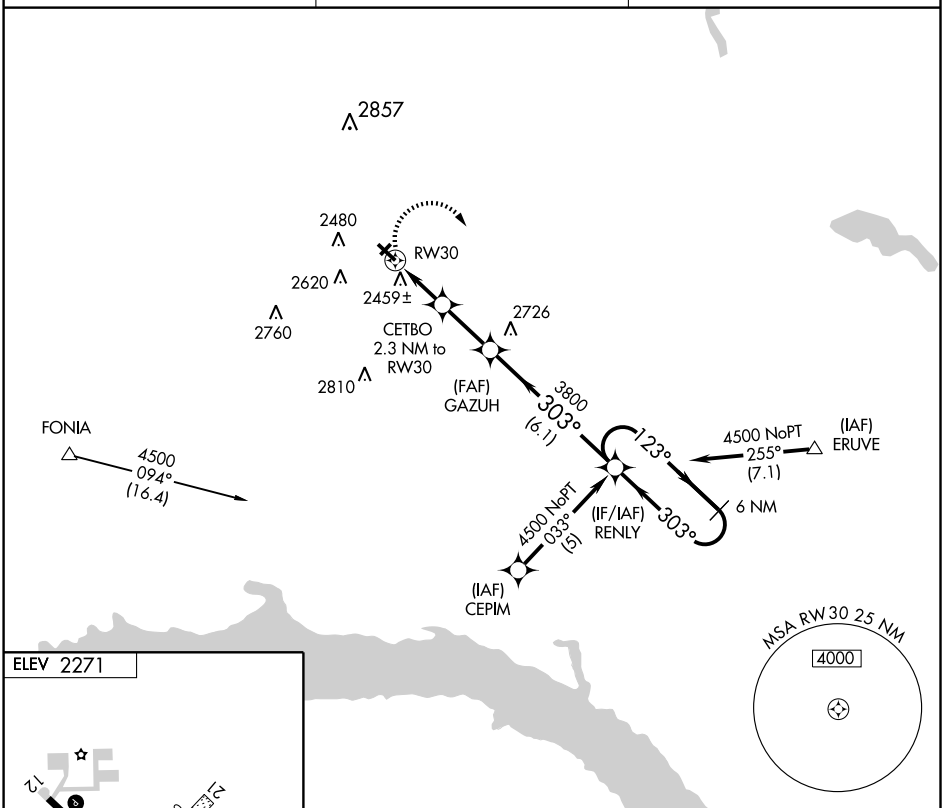
RNAV (GPS) RWY 30

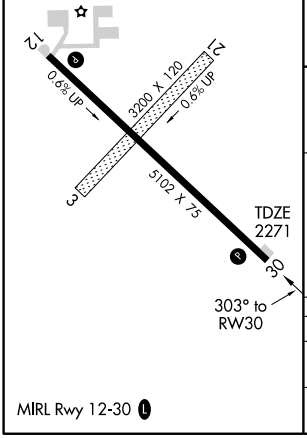
TIOGA MUNI (D60)

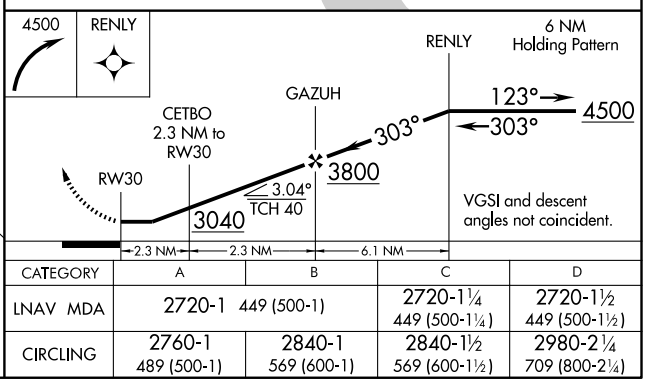
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williston altimeter setting and increase all MDA 120 feet and increase LNAV Cat C and D visibility ¼ mile; Circling Cat C and D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4500 direct RENLY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	127.6 279.6	122.9 (L)





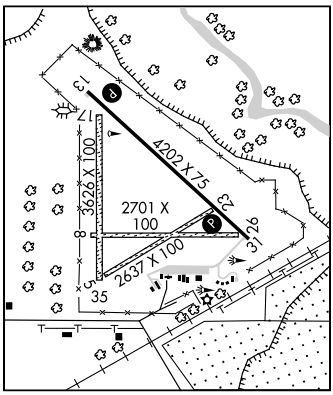


CATEGORY	A	B	C	D
LNAV MDA	2720-1 449 (500-1)		2720-1¼ 449 (500-1¼)	2720-1½ 449 (500-1½)
CIRCLING	2760-1 489 (500-1)	2840-1 569 (600-1)	2840-1½ 569 (600-1½)	2980-2¼ 709 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VALLEY CITY

BARNES CO MUNI (BAC) 1 NW UTC−6(−5DT) N46°56.47′ W98°01.08′ — TWIN CITIES
1402 B S4 **FUEL** 100LL, JET A NOTAM FILE GFK — L–14G
RWY 13–31: H4202X75 (ASPH) S–12.5 MIRL 0.4% up NW — IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 31′. Hill.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 26′ Tree.
RWY 17–35: 3626X100 (TURF)
RWY 17: Hill. **RWY 35:** Tree.
RWY 08–26: 2701X100 (TURF)
RWY 08: Trees.
RWY 05–23: 2637X100 (TURF)
RWY 05: Pole.

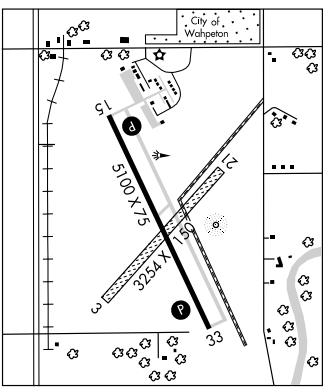


AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat and Sun on call. For arpt attendant after hours call 701–845–2587. Self svc 24 hr credit card fuel avbl. Rwys 5–23, 8–26 and 17–35 CLSD winter months due to lack of snow removal. Deer on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 701–845–2587. Rwy 05–23, Rwy 08–26 and Rwy 17–35 marked with dalgt boundary markers and nighttime reflector every 400′. Rwy 13–31 preset on medium ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (701) 845–9117.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 079° 27.2 NM to fld. 1493/10E. **HIWAS.**
VALLEY CITY NDB (MHW) 382 VCY N46°52.65′ W97°54.84′ 305° 5.7 NM to fld. NOTAM FILE GFK.

VIKOR N48°02.13′ W98°48.23′ NOTAM FILE DVL. — TWIN CITIES
NDB (LOM) 332 VK 311° 6.3 NM to Devils Lake Rgnl.

WAHPETON

HARRY STERN (BWP) 1 S UTC−6(−5DT) N46°14.66′ W96°36.43′ — TWIN CITIES
968 B S4 **FUEL** 100LL, JET A NOTAM FILE GFK — H–2I, L–14H
RWY 15–33: H5100X75 (ASPH) S–20 MIRL — IAP
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Trees.
RWY 03–21: 3254X150 (TURF)
RWY 03: Trees. **RWY 21:** Tower.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For svc after hrs call arpt manager 701–642–5777/3232. Self svc credit card fuel system avbl 24 hrs. Rwy 03–21 CLOSED winter months due to lack of snow removal. Deer and birds on or invof arpt. 41′ Trees 1400′ from Rwy 31 thld 100′ left and right of centerline. Safety area cultivated uneven dirt, soft and wet. Rwy 03–21 marked with edge and corner dalgt metal markers painted red and white. MIRL Rwy 15–33 preset low ints, to increase intensity and ACTIVATE REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.875 (701) 642–9800.
COMMUNICATIONS: CTAF/UNICOM 123.0
FARGO RCO 122.425 (GRAND FORKS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 153° 32.2 NM to fld. 910/9E. **HIWAS.**
BRECKENRIDGE–WAHPETON NDB (MHW) 233 BWP N46°14.69′ W96°36.22′ at fld. NOTAM FILE GFK.

NDB VCY	APP CRS	Rwy Idg	4202
382	306°	TDZE	1393
		Apt Elev	1400

NDB or GPS RWY 31

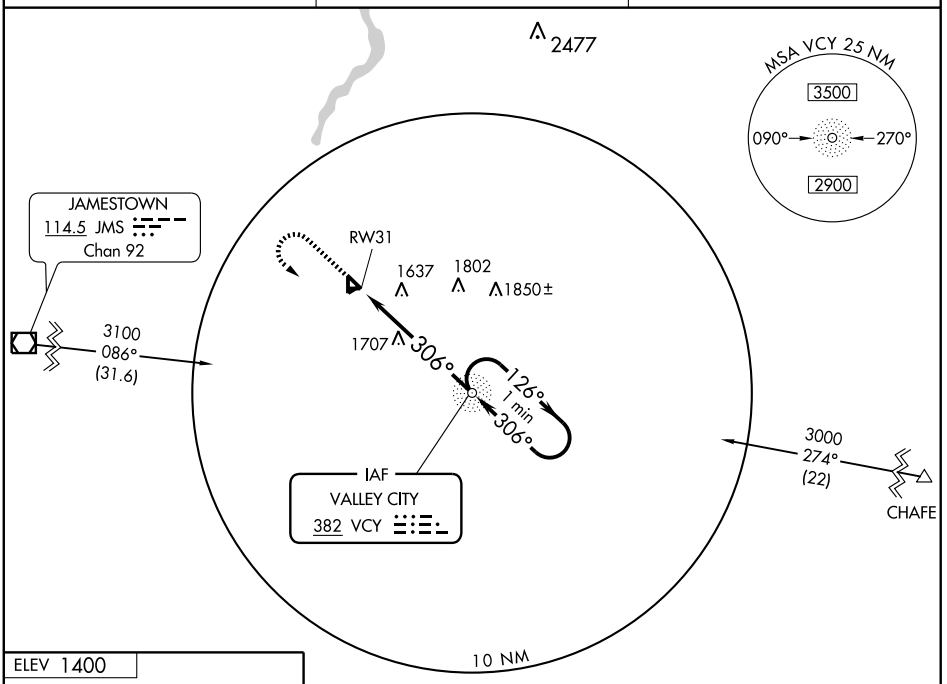
VALLEY CITY/BARNES COUNTY MUNI (BAC)

Obtain local altimeter setting on CTAF; when not received use Jamestown altimeter setting.

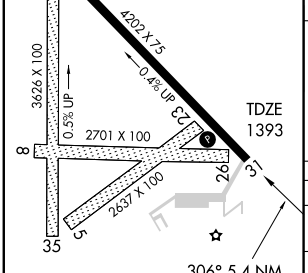
NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct VCY NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L



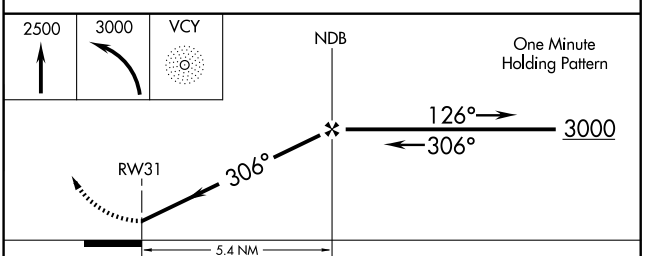
ELEV 1400



MIRL Rwy 13-31 L

REIL Rwys 13 and 31 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-31	2020-1	627 (700-1)	2020-1¾ 627 (700-1¾)	NA
CIRCLING	2020-1	620 (700-1)	2020-1¾ 620 (700-1¾)	NA
JAMESTOWN ALTIMETER SETTING MNIMUMS				
S-31	2120-1	727 (800-1)	2120-2 727 (800-2)	NA
CIRCLING	2120-1	720 (800-1)	2120-2 720 (800-2)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4202
CH 70618	127°	TDZE	1402
W13A		Apt Elev	1402

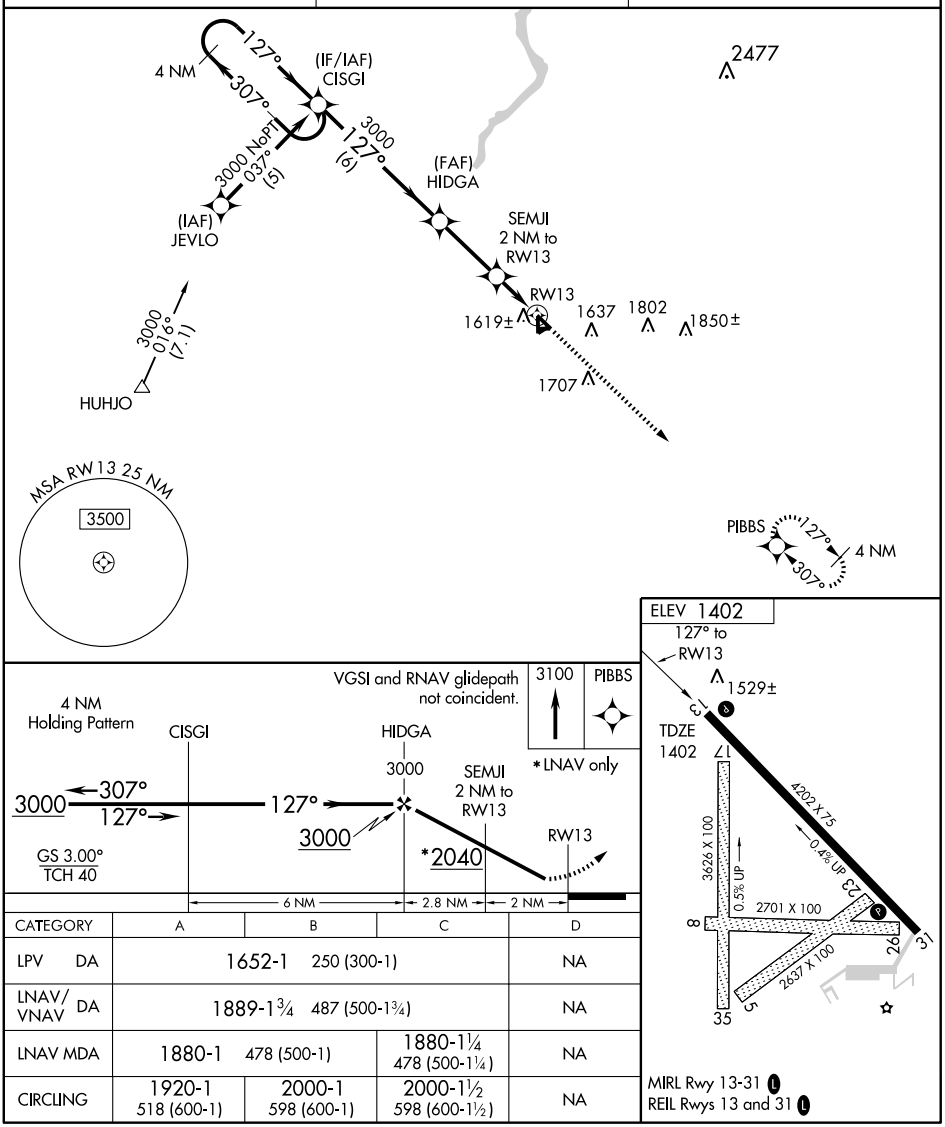
RNAV (GPS) RWY 13

VALLEY CITY/BARNES COUNTY MUNI (BAC)

T A NA — Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile, and increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct PIBBS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1652-1 250 (300-1)			NA
LNAV/VNAV DA	1889-1¾ 487 (500-1¾)			NA
LNAV MDA	1880-1 478 (500-1)		1880-1¼ 478 (500-1¼)	NA
CIRCLING	1920-1 518 (600-1)	2000-1 598 (600-1)	2000-1½ 598 (600-1½)	NA

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4202
CH 65918	307°	TDZE	1394
W31A		Apt Elev	1402

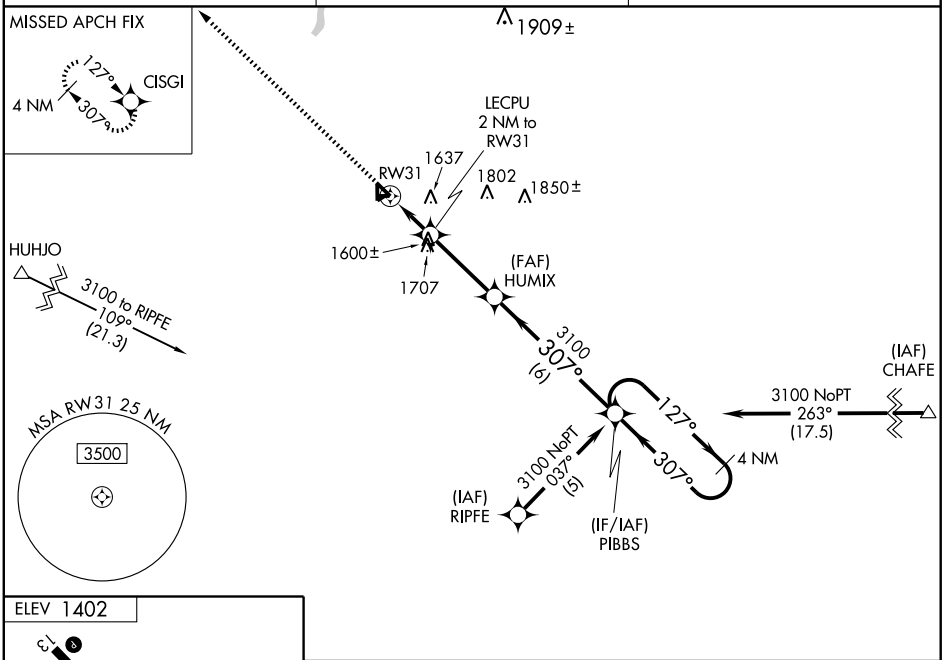
RNAV (GPS) RWY 31

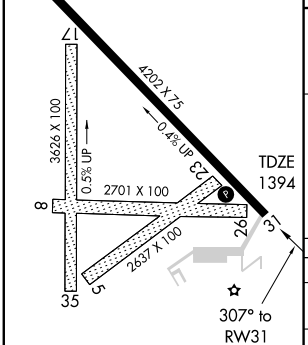
VALLEY CITY/BARNES COUNTY MUNI (BAC)

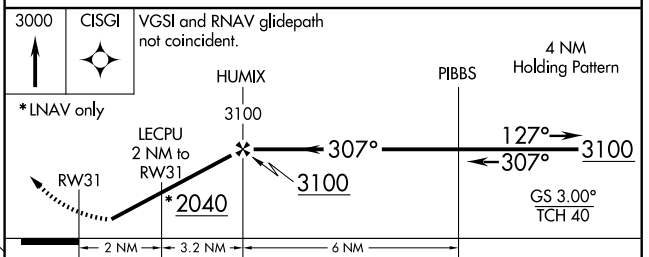
Baro-VNAV NA when using Jamestown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jamestown altimeter setting and increase LPV DA 77 feet and LNAV/VNAV DA 227 feet, and all MDA 80 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾mile and increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CISGI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.725	124.2 270.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1644-1 250 (300-1)			NA
LNAV/VNAV DA	1717-1¼ 323 (400-1¼)			NA
LNAV MDA	1900-1 506 (500-1)		1900-1½ 506 (500-1½)	NA
CIRCLING	1920-1 518 (600-1)	2000-1 598 (600-1)	2000-1½ 598 (600-1½)	NA

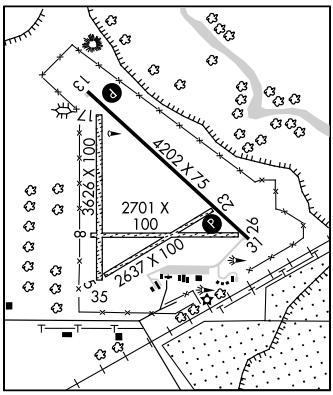
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

VALLEY CITY

BARNES CO MUNI (BAC) 1 NW UTC−6(−5DT) N46°56.47′ W98°01.08′ — TWIN CITIES
1402 B S4 **FUEL** 100LL, JET A NOTAM FILE GFK — L–14G
RWY 13–31: H4202X75 (ASPH) S–12.5 MIRL 0.4% up NW — IAP
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 31′. Hill.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 26′ Tree.
RWY 17–35: 3626X100 (TURF)
RWY 17: Hill. **RWY 35:** Tree.
RWY 08–26: 2701X100 (TURF)
RWY 08: Trees.
RWY 05–23: 2637X100 (TURF)
RWY 05: Pole.

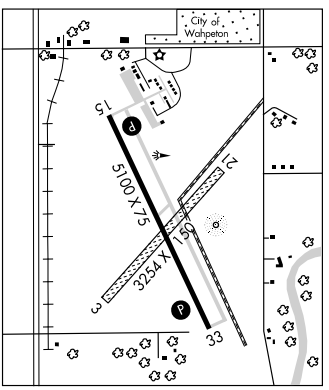


AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat and Sun on call. For arpt attendant after hours call 701–845–2587. Self svc 24 hr credit card fuel avbl. Rwys 5–23, 8–26 and 17–35 CLSD winter months due to lack of snow removal. Deer on and invof arpt. Confirm snow removal and winter conditions during Nov–Mar, call 701–845–2587. Rwy 05–23, Rwy 08–26 and Rwy 17–35 marked with dalgt boundary markers and nighttime reflector every 400′. Rwy 13–31 preset on medium ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.725 (701) 845–9117.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.2
RADIO AIDS TO NAVIGATION: NOTAM FILE JMS.
JAMESTOWN (L) VORW/DME 114.5 JMS Chan 92 N46°55.97′ W98°40.73′ 079° 27.2 NM to fld. 1493/10E. **HIWAS.**
VALLEY CITY NDB (MHW) 382 VCY N46°52.65′ W97°54.84′ 305° 5.7 NM to fld. NOTAM FILE GFK.

VIKOR N48°02.13′ W98°48.23′ NOTAM FILE DVL. — TWIN CITIES
NDB (LOM) 332 VK 311° 6.3 NM to Devils Lake Rgnl.

WAHPETON

HARRY STERN (BWP) 1 S UTC−6(−5DT) N46°14.66′ W96°36.43′ — TWIN CITIES
968 B S4 **FUEL** 100LL, JET A NOTAM FILE GFK — H–2I, L–14H
RWY 15–33: H5100X75 (ASPH) S–20 MIRL — IAP
RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Tree.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 24′. Trees.
RWY 03–21: 3254X150 (TURF)
RWY 03: Trees. **RWY 21:** Tower.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat–Sun on call. For svc after hrs call arpt manager 701–642–5777/3232. Self svc credit card fuel system avbl 24 hrs. Rwy 03–21 CLOSED winter months due to lack of snow removal. Deer and birds on or invof arpt. 41′ Trees 1400′ from Rwy 31 thld 100′ left and right of centerline. Safety area cultivated uneven dirt, soft and wet. Rwy 03–21 marked with edge and corner dalgt metal markers painted red and white. MIRL Rwy 15–33 preset low ints, to increase intensity and ACTIVATE REIL Rwy 15 and Rwy 33 and PAPI Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 127.875 (701) 642–9800.
COMMUNICATIONS: CTAF/UNICOM 123.0
FARGO RCO 122.425 (GRAND FORKS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE FAR.
FARGO (H) VORTACW 116.2 FAR Chan 109 N46°45.20′ W96°51.08′ 153° 32.2 NM to fld. 910/9E. **HIWAS.**
BRECKENRIDGE–WAHPETON NDB (MHW) 233 BWP N46°14.69′ W96°36.22′ at fld. NOTAM FILE GFK.

NDB BWP	APP CRS	Rwy Idg	5100
233	342°	TDZE	967
		Apt Elev	968

NDB RWY 33

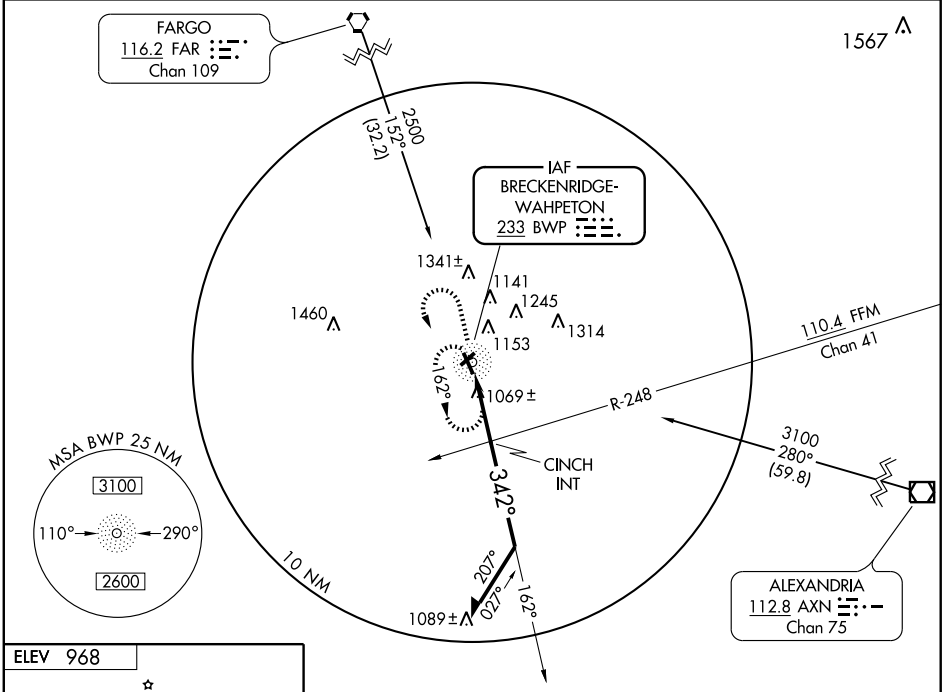
WAHPETON/HARRY STERN (BWP)

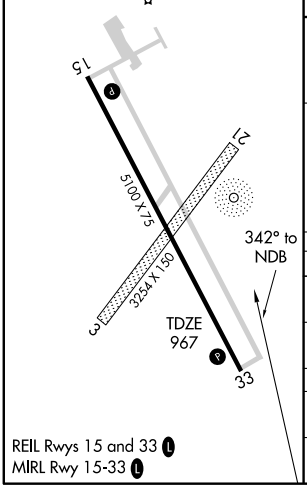
If local altimeter setting not received, use Fergus Falls, MN altimeter setting and increase all MDAs 80 feet.

NA

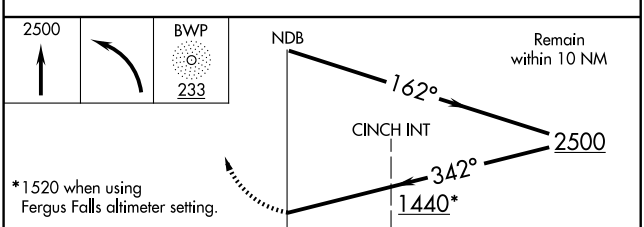
MISSED APPROACH: Climb to 2500 then left turn direct BWP NDB and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L





REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
S-33	1440-1	473 (500-1)	1440-1¼ 473 (500-1¼)	1440-1½ 473 (500-1½)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)
CINCH FIX MINIMUMS				
S-33	1380-1	413 (500-1)	1380-1¼	413 (500-1¼)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

WAHPETON/ HARRY STERN (BWP)

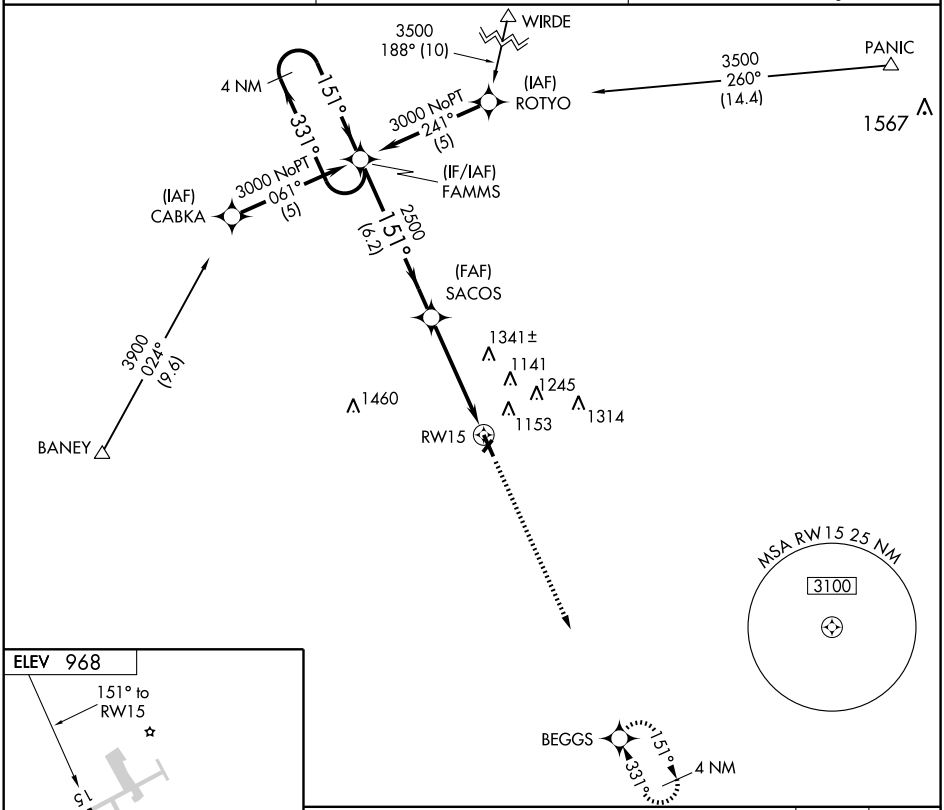
APP CRS	Rwy Idg	5100
151°	TDZE	968
	Apt Elev	968

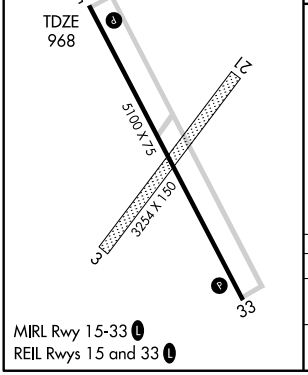
T ANA

DME/DME RNP-0.3 NA. Circling to Rwy 3/21 NA at night.
If local altimeter setting not received, use Fergus Falls, MN altimeter setting and increase all MDAs 80 feet.
VDP NA when using Fergus Falls, MN altimeter setting.

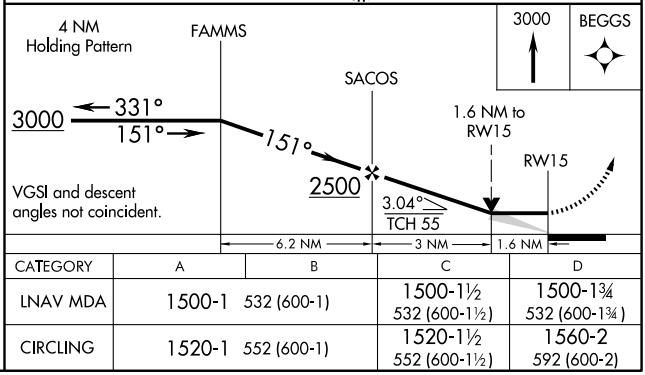
MISSED APPROACH: Climb to 3000 direct BEGGS and hold.

AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L





MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1500-1	532 (600-1)	1500-1½ 532 (600-1½)	1500-1¾ 532 (600-1¾)
CIRCLING	1520-1	552 (600-1)	1520-1½ 552 (600-1½)	1560-2 592 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

WAHPETON/HARRY STERN (BWP)

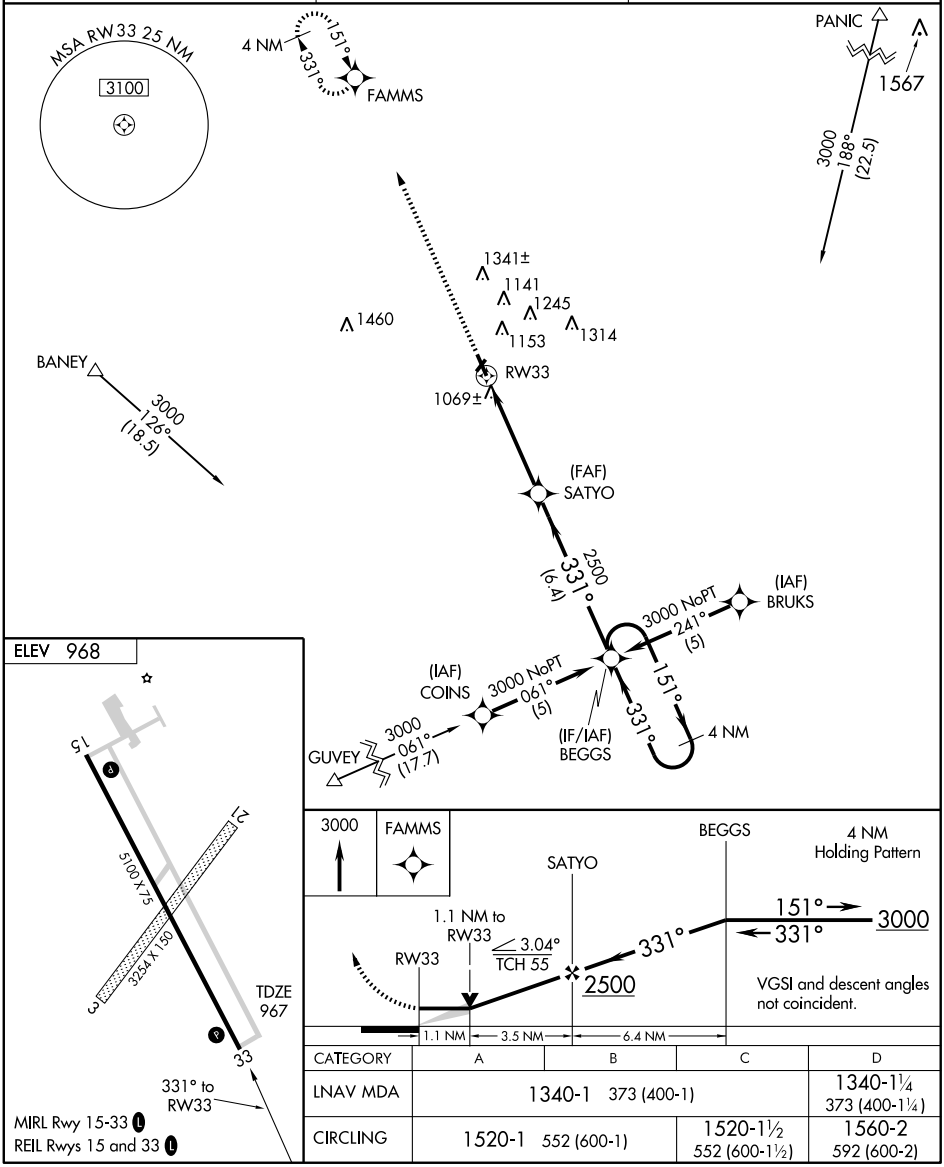
APP CRS	Rwy Idg	5100
331°	TDZE	967
	Apt Elev	968

NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fergus Falls, MN altimeter setting and increase all MDA 80 feet and LNAV Cat C/D visibility ¼ mile.
VDP NA when using Fergus Falls, MN altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAMMS and hold.

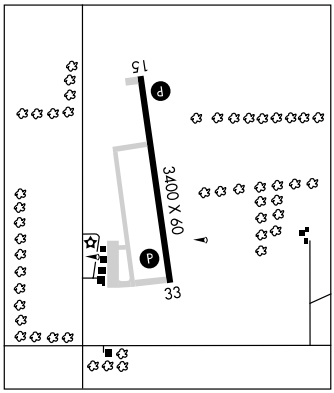
AWOS-3	GRAND FORKS RADIO	UNICOM
127.875	122.425	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1340-1 373 (400-1)			1340-1¼ 373 (400-1¼)
CIRCLING	1520-1 552 (600-1)		1520-1½ 552 (600-1½)	1560-2 592 (600-2)

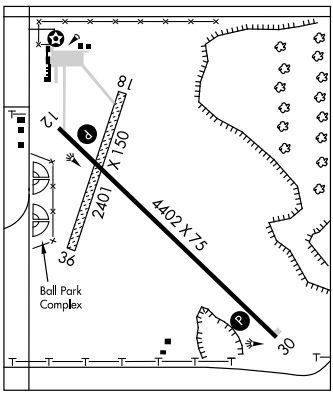
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WALHALLA MUNI (96D) 1 NE UTC−6(−5DT) N48°56.43′ W97°54.17′ **TWIN CITIES**
953 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 15–33: H3400X60 (ASPH) S–12.5 MIRL **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 27′. P–line.
RWY 33: PAPI(P2L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Oct–Mar on call, Apr–Sep dawn–dusk. For attendant other hrs call 701–549–3220. For fuel and services call 701–549–3500/3786. To confirm snow removal with arpt manager prior to use 701–549–3500/3786. Deer and birds on or invof arpt. Rwy 15 +53′ trees 1650′ from rwy end 150′ left. Rwy 15 PAPI OTS indef. Parallel twy to Rwy 15–33 CLOSED indef. MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HUMBOLDT (H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 269° 31.4 NM to fld. 800/9E.



WASHBURN MUNI (5C8) 4 N UTC−6(−5DT) N47°21.18′ W101°01.64′ **BILLINGS**
1905 B NOTAM FILE GFK **L–14F**
RWY 08–26: H3700X60 (CONC) MIRL
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
RWY 17–35: 2235X120 (TURF)
RWY 17: Road.
AIRPORT REMARKS: Unattended. For svc call 701–462–3796. Rwy 17–35 CLOSED winter months due to lack of snow removal. Waterfowl, blackbirds, deer and antelope on and invof arpt. Rwy 17–35 has water ponding during spring thaw or after heavy rains on south half of rwy. Confirm winter conditions with arpt manager after major storm prior to use- snow removal irregular schedule. Rwy 17–35 marked with dalgt boundary markers, black/white cones. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF. Low ints not avbl.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 325° 38.4 NM to fld. 1841/12E. **HIWAS.**

WATFORD CITY MUNI (S25) 1 ESE UTC−6(−5DT) N47°47.80′ W103°15.31′ **BILLINGS**
2111 B **FUEL** 100LL NOTAM FILE GFK **L–13E, 14F**
RWY 12–30: H4402X75 (ASPH) S–12.5 MIRL 1.2% up SE **IAP**
RWY 12: PAPI(P2L)–GA 3.0° TCH 27′ Road.
RWY 30: PAPI(P2L)–GA 3.0° TCH 29′ Hill.
RWY 18–36: 2401X150 (TURF)
RWY 36: P-lines.
AIRPORT REMARKS: Unattended. Self service 24 hr credit card fuel avbl. Rwy 18–36 CLOSED winter months (Oct–Apr) due to lack of snow removal. Deer and antelope on or invof arpt. After winter storms confirm arpt conditions with arpt manager or City Hall, call 701–444–2523 or 570–0530. MIRL Rwy 12–30 preset on low ints dusk–0400Z‡, to increase ints—CTAF, after 0400Z‡ ACTIVATE rotating bcn and PAPI Rwys 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (701) 842–4855.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CITY CENTER APP/DEP CON** 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 132° 34.0 NM to fld. 2372/12E. **HIWAS.**

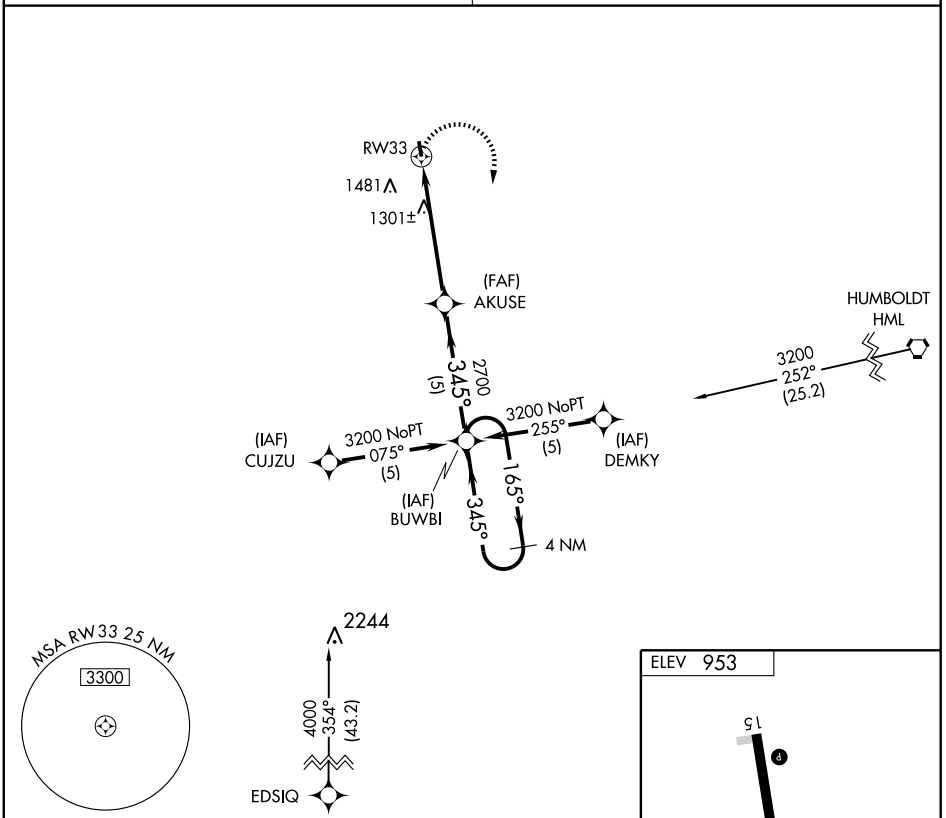


WEST FARGO MUNI (See FARGO)

APP CRS	Rwy Idg	3400
345°	TDZE	953
	Apt Elev	953

RNAV (GPS) RWY 33
WALHALLA MUNI (96D)

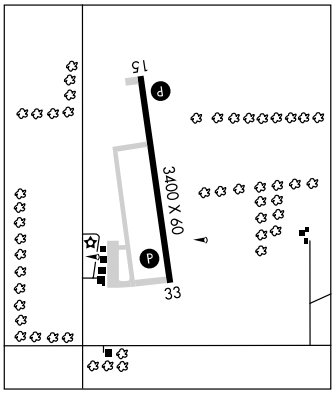
⚠ NA Use Hallock Muni altimeter setting. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 3200 direct BUWBI WP and hold.
MINNEAPOLIS CENTER **132.15 269.6**	CTAF **122.9** (L)



CATEGORY	A	B	C	D
LNAV MDA	1680-1	727 (800-1)	NA	
CIRCLING	1680-1	727 (800-1)	NA	

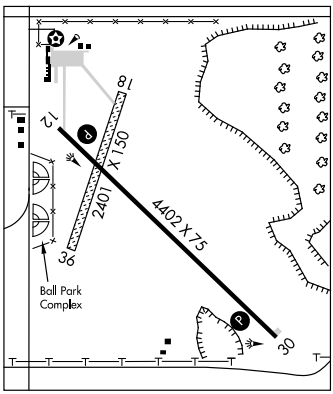
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WALHALLA MUNI (96D) 1 NE UTC−6(−5DT) N48°56.43′ W97°54.17′ **TWIN CITIES**
953 B **FUEL** 100LL NOTAM FILE GFK **L–14G**
RWY 15–33: H3400X60 (ASPH) S–12.5 MIRL **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 27′. P–line.
RWY 33: PAPI(P2L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended Oct–Mar on call, Apr–Sep dawn–dusk. For attendant other hrs call 701–549–3220. For fuel and services call 701–549–3500/3786. To confirm snow removal with arpt manager prior to use 701–549–3500/3786. Deer and birds on or invof arpt. Rwy 15 +53′ trees 1650′ from rwy end 150′ left. Rwy 15 PAPI OTS indef. Parallel twy to Rwy 15–33 CLOSED indef. MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 132.15
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
HUMBOLDT (H) VORTAC 112.4 HML Chan 71 N48°52.15′ W97°07.03′ 269° 31.4 NM to fld. 800/9E.



WASHBURN MUNI (5C8) 4 N UTC−6(−5DT) N47°21.18′ W101°01.64′ **BILLINGS**
1905 B NOTAM FILE GFK **L–14F**
RWY 08–26: H3700X60 (CONC) MIRL
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 26:** PAPI(P2L)—GA 3.0° TCH 25′.
RWY 17–35: 2235X120 (TURF)
RWY 17: Road.
AIRPORT REMARKS: Unattended. For svc call 701–462–3796. Rwy 17–35 CLOSED winter months due to lack of snow removal. Waterfowl, blackbirds, deer and antelope on and invof arpt. Rwy 17–35 has water ponding during spring thaw or after heavy rains on south half of rwy. Confirm winter conditions with arpt manager after major storm prior to use- snow removal irregular schedule. Rwy 17–35 marked with dalgt boundary markers, black/white cones. ACTIVATE MIRL Rwy 08–26 and PAPI Rwy 08 and Rwy 26—CTAF. Low ints not avbl.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 325° 38.4 NM to fld. 1841/12E. **HIWAS.**

WATFORD CITY MUNI (S25) 1 ESE UTC−6(−5DT) N47°47.80′ W103°15.31′ **BILLINGS**
2111 B **FUEL** 100LL NOTAM FILE GFK **L–13E, 14F**
RWY 12–30: H4402X75 (ASPH) S–12.5 MIRL 1.2% up SE **IAP**
RWY 12: PAPI(P2L)–GA 3.0° TCH 27′ Road.
RWY 30: PAPI(P2L)–GA 3.0° TCH 29′ Hill.
RWY 18–36: 2401X150 (TURF)
RWY 36: P-lines.
AIRPORT REMARKS: Unattended. Self service 24 hr credit card fuel avbl. Rwy 18–36 CLOSED winter months (Oct–Apr) due to lack of snow removal. Deer and antelope on or invof arpt. After winter storms confirm arpt conditions with arpt manager or City Hall, call 701–444–2523 or 570–0530. MIRL Rwy 12–30 preset on low ints dusk–0400Z‡, to increase ints—CTAF, after 0400Z‡ ACTIVATE rotating bcn and PAPI Rwys 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.125 (701) 842–4855.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SALT LAKE CITY CENTER APP/DEP CON** 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 132° 34.0 NM to fld. 2372/12E. **HIWAS.**



WEST FARGO MUNI (See FARGO)

WAAS	APP CRS	Rwy Idg	4402
CH 70717	126°	TDZE	2090
W12A		Apt Elev	2111

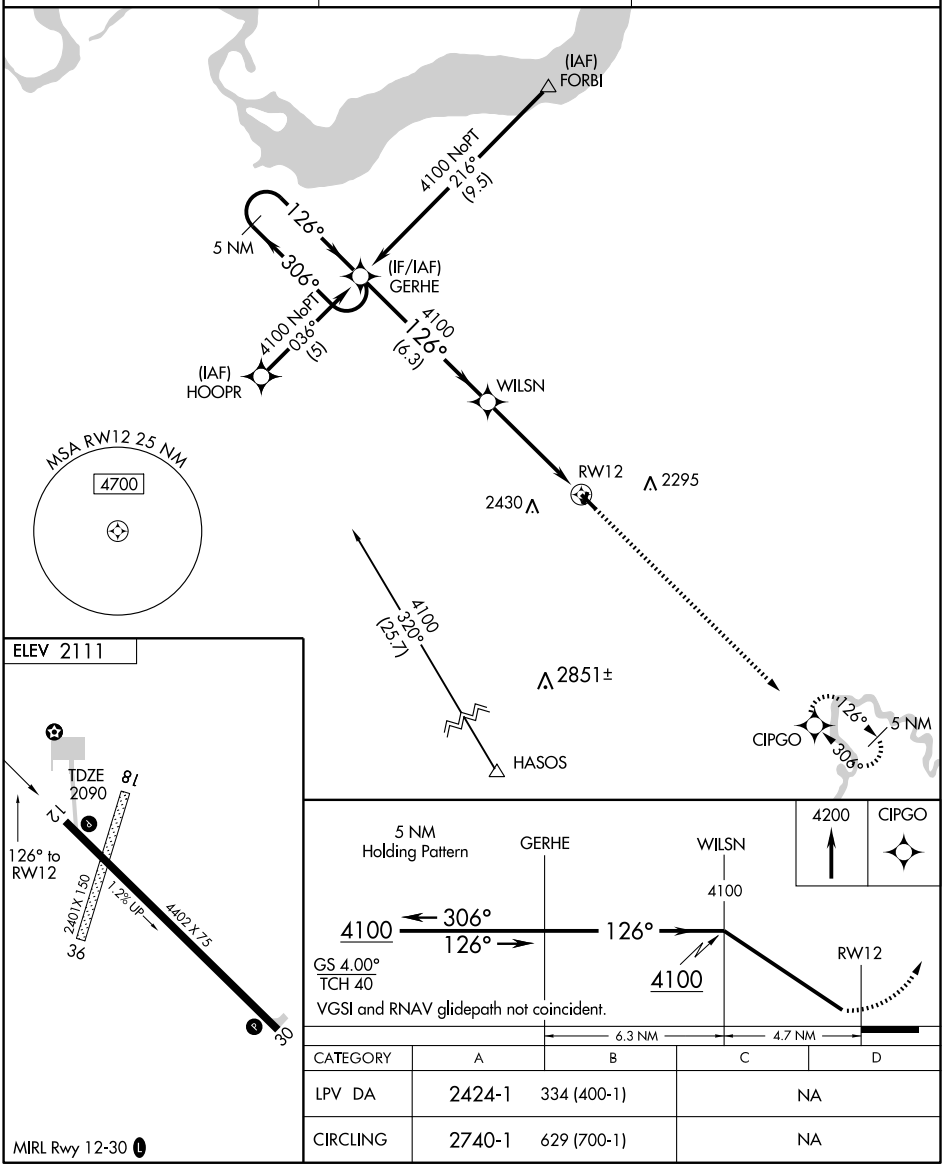
RNAV (GPS) RWY 12

WATFORD CITY MUNI (S25)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williston altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV visibility all Cats ¼ mile. Circling requires descent on glidepath to CMDA.

MISSED APPROACH: Climb to 4200 direct CIPGO and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.125	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2424-1	334 (400-1)	NA	
CIRCLING	2740-1	629 (700-1)	NA	

MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4402
CH 69318	306°	TDZE	2111
W30A		Apt Elev	2111

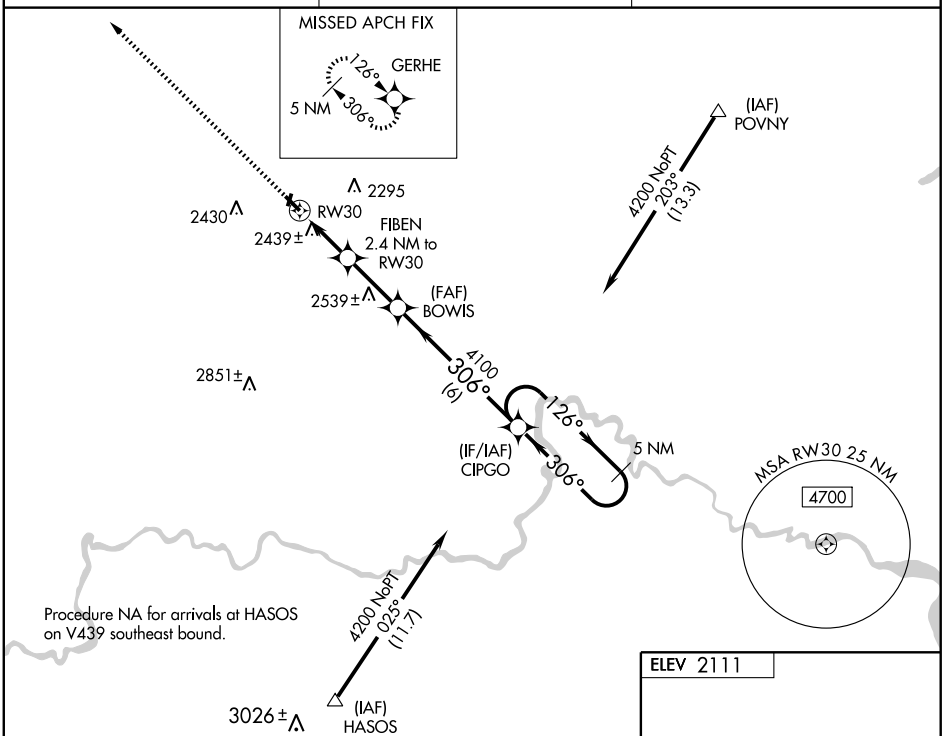
RNAV (GPS) RWY 30

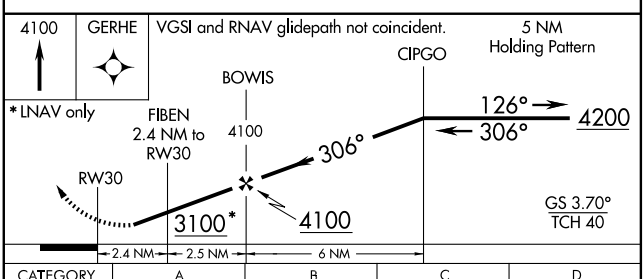
WATFORD CITY MUNI (S25)

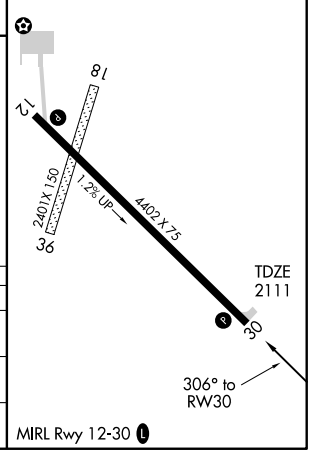
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Williston altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LPV visibility all Cats ¼ mile.

MISSED APPROACH: Climb to 4100 direct GERHE and hold.

AWOS-3	SALT LAKE CENTER	UNICOM
118.125	126.85 305.2	122.8 (CTAF)



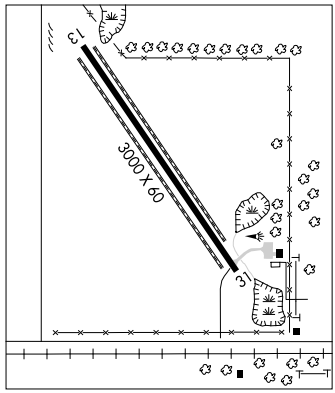




CATEGORY	A	B	C	D
LPV DA	2567-1¼ 456 (500-1¼)		NA	
LNAV MDA	2700-1 589 (600-1)		NA	
CIRCLING	2740-1 629 (700-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WESTHOPE MUNI (D64) 0 W UTC−6(−5DT) N48°54.78′ W101°02.02′ **BILLINGS**
1492 NOTAM FILE GFK **L–14F**
RWY 13–31: H3000X60 (ASPH) S–4 LIRL (NSTD)
RWY 13: Berm. **RWY 31:** Tree.
AIRPORT REMARKS: Unattended. Migratory birds on or near vicinity of airport. NSTD LIRL located 55′ from centerline. Confirm snow removal and winter conditions before use, call 701–245–6195/701–263–5399. +15′ road 100′ inbound Rwy 31 thld crossing rwy onto twy for arpt access to hangars. Rwy 31 +35′ p–line 800′ fm thld 175′ left, apch ratio 17:1, +30′ pole 800′ fm thld 175′ right, apch ratio 20:1. Rwy 13–31 surface soft during spring frost. –2 ft ditch 65′ L/R of Rwy 13–31 centerline parallel on both sides. Rwy 13 centerline stripe only. Rwy 31 centerline stripe only. Rwy 13–31 centerline stripe only. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MOT.
MINOT (H) VORTACW 117.1 MOT Chan 118 N48°15.62′ W101°17.22′ 001° 40.5 NM to fld. 1691/13E. **HIWAS.**



WEYDAHL FLD (See KILLDEER)

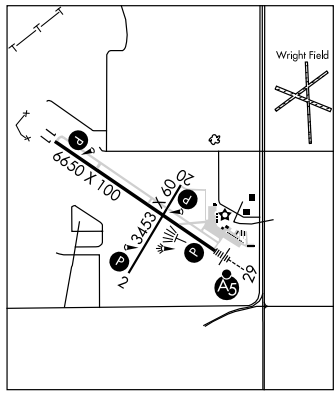
WILLISTON N48°15.21′ W103°45.04′ NOTAM FILE ISN. **BILLINGS**
(L) VORTACW 116.3 ISN Chan 110 124° 6.3 NM to Sloulin Fld Intl. 2372/12E. **HIWAS.** **H–2H, L–13E**
RCO 123.6 (GRAND FORKS RADIO)

WILLISTON

SLOULIN FLD INTL (ISN) 2 N UTC−6(−5DT) N48°10.68′ W103°38.54′ **BILLINGS**
1982 B S4 **FUEL** 100LL, JET A 0X 1 TPA–2782(800) AOE Class II, ARFF Index A **H–2H, L–13E**
NOTAM FILE ISN **IAP**
RWY 11–29: H6650X100 (ASPH–PFC) S–16, D–25 MIRL
1.3% up NW
RWY 11: REIL. PAPI(P4L)—GA 3.6° TCH 37′. P–line. Rgt tfc.
RWY 29: MALSR. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 02–20: H3453X60 (ASPH) S–13 MIRL
RWY 02: REIL. PAPI(P2L)—GA 4.0° TCH 52′ Pole.
RWY 20: REIL. PAPI(P2L)—GA 4.0° TCH 32′. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 02:	TORA–3453	TODA–3453	ASDA–3453	LDA–3453
RWY 11:	TORA–6650	TODA–6650	ASDA–6650	LDA–6650
RWY 20:	TORA–3453	TODA–3453	ASDA–3453	LDA–3453
RWY 29:	TORA–6650	TODA–6650	ASDA–6650	LDA–6650

AIRPORT REMARKS: Attended Apr–Oct 1400–0300Z‡; Nov–Mar 1400–0100Z‡. For fuel after hrs call 701–577–3773/4208. Birds and deer on and invof arpt. 165′ powerline across the app end of Rwy 11 fm 3500′ to 3700′ fm rwy end. Personnel and equipment working all surfaces indef. 48 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 701–774–8594. Rwy 02–20 not avbl for air carrier ops with more than 30 passenger seats. MIRL Rwy 11–29 preset low ints dusk–dawn, to increase ints—CTAF. ACTIVATE MIRL Rwy 02–20, and REIL Rwy 02 and Rwy 11, MALSR Rwy 29 and PAPI Rwy 02, Rwy 20, Rwy 11, and Rwy 29—CTAF. Flight Notification Service (ADCUS) available. For U.S. Customs call 701–770–2460/2461/2849.
WEATHER DATA SOURCES: ASOS 125.92 (701) 774–3124. **HIWAS** 116.3 ISN.
COMMUNICATIONS: CTAF/UNICOM 122.8
WILLISTON RCO 123.6 (GRAND FORKS RADIO)
SALT LAKE CENTER APP/DEP CON 126.85
RADIO AIDS TO NAVIGATION: NOTAM FILE ISN.
WILLISTON (L) VORTACW 116.3 ISN Chan 110 N48°15.21′ W103°45.04′ 124° 6.3 NM to fld. 2372/12E. **HIWAS.**
YUSON NDB (LOM) 275 SF N48°07.09′ W103°30.69′ 292° 6.4 NM to fld. Unmonitored.
ILS 108.7 I–SFW Rwy 29 Class IT. LOM YUSON NDB. ILS unmonitored.



LOC I-SFW	APP CRS	Rwy Idg	6650
108.7	295°	TDZE	1930
		Apt Elev	1982

ILS or LOC RWY 29

WILLISTON/ SLOULIN FIELD INTL (ISN)

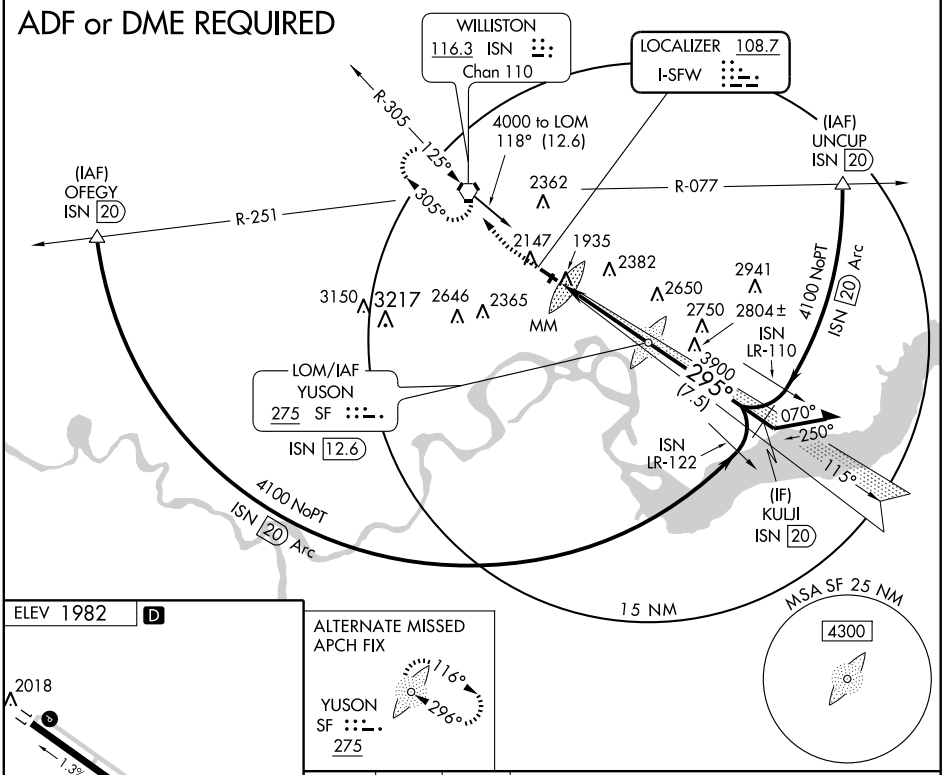
T NA — ADF or DME required. When local altimeter setting not received, use Sidney altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase S-LOC and Circling Cat C and D visibility ¼ mile. For inoperative MALSR when using Sidney altimeter setting, increase S-ILS 29 all Cats visibility ½ mile.

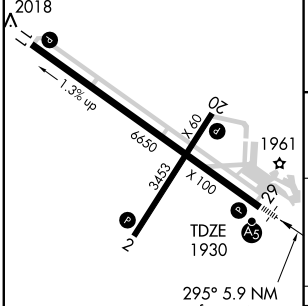
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L

ADF or DME REQUIRED

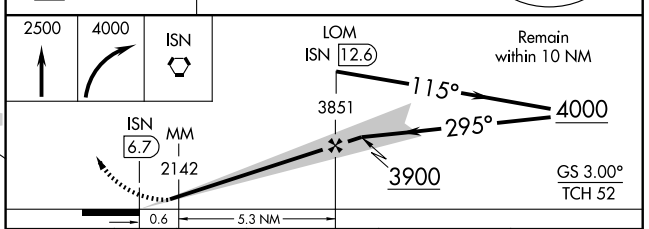




REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

ALTERNATE MISSED APCH FIX



CATEGORY	A	B	C	D
S-ILS 29	2130-½ 200 (200-½)			
S-LOC 29	2420-½ 490 (500-½)		2420-¾ 490 (500-¾)	2420-1 490 (500-1)
CIRCLING	2560-1 578 (600-1)	2580-1 598 (600-1)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM SF	APP CRS	Rwy Idg	6650
275	296°	TDZE	1930
		Apt Elev	1982

NDB RWY 29

WILLISTON/ SLOULIN FIELD INTL (ISN)

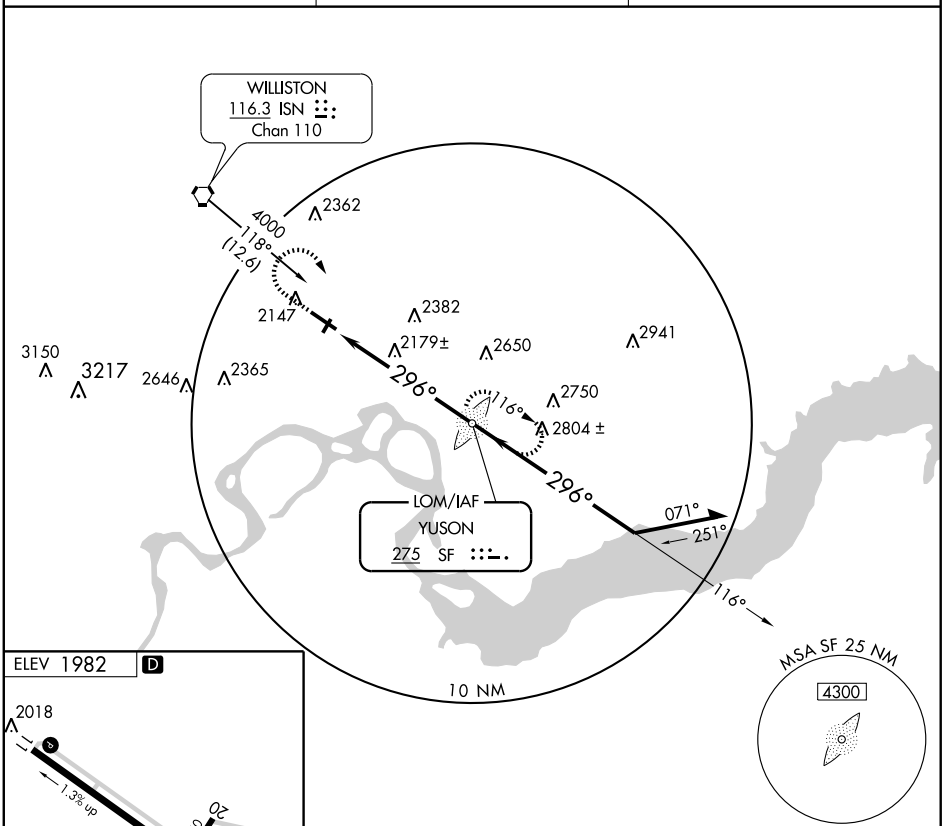
When local altimeter setting not received, use Sidney altimeter setting and increase all MDA 100 feet, increase S-29 and Circling Cats C/D visibility ¼ mile.

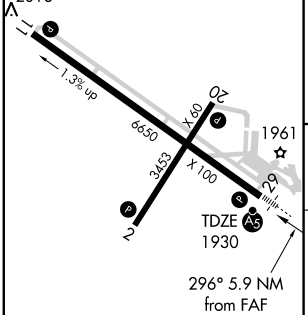
NA

MALSR

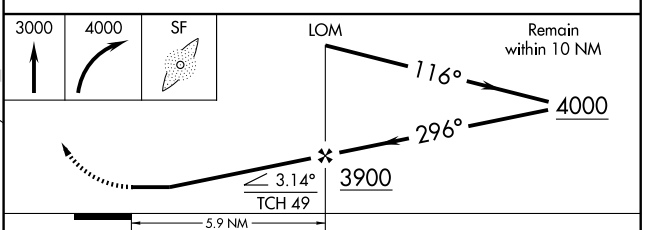
MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct YUSON LOM and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L





REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-29	2480-¾ 550 (500-¾)		2480-1 550 (500-1)	2480-1½ 550 (500-1½)
CIRCLING	2560-1 578 (600-2)	2580-1 598 (600-2)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 11

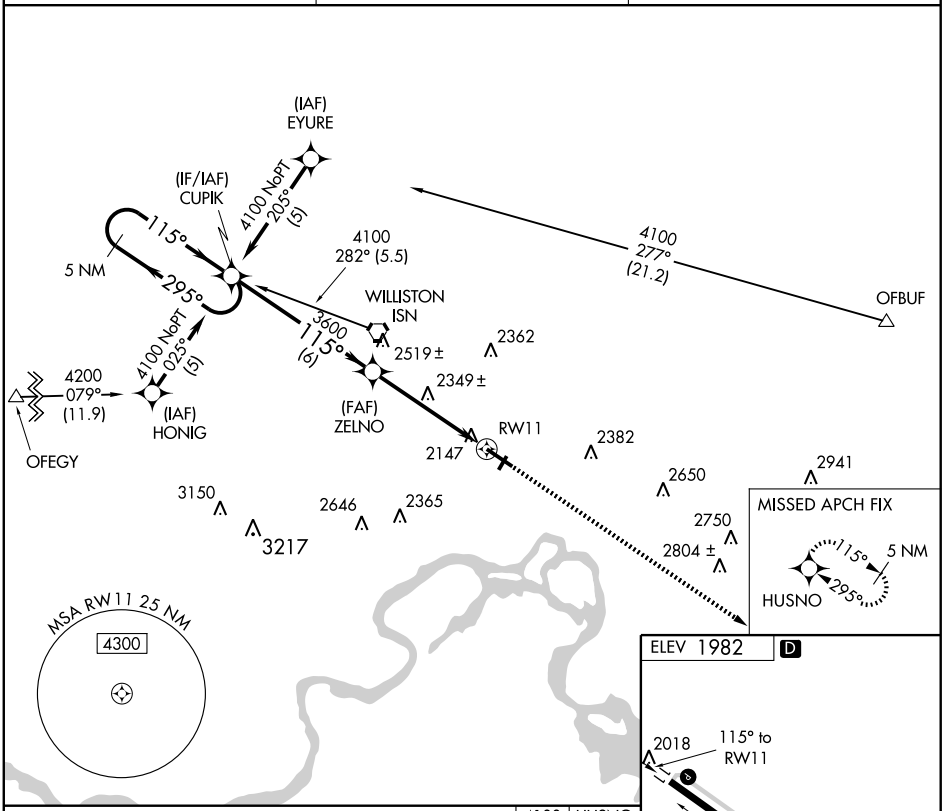
WILLISTON/ SLOULIN FIELD INTL (ISN)

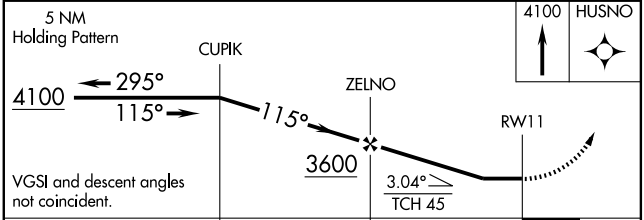
APP CRS	Rwy ldg	TDZE	Apt Elev
115°	6650	1982	1982

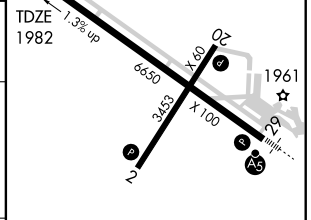
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Sidney altimeter setting and increase all MDA 100 feet and all Cat C and Cat D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct HUSNO and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2600-1	618 (700-1)	2600-1¾ 618 (700-1¾)	2600-2 618 (700-2)
CIRCLING	2600-1	618 (700-1)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6650
CH 73017	295°	TDZE	1930
W29A		Apt Elev	1982

RNAV (GPS) RWY 29

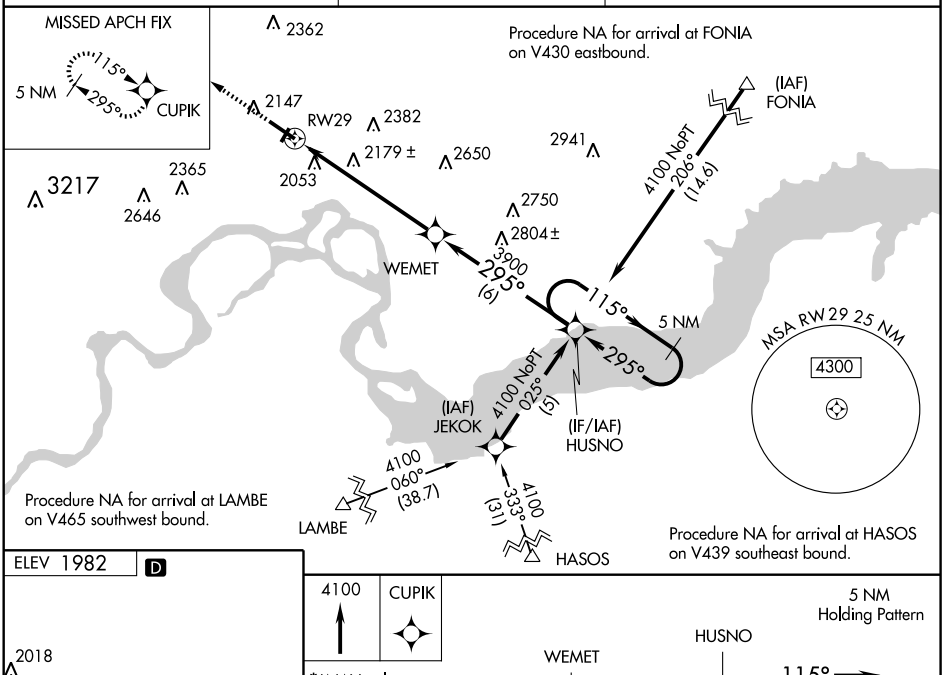
WILLISTON/ SLOULIN FIELD INTL (ISN)

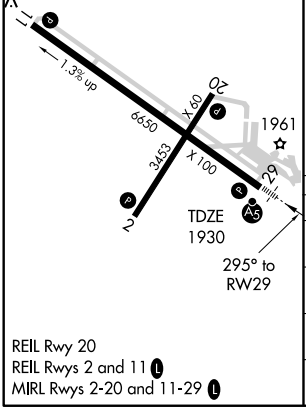
Baro-VNAV NA when using Sidney altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sidney altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LNAV Cat C visibility ¼ mile and LNAV Cat D visibility ½ mile, increase LNAV/VNAV all Cats visibility ½ mile, and Circling Cat C and D visibility ¼ mile. VDP NA with Sidney altimeter setting. For inoperative MALSR when using Sidney altimeter setting, increase LPV all Cats visibility ½ mile.

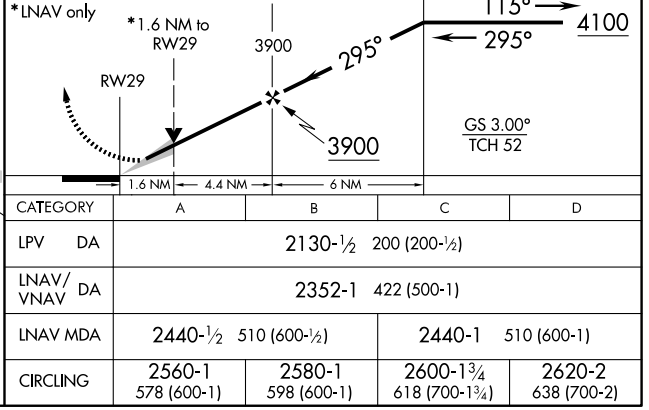
MALSR

MISSED APPROACH: Climb to 4100 direct CUPIK and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2130-½ 200 (200-½)			
LNAV/VNAV DA	2352-1 422 (500-1)			
LNAV MDA	2440-½ 510 (600-½)		2440-1 510 (600-1)	
CIRCLING	2560-1 578 (600-1)	2580-1 598 (600-1)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ISN	APP CRS	Rwy Idg	6650
116.3	303°	TDZE	1930
Chan 110		Apt Elev	1982

VOR/DME RWY 29

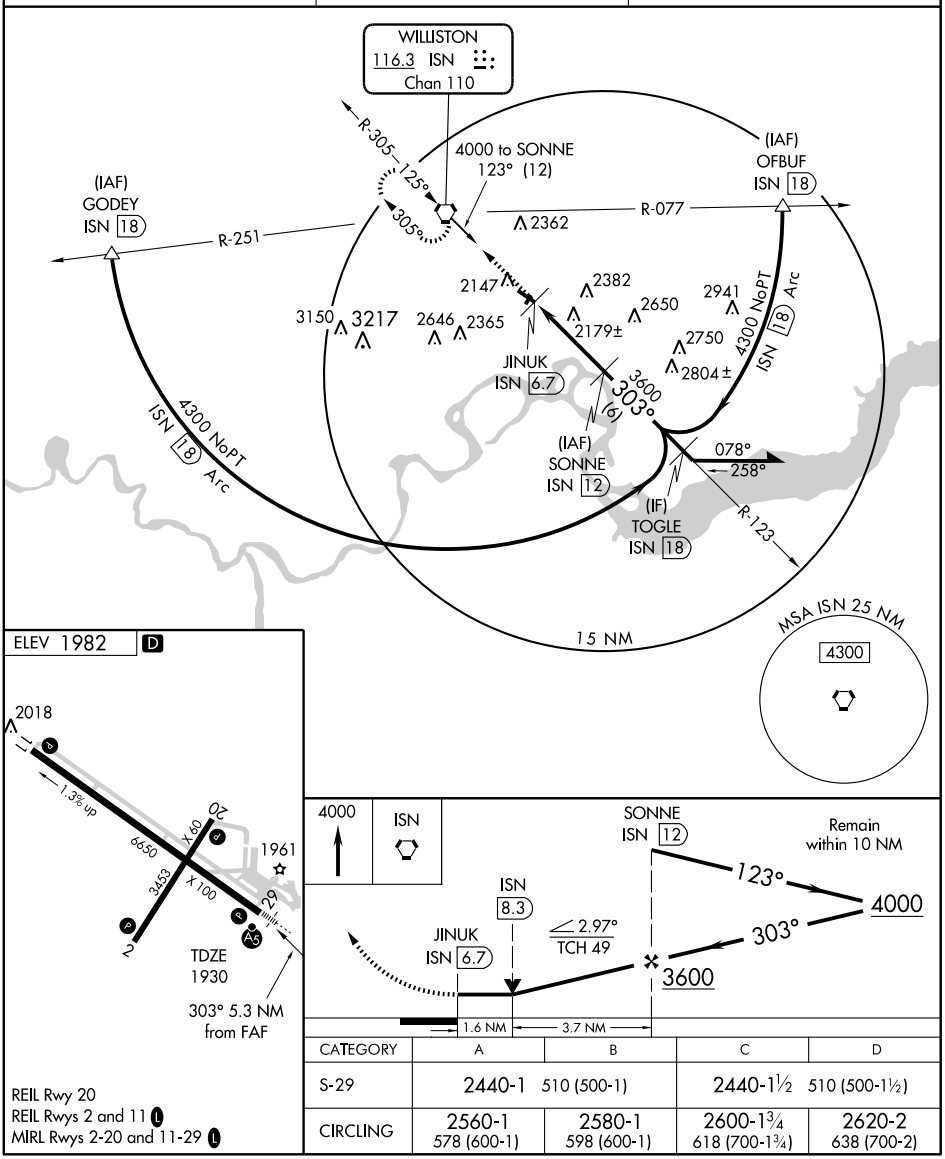
WILLISTON/ SLOULIN FIELD INTL (ISN)

Inoperative table does not apply. VDP NA when using Sidney altimeter setting. When local altimeter setting not received, use Sidney altimeter setting and increase all MDA 100 feet. Increase S-29 Cat C visibility ¼ mile and Cat D ½ mile, increase Circling Cats C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-29	2440-1 510 (500-1)		2440-1½ 510 (500-1½)	
CIRCLING	2560-1 578 (600-1)	2580-1 598 (600-1)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

REIL Rwy 20
REIL Rwys 2 and 11 L
MIRL Rwys 2-20 and 11-29 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ISN	APP CRS	Rwy Idg	6650
116.3	125°	TDZE	1982
Chan 110		Apt Elev	1982

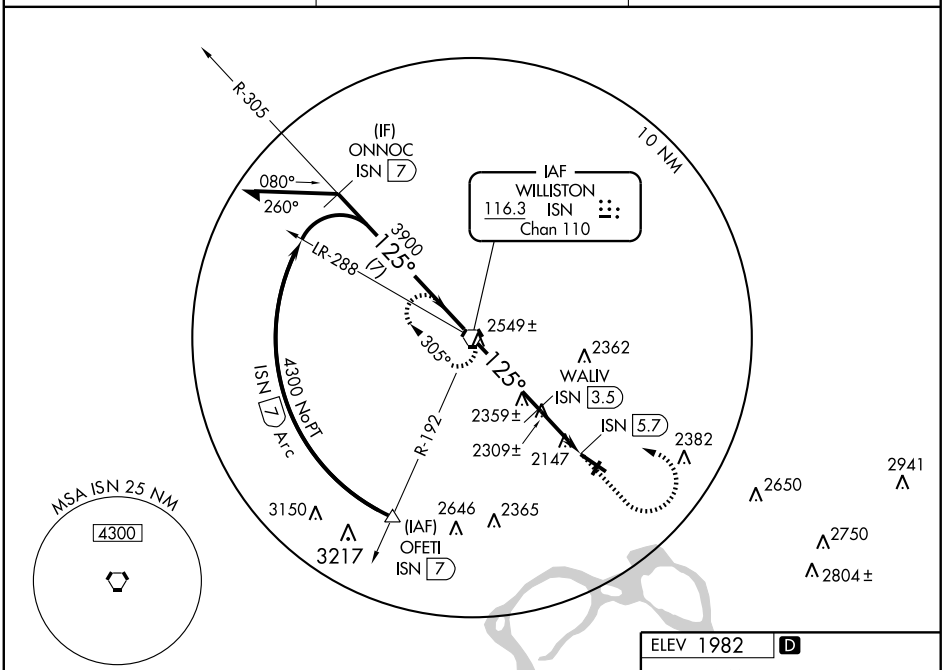
VOR RWY 11

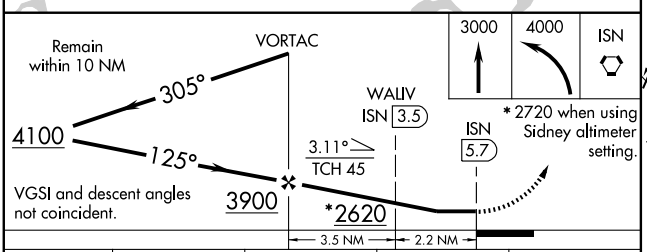
WILLISTON/ SLOULIN FIELD INTL (ISN)

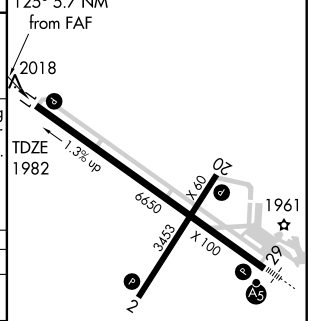
▼▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Sidney altimeter setting and increase all MDA 100 feet, increase S-11 and Circling Cats C and D visibility ¼ mile, increase WALIV FIX minimums S-11 Cats C and D visibility ½ mile and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct ISN VORTAC and hold.

ASOS	SALT LAKE CITY CENTER	UNICOM
125.92	126.85 305.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-11	2620-1 638 (700-1)		2620-1¾ 638 (700-1¾)	2620-2 638 (700-2)
CIRCLING	2620-1 638 (700-1)		2620-1¾ 638 (700-1¾)	2620-2 638 (700-2)
WALIV FIX MINIMUMS				
S-11	2560-1 578 (600-1)		2560-1½ 578 (600-1½)	2560-1¾ 578 (600-1¾)
CIRCLING	2560-1 578 (600-2)	2580-1 598 (600-2)	2600-1¾ 618 (700-1¾)	2620-2 638 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AINSWORTH, NE	
AINSWORTH MUNI	**RNAV (GPS) Rwy 13[1]**
	RNAV (GPS) Rwy 17[1]
	RNAV (GPS) Rwy 31[1]
	RNAV (GPS) Rwy 35[1]
	VOR Rwy 35[2]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
ALBION, NE	
ALBION MUNI	**NDB Rwy 33**
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
NA when local weather not available.	
ALLIANCE, NE	
ALLIANCE MUNI	**RNAV (GPS) Rwy 8**
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 26
	RNAV (GPS) Rwy 30
	VOR Rwy 30
NA when local weather not available.	
AURORA, NE	
AURORA MUNI-	
AL POTTER FIELD	**RNAV (GPS) Rwy 16**
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BEATRICE, NE	
BEATRICE MUNI	**RNAV (GPS) Rwy 17[12]**
	RNAV (GPS) Rwy 35[12]
	VOR Rwy 13[12]
	VOR Rwy 17[3]
	VOR Rwy 35[12]
[1]NA when local weather not available.	
[2]Category D, 800-2¼.	
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.	

NAME	ALTERNATE MINIMUMS
BLAIR, NE	
BLAIR MUNI	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BROKEN BOW, NE	
BROKEN BOW MUNI	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
	VOR Rwy 14
	VOR/DME Rwy 32
NA when local weather not available.	
CHADRON, NE	
CHADRON MUNI	**ILS Rwy 2[12]**
	NDB Rwy 20[1]
	VOR/DME Rwy 2[34]
	VOR/DME Rwy 20[35]
[1]NA when Chadron weather not available,except for operators with approved weather reporting service.	
[2]ILS, 700-2.	
[3]NA except for operators with approved weather reporting service.	
[4]Categories A,B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.	
[5]Categories A,B, 1300-2; Categories C, D, 1300-3.	
CHANUTE, KS	
CHANUTE	
MARTIN JOHNSON	**RNAV (GPS) Rwy 36**
	VOR-A
NA when local weather not available.	
COFFEYVILLE, KS	
COFFEYVILLE MUNI	**NDB Rwy 35[1]**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
[1]Category D, 800-2¼.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

COLUMBUS, NE

COLUMBUS MUNI ..... **LOC/DME Rwy 14[1]**
VOR Rwy 14[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

DODGE CITY, KS

DODGE CITY
RGNL ..... **ILS or LOC Rwy 14**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32

NA when local weather not available.

ELKHART, KS

ELKHART-
MORTON COUNTY ..... **NDB Rwy 35[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 35[2]

NA when local weather not available.
[1]Category A, B, 900-2; Category C, 900-2½.
[2]Category C, 800-2¼.

FALLS CITY, NE

BRENNER FIELD ..... **RNAV (GPS) Rwy 32**

NA when local weather not available.

FREMONT, NE

FREMONT MUNI ..... **RNAV (GPS) Rwy 14**

NA when local weather not available.

GARDEN CITY, KS

GARDEN CITY RGNL ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Ryw 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR/DME Rwy 30
VOR/DME Rwy 35

NA when local weather not available.

GRAND ISLAND, NE

CENTRAL NEBRASKA
RGNL ..... **ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35[2]
VOR/DME Rwy 31[2]

[1]DME required.
[2]NA when local weather not available.

GREAT BEND, KS

GREAT BEND MUNI ..... **NDB Rwy 35**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

HASTINGS, NE

HASTINGS MUNI ..... **RNAV (GPS) Rwy 14**

NA when local weather not available.

HAYS, KS

HAYS RGNL ..... **RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 16[1]
RNAV (GPS) Rwy 22[1]
RNAV (GPS) Rwy 34[1]
VOR Rwy 16[2]

[1]NA when local weather not available.
[2]Category D, 800-2¼.

HILL CITY, KS

HILL CITY MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.
Category C, 1000-2¾.

HOLDREGE, NE

BREWSTER FIELD ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
VOR/DME-A[1]

A when local weather not available.
[1]Category C, 800-2¼;Category D, 800-2½.

HUTCHINSON, KS

HUTCHINSON MUNI ..... **ILS or LOC Rwy 13[1]**
LOC BC Rwy 31[1]
NDB Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

IMPERIAL, NE

IMPERIAL MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.

KEARNEY, NE

KEARNEY RGNL ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36

NA when local weather not available.

LAWRENCE, KS

LAWRENCE MUNI ..... **ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.
[1]ILS, Category C, 700-2.

LEXINGTON, NE

JIM KELLY FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LIBERAL, KS
LIBERAL-MID AMERICA RGNL ..... **ILS or LOC Rwy 35**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
VOR Rwy 4[1]
VOR Rwy 35
NA when local weather not available.
[1]Category D, 800-2¼.

LINCOLN, NE
LINCOLN ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

MANHATTAN, KS
MANHATTAN RGNL . **ILS or LOC/DME Rwy 3[12]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 21[3]
VOR Rwy 3[4]
VOR/DME-F[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, 800-2¼; Category D, 800-2½.

MC COOK, NE
MC COOK BEN NELSON RGNL ..... **ILS or LOC/DME Rwy 12**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30
NA when local weather not available.

MC PHERSON, KS
MC PHERSON ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

NEBRASKA CITY, NE
NEBRASKA CITY MUNI .. **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.

NEWTON, KS
NEWTON-CITY-COUNTY .. **ILS or LOC Rwy 17**
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORFOLK, NE
KARL STEFAN MEMORIAL ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 32
NA when local weather not available.

NORTH PLATTE, NE
NORTH PLATTE RGNL AIRPORT
LEE BIRD FIELD ..... **ILS or LOC Rwy 30[1]**
VOR Rwy 35[2]
[1]Categories B, C, D, 700-2.
[2]Category C, 800-2¼; Category D, 800-2½.

OGALLALA, NE
SEARLE FEILD ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

OLATHE, KS
NEW CENTURY AIR CENTER ..... **ILS or LOC Rwy 36[12]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR-A[23]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

OMAHA, NE
EPPLEY AIRFIELD ..... **ILS or LOC/DME Rwy 14L[1]**
ILS or LOC/DME Rwy 14R[1]
ILS or LOC/DME Rwy 18[1]
ILS or LOC Rwy 32L[3]
ILS or LOC 32R[2]
ILS Rwy 36[1]
RNAV (GPS) Rwy 14L[4]
RNAV (GPS) Rwy 14R[4]
RNAV (GPS) Rwy 18[4]
RNAV (GPS) Rwy 32L[5]
RNAV (GPS) Rwy 32R[6]
RNAV (GPS) Rwy 36[4]
6097VOR Rwy 32L[4]
[1]ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D,800-2¼.
[4]Category D, 800-2¼.
[5]Category D, 800-2½.
[6]Categories A,B,C,D, 800-2½.

MILLARD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available. **NC-2**

NAME ALTERNATE MINIMUMS

O'NEILL, NE

THE O'NEILL MUNI-
JOHN L BAKER FIELD .... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

ORD, NE

EVELYN SHARP FIELD ..... **NDB Rwy 13**[1]
RNAV (GPS) Rwy 13
RNAV (GPS) Y Rwy 31
RNAV (GPS) Z Rwy 31
NA when local weather not available.
[1]Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME Rwy 17
NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

PLATTSMOUTH, NE

PLATTSMOUTH MUNI ..... **NDB Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
VOR/DME-A
NA when local weather not available.

SALINA, KS

SALINA MUNI ..... **ILS or LOC Rwy 35**[1]
NDB Rwy 35[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Rwy 30[3]
VOR Rwy 17[34]
[1]LOC, NA when control tower closed.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
WILLIAM B. HEILIG FIELD ..... **ILS Rwy 30**[1]
ILS or LOC/DME Rwy 12[23]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 12[34]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 30[3]
VOR/DME Rwy 5[3]
VOR or TACAN Rwy 23[3]
[1]ILS, Category D, 700-2.
[2]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D,800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

SIDNEY, NE

SIDNEY MUNI/
LLOYD W CARR FIELD .. **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
VOR/DME or TACAN Rwy 13
VOR/DME or TACAN Rwy 31
NA when local weather not available.
[1]Category D, 800-2¼.

SYRACUSE, KS

SYRACUSE-HAMILTON
COUNTY MUNI ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 36
NA when local weather not available.

TEKAMAH, NE

TEKAMAH MUNI ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR Rwy 32[1]
NA when local weather not available.
[1]Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

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NAME ALTERNATE MINIMUMS

TOPEKA, KS

FORBES FIELD ..... **ILS or LOC Rwy 31[12]**
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 13[3]
RNAV (GPS) Rwy 21[3]
RNAV (GPS) Rwy 31[3]

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

PHILIP BILLARD MUNI ..... **ILS or LOC Rwy 13[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 22

NA when local weather not available.
[1]NA when control tower closed.

VALENTINE, NE

MILLER FIELD ..... **NDB Rwy 32,**900-2.

WICHITA, KS

COLONEL
JAMES JABARA ..... **ILS or LOC/DME Rwy 18[1]**
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
RNAV (GPS)-E[2]
VOR-A[2]

NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

WICHITA
MID-CONTINENT ..... **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[1]
ILS Rwy 19R[1]
ILS or LOC Rwy 19L[2]
VOR Rwy 14[3]

[1]LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35

NA when local weather not available.

21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)
ORIG 08157 (FAA)
NOTE: **Rwy 31,** fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)
AMDT 1 08269 (FAA)
NOTE: **Rwy 15,** trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33,** trees vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)
ORIG 98225 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA.

NAME	TAKE-OFF MINIMUMS

ATWOOD, KS

ATWOOD-RAWLINS COUNTY CITY - CO (ADT)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35, 3, 21,** NA-Environmental. **Rwy 16,** 300-1½ or std. w/ min. climb of 285' per NM to 3300.
NOTE: **Rwy 16,** tower 1.2 NM from DER, 352' left of centerline, 255' AGL/3125' MSL. **Rwy 34,** multiple poles beginning 402' from DER, 437' left of centerline, up to 31' AGL/3030' MSL. Vehicle on road 585' from DER, right to left of centerline, up to 15' AGL/3025' MSL.

AUGUSTA, KS

AUGUSTA MUNI (3AU)
ORIG 10154 (FAA)
NOTE: **Rwy 18,** vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/ 1419' MSL. **Rwy 36,** vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)

NOTE: **Rwy 16,** trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34,** fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE

ROCK COUNTY (RBE)
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20,** NA-Environmental.

NOTE: **Rwy 13,** fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31,** rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE

BEATRICE MUNI (BIE)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26,** NA.

DEPARTURE PROCEDURE: **Rwys 17, 35,** climb to 2400 before turning east on course.

BENTON, KS

LLOYD STEARMAN FIELD (1K1)
ORIG 10210 (FAA)

NOTE: **Rwy 35,** vehicle on road beginning 20' from DER, left and right of centerline, up to 15' AGL/1384' MSL. Tree 2689' from DER, 1125' left of centerline, 100' AGL/1489' MSL.

BLAIR, NE

BLAIR MUNI (BTA)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13,** rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31,** trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE

BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CHANUTE, KS

CHANUTE MARTIN JOHNSON (CNU)
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18,** trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36,** vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

CLAY CENTER, KS

CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)
AMDT 1 10210 (FAA)

NOTE: **Rwy 17,** trees beginning 3041' from DER, left and right of centerline, up to 100' AGL/849' MSL. **Rwy 35,** trees beginning 2442' from DER, left and right of centerline, up to 100' AGL/859' MSL.

COLBY, KS

SHALZ FIELD (CBK)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30,** N/A-Environmental.

NOTE: **Rwy 17,** terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35,** terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE
COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb o f 331' per NM to 1800.
NOTE: **Rwy 2,** tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14,** multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20,** tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32,** multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

CONCORDIA, KS
BLOSSER MUNI (CNK)
AMDT 1 99084 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA.

COZAD, NE
COZAD MUNI (CZD)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA - Environmental.
NOTE: **Rwy 13,** grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL. Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/ 2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/ 2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/ 2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/ 2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/ 2549' MSL. Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/ 2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL .Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/ 2513' MSL. **Rwy 31,** multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.

CRETE, NE
CRETE MUNI (CEK)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA - Environmental.
NOTE: **Rwy 17,** numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35,** numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.

DAVID CITY, NE
DAVID CITY MUNI (93Y)
AMDT 1 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** NA-turf runway.
NOTE: **Rwy 32,** trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/ 1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.

ELKHART, KS
ELKHART-MORTON COUNTY (EHA)
AMDT 1 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb heading 221° to 4100 before turning right.
NOTE: **Rwy 4,** tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17,** multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22,** vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35,** Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerilne, 100' AGL/3709' MSL.

EMPORIA, KS
EMPORIA MUNI (EMP)
ORIG 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.
NOTE: **Rwy 19,** tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.

EUREKA, KS
EUREKA MUNI (13K)
ORIG 84327 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.

FAIRBURY, NE

FAIRBURY MUNI (FBY)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11,29,** NA-VFR/Turf Rwy.

NOTE: **Rwy 17,** multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35,** multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

FALLS CITY, NE

BRENNER FIELD (FNB)
AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.

NOTE: **Rwy 14,** pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32,** tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.

FORT LEAVENWORTH, KS

SHERMAN AAF (FLV)
ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** Climb via heading 155° to 1700 before turning southwest.

NOTE: **Rwy 15,** road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pumphouse 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33,** multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.

FORT SCOTT, KS

FORT SCOTT MUNI (FSK)
ORIG 07242 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36,** multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.

FREMONT, NE

FREMONT MUNI (FET)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 19,** Climb heading 185° to 1800 before proceeding on course.

NOTE: **Rwy 1,** vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14,** tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19,** vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32,** multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.

GARDEN CITY, KS

GARDEN CITY RGNL (GCK)
ORIG 07186 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.

GARDNER, KS

GARDNER MUNI (K34)
ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.

NOTE: **Rwy 26,** multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.

GOODLAND, KS
RENNER FIELD/GOODLAND MUNI (GLD)
AMDT 4 03303 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** NA.
DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.
NOTE: **Rwy 12,** road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17,** rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23,** road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30,** rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.

GORDON, NE
GORDON MUNI (GRN)
AMDT 2 90291 (FAA)
TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE
QUINN FIELD (GTE)
AMDT 1 81106 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE
CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE
GRANT MUNI (GGF)
ORIG 08213 (FAA)
NOTE: **Rwy 15,** post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33,** terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS
GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35,** tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE
HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)
DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14,** vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS
HAYS RGNL (HYS)
AMDT 2 92180 (FAA)
DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE
HEBRON MUNI (HJH)
ORIG 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,12,21,30,** 300-1.
DEPARTURE PROCEDURE: **All Rwys:** climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS
HILL CITY MUNI (HLC)
ORIG 06047 (FAA)
TAKE-OFF MINIMUMS: **Rwy 17,** 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35,** climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17,** tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35,** tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE

BREWSTER FIELD (HDE)

AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 3800 before turning right. **Rwy 36,** climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQG)

AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.

NOTE: **Rwy 2,** multiple poles,hangars,and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20,** vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

HUTCHINSON, KS

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22,** 300-1 or std. with a min. climb of 370' per NM to 1700.

DEPARTURE PROCEDURE: **All Rwys,** eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.

IMPERIAL, NE

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.

INDEPENDENCE, KS

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4,** trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17,** trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35,** obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1,** trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19,** vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental. **Rwy 18**, 500-2¾ or std. with a min. climb of 420' per NM to 1700. **Rwy 36,** 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18,** climb heading 189° to 2200 before turning right. **Rwy 36,** climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18,** numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL. Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36,** tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** cross departure end of runway at or above 20' AGL/2149' MSL.

NOTE: **Rwy 13,** trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.

KIMBALL, NE

KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10,** fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28,** terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

21 OCT 2010 to 18 NOV 2010

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33,** 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course.**Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1,** bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70'AGL/1129' MSL. **Rwy 15,** tree 543' from departure end of runway,561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19,** tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71'AGL/910' MSL. **Rwy 33,** tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.

LEXINGTON, NE

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 136° to 3500' before turning right. **Rwy 19,** for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14,** multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32,** fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4,** obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35,** multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG-A 10182 (FAA)

NOTE: **Rwy 14,** windsock 262' from DER, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 17, light poles beginning 520' from DER, 505' right of centerline, up to 36' AGL/1198' MSL. **Rwy 18,** rod on obstruction light tower 3858' from DER, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35,** warehouse 4463' from DER, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 7 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2½ or std. w/ min. climb of 360' per NM to 1600. **Rwy 13,** 300-1½ or std. w/ min. climb of 219' per NM to 1300. **Rwy 31,** 400-2¼ or std. w/ min. climb of 277' per NM to 1500.

DEPARTURE PROCEDURE: **All runways,** westbound departures heading 210° through 360° NA. **Rwy 3,** climb heading 034° to 1700 before turning right. **Rwy 31,** departure NA when R-3602B active. NOTE: R-3602B restricted area immediately west of airport.

NOTE:**Rwy 3,** numerous trees beginning 20' from DER, right and left of centerline, up to 100' AGL/1395' MSL. **Rwy 13,** numerous trees beginning 1304' from DER, right and left of centerline, up to 100' AGL/1229' MSL. Light pole, flood light, building, and elevator beginning 33' from DER, 439' left of centerline, up to 50' AGL/1086' MSL. Railroad 905' from DER, 614' right of centerline, 23' AGL/1068' MSL. **Rwy 21,** numerous trees beginning 2350' from DER, right and left of centerline, up to 100' AGL/1169' MSL. Pole 4928' from DER, 1006' right of centerline, 41' AGL/1189' MSL. Pole 3593' from DER, 462' right of centerline, 41' AGL/1189' MSL. Pole 3993' from DER, 461' right of centerline, 41' AGL/1158' MSL. **Rwy 31,** numerous trees beginning 164' from DER, right and left of centerline, up to 100' AGL/1358' MSL. Utility pole 1290' from DER, 435' right of centerline, 25' AGL/1124' MSL.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*

* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22:** Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4:** Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L,** KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R,** KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351(FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-Environmental.

NOTE: **Rwy 4,** tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12,** multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22,** pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26,** NA-Environmental.

NOTE: **Rwy 18,** trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36,** bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.

MINDEN, NE

PIONEER VILLAGE FIELD (0V3)

AMDT 2 10266 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.

DEPARTURE PROCEDURE: **Rwy 34,** climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16,** trees, guard posts, and street lights beginning 32' from DER, 156' right of centerline, up to 75' AGL/2223' MSL. Trees beginning 193' from DER, 167' left of centerline, up to 67' AGL/2204' MSL. Buildings beginning 1656' from DER, 156' right of centerline, up to 70' AGL/2225' MSL. Power poles beginning 528' from DER, 393' right of centerline, up to 37' AGL/2191' MSL. **Rwy 34,** trees beginning 192' from DER, 156' left of centerline, up to 100' AGL/2269' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NELIGH, NE

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19,** climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1,** multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13,** tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

Rwy 19, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31,** multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1,** terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14,** terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19,** terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32,** terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental. **Rwy 16,** 400-3.

NOTES: **Rwy 16,** Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34,** Tree 630' from departure end of runway, 203 left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16,** bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34,** tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.

OFFUTT AFB (KOFF),

OMAHA, NE . . . . . ORIG, 10126

TAKE-OFF OBSTACLES: **Rwy 12,** Fence Post, 3' AGL/974' MSL, 153' from DER, on centerline. Antenna, 7' AGL/968' MSL, 276' from DER, on centerline. Vehicle, 15' AGL/983' MSL, 170' from DER, 158' left of centerline. Road, 15' AGL/985' MSL, 191' from DER, 1' left of centerline. Railroad, up to 23' AGL/995' MSL, beginning 386' from DER, 55' left of centerline. Multiple trees, up to 110' AGL/1,076' MSL, beginning 3,185' from DER, 68' left of centerline. Terrain, 974' MSL, 0' from DER, 353' right of centerline. Multiple trees, up to 110' AGL/1,088' MSL, beginning 1,150' from DER, 5' right of centerline. **Rwy 30,** Antenna, 7' AGL/1,053' MSL, 201' from DER, on centerline. Multiple trees, up to 110' AGL/ 1,090' MSL, beginning 296' from DER, 6' left of centerline. Multiple trees, up to 110' AGL/1,098' MSL, beginning 1,267' from DER, 552 right ofcenterline.

OGALLALA, NE

SEARLE FIELD (OGA)

AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)

ORIG 05300 (FAA)

NOTE: **Rwy 18,** multiple trees 622' from departure end of runway, 192' right of centerline, up to 73' AGL/1084' MSL. **Rwy 36,** antenna 335' from departure end of runway, 263' left of centerline, 20' AGL/1110' MSL, tree 1008' from departure end of runway, 612' right of centerline, 57' AGL/1130' MSL, tree 1544' from departure end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4,** fence 204' from departure end of runway, 256' right of centerline, 10' AGL/1096' MSL, obstruction light 296' from departure end of runway, 163' right of centerline, 19' AGL/1098' MSL, obstruction light 492' from departure end of runway, 43' left of centerline, 16' AGL/1095' MSL, tree 1529' from departure end of runway, 125' left of centerline, 60' AGL/1149' MSL, tree 1824' from departure end of runway, 665' right of centerline, 59' AGL/1171' MSL. **Rwy 18,** tree 1899' from departure end of runway, 8' left of centerline, 64' AGL/1103' MSL, tree 2051' from departure end of runway, 662' right of centerline, 50' AGL/1108' MSL. **Rwy 36,** ground beginning 16' from departure end of runway, from 407' right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)

AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R,** Climb heading 139° to 2600 before proceeding on course. **Rwy 18,** Climb heading 175° to 2600 before turning right. **Rwys 32L, 32R,** Climb heading 319° to 2600 before proceeding westbound. **Rwy 36,** Climb heading 355° to 2600 before turning left.

NOTES: **Rwy 14L,** Trees beginning 3956' from departure end of runway, 115' left of centerline, up to 107' AGL/1322' MSL. **Rwy 14R,** Tree 3972' from departure end of runway, 1316' left of centerline, 108' AGL/1088' MSL. **Rwy 18,** Tower, pole, and tree beginning 3953' from departure end of runway, 852' left of centerline up to 136' AGL/1114' MSL. **Rwy 32L,** Pole and tree beginning 969' from departure end of runway, 748' right of centerline, up to 70' AGL/1054' MSL. **Rwy 32R,** Trees beginning 2217' from departure end of runway, 767' right of centerline, up to 106' AGL/1089' MSL. **Rwy 36,** Poles and tree beginning 940' from departure end of runway, 674' left and right of centerline, up to 83' AGL/1064' MSL.

21 OCT 2010 to 18 NOV 2010

OMAHA, NE (CON'T)

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1¼ or std. w/ min. climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 123° to 3200 before proceeding on course. **Rwy 30,** climb via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12,** multiple trees, power poles and highway signs beginning 250' from departure end of runway, 152' left of centerline, up to 35' AGL/1101' MSL. Multiple trees and fences beginning 3' from departure end of runway, 381' right of centerline, up to 63' AGL/1104' MSL. Multiple street lights beginning 1506' from departure end of runway, 678' left of centerline to 568' right of centerline, up to 46' AGL/1115' MSL. **Rwy 30,** multiple towers, trees, power poles, buildings, street lights, fences, and road beginning 13' from departure end of runway, 264' left of centerline, up to 100' AGL/1270' MSL. Multiple trees and power poles beginning 516' from departure end of runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 131° to 3000 before turning right.

NOTE: **Rwy 13,** pole 860' from DER, 498' left of centerline, 39' AGL/2098' MSL. Trees beginning 705' from DER, 505' left of centerline, up to 37' AGL/2096' MSL. Trees beginning 43' from DER, 443' right of centerline, up to 45' AGL/2104' MSL. **Rwy 31,** trees beginning 2590' from DER, 276' left of centerline, up to 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1' left of centerline, up to 60' AGL/2130' MSL. Tank 2615' from DER, 256' left of centerline, 69' AGL/2139' MSL. Fence 199' from DER, 241' left of centerline, 5' AGL/2075' MSL. Tree 55' from DER, 348' right of centerline, 2' AGL/2072' MSL.

OSHKOSH, NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy12,** climb via heading 125° to 4000 before turning right.

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,13,23,31,** NA.

PARSONS, KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17,** trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35,** trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA (Turf runway)

NOTE: **Rwy 31,** trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10,** 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16,** 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE

MODISETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14,** trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32,** terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.

NOTE: **Rwy 17,** post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35,** multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

21 OCT 2010 to 18 NOV 2010

SALINA, KS
SALINA MUNI (SLN)
ORIG 08325 (FAA)
NOTE: **Rwy 4,** light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12,** rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17,** road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18,** rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22,** trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30,** trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36,** trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE
WESTERN NEBRASKA RGNL
WILLIAM B. HEILIG FIELD (BFF)
AMDT 4 93175 (FAA)
DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE
SEWARD MUNI (SWT)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA.
DEPARTURE PROCEDURE: **Rwy 4,** climb to 2800 before turning on course. **Rwy 16,** climb runway heading to 3500 before turning right. **Rwy 34,** climb runway heading to 3000 before turning left.

SIDNEY, NE
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)
AMDT 1 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3,21** NA-Environmental.

SUPERIOR, NE
SUPERIOR MUNI (12K)
ORIG 91318 (FAA)
DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

SYRACUSE, KS
SYRACUSE-HAMILTON COUNTY MUNI (3K3)
ORIG 10266 (FAA)
DEPARTURE PROCEDURE: **Rwy 31,** climb heading 293° to 4000 before turning right.
NOTE: **Rwy 13,** vehicle on road beginning 5' from DER, left and right of centerline, up to 15' AGL/3324' MSL. Trees beginning 104' from DER, 288' left of centerline, up to 40' AGL/3349' MSL. Trees beginning 196' from DER, 130' right of centerline, up to 40' AGL/3349' MSL. **Rwy 18,** grain bin 465' from DER, 506' right of centerline, 21' AGL/3331' MSL. Water tower 1898' from DER, 393' left of centerline, 99' AGL/3399' MSL. **Rwy 31,** vehicle on road beginning 26' from DER, 328' left of centerline, up to 15' AGL/3324' MSL. **Rwy 36,** powerlines beginning 1596' from DER, left and right of centerline, up to 52' AGL/3367' MSL.

TEKAMAH, NE
TEKAMAH MUNI (TQE)
AMDT 2 07298 (FAA)
DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.
NOTE: **Rwy 14,** north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL. **Rwy 32,** trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.

THEDFORD, NE
THOMAS COUNTY (TIF)
AMDT 1 08269 (FAA)
NOTE: **Rwy 11,** trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29,** trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.

TOPEKA, KS
FORBES FIELD (FOE)
ORIG 09183 (FAA)
NOTE: **Rwy 3,** trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.
Rwy 31, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.

21 OCT 2010 to 18 NOV 2010

TOPEKA, KS (CON'T)

PHILIP BILLARD MUNI (TOP)
AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 200-1¼ or std. w/ min. climb of 286' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 224° to 1900 before turning right. **Rwy31,** climb heading 309° to 1800 before turning left.

NOTE: **Rwy 4,** antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/908' MSL. **Rwy 13,** tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18,** trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31,** trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36,** trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.

ULYSSES, KS

ULYSSES (ULS)
AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17,** 300-1¾ or std. w/ min. climb of 281' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.

NOTE: **Rwy 17,** tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.

VALENTINE, NE

MILLER FIELD (VTN)
AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 028° to 4000 before proceeding on course. **Rwy 32,** climb heading 317° to 4000 before proceeding on course.

NOTE: **Rwy 14,** multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.

WAHOO, NE

WAHOO MUNI (AHQ)
ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 2,** terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL. Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20,** fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.

WAYNE, NE

WAYNE MUNI (LCG)
AMDT 3 04330 (FAA)

NOTE: **Rwy 35,** pole 388' from departure end of runway, 540' left of centerline, 19' AGL/ 1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.

WELLINGTON, KS

WELLINGTON MUNI (EGT)
ORIG 07298 (FAA)

NOTE: **Rwy 17,** terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)
ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min. climb of 240' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 36,** 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)
AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west departures (180° CW 270°) climb to 2000 via runway heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)
ORIG 08101 (FAA)

NOTE: **Rwy 1L,** tree and poles beginning 1219' from departure end of runway, 679' left of centerline, up to 34' AGL/1366' MSL.

YORK, NE

YORK MUNI (JYR)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 35,** Catenary beginning 1290' from DER, 467' right of centerline, up to 79' AGL/1719' MSL. Pole 1396' from DER, 220' left of centerline, 55' AGL/1700' MSL.

AINSWORTH MUNI (ANW) 6 NW UTC−6(−5DT) N42°34.75′ W99°59.58′

OMAHA
H–5B, L–12H
IAP

2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17–35: H6824X110 (ASPH) S–30, D–45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46′.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 13–31: H5501X75 (ASPH) S–24, D–36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50′.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 402–387–1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17–35 and MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (402) 387–2329.

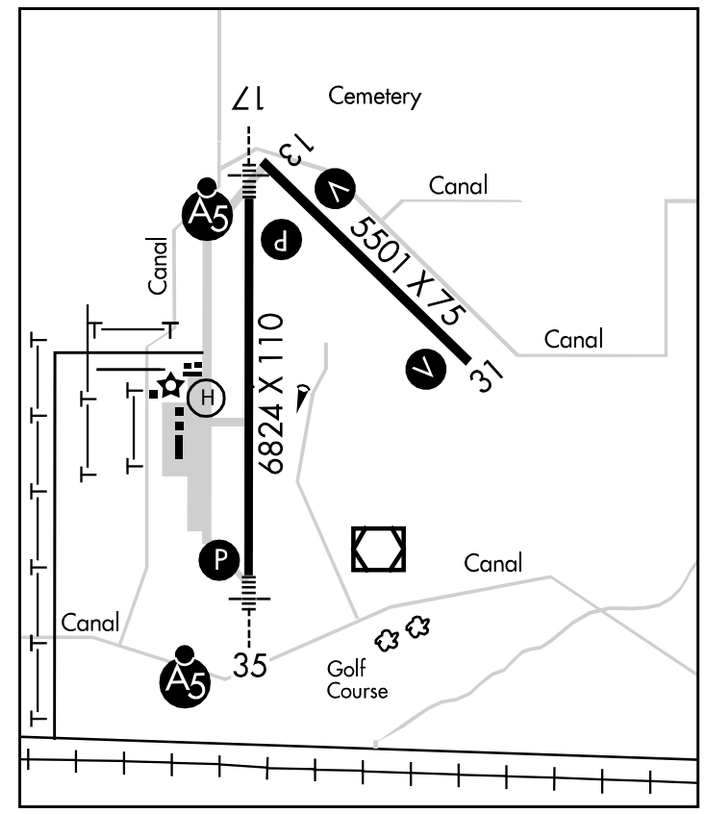
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

(L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ at fld. 2582/9E. **HIWAS.**



HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad for refueling only—not avbl for instrument approaches.

ALABY N41°43.78′ W98°03.16′ NOTAM FILE BVN.

OMAHA
L–12H

NDB (MHW) 332 BVN at Albion Muni.

ALBION MUNI (BVN) 3 NW UTC−6(−5DT) N41°43.71′ W98°03.35′

OMAHA
L–12H
IAP

1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15–33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

AIRPORT REMARKS: Unattended. For fuel call 402–395–2001/5145. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.575 (402) 395–2052.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78′ W98°03.16′ at fld. NOTAM FILE BVN.

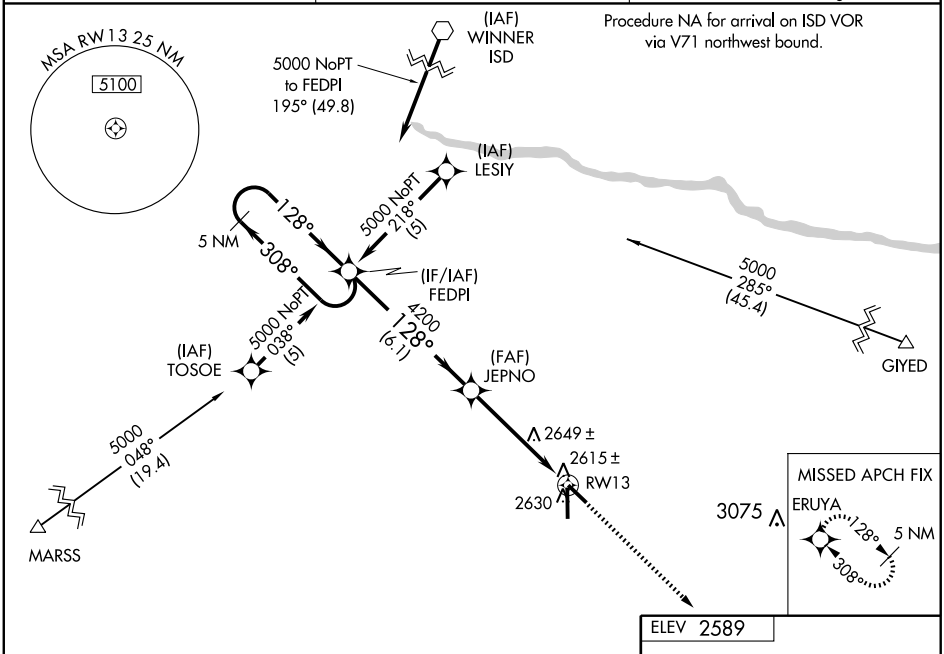
WAAS	APP CRS	Rwy Idg	5501
CH 99706	128°	TDZE	2587
W13A		Apt Elev	2589

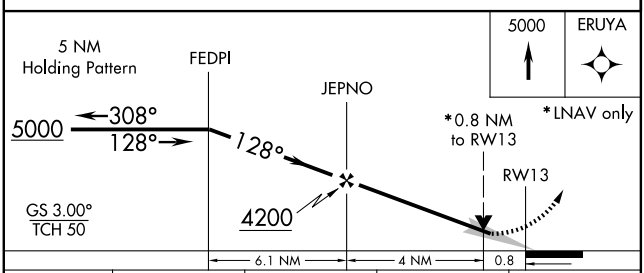
RNAV (GPS) RWY 13
AINSWORTH MUNI (ANW)

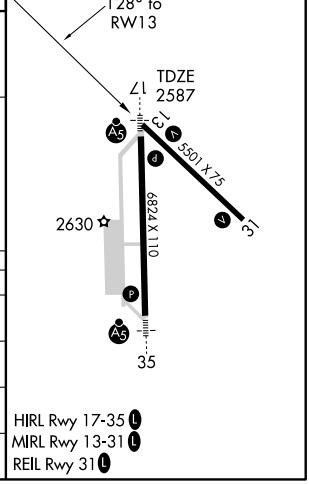
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

MISSED APPROACH: Climb to 5000 direct ERUYA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2837-1 250 (300-1)			
LNAV/VNAV DA	2891-1 304 (400-1)			
LNAV MDA	2900-1 313 (400-1)			
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

HIRL Rwy 17-35 L
MIRL Rwy 13-31 L
REIL Rwy 31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6824
CH 70417	173°	TDZE	2589
W17A		Apt Elev	2589

RNAV (GPS) RWY 17

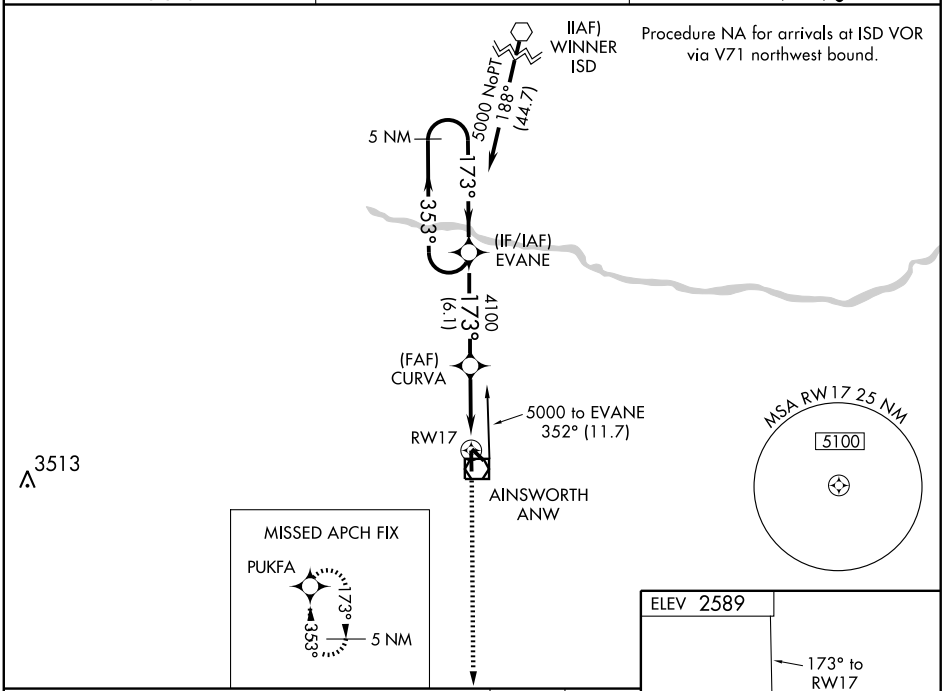
AINSWORTH MUNI (ANW)

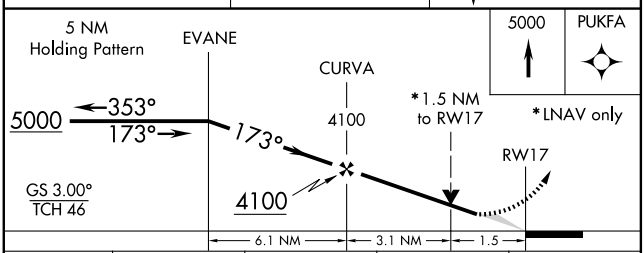
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase DA 70 feet and LNAV/VNAV Cat A/B/C visibility ¼ mile, increase all MDA 80 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

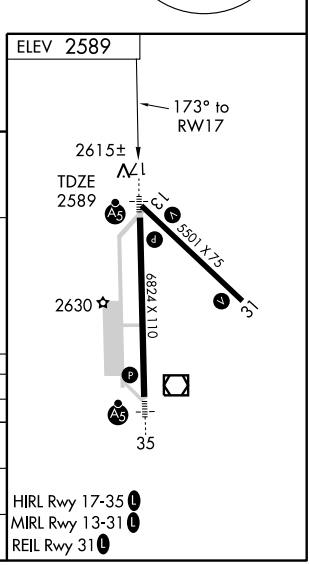
MALSR

MISSED APPROACH: Climb to 5000 direct PUKFA and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2789-½ 200 (200-½)			
LNAV/VNAV DA	2885-½ 296 (300-½)			2885-¾ 296 (300-¾)
LNAV MDA	3100-½ 511 (600-½)		3100-1 511 (600-1)	
CIRCLING	3100-1 511 (600-1)		3100-1½ 511 (600-1½)	3140-2 551 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

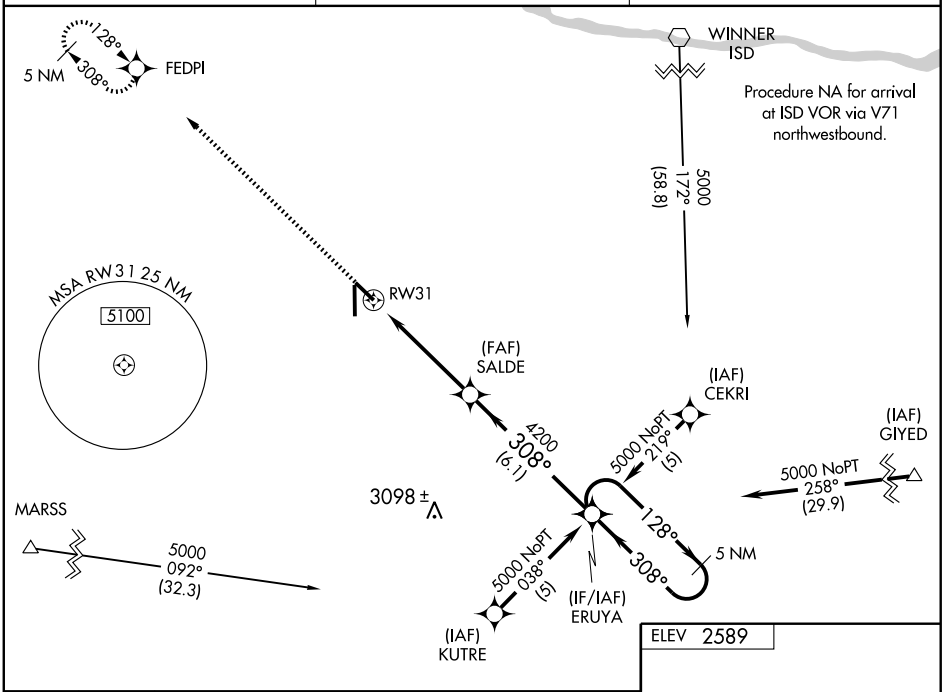
WAAS CH 86507 W31A	APP CRS 308°	Rwy Idg 5501 TDZE 2585 Apt Elev 2589

RNAV (GPS) RWY 31
AINSWORTH MUNI (ANW)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet, and LNAV Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA with Valentine altimeter setting.

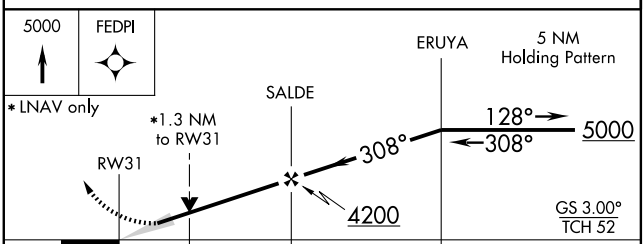
MISSED APPROACH: Climb to 5000 direct FEDPI and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L



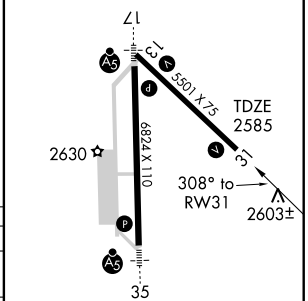
NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
LPV DA	2835-1 250 (300-1)			
LNAV/VNAV DA	2873-1 288 (300-1)			
LNAV MDA	3060-1 475 (500-1)		3060-1¼ 475 (500-1¼)	3060-1½ 475 (500-1½)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)

ELEV 2589



HIRL Rwy 17-35 L
MIRL Rwy 13-31 L
REIL Rwy 31 L

RNAV (GPS) RWY 35

AINSWORTH MUNI (ANW)

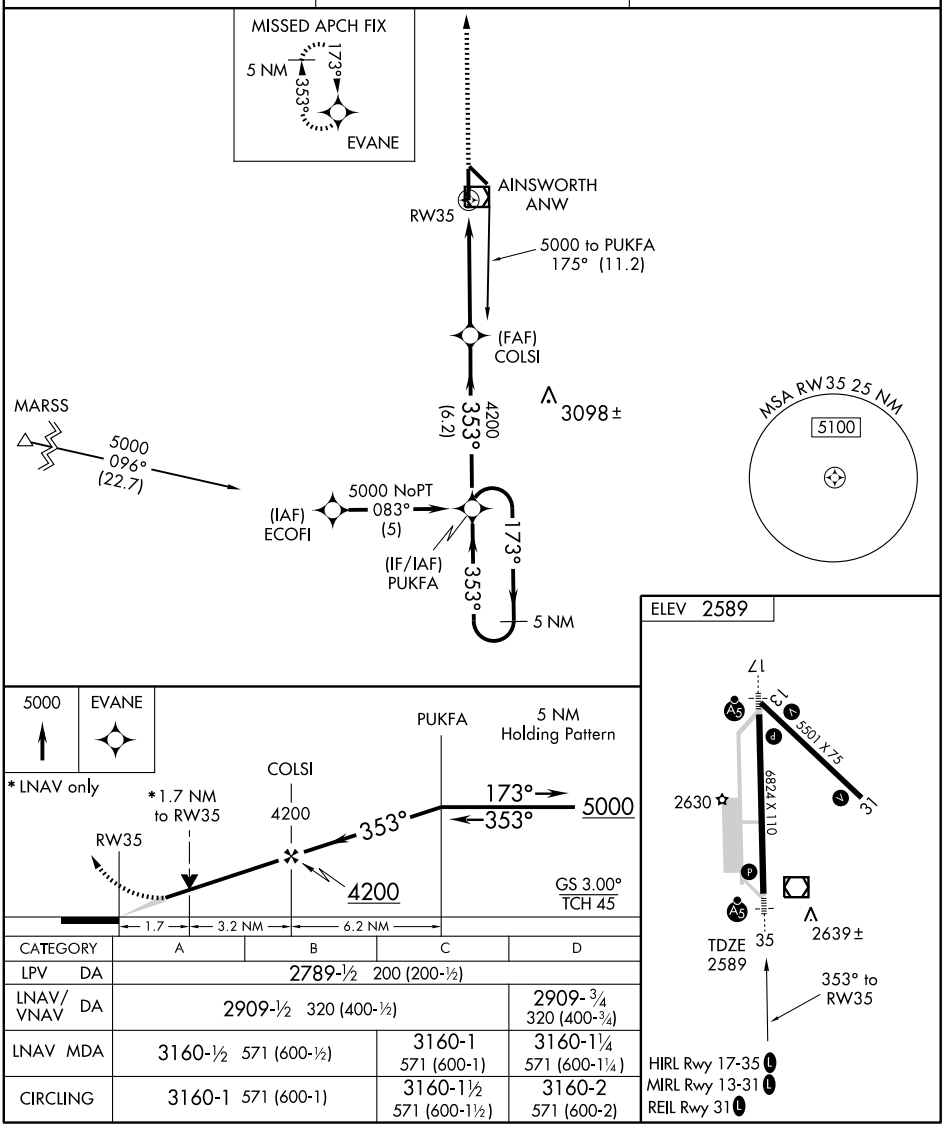
WAAS	APP CRS	Rwy Idg	6824
CH 81917	353°	TDZE	2589
W35A		Apt Elev	2589

For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Valentine altimeter setting and increase all DA 70 feet and LNAV/VNAV visibility Cats A/B/C ¼ mile, increase all MDA 80 feet and LNAV Cat C and D visibility ¼ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Valentine altimeter setting.

MALSR

MISSED APPROACH: Climb to 5000 direct EVANE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2789-½ 200 (200-½)			
LNAV/VNAV DA	2909-½ 320 (400-½)			2909-¾ 320 (400-¾)
LNAV MDA	3160-½ 571 (600-½)		3160-1 571 (600-1)	3160-1¼ 571 (600-1¼)
CIRCLING	3160-1 571 (600-1)		3160-1½ 571 (600-1½)	3160-2 571 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME ANW 112.7 Chan 74	APP CRS 159°	Rwy Idg 6824 TDZE 2589 Apt Elev 2589

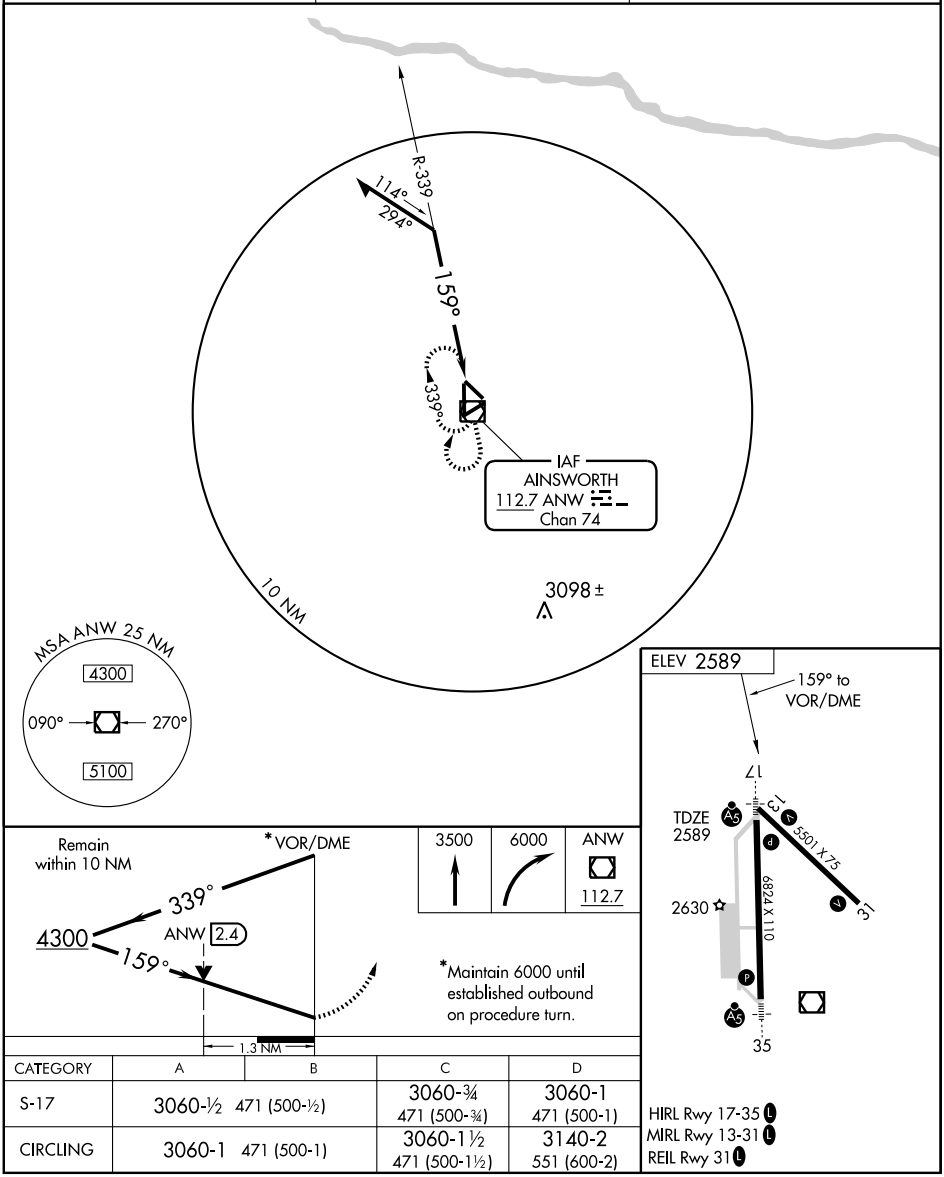
VOR RWY 17
AINSWORTH MUNI(ANW)

MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-17	3060-½ 471 (500-½)		3060-¾ 471 (500-¾)	3060-1 471 (500-1)
CIRCLING	3060-1 471 (500-1)		3060-1½ 471 (500-1½)	3140-2 551 (600-2)

HIRL Rwy 17-35 L
MIRL Rwy 13-31 L
REIL Rwy 31 L

VOR/DME ANW 112.7 Chan 74	APP CRS 008°	Rwy Idg 6824 TDZE 2589 Apt Elev 2589	AL-5681 (FAA)

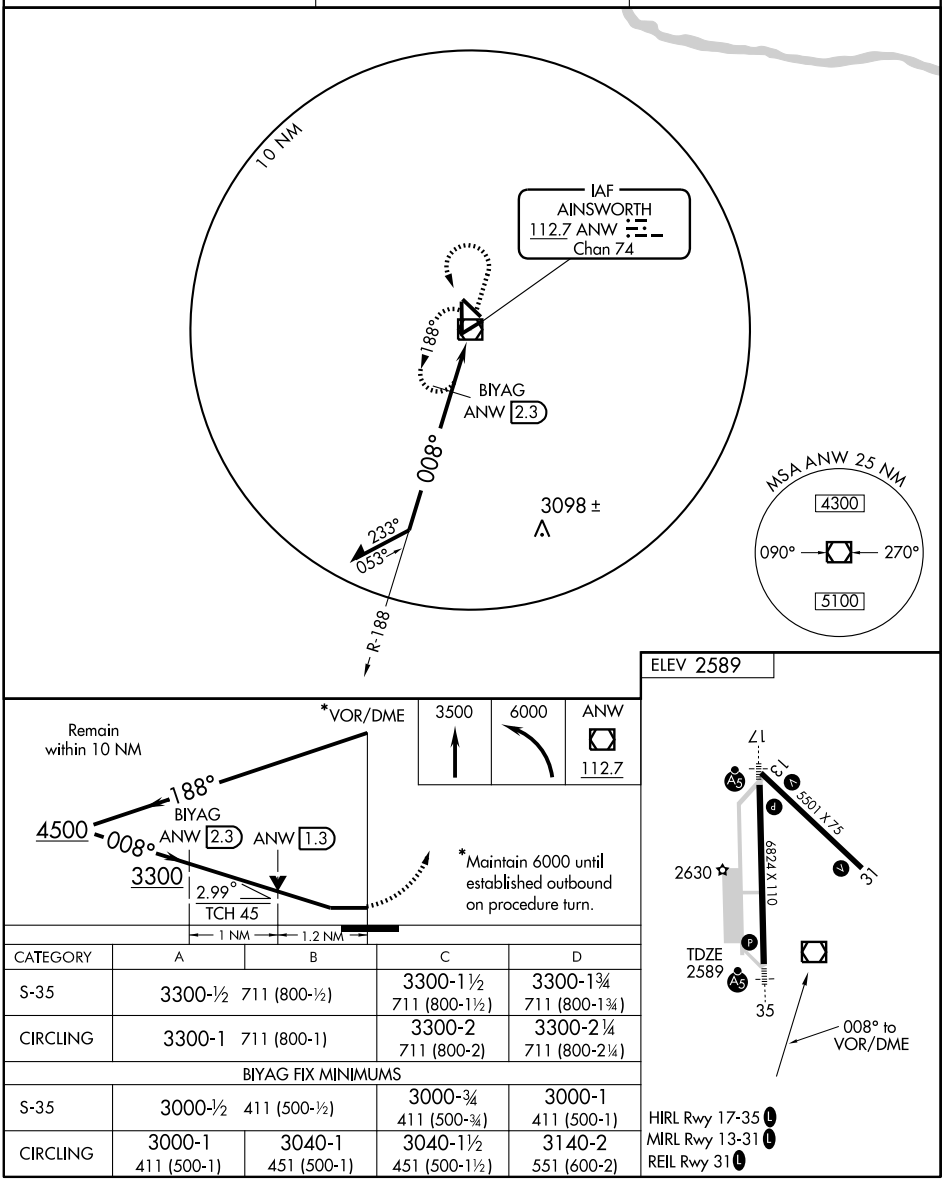
VOR RWY 35
AINSWORTH MUNI(ANW)

For inoperative MALSR increase BIYAG fix minimums S-35 Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 3500 then climbing left turn to 6000 direct ANW VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	127.95 338.2	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	3300-½ 711 (800-½)		3300-1½ 711 (800-1½)	3300-1¾ 711 (800-1¾)
CIRCLING	3300-1 711 (800-1)		3300-2 711 (800-2)	3300-2¼ 711 (800-2¼)
BIYAG FIX MINIMUMS				
S-35	3000-½ 411 (500-½)		3000-¾ 411 (500-¾)	3000-1 411 (500-1)
CIRCLING	3000-1 411 (500-1)	3040-1 451 (500-1)	3040-1½ 451 (500-1½)	3140-2 551 (600-2)

HIRL Rwy 17-35 L
MIRL Rwy 13-31 L
REIL Rwy 31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AINSWORTH MUNI (ANW) 6 NW UTC−6(−5DT) N42°34.75′ W99°59.58′

OMAHA
H–5B, L–12H
IAP

2589 B **FUEL** 100LL, JET A NOTAM FILE ANW

RWY 17–35: H6824X110 (ASPH) S–30, D–45 HIRL

RWY 17: MALSR. PAPI(P4L)—GA 3.0° TCH 46′.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 13–31: H5501X75 (ASPH) S–24, D–36 MIRL

RWY 13: VASI(V2L)—GA 3.0° TCH 50′.

RWY 31: REIL. VASI(V2L)—GA 3.0° TCH 50′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For svc after hrs call 402–387–1255. 24 hr self svc fuel avbl via credit card system. Seasonal migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 17–35 and MIRL Rwy 13–31, VASI Rwy 13 and Rwy 31, MALSR Rwy 17 and Rwy 35 and PAPI Rwy 17 and Rwy 35 and REIL Rwy 31 CTAF.

WEATHER DATA SOURCES: AWOS–3 118.325 (402) 387–2329.

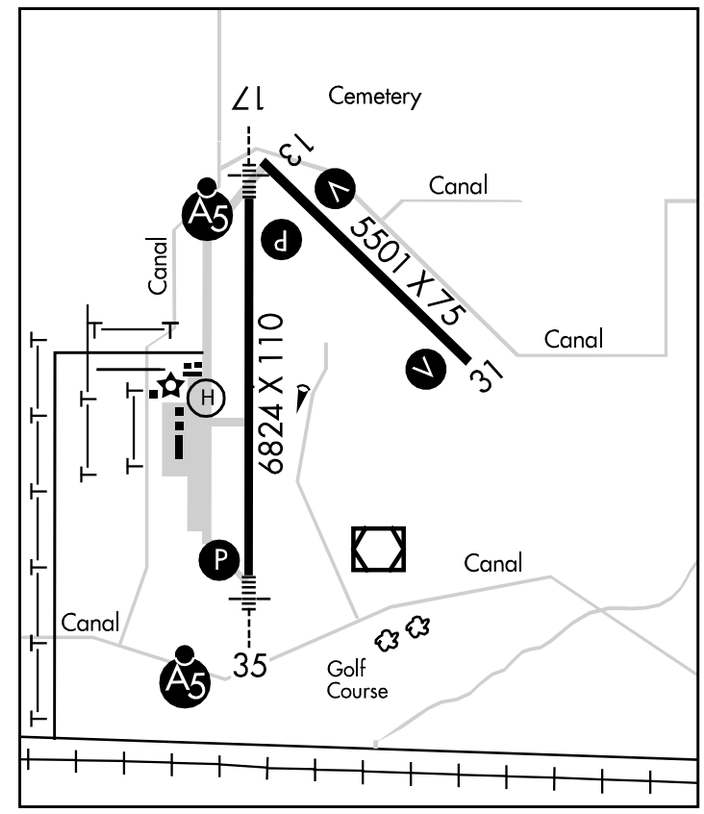
COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.4 (COLUMBUS RADIO)

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

(L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ at fld. 2582/9E. **HIWAS.**



HELIPAD H1: H50X50 (ASPH)

HELIPORT REMARKS: Helipad for refueling only—not avbl for instrument approaches.

ALABY N41°43.78′ W98°03.16′ NOTAM FILE BVN.

OMAHA
L–12H

NDB (MHW) 332 BVN at Albion Muni.

ALBION MUNI (BVN) 3 NW UTC−6(−5DT) N41°43.71′ W98°03.35′

OMAHA
L–12H
IAP

1806 B **FUEL** 100LL NOTAM FILE BVN

RWY 15–33: H3700X60 (CONC) MIRL 0.8% up NW

RWY 15: PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 33: PAPI(P2L)—GA 3.0° TCH 40′. Tree.

AIRPORT REMARKS: Unattended. For fuel call 402–395–2001/5145. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.575 (402) 395–2052.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 025° 25.1 NM to fld. 2010/7E.

ALABY NDB (MHW) 332 BVN N41°43.78′ W98°03.16′ at fld. NOTAM FILE BVN.

AL-6947 (FAA)

NDB RWY 33

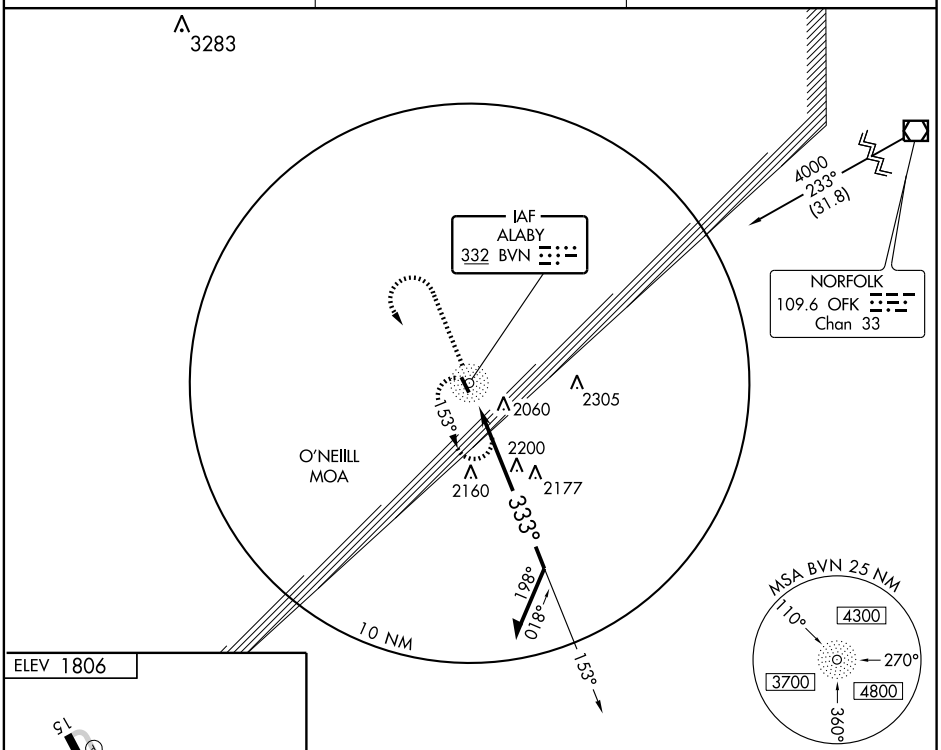
ALBION MUNI (BVN)

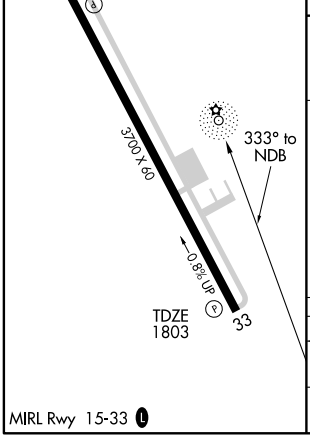
NDB BVN 332	APP CRS 333°	Rwy Idg 3700 TDZE 1803 Apt Elev 1806

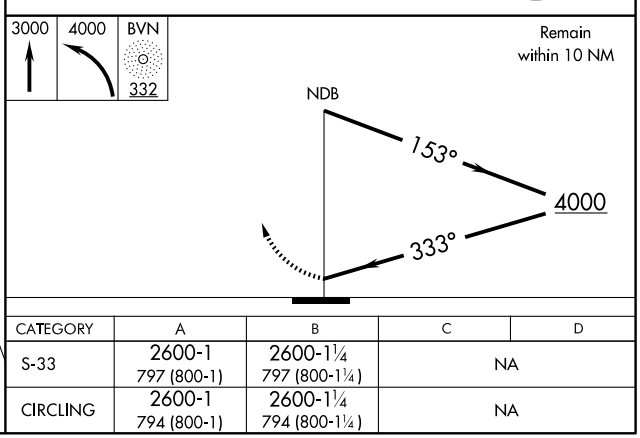
Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 120 feet and increase S-33 Cat A and circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000, then climbing left turn to 4000 direct BVN NDB and hold, continue climb-in-hold to 4000.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 L







CATEGORY	A	B	C	D
S-33	2600-1 797 (800-1)	2600-1¼ 797 (800-1¼)	NA	
CIRCLING	2600-1 794 (800-1)	2600-1¼ 794 (800-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 15

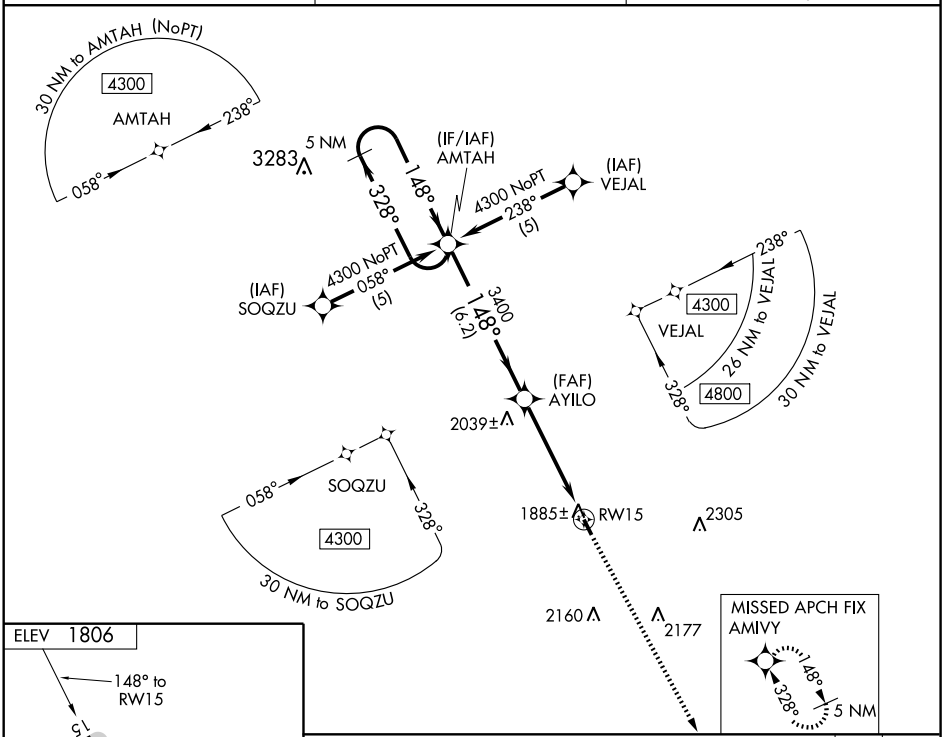
ALBION MUNI (BVN)

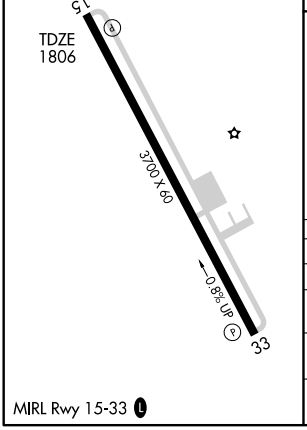
WAAS	APP CRS	Rwy ldg	3700
CH 78009	148°	TDZE	1806
W15A		Apt Elev	1806

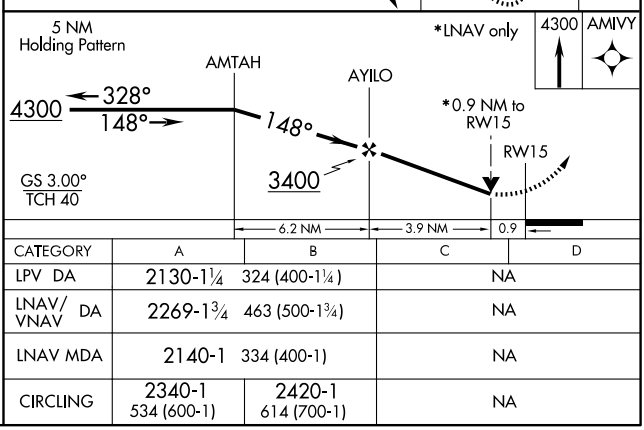
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Norfolk altimeter setting.

MISSED APPROACH: Climb to 4300 direct AMIVY and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	2130-1¼	324 (400-1¼)	NA	
LNAV/VNAV DA	2269-1¾	463 (500-1¾)	NA	
LNAV MDA	2140-1	334 (400-1)	NA	
CIRCLING	2340-1 534 (600-1)	2420-1 614 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

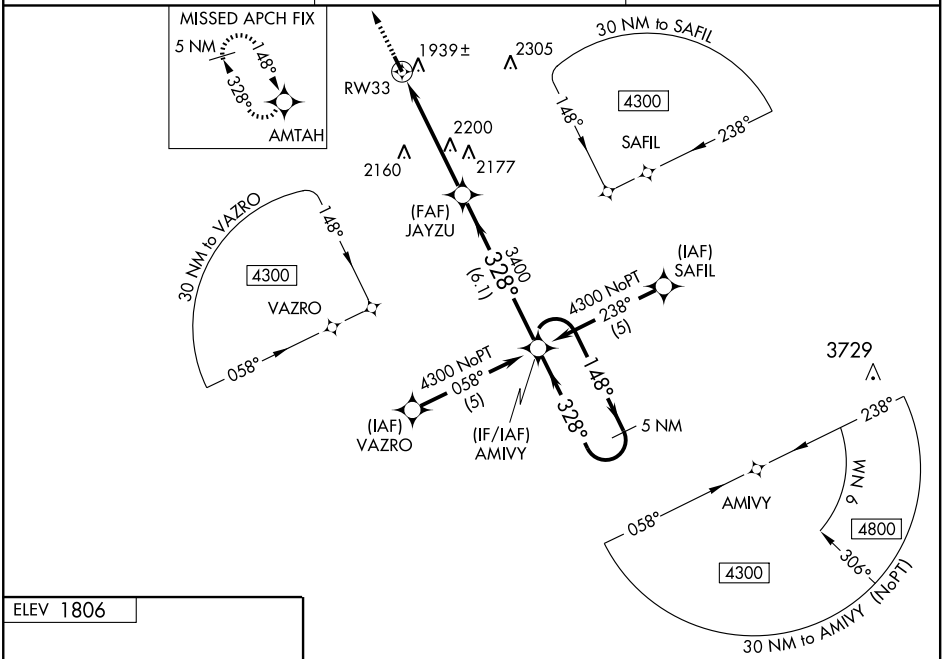
ALBION MUNI (BVN)

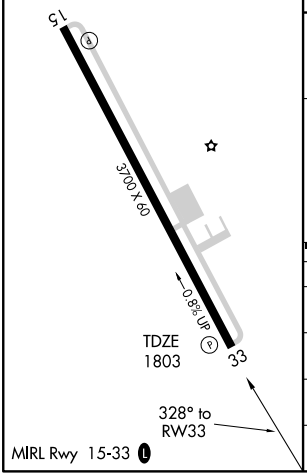
WAAS	APP CRS	Rwy Idg	3700
CH 93913	328°	TDZE	1803
W33A		Apt Elev	1806

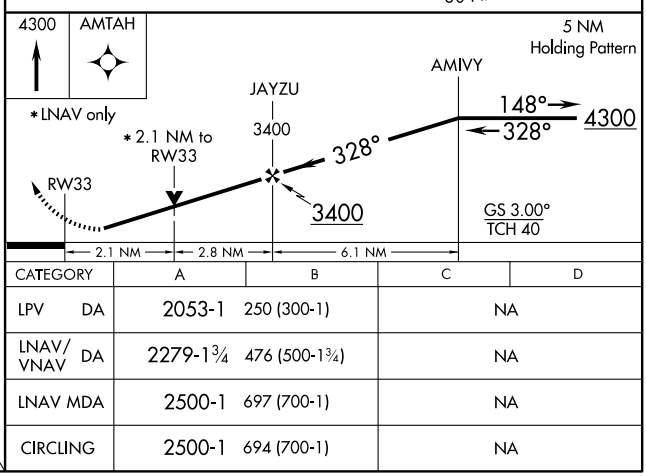
Baro-VNAV NA when using Norfolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Norfolk altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B and Circling Cat B visibility ¼ mile. VDP NA when using Norfolk altimeter setting.

MISSED APPROACH: Climb to 4300 direct AMTAH and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.575	128.0 385.5	122.9







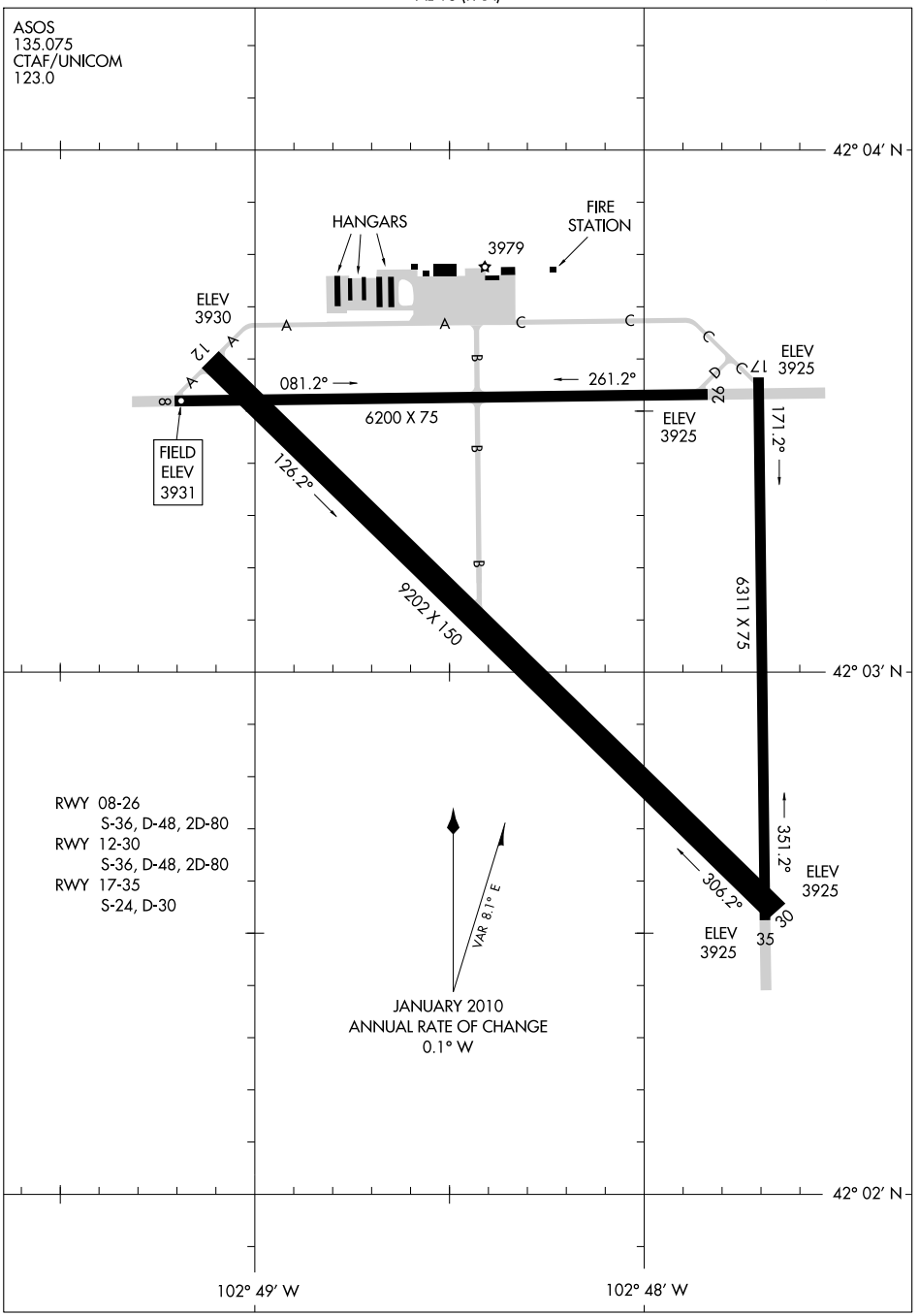
CATEGORY	A	B	C	D
LPV DA	2053-1	250 (300-1)	NA	
LNAV/VNAV DA	2279-1¾	476 (500-1¾)	NA	
LNAV MDA	2500-1	697 (700-1)	NA	
CIRCLING	2500-1	694 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-16 (FAA)

ALLIANCE MUNI (AIA)
ALLIANCE, NEBRASKA



RWY 08-26
S-36, D-48, 2D-80
RWY 12-30
S-36, D-48, 2D-80
RWY 17-35
S-24, D-30

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

ALLIANCE MUNI (AIA) 3 SE UTC−7(−6DT) N42°03.19′ W102°48.23′ CHEYENNE

3931 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE AIA H–5A, L–12G

RWY 12–30: H9202X150 (ASPH–AFSC) S–36, D–48, 2D–80 MIRL IAP, AD

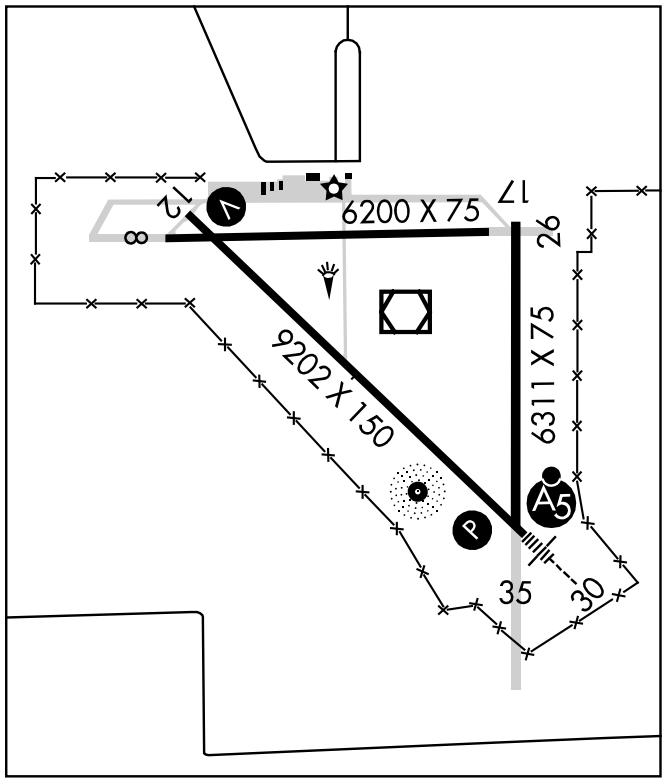
RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 41′.

RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 53′.

RWY 08–26: H6200X75 (ASPH–PFC) S–36, D–48, 2D–80 MIRL

RWY 17–35: H6311X75 (ASPH) S–24, D–30

AIRPORT REMARKS: Attended continuously. Haying ops on interior of arpt during summer months. Rwy 08–26 designated calm wind. Aerial spraying ops on and invof arpt. Occasional use by acft with no radio. Back taxiing. Ultralight and glider ops on and invof arpt. Rwy 12–30—PFC first 6,200′ on approach end of Rwy 12. Rwy 17–35 unavbl for use by acft with more than 9 passenger seats. ACTIVATE MIRL Rwy 12–30 and Rwy 08–26, VASI Rwy 12, PAPI Rwy 30 and REIL Rwy 12 and MALSR Rwy 30—CTAF.



WEATHER DATA SOURCES: ASOS 135.075 (308) 762–1221.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.3 (COLUMBUS RADIO)

Ⓡ **DENVER CENTER APP/DEP CON** 127.95

AIRSPACE: CLASS E svc 1200–0200Z‡ except holidays other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE AIA.

(L) VORW/DME 111.8 AIA Chan 55 N42°03.34′ W102°48.27′ at fld. 3927/11E.

NDB (MHW) 380 ALU N42°02.59′ W102°47.97′ at fld.

ILS/DME 108.35 I–BYE Chan 20(Y) Rwy 30 LOC only. ILS unmonitored.

ALMA

ALMA MUNI (4D9) 1 NE UTC−6(−5DT) N40°06.83′ W99°20.74′ OMAHA

2070 **FUEL** 100LL NOTAM FILE OLU

RWY 17–35: 3280X120 (TURF)

RWY 17: Road. **RWY 35:** Trees.

AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. Rwy 17–35 marked with yellow cones.

COMMUNICATIONS: CTAF 122.9

HARLAN CO LAKE SPB (H63) 6 SW UTC−6(5−5DT) N40°02.58′W99°15.06′ OMAHA

1946 NOTAM FILE OLU

WATERWAY E–W: 15000X4000 (WATER)

SEAPLANE REMARKS: Unattended.

COMMUNICATIONS: CTAF 122.9

ANOKE N40°37.57′ W99°01.54′ NOTAM FILE EAR. OMAHA

NDB (LOM) 422 EA 359° 6.1 NM to Kearney Rgnl. Unmonitored.

ANTELOPE CO (See NELIGH)

LOC/DME I-BYE	APP CRS	Rwy Idg	9202
108.35	303°	TDZE	3927
Chan 20 (Y)		Apt Elev	3931

ILS or LOC/DME RWY 30

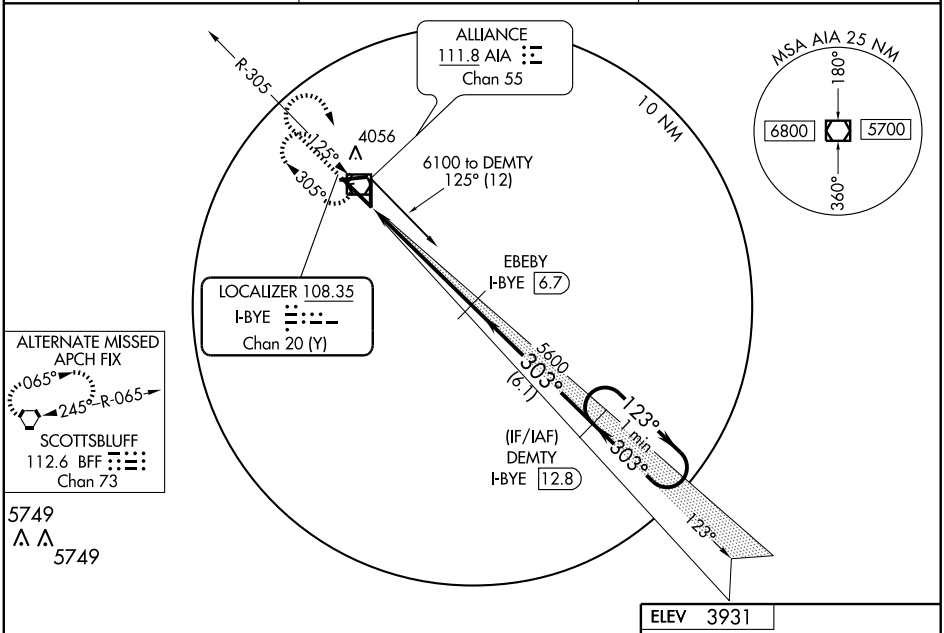
ALLIANCE MUNI (AIA)

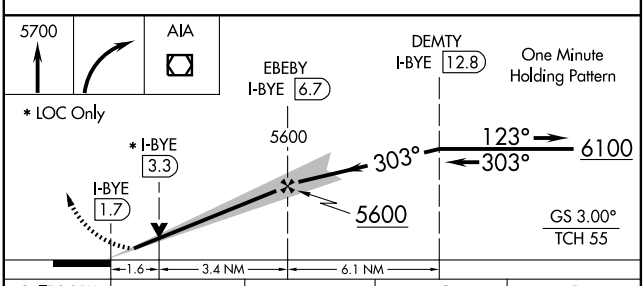
NA Circling to Rwy 8 NA at night. For inoperative MALSR when using Scottsbluff altimeter setting increase S-ILS 30 visibility all Cats to 1 mile. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 30 Cats C/D visibility ½ mile, Circling Cat C ½ mile and Cat D ¼ mile. VDP NA when using Scottsbluff altimeter setting.

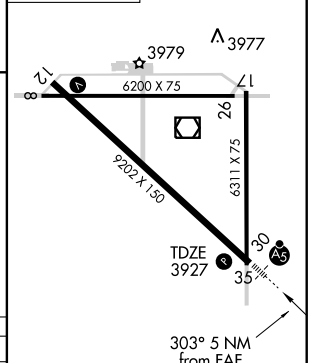
MALSR

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 30	4127-½ 200 (200-½)			
S-LOC 30	4500-½ 573 (600-½)		4500-1 573 (600-1)	4500-1¼ 573 (600-1¼)
CIRCLING	4500-1 569 (600-1)		4520-1½ 589 (600-1½)	4520-2 589 (600-2)

REIL Rwy 12 (L)
MIRL Rwys 8-26 and 12-30 (L)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

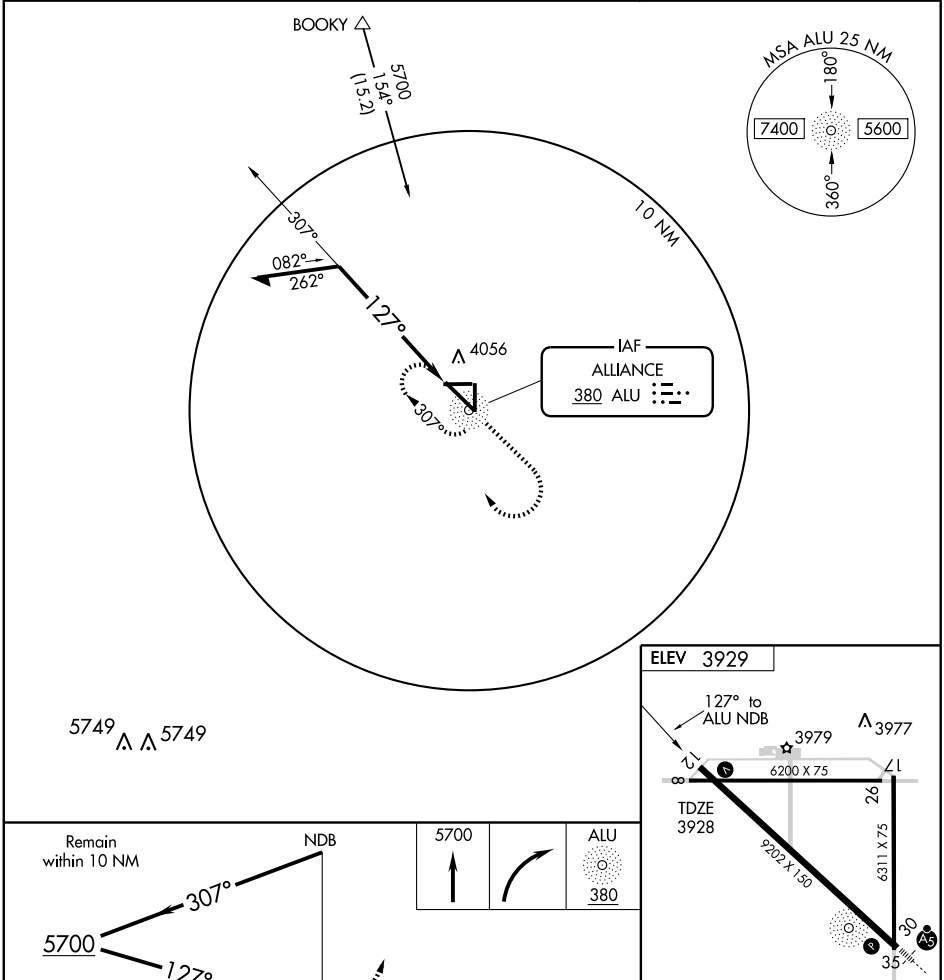
NDB ALU	APP CRS		
380	127°	Rwy Idg	9202
		TDZE	3928
		Apt Elev	3929

NDB RWY 12
ALLIANCE MUNI (AIA)

NA

MISSED APPROACH: Climb to 5700 then right turn direct ALU NDB and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D	E
S-12	4580-1 652 (700-1)		4580-1¾ 652 (700-1¾)	4580-2 652 (700-2)	NA
CIRCLING	4580-1 651 (700-1)		4580-1¾ 651 (700-1¾)	4580-2 651 (700-2)	NA

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 8

ALLIANCE MUNI (AIA)

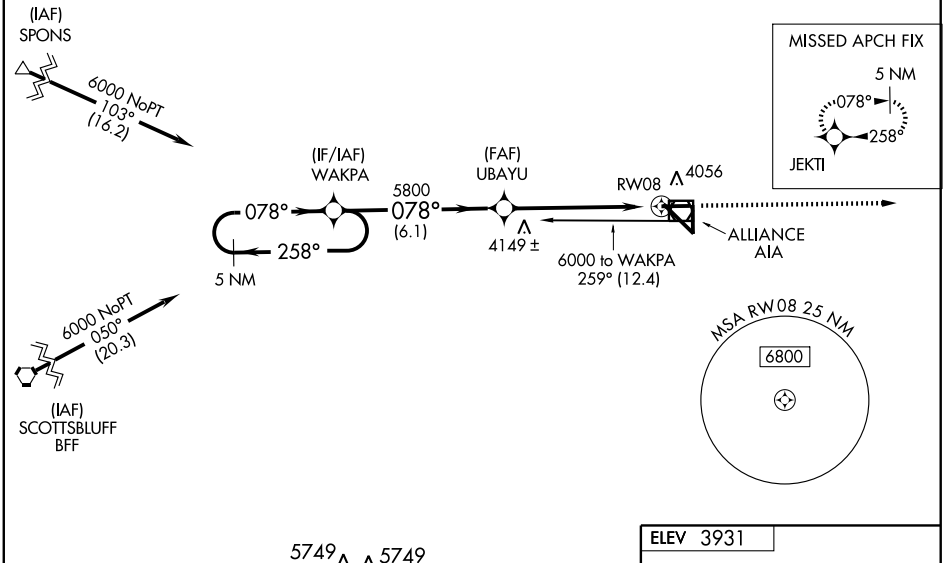
APP CRS	Rwy Idg	6200
078°	TDZE	3931
	Apt Elev	3931

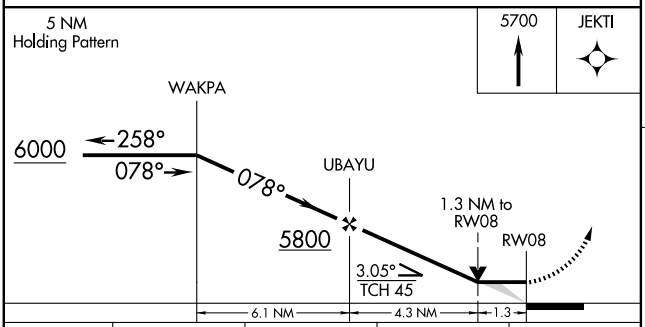
⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5700 direct JEKTI and hold.

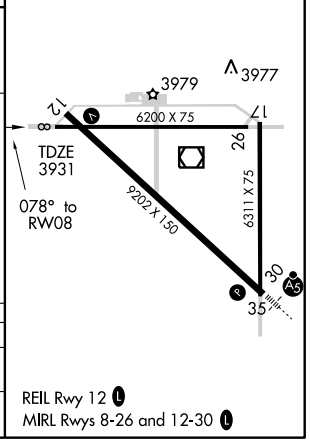
ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L

Procedure NA for arrivals at BFF VORTAC via V524 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	4400-1	469 (500-1)	4400-1¼ 469 (500-1¼)	4400-1½ 469 (500-1½)
CIRCLING	4400-1	469 (500-1)	4400-1½ 509 (600-1½)	4500-2 569 (600-2)



REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9202
CH 61202	123°	TDZE	3930
W12A		Apt Elev	3931

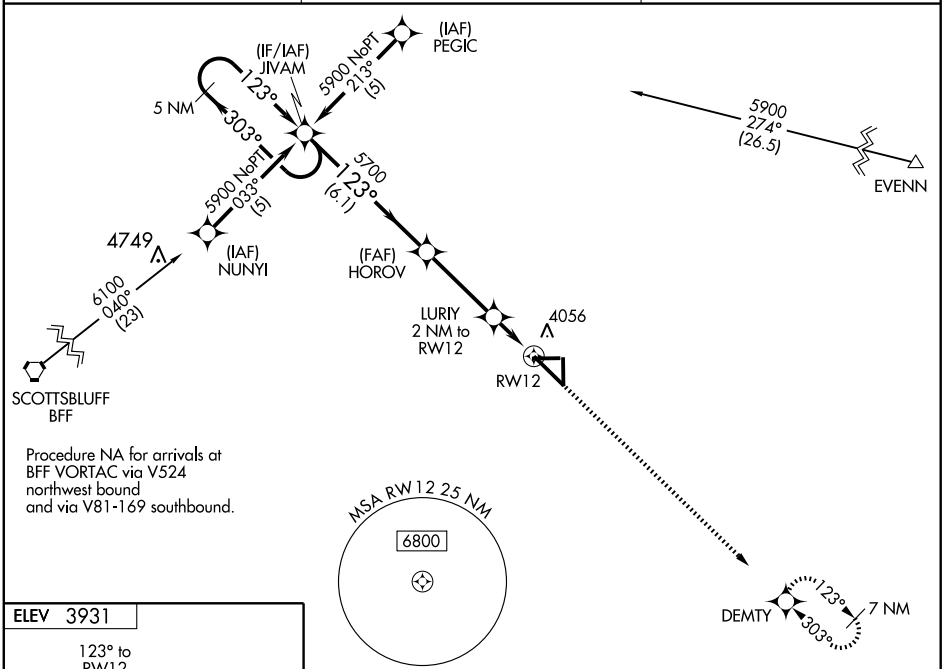
RNAV (GPS) RWY 12

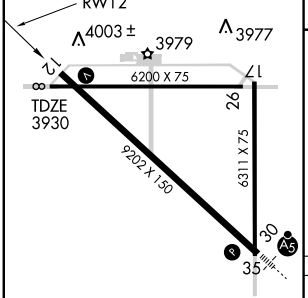
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. BARO-VNAV NA when using Scottsbluff altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

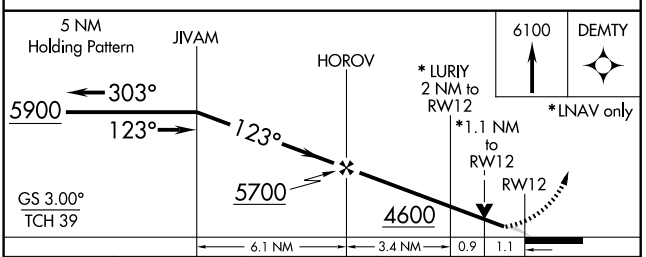
MISSED APPROACH: Climb to 6100 direct DEMTY and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	4180-1 250 (300-1)			
LNAV/VNAV DA	4273-1¼ 343 (400-1¼)			
LNAV MDA	4320-1 390 (400-1)			4320-1¼ 390 (400-1¼)
CIRCLING	4360-1¼ 429 (500-1¼)	4400-1¼ 469 (500-1¼)	4440-1½ 509 (600-1½)	4500-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6200
258°	TDZE	3927
	Apt Elev	3931

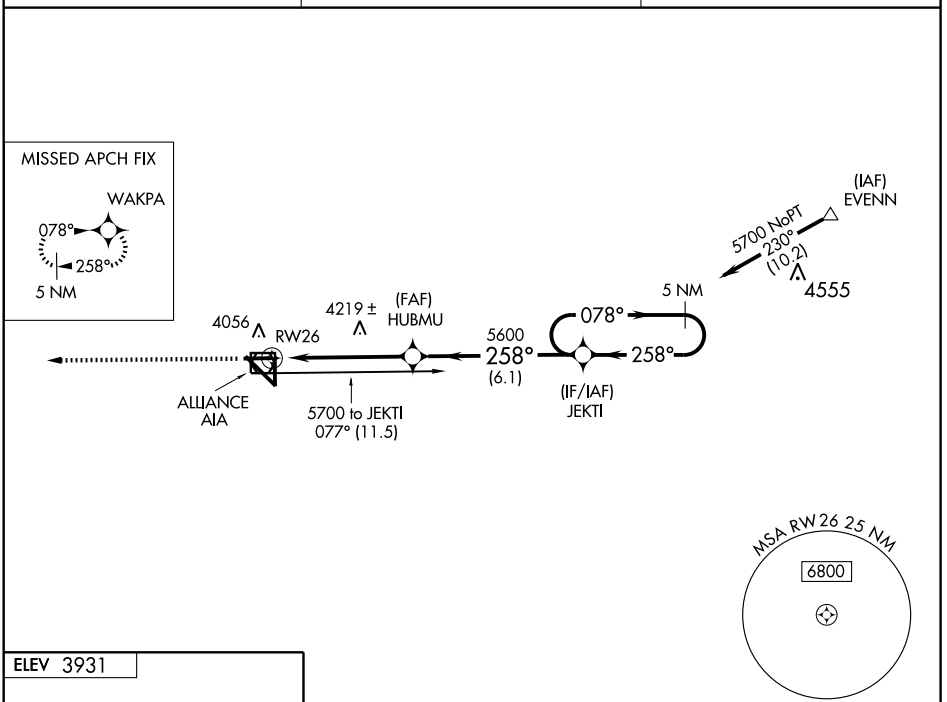
RNAV (GPS) RWY 26

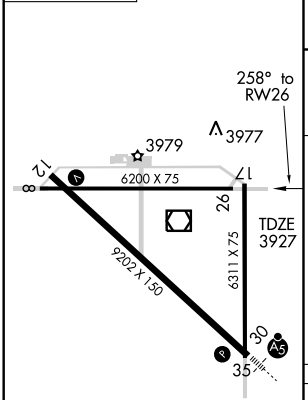
ALLIANCE MUNI (AIA)

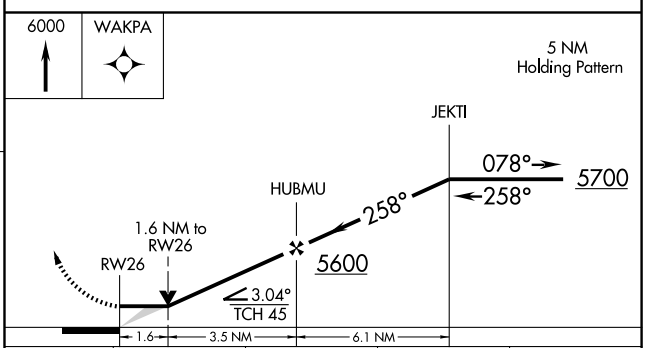
⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6000 direct WAKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4480-1	553 (600-1)	4480-1½ 553 (600-1½)	4480-1¾ 553 (600-1¾)
CIRCLING	4480-1	549 (600-1)	4480-1½ 549 (600-1½)	4500-2 569 (600-2)

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9202
CH 82102	303°	TDZE	3927
W30A		Apt Elev	3931

RNAV (GPS) RWY 30

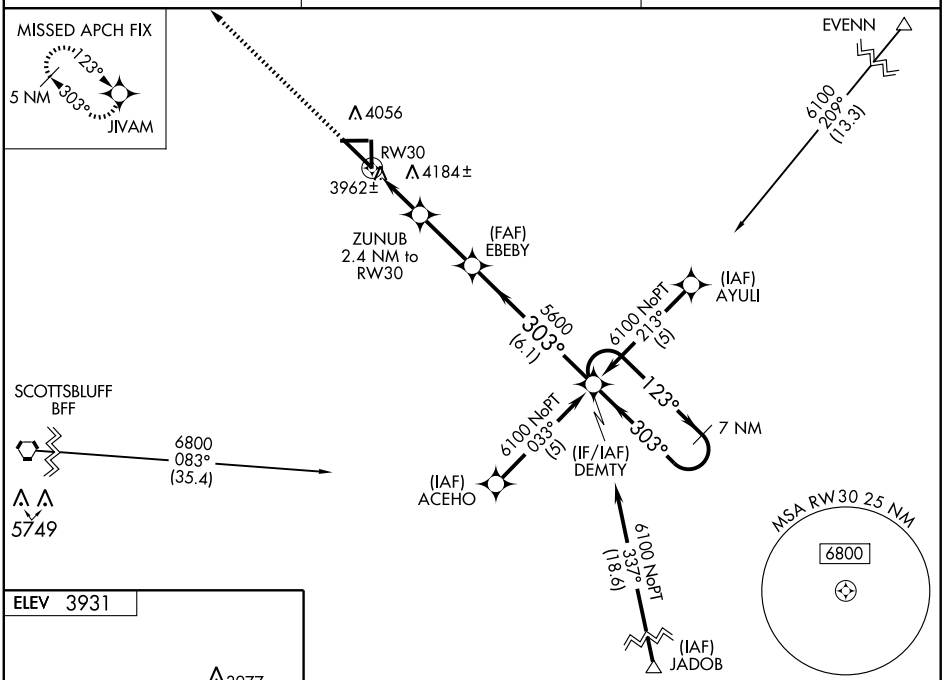
ALLIANCE MUNI (AIA)

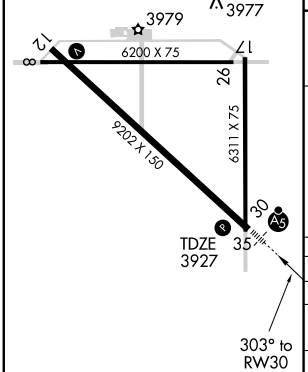
⚠ Circling to Rwy 8 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Scottsbluff altimeter setting. When local altimeter setting not received, use Scottsbluff altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase LNAV/VNAV Cats A, B, C and LNAV Cats C, D visibility ¼ mile, increase Circling Cat C ½ mile and Cat D ¼ mile.

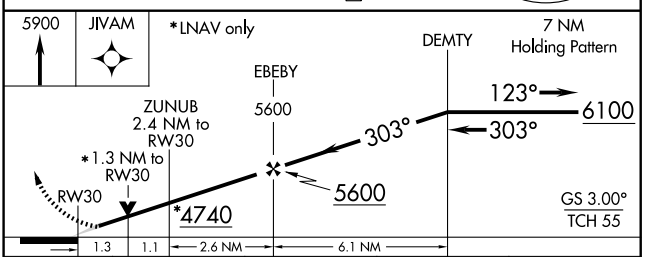
MALSR

MISSED APPROACH: Climb to 5900 direct JIVAM and hold.

ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4127-½ 200 (200-½)			
LNAV/VNAV DA	4221-½ 294 (300-½)			4221-¾ 294 (300-¾)
LNAV MDA	4400-½ 473 (500-½)		4400-¾ 473 (500-¾)	4400-1 473 (500-1)
CIRCLING	4400-1 469 (500-1)	4500-1 569 (600-1)	4520-1½ 589 (600-1½)	4520-2 589 (600-2)

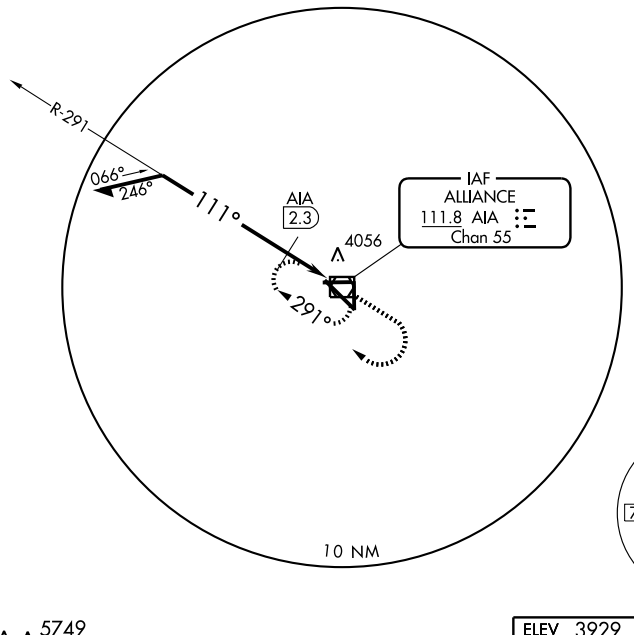
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

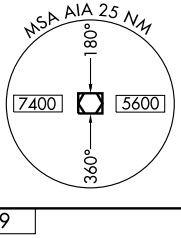
VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	111°	TDZE	3928
Chan 55		Apt Elev	3929

VOR RWY 12
ALLIANCE MUNI (AIA)

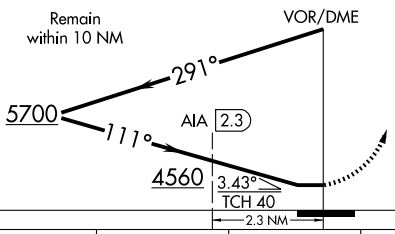
MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

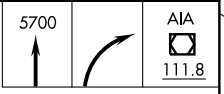
ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L



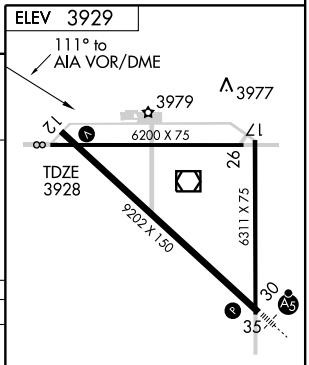


5749 5749





VGSI and Descent Angle not coincident.



CATEGORY	A	B	C	D
S-12	4560-1 632 (700-1)		4560-1¾ 632 (700-1¾)	4560-2 632 (700-2)
CIRCLING	4560-1 631 (700-1)		4560-1¾ 631 (700-1¾)	4560-2 631 (700-2)
DME MINIMUMS				
S-12	4380-1 452 (500-1)		4380-1¼ 452 (500-1¼)	4380-1½ 452 (500-1½)
CIRCLING	4420-1 491 (500-1)		4420-1½ 491 (500-1½)	4480-2 551 (600-2)

REIL Rwy 12 L
MIRL Rwys 8-26 and 12-30 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME AIA	APP CRS	Rwy Idg	9202
111.8	314°	TDZE	3927
Chan 55		Apt Elev	3931

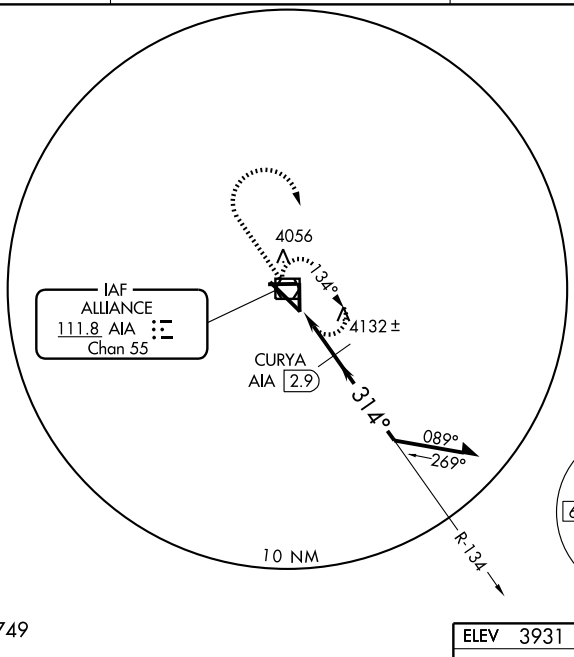
VOR RWY 30
ALLIANCE MUNI (AIA)

⚠ If local altimeter setting not received, use Scottsbluff altimeter setting and increase all MDAs 100 feet. For inoperative MALSR, increase S-30 Cats A and B visibility to 1. For inoperative MALSR, increase CURYA fix minimums Cats A and B visibility to 1. VDP NA when using Scottsbluff altimeter setting.

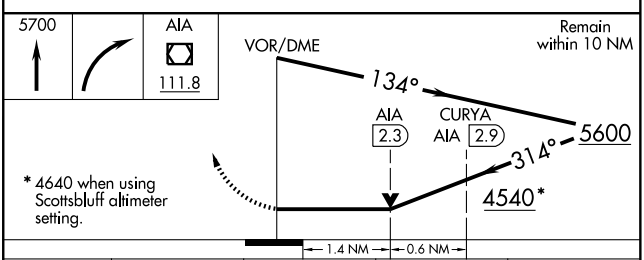
MALSR

MISSED APPROACH: Climb to 5700 then right turn direct AIA VOR/DME and hold.

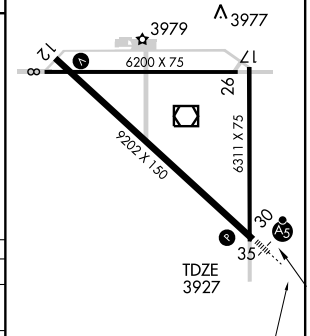
ASOS	DENVER CENTER	UNICOM
135.075	127.95 338.2	123.0 (CTAF) L



5749 5749



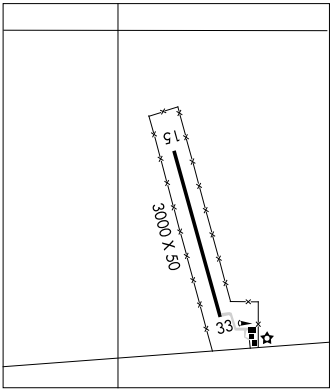
CATEGORY	A	B	C	D
S-30	4540-¾ 613 (700-¾)		4540-1¼ 613 (700-1¼)	4540-1½ 613 (700-1½)
CIRCLING	4540-1 609 (700-1)		4540-1¾ 609 (700-1¾)	4540-2 609 (700-2)
CURYA FIX MINIMUMS				
S-30	4400-¾ 473 (500-¾)			4400-1 473 (500-1)
CIRCLING	4400-1 469 (500-1)		4440-1½ 509 (600-1½)	4500-2 569 (600-2)



Knots	60	90	120	150	180
Min:Sec					

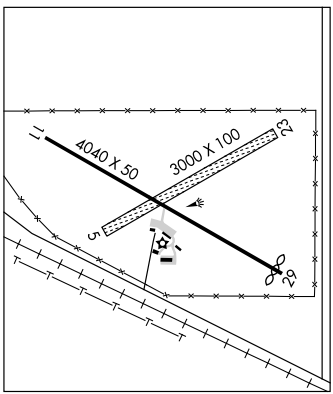
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ARAPAHOE MUNI (37V) 2 N UTC−6(−5DT) N40°20.37′ W99°54.39′ OMAHA
2270 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 15–33: H3000X50 (ASPH) LIRL
RWY 33: Road.
AIRPORT REMARKS: Attended 1500–0200Z‡. 24 hr self svc fuel avbl via credit card system.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE MCK.
McCOOK (H) VORW/DME 115.3 MCK Chan 100 N40°12.23′ W100°35.65′ 067° 32.6 NM to fld. 2571/8E.



ATKINSON

STUART–ATKINSON MUNI (8V2) 3 NW UTC−6(−5DT) N42°33.75′ W99°02.27′ OMAHA
2130 B **FUEL** 100LL NOTAM FILE OLU L–12H
RWY 11–29: H4040X50 (ASPH) S–4 LIRL IAP
RWY 29: Thld dsplcd 140′. Road.
RWY 05–23: 3000X100 (TURF)
RWY 05: Railroad. **RWY 23:** Road.
AIRPORT REMARKS: Unattended. For fuel call 402–925–5527 or 402–340–0388. Rwy 05–23 narrowed to 100′, centerline stayed the same. Rwy 05–23 marked with yellow cones.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 128.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.
O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ 280° 16.5 NM to fld. 2030/10E. **HIWAS.**



APP CRS	Rwy Idg	3900
293°	TDZE	2123
	Apt Elev	2128

GPS RWY 29

ATKINSON/ STUART-ATKINSON MUNI (8V2)

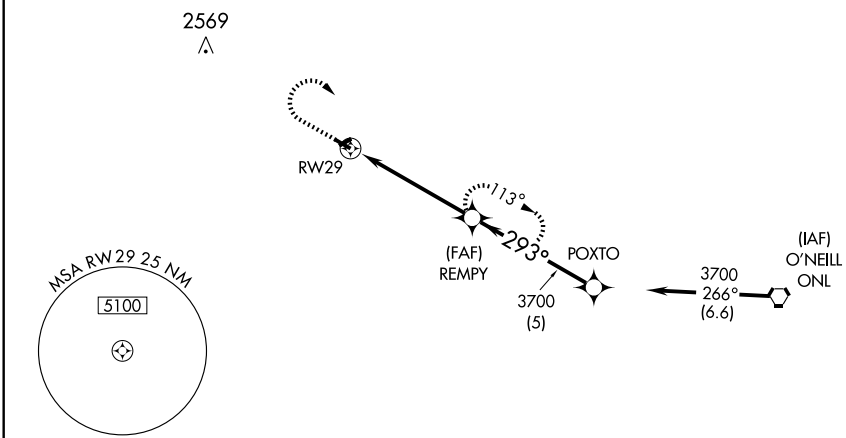
Use O'Neill altimeter setting.

NA

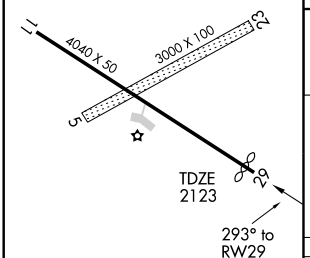
MISSED APPROACH: Climb to 3700 then right turn direct REMPY WP and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9

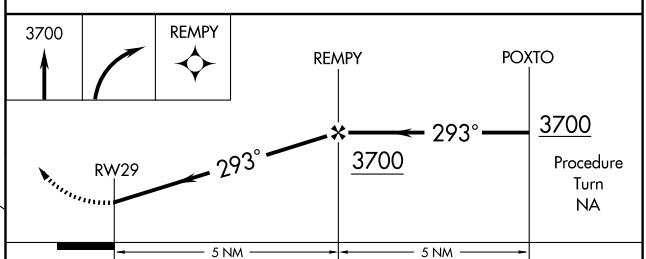
NC-2, 21 OCT 2010 to 18 NOV 2010



ELEV 2128 Rwy 29 ldg 3900'



LIRL RWY 11-29



CATEGORY	A	B	C	D
S-29	2640-1	517 (600-1)	2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1	512 (600-1)	2640-1½ 512 (600-1½)	NA

VORTAC ONL 113.9 Chan 86	APP CRS 279°	Rwy Idg 3900 TDZE 2123 Apt Elev 2128

VOR/DME RWY 29

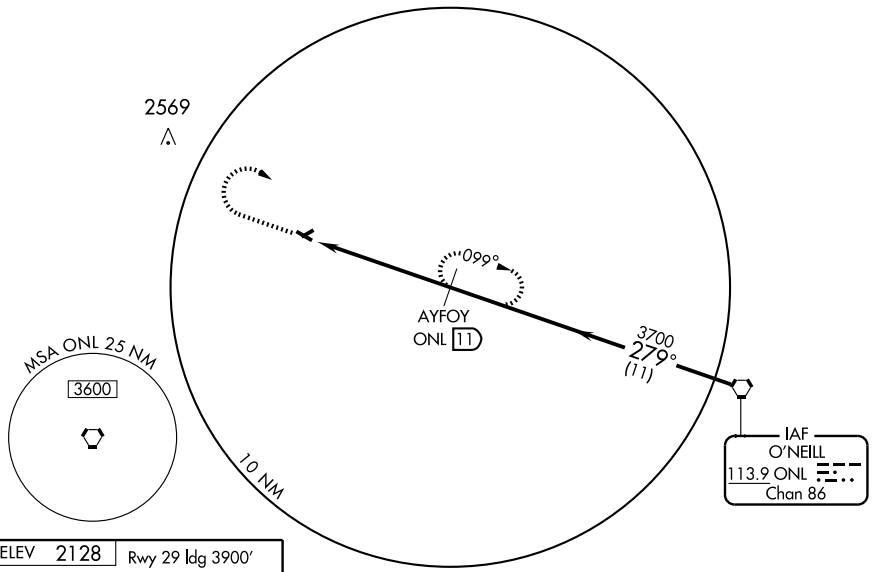
ATKINSON/ STUART-ATKINSON MUNI (8V2)

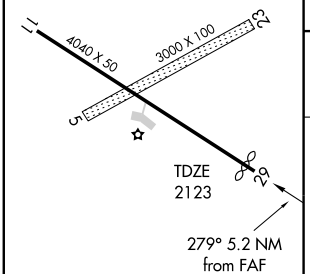
Use O'Neill altimeter setting.

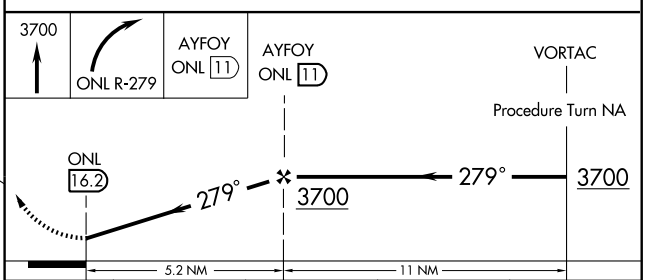
NA

MISSED APPROACH: Climb to 3700 then right turn via ONL R-279 to AYFOY 11 DME and hold.

MINNEAPOLIS CENTER	CTAF
128.0 385.5	122.9







LIRL Rwy 11-29

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	2640-1 517 (600-1)		2640-1½ 517 (600-1½)	NA
CIRCLING	2640-1 512 (600-1)		2640-1½ 512 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AUBURN

FARINGTON FLD (KØ1) 3 E UTC−6(−5DT) N40°23.25′ W95°47.35′ OMAHA

932 B **FUEL** 100LL TPA—1932(1000) NOTAM FILE OLU

RWY 16–34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02–20: 1600X80 (TURF)

RWY 02: Tree. **RWY 20:** Thld dsplcd 200′. Tree.

AIRPORT REMARKS: Unattended. For svc after hours call 402–274–4093. Rwy 02–20 and Rwy 16–34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16–34 0400–1200Z‡—CTAF.

COMMUNICATIONS: CTAF 122.9

AURORA MUNI–AL POTTER FLD (AUH) 2 N UTC−6(−5DT) N40°53.65′ W97°59.67′ OMAHA L–10I IAP

1803 B S4 **FUEL** 100LL NOTAM FILE AUH

RWY 16–34: H4301X75 (ASPH) S–5 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40′. Road.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡.

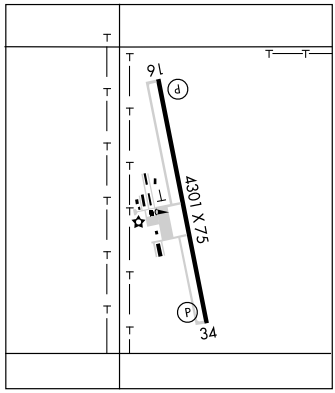
WEATHER DATA SOURCES: AWOS–3 121.225 (402) 694–5472.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04′ W98°18.89′ 103° 15.5 NM to fld. 1840/7E.



BASSETT

ROCK CO (RBE) 2 SW UTC−6(−5DT) N42°34.27′ W99°34.17′ OMAHA L–12H IAP

2349 B **FUEL** 100LL NOTAM FILE OLU

RWY 13–31: H4699X75 (CONC) S–4 MIRL

RWY 13: PAPI (P2L)—GA 3.0° TCH 40′. Road.

RWY 31: PAPI (P2L)—GA 3.0° TCH 40′.

RWY 02–20: 2202X120 (TURF)

RWY 02: Pole. **RWY 20:** Road.

AIRPORT REMARKS: Unattended. For fuel call 684–3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—122.8.

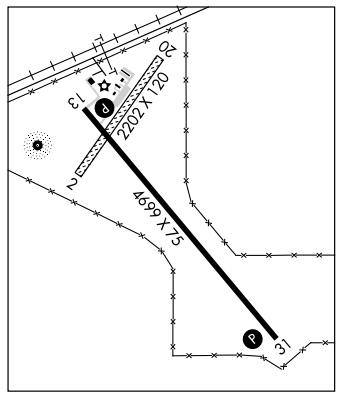
COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 081° 18.7 NM to fld. 2582/9E. **HIWAS.**

NDB (MHW) 341 RBE N42°34.42′ W99°34.67′ at fld. NOTAM FILE OLU.



WAAS	APP CRS	Rwy Idg 4301
CH 77809	163°	TDZE 1803
W16A		Apt Elev 1803

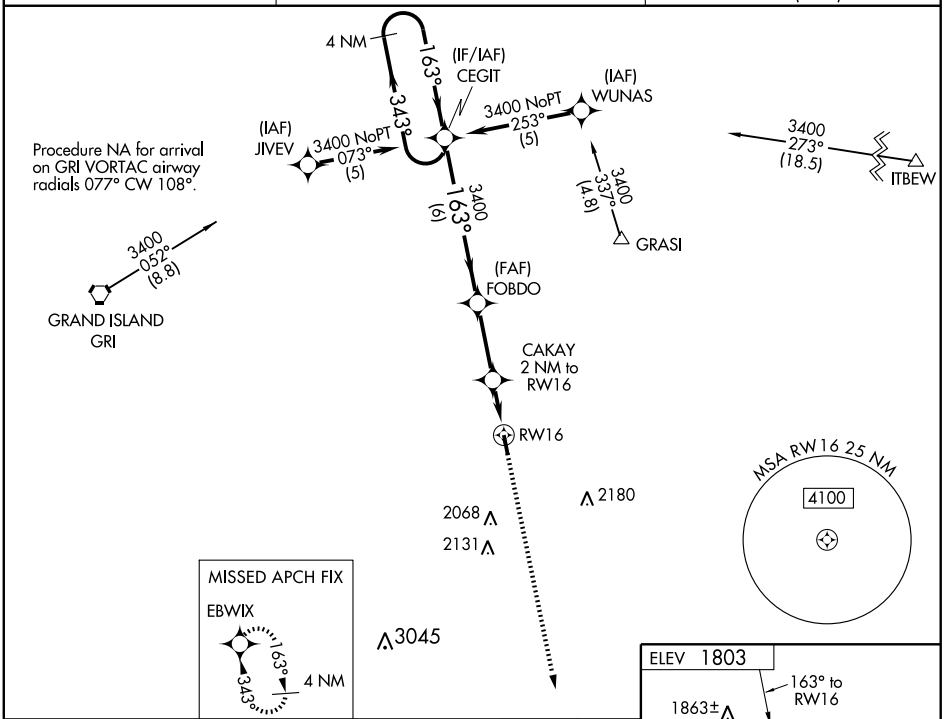
RNAV (GPS) RWY 16

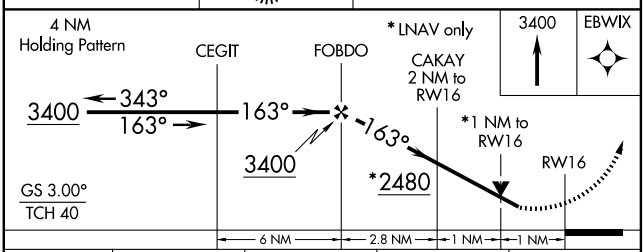
AURORA MUNI-AL POTTER FIELD (AUH)

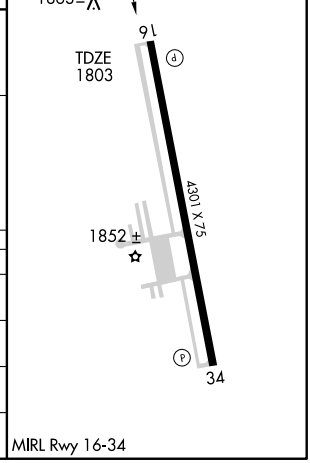
Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct EBWIX and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2102-1 299 (300-1)		NA	
LNAV/VNAV DA	2133-1¼ 330 (400-1¼)		NA	
LNAV MDA	2160-1 357 (400-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4301
CH 87009	343°	TDZE	1801
W34A		Apt Elev	1803

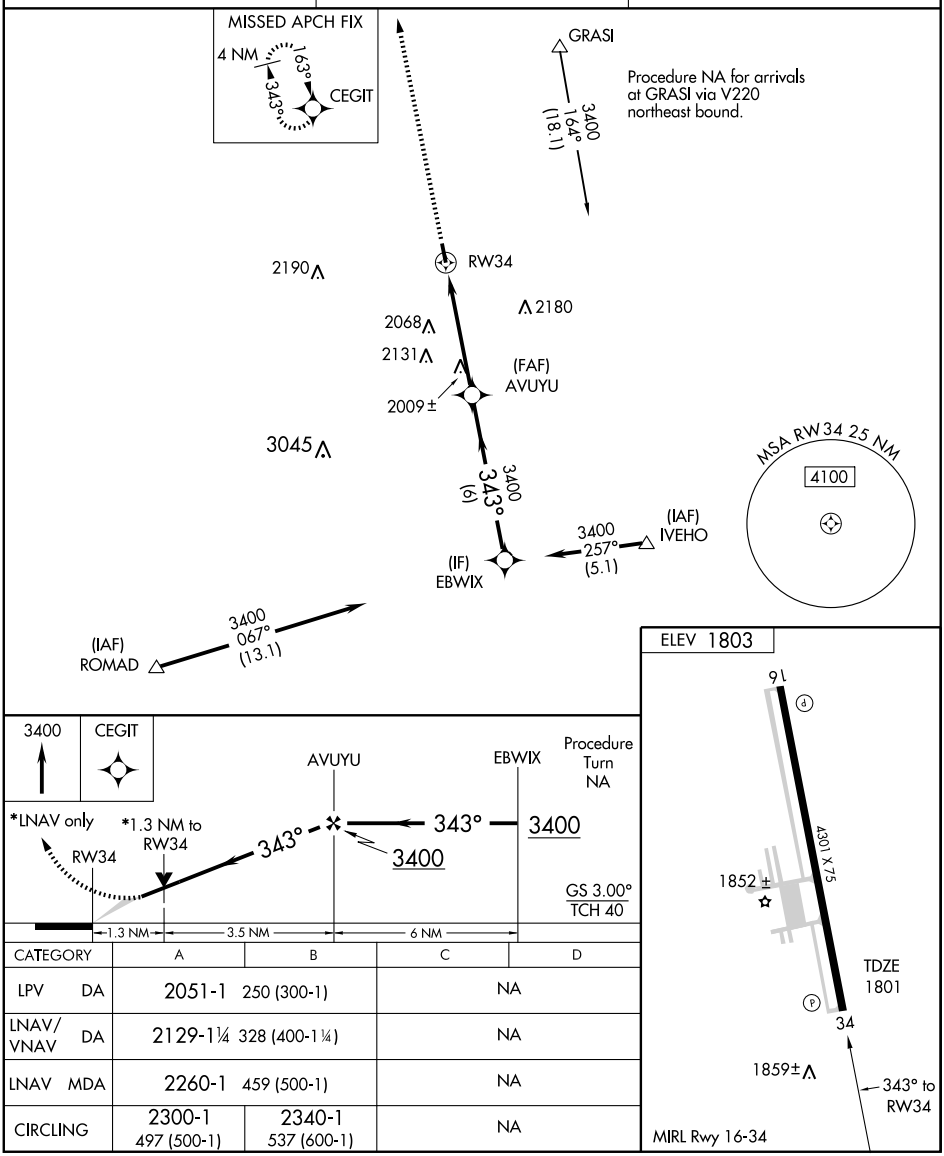
RNAV (GPS) RWY 34

AURORA MUNI-AL POTTER FIELD (AUH)

Baro-VNAV NA when using Grand Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Island altimeter setting and increase all DA 41 feet and all MDA 60 feet. VDP NA when using Grand Island altimeter setting.

MISSED APPROACH: Climb to 3400 direct CEGIT and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	2051-1 250 (300-1)		NA	
LNAV/VNAV DA	2129-1¼ 328 (400-1¼)		NA	
LNAV MDA	2260-1 459 (500-1)		NA	
CIRCLING	2300-1 497 (500-1)	2340-1 537 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

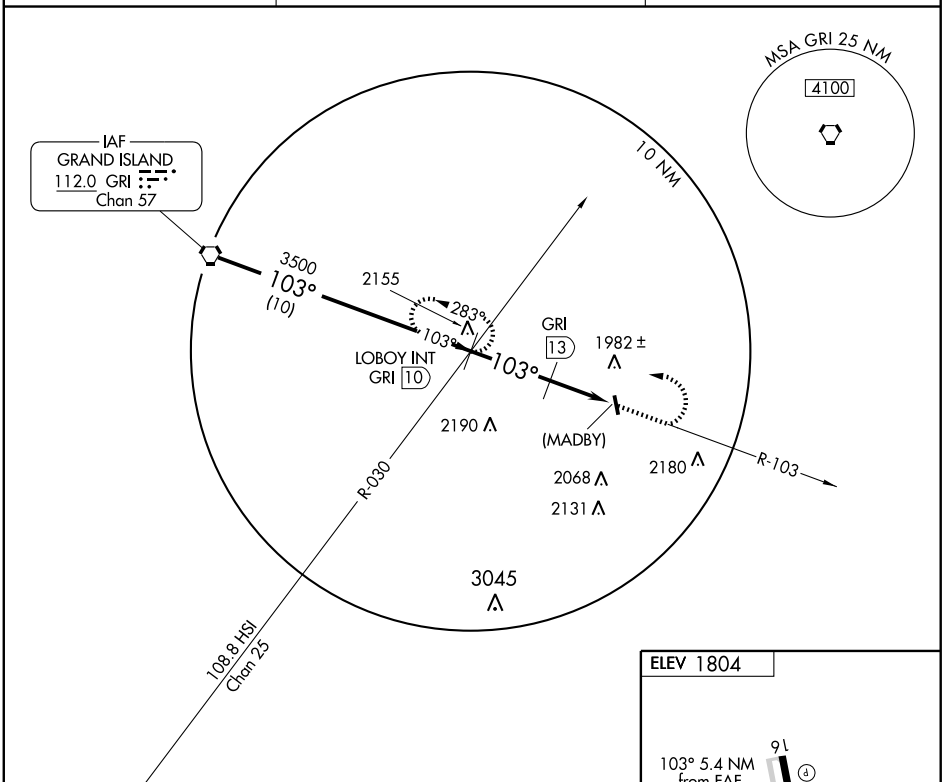
VORTAC GRI 112.0 Chan 57	APP CRS 103°	Rwy Idg N/A TDZE N/A Apt Elev 1804

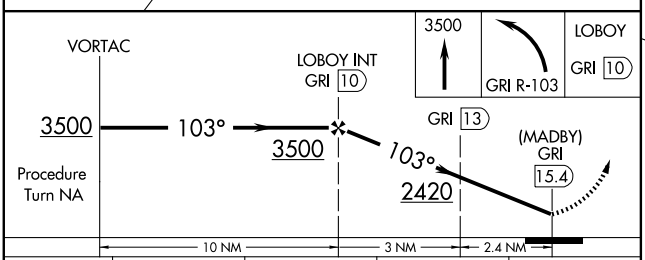
VOR-A

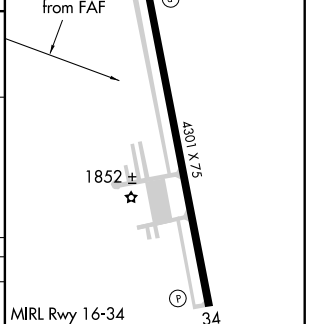
AURORA MUNI-AL POTTER FIELD (AUH)

MISSED APPROACH: Climb to 3500 then left turn via GRI R-103 to LOBOY Int/GRI 10 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.225	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	2420-1 616 (700-1)		2420-1¾ 616 (700-1¾)	2420-2 616 (700-2)

DME MINIMUMS

CIRCLING	2300-1 496 (500-1)	2340-1 536 (600-1)	2340-1½ 536 (600-1½)	2360-2 556 (600-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AUBURN

FARINGTON FLD (KØ1) 3 E UTC−6(−5DT) N40°23.25′ W95°47.35′ OMAHA

932 B **FUEL** 100LL TPA—1932(1000) NOTAM FILE OLU

RWY 16–34: 4000X100 (TURF) MIRL

RWY 16: Road.

RWY 02–20: 1600X80 (TURF)

RWY 02: Tree. **RWY 20:** Thld dsplcd 200′. Tree.

AIRPORT REMARKS: Unattended. For svc after hours call 402–274–4093. Rwy 02–20 and Rwy 16–34 not plowed winter months. Rwy 20 dsplcd thld marked with three yellow cones each side. ACTIVATE MIRL Rwy 16–34 0400–1200Z‡—CTAF.

COMMUNICATIONS: CTAF 122.9

AURORA MUNI–AL POTTER FLD (AUH) 2 N UTC−6(−5DT) N40°53.65′ W97°59.67′ OMAHA L–10I IAP

1803 B S4 **FUEL** 100LL NOTAM FILE AUH

RWY 16–34: H4301X75 (ASPH) S–5 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Road.

RWY 34: PAPI(P2L)—GA 3.0° TCH 40′. Road.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡.

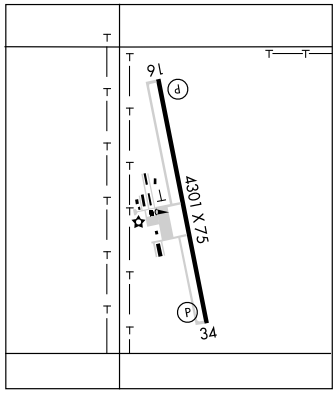
WEATHER DATA SOURCES: AWOS–3 121.225 (402) 694–5472.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04′ W98°18.89′ 103° 15.5 NM to fld. 1840/7E.



BASSETT

ROCK CO (RBE) 2 SW UTC−6(−5DT) N42°34.27′ W99°34.17′ OMAHA L–12H IAP

2349 B **FUEL** 100LL NOTAM FILE OLU

RWY 13–31: H4699X75 (CONC) S–4 MIRL

RWY 13: PAPI (P2L)—GA 3.0° TCH 40′. Road.

RWY 31: PAPI (P2L)—GA 3.0° TCH 40′.

RWY 02–20: 2202X120 (TURF)

RWY 02: Pole. **RWY 20:** Road.

AIRPORT REMARKS: Unattended. For fuel call 684–3436. Deer on and invof arpt. Rwy 02 pole is an obstruction during irrigation season only. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—122.8.

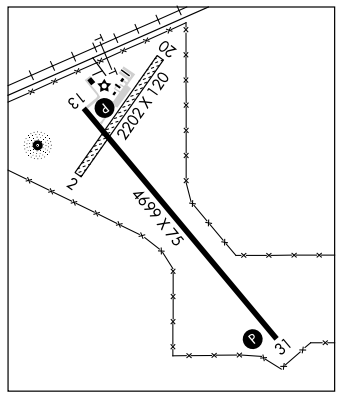
COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.

AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 081° 18.7 NM to fld. 2582/9E. **HIWAS.**

NDB (MHW) 341 RBE N42°34.42′ W99°34.67′ at fld. NOTAM FILE OLU.



NDB RBE	APP CRS	Rwy Idg	4699
341	305°	TDZE	2349
		Apt Elev	2349

NDB RWY 31

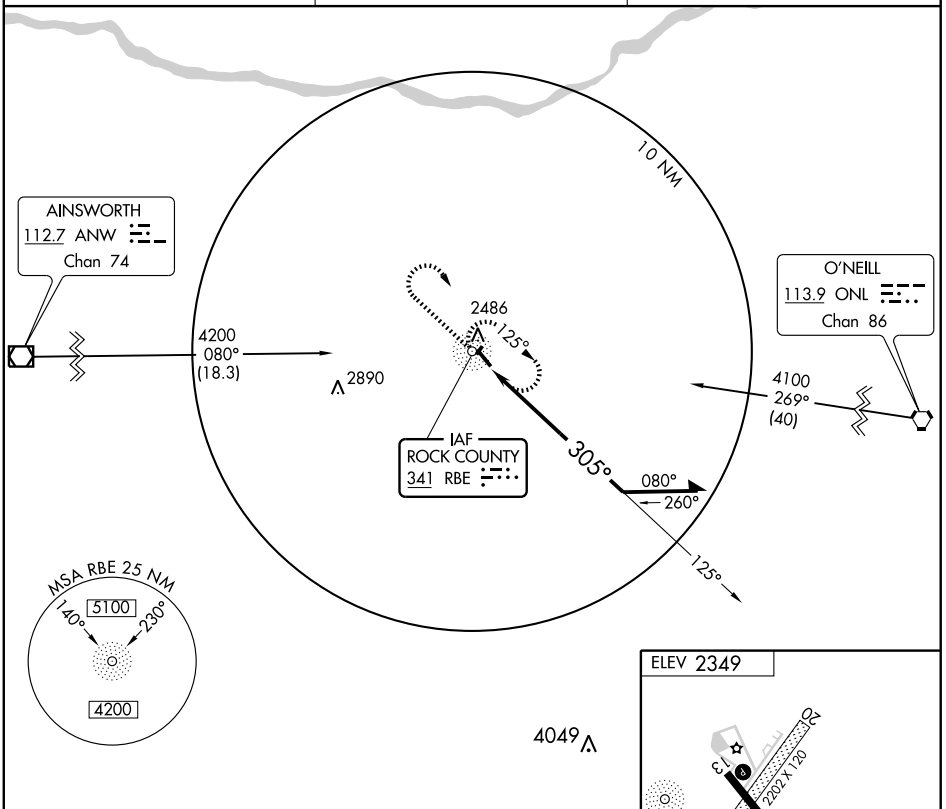
BASSETT/ROCK COUNTY (RBE)

Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all MDA 60 feet. Circling NA to Rwy 2-20. When VGSI inoperative, Circling Rwy 13 NA at night.

NA

MISSED APPROACH: Climb to 3600 then climbing right turn to 4100 direct RBE NDB and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L



CATEGORY	A	B	C	D
S-31	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	
CIRCLING	3140-1 791 (800-1)	3140-1¼ 791 (800-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4699
CH 86817	133°	TDZE	2348
W13A		Apt Elev	2349

RNAV (GPS) RWY 13

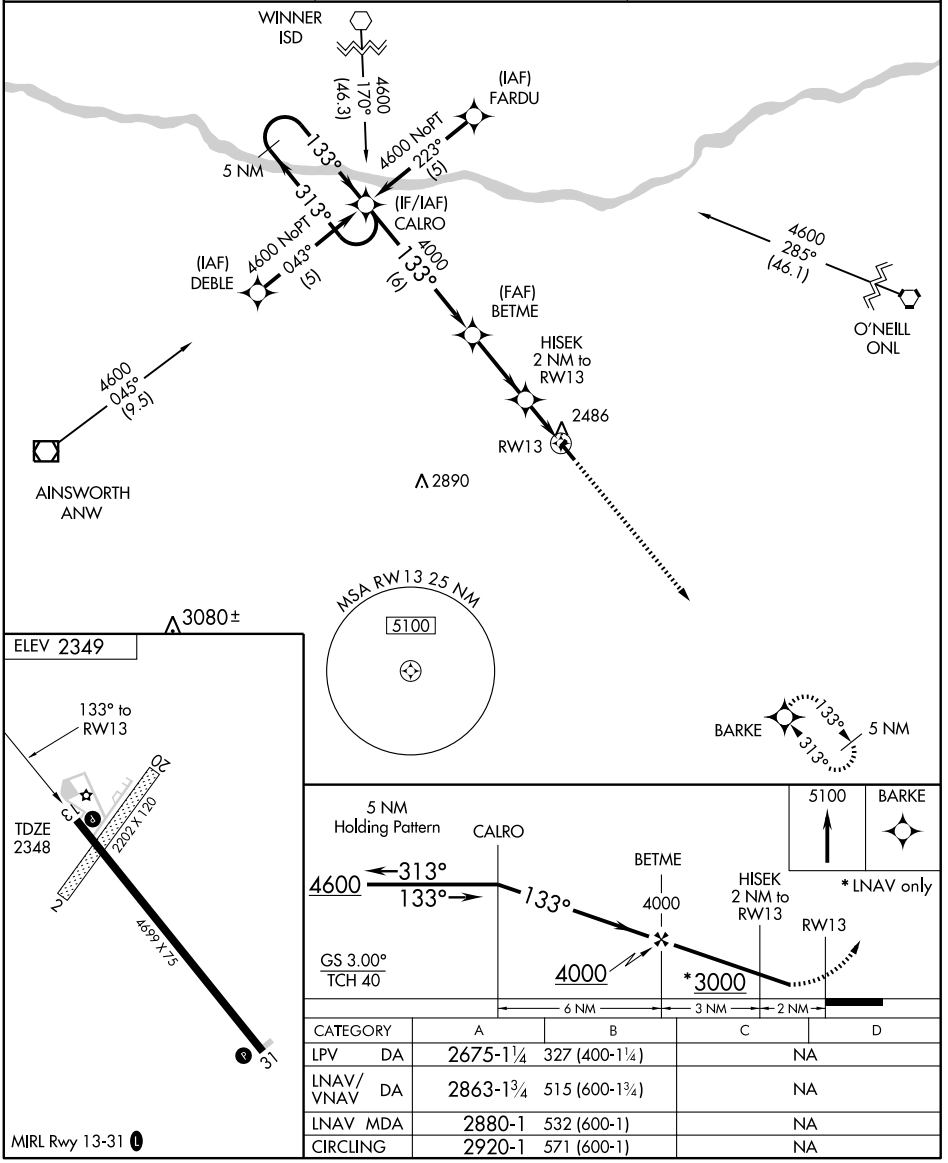
BASSETT/ ROCK COUNTY (RBE)

When VGSI inoperative, Straight-In/Circling Rwy 13 procedure NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Circling NA to Rwy 2-20.

NA

MISSED APPROACH: Climb to 5100 direct BARKE and hold.

DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8



CATEGORY	A	B	C	D
LPV DA	2675-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2863-1¾	515 (600-1¾)	NA	
LNAV MDA	2880-1	532 (600-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69317 W31A | APP CRS 313° | Rwy Idg 4699 TDZE 2349 Apt Elev 2349

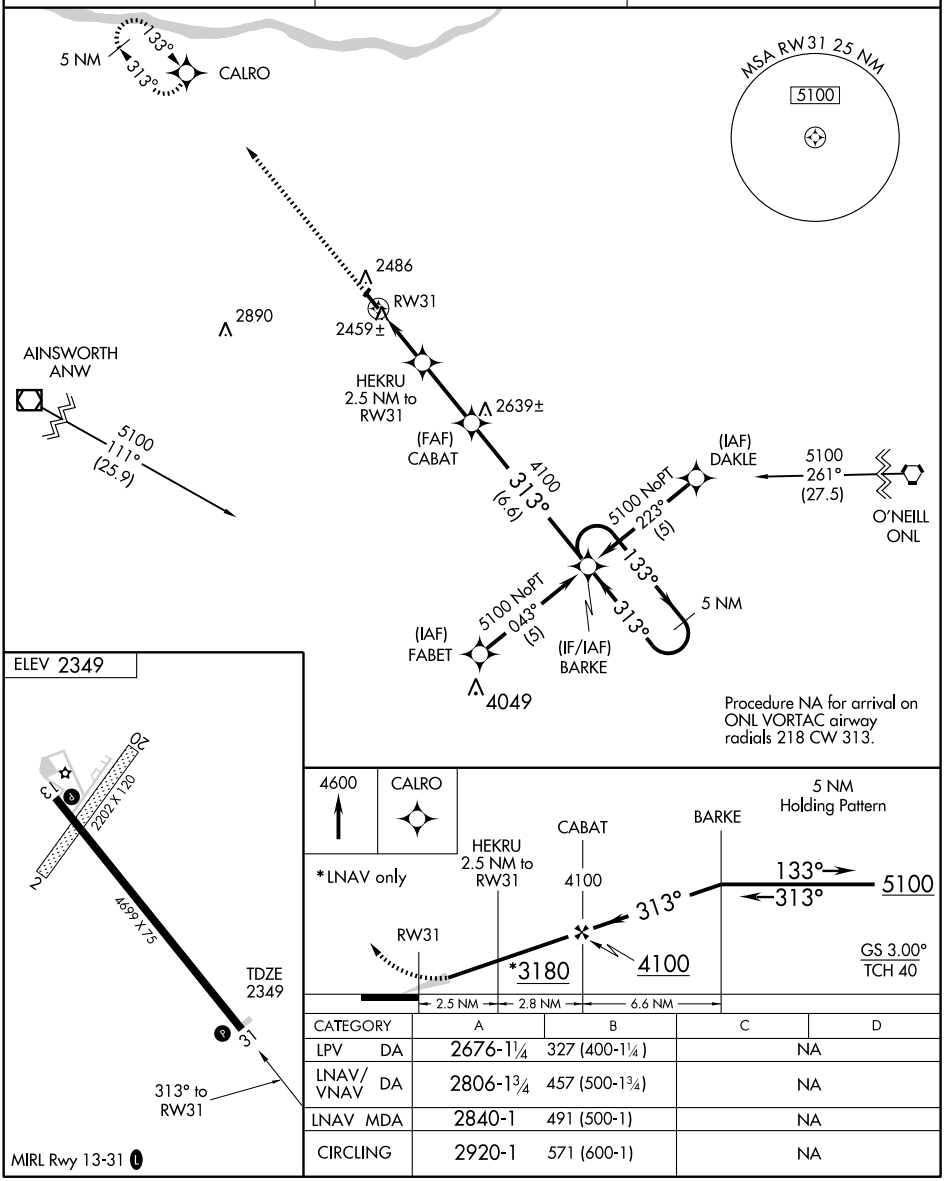
RNAV (GPS) RWY 31

BASSETT/ ROCK COUNTY (RBE)

When VGSI inoperative, Circling Rwy 13 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Ainsworth altimeter setting; when not received, use O'Neill altimeter setting and increase all DA 59 feet and all MDA 60 feet. Circling NA to Rwy 2-20.

MISSED APPROACH: Climb to 4600 direct CALRO and hold.

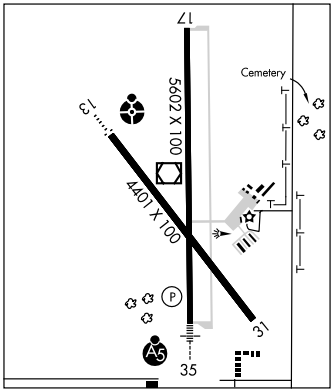
DENVER CENTER	CTAF	
127.95 338.2	122.9	122.8 L



CATEGORY	A	B	C	D
LPV DA	2676-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	2806-1¾	457 (500-1¾)	NA	
LNAV MDA	2840-1	491 (500-1)	NA	
CIRCLING	2920-1	571 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

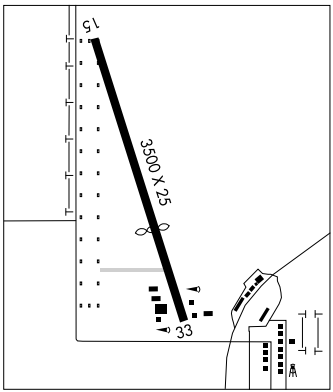
BEATRICE MUNI (BIE) 3 N UTC−6(−5DT) N40°18.08′ W96°45.25′ — OMAHA
1324 B S2 **FUEL** 100LL, JET A TPA—2324(1000) NOTAM FILE BIE — H–5C, L–10I
RWY 17–35: H5602X100 (ASPH–CONC) S–30, D–43 MIRL 0.3% up N — IAP
RWY 35: MALSR. PAPI(P2L)—GA 3.0° TCH 45′.
RWY 13–31: H4401X100 (ASPH) S–30, D–43 MIRL
RWY 13: ODALS. **RWY 31:** REIL.
AIRPORT REMARKS: Attended 1300–0100Z‡. Winter hrs 1300–0000Z‡. For svc after hrs call 402–223–5105 or 402–520–0856. 24 hrs self svc fuel avbl via credit card system and for Jet A fuel svc after hrs call 402–223–5105 or 402–520–0856. Rwy 17 is designated as the calm wind rwy. ACTIVATE MALSR Rwy 35 and ODALS Rwy 13—CTAF. REIL Rwy 31 on req. ODALS Rwy 13 dalgt hrs on req, after dusk—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.325 BIE (402) 228–3229.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 279° 25.9 NM to fld. 1360/5E. **HIWAS.**
(T) VORW/DME 110.6 BIE Chan 43 N40°18.09′ W96°45.28′ at fld. NOTAM FILE BIE.



BEKLOF N40°35.40′ W97°34.08′ NOTAM FILE OLU. — OMAHA
NDB (MHW) 392 FMZ at Fairmont State Airfield. — L–10I

BENKELMAN

JONES (42V) 1 NW UTC−7(−6DT) N40°03.48′ W101°32.81′ — CHEYENNE
3126 **FUEL** 100LL, JET A NOTAM FILE OLU — L–10G
RWY 15–33: H3500X25 (CONC)
RWY 15: Road. **RWY 33:** Thld dsplcd 1000′.
AIRPORT REMARKS: Attended dalgt hrs. Fuel for emerg use only. New crosswind rwy under construction W of Rwy 15–33.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 220°37.2 NM to fld. 3010/11E.



BILLY G RAY FLD (See CHAPPELL)

APP CRS	Rwy Idg	4401
136°	TDZE	1319
	Apt Elev	1324

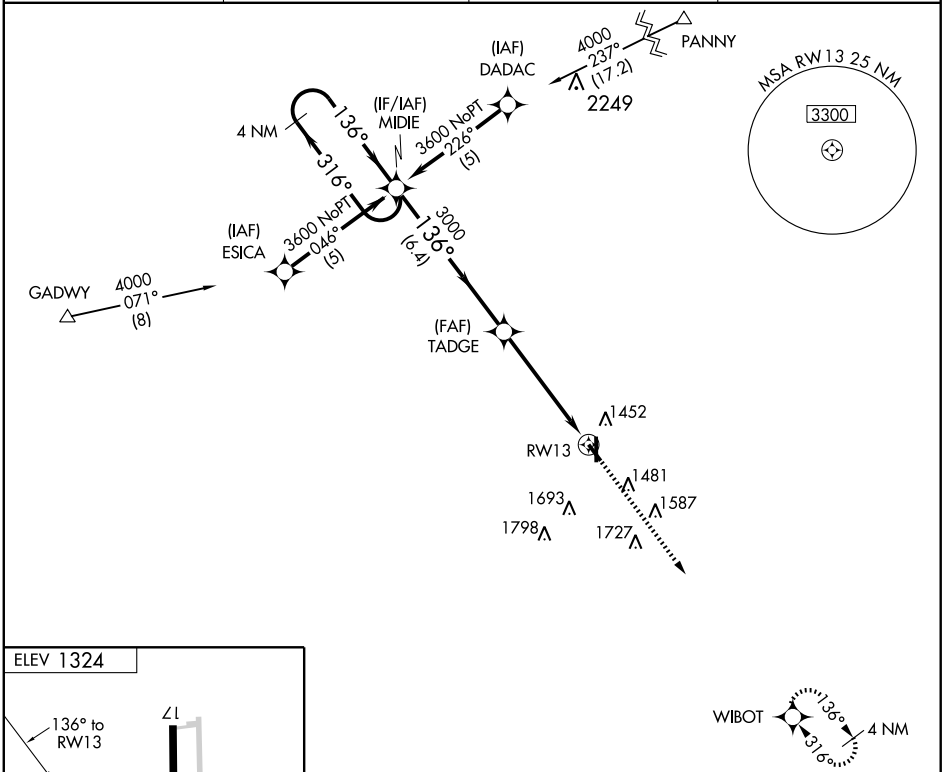
AL-936 (FAA)

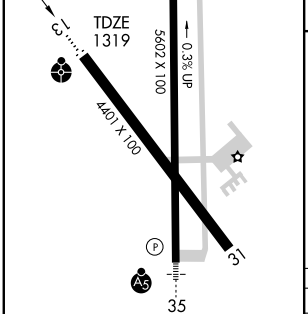
RNAV (GPS) RWY 13

BEATRICE MUNI (BIE)

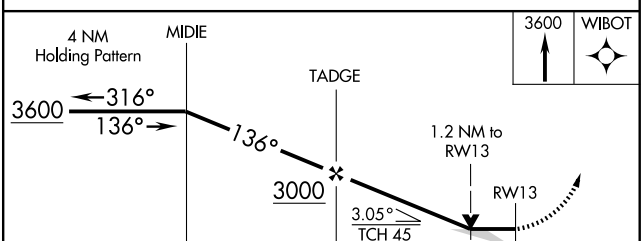
NA	ODALS	MISSED APPROACH: Climb to 3600 direct WIBOT WP and hold.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to Cat C.		

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF) L





MIRL Rwys 13-31
and 17-35
REIL Rwy 31



CATEGORY	A	B	C	D
LNAV MDA	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 17

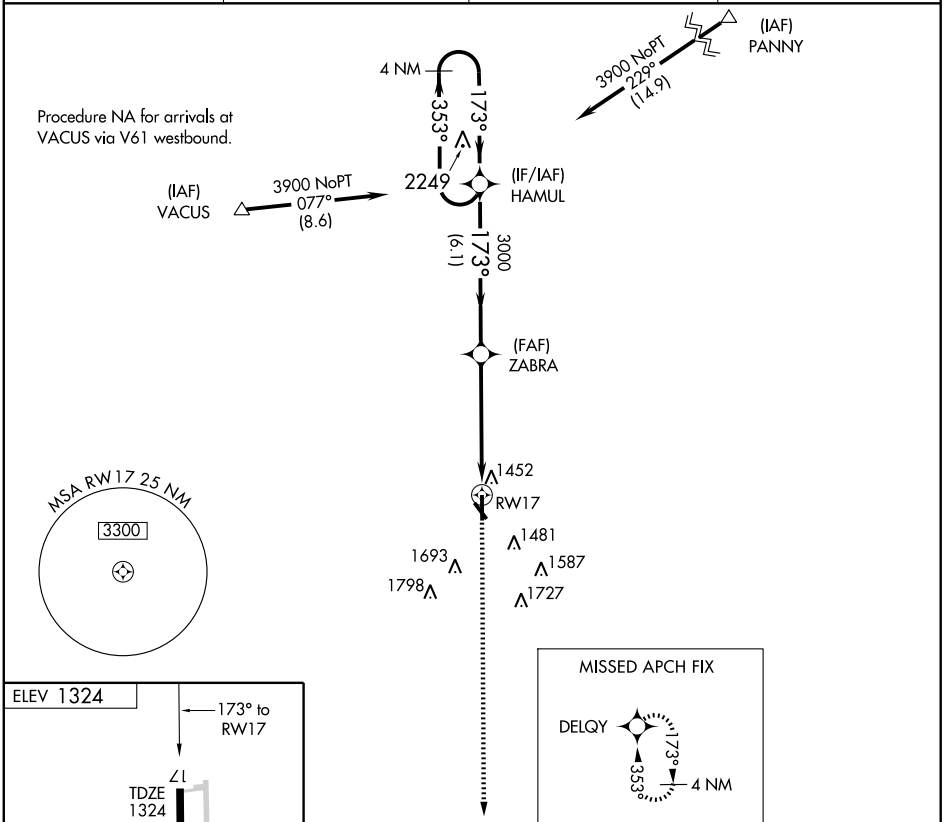
BEATRICE MUNI (BIE)

APP CRS	Rwy Idg	5602
173°	TDZE	1324
	Apt Elev	1324

⚠ If local altimeter setting not received, use Lincoln altimeter settting and increase all MDAs 100 feet. VDP NA when using Lincoln altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct DELQY and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1760-1 436 (500-1)		1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4401
316°	TDZE	1311
	Apt Elev	1324

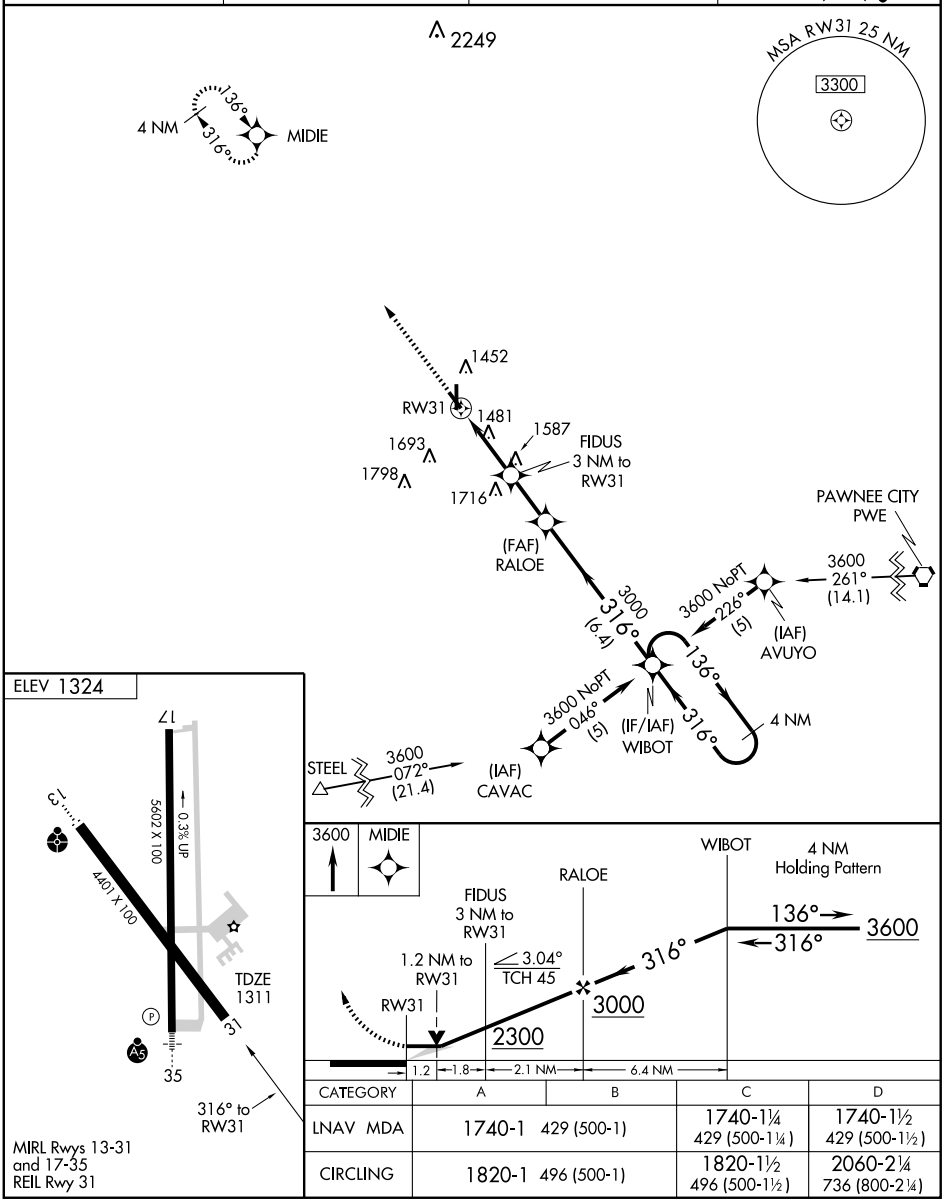
AL-936 (FAA)

RNAV (GPS) RWY 31

BEATRICE MUNI (BIE)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3600 direct MIDIE WP and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1740-1 429 (500-1)		1740-1¼ 429 (500-1¼)	1740-1½ 429 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5602
CH 61099	353°	TDZE	1307
W35A		Apt Elev	1324

RNAV (GPS) RWY 35

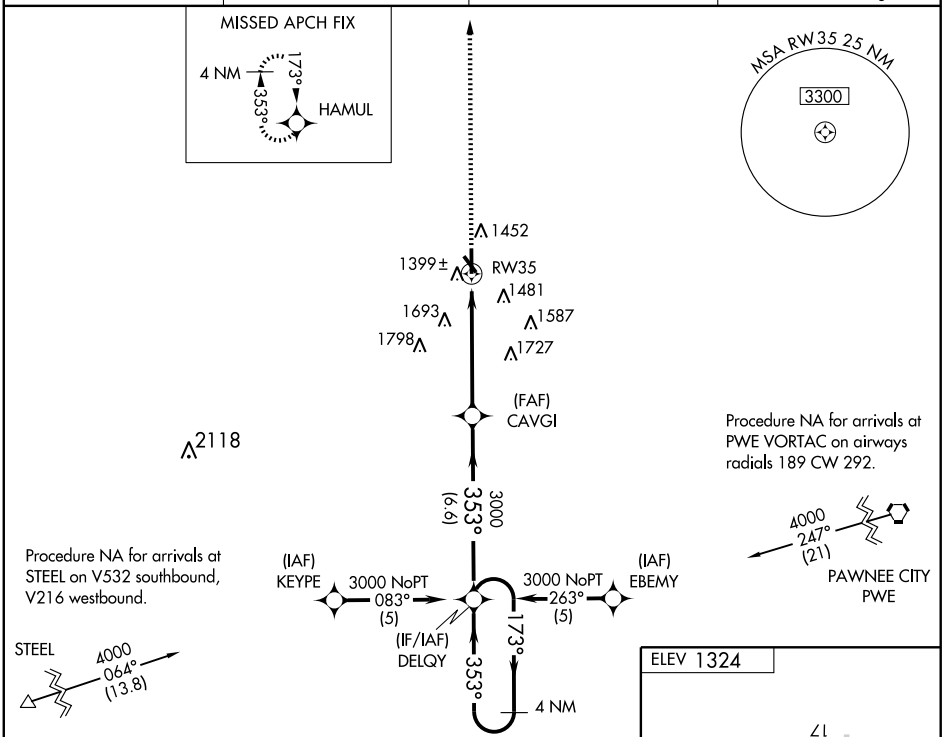
BEATRICE MUNI (BIE)

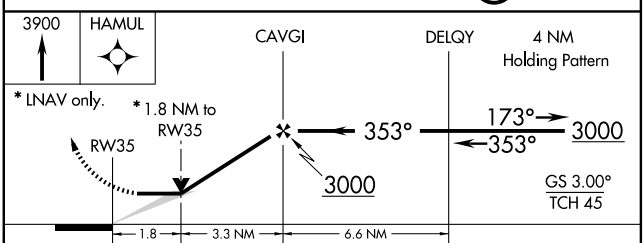
⚠ If local altimeter setting not received, use Lincoln altimeter setting and increase all DAs/MDAs 100 feet. DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (3°F). BARO-VNAV and VDP NA when using Lincoln altimeter setting. For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV Cat A/B visibility to 1.

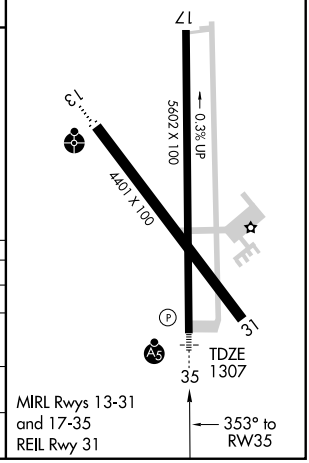
MALSR

MISSED APPROACH: Climb to 3900 direct HAMUL and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1557-¾ 250 (300-¾)			
LNAV/VNAV DA	1796-1¼ 489 (500-1¼)			
LNAV MDA	1920-¾ 613 (700-¾)		1920-1¼ 613 (700-1¼)	1920-1½ 613 (700-1½)
CIRCLING	1920-1¾ 596 (600-1¾)			2060-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BIE	APP CRS	Rwy Idg	4401
110.6	133°	TDZE	1319
Chan 43		Apt Elev	1324

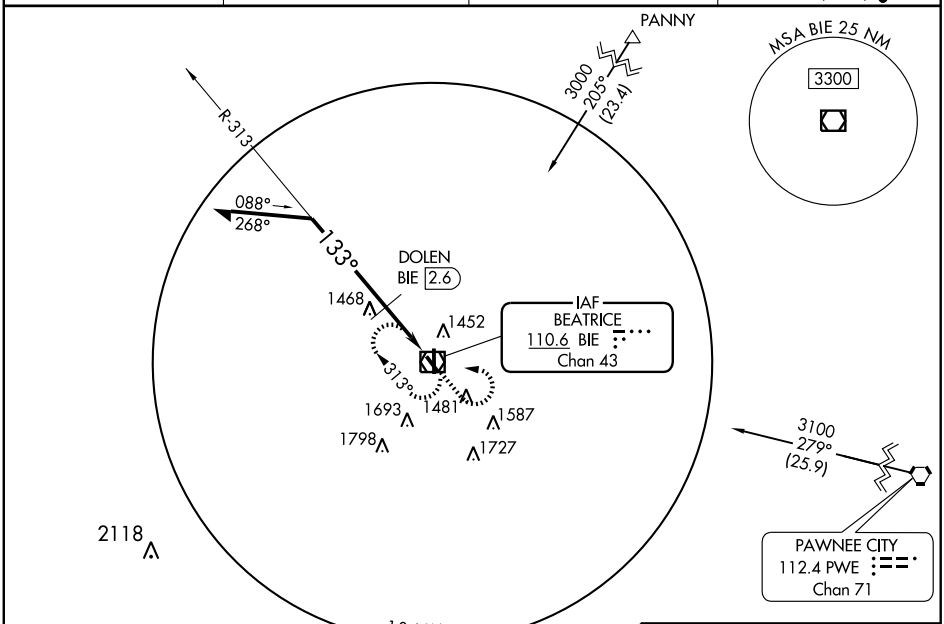
VOR RWY 13
BEATRICE MUNI (BIE)

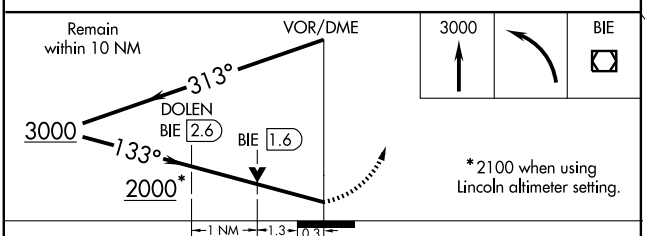
Inoperative table does not apply to S-13 Cat C. When local altimeter setting not received, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-13 Cat B ½ mile and Cats C and D ¼ mile and circling Cats B and C ¼ mile and Cat D ½ mile, DOLEN fix minimums S-13 Cat C and D ¼ mile, and circling Cat D ½ mile. VDP NA when using Lincoln altimeter setting. Inoperative table does not apply to S-13 Cat B/C, and DOLEN fix minimums S-13 Cat C when using Lincoln altimeter setting.

ODALS

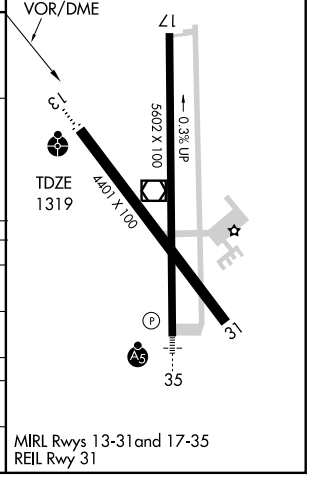
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	2000-¾ 681 (700-¾)		2000-2 681 (700-2)	2000-2¼ 681 (700-2¼)
CIRCLING	2000-1 676 (700-1)		2000-2 676 (700-2)	2060-2¼ 736 (800-2¼)
DOLEN FIX MINIMUMS				
S-13	1760-¾ 441 (500-¾)		1760-1¼ 441 (500-1¼)	1760-1½ 441 (500-1½)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

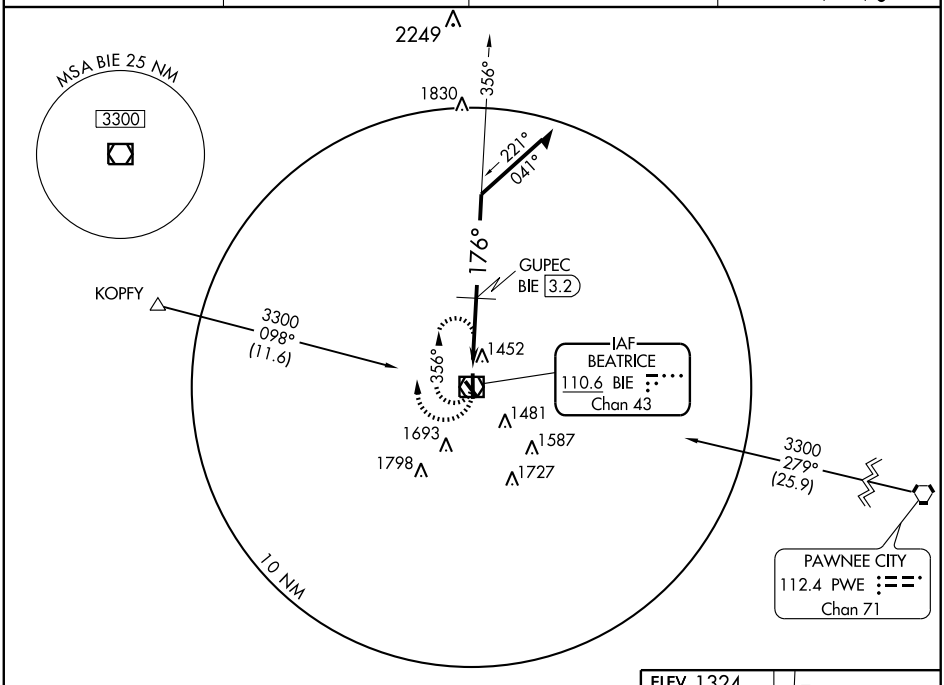
VOR/DME BIE	APP CRS	Rwy Idg 5602
110.6	176°	TDZE 1324
Chan 43		Apt Elev 1324

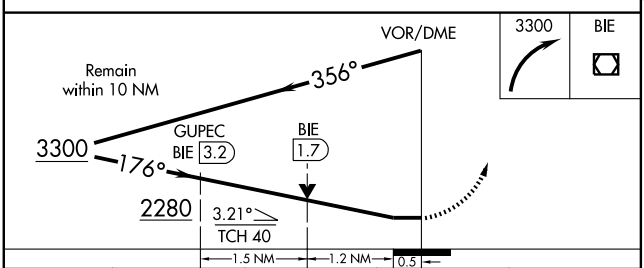
VOR RWY 17
BEATRICE MUNI (BIE)

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3300 in BIE VOR/DME holding pattern.

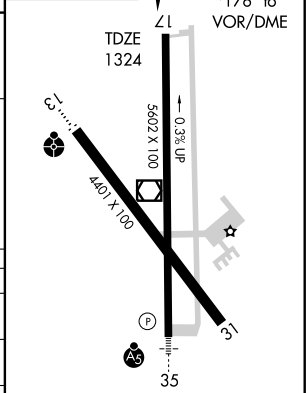
AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF)





CATEGORY	A	B	C	D
S-17	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	
CIRCLING	2280-1¼ 956 (1000-1¼)	2280-1½ 956 (1000-1½)	2280-3 956 (1000-3)	

GUPEC FIX MINIMUMS			
S-17	1760-1 436 (500-1)	1760-1¼ 436 (500-1¼)	1760-1½ 436 (500-1½)
CIRCLING	1820-1 496 (500-1)	1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME BIE	APP CRS	Rwy Idg	5602
110.6	345°	TDZE	1307
Chan 43		Apt Elev	1324

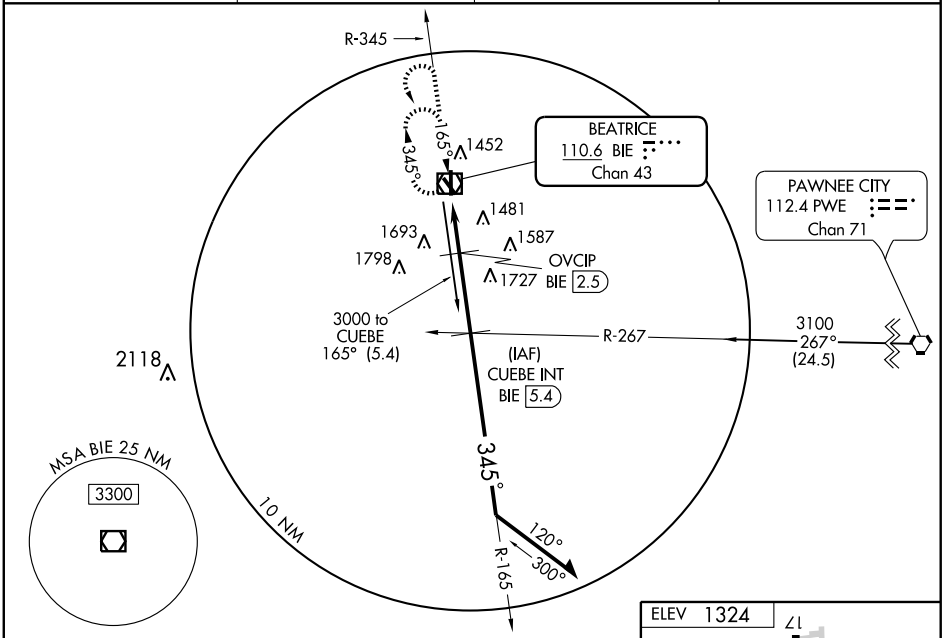
VOR RWY 35
BEATRICE MUNI (BIE)

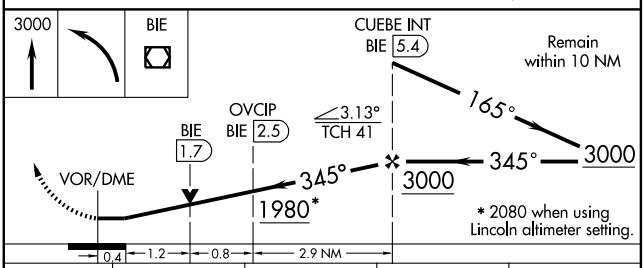
For inoperative MALSR, increase S-35 Cats A and B visibility to 1. When local altimeter setting not recieved, use Lincoln altimeter setting: increase all MDAs 100 feet and visibility S-35 Cats C and D ¼ mile, circling Cats B and C ¼ mile and Cat D ½ mile, OVCIP fix minimums S-35 Cats C and D ¼ mile, circling Cat D ½ mile. OVCIP fix minimums: for inoperative MALSR, increase S-35 Cats A/B visibility to 1. For inoperative MALSR when using Lincoln altimeter setting, increase S-35 Cat A/B and OVCIP fix minimums Cat A/B visibility to 1.

MALSR

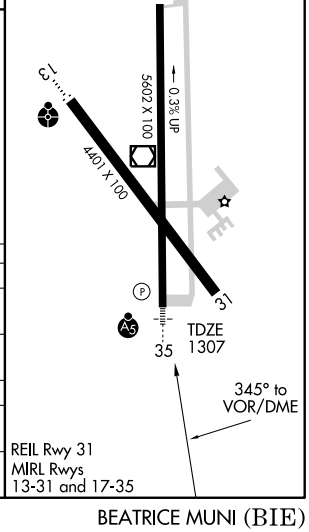
MISSED APPROACH: Climb to 3000 then left turn direct BIE VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	COLUMBUS RADIO	UNICOM
125.325	126.4 317.7	122.5	122.8 (CTAF)



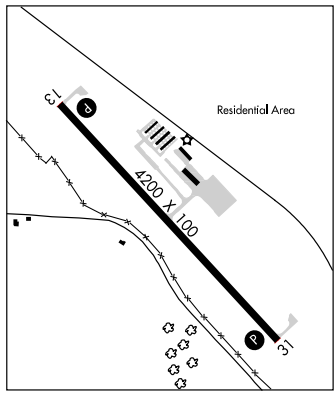


CATEGORY	A	B	C	D
S-35	1980-¾ 673 (700-¾)		1980-1½ 673 (700-1½)	1980-1¾ 673 (700-1¾)
CIRCLING	1980-1 656 (700-1)		1980-2 656 (700-2)	2060-2¼ 736 (800-2¼)
OVCIP FIX MINIMUMS				
S-35	1740-¾ 433 (500-¾)			1740-1 433 (500-1)
CIRCLING	1820-1 496 (500-1)		1820-1½ 496 (500-1½)	2060-2¼ 736 (800-2¼)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BLAIR MUNI (BTA) 7 S UTC−6(−5DT) N41°25.89′ W96°06.54′ OMAHA
1325 B **FUEL** 100LL, Jet A NOTAM FILE BTA. L–12I
RWY 13–31: H4200X100 (CONC) S–25 MIRL 0.5% up NW
RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended on call. For svc call 402–493–1530 or 426–4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402–426–4191. ACTIVATE MIRL Rwy 13–31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (402) 426–0448.
COMMUNICATIONS: CTAF 122.9
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 304° 22.4 NM to fld. 1300/8E. **HIWAS.**

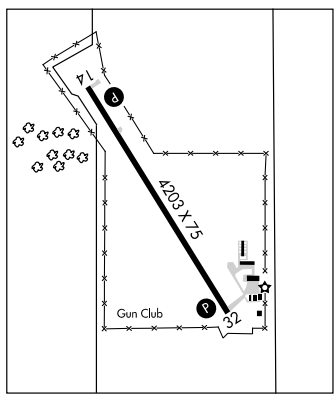


BLOOMFIELD MUNI (84Y) 2 SW UTC−6(−5DT) N42°34.78′ W97°40.42′ OMAHA
1673 B NOTAM FILE OLU
RWY 14–32: H2700X50 (ASPH) LIRL
RWY 14: Thld dsplcd 200′. Fence. **RWY 32:** Hill.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant call 402–373–2452. Rwy 14–32 lgtd thld Rwy 14 relocated 200′, 2500′ of Rwy 14–32 usable at ngt. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9

BRENNER FLD (See FALLS CITY)

BREWSTER FLD (See HOLDREGE)

BROKEN BOW MUNI (BBW) 2 N UTC−6(−5DT) N41°26.19′ W99°38.53′ OMAHA
2547 B **FUEL** 100LL, JET A NOTAM FILE BBW L–12H
RWY 14–32: H4203X75 (CONC) S–30 MIRL 0.6% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Road
RWY 32: PAPI(P2L)—GA 3.0° TCH 41′. Trees
AIRPORT REMARKS: Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14–32, REIL Rwy 14—CTAF.
WEATHER DATA SOURCES: ASOS 120.0 (308) 872–5354.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BBW.
CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04′ W99°41.34′ 135° 3.6 NM to fld. 2850/8E.



BURWELL N41°46.48′ W99°08.73′ NOTAM FILE OLU. OMAHA
NDB (MHW) 377 BUB at Cram Fld. L–12H

RNAV (GPS) RWY 13

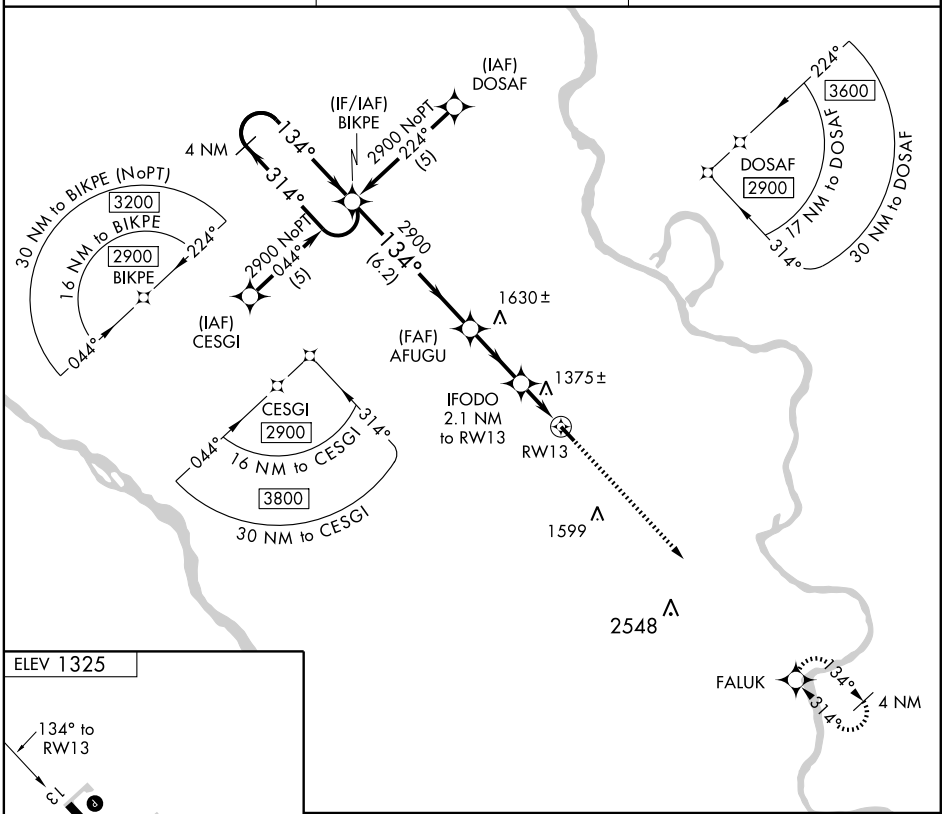
BLAIR MUNI (BTA)

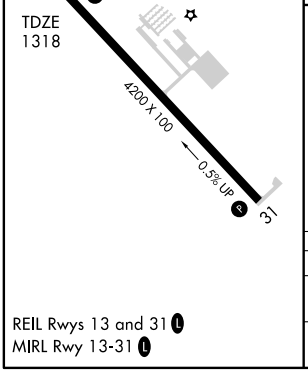
APP CRS	Rwy Idg	4200
134°	TDZE	1318
	Apt Elev	1325

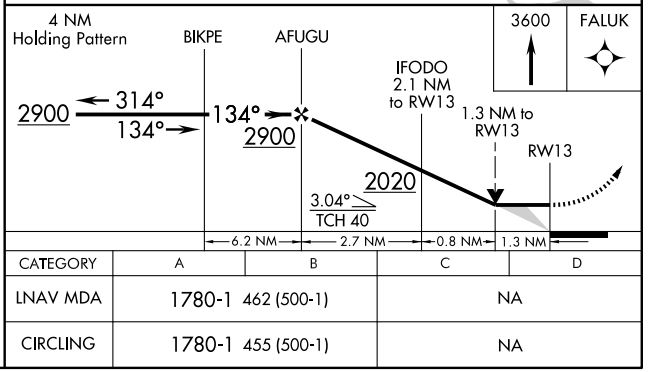
DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 3600 direct FALUK and hold.

AWOS-3	OMAHA APP CON	CTAF
120.225	120.1 354.05	122.9 L







CATEGORY	A	B	C	D
LNAV MDA	1780-1 462 (500-1)		NA	
CIRCLING	1780-1 455 (500-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4200
314°	TDZE	1314
	Apt Elev	1325

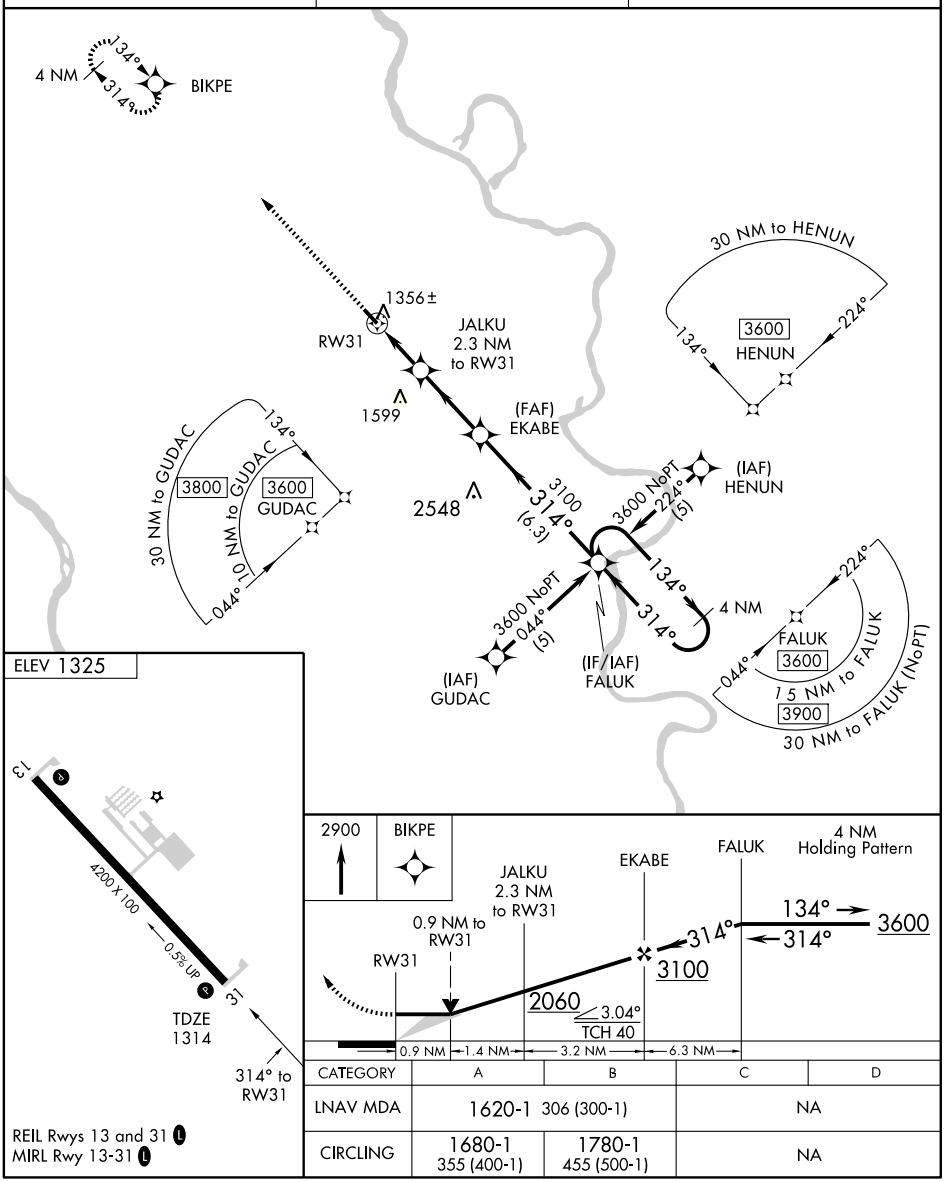
RNAV (GPS) RWY 31

BLAIR MUNI (BTA)

DME/DME RNP-0.3 NA. VDP NA when using Eppley Airfield altimeter setting. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct BIKPE and hold.

AWOS-3	COLUMBUS CENTER	CTAF
120.225	120.1 354.05	122.9 (L)

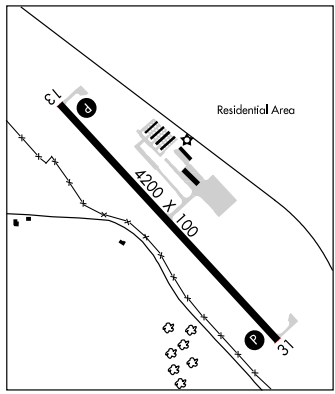


CATEGORY	A	B	C	D
LNAV MDA	1620-1 306 (300-1)		NA	
CIRCLING	1680-1 355 (400-1)	1780-1 455 (500-1)	NA	

REIL Rwys 13 and 31 (L)
MIRL Rwy 13-31 (L)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BLAIR MUNI (BTA) 7 S UTC−6(−5DT) N41°25.89′ W96°06.54′ OMAHA
1325 B **FUEL** 100LL, Jet A NOTAM FILE BTA. L–12I
RWY 13–31: H4200X100 (CONC) S–25 MIRL 0.5% up NW
RWY 13: REIL. PAPI(P2L)—GA 3.25° TCH 43′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended on call. For svc call 402–493–1530 or 426–4191. 24 hrs self svc fuel avbl via credit card system. Glider activity on and invof arpt. For noise abatement procedures contact arpt manager on 402–426–4191. ACTIVATE MIRL Rwy 13–31, PAPI and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.225 (402) 426–0448.
COMMUNICATIONS: CTAF 122.9
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 304° 22.4 NM to fld. 1300/8E. **HIWAS.**

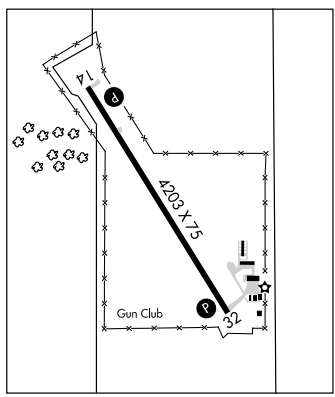


BLOOMFIELD MUNI (84Y) 2 SW UTC−6(−5DT) N42°34.78′ W97°40.42′ OMAHA
1673 B NOTAM FILE OLU
RWY 14–32: H2700X50 (ASPH) LIRL
RWY 14: Thld dsplcd 200′. Fence. **RWY 32:** Hill.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant call 402–373–2452. Rwy 14–32 lgtd thld Rwy 14 relocated 200′, 2500′ of Rwy 14–32 usable at ngt. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9

BRENNER FLD (See FALLS CITY)

BREWSTER FLD (See HOLDREGE)

BROKEN BOW MUNI (BBW) 2 N UTC−6(−5DT) N41°26.19′ W99°38.53′ OMAHA
2547 B **FUEL** 100LL, JET A NOTAM FILE BBW L–12H
RWY 14–32: H4203X75 (CONC) S–30 MIRL 0.6% up NW IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 32′. Road
RWY 32: PAPI(P2L)—GA 3.0° TCH 41′. Trees
AIRPORT REMARKS: Unattended. For svc call numbers listed on notice in terminal building. Fuel avbl by prior arrangement. 24 hrs self svc fuel avbl via credit card system. Courtesy car and van avbl. ACTIVATE MIRL and PAPI Rwy 14–32, REIL Rwy 14—CTAF.
WEATHER DATA SOURCES: ASOS 120.0 (308) 872–5354.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE BBW.
CUSTER COUNTY (L) VORW/DME 108.2 CUZ Chan 19 N41°29.04′ W99°41.34′ 135° 3.6 NM to fld. 2850/8E.



BURWELL N41°46.48′ W99°08.73′ NOTAM FILE OLU. OMAHA
NDB (MHW) 377 BUB at Cram Fld. L–12H

WAAS	APP CRS	Rwy Idg	4203
CH 72609	141°	TDZE	2547
W14A		Apt Elev	2547

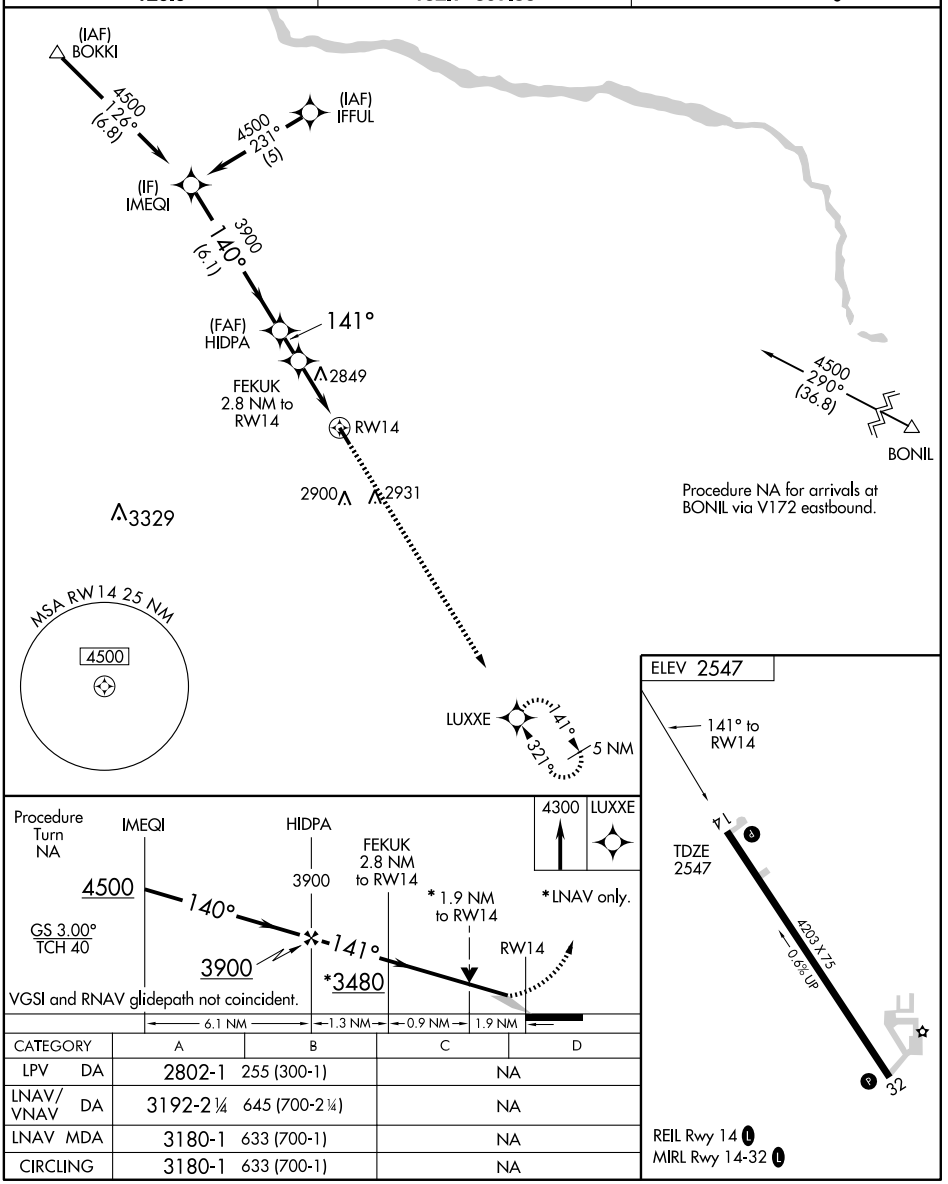
RNAV (GPS) RWY 14

BROKEN BOW MUNI (BBW)

When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV and circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 4300 direct LUXXE and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2802-1	255 (300-1)	NA	
LNAV/VNAV DA	3192-2¼	645 (700-2¼)	NA	
LNAV MDA	3180-1	633 (700-1)	NA	
CIRCLING	3180-1	633 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4203
CH 97409	321°	TDZE	2534
W32A		Apt Elev	2547

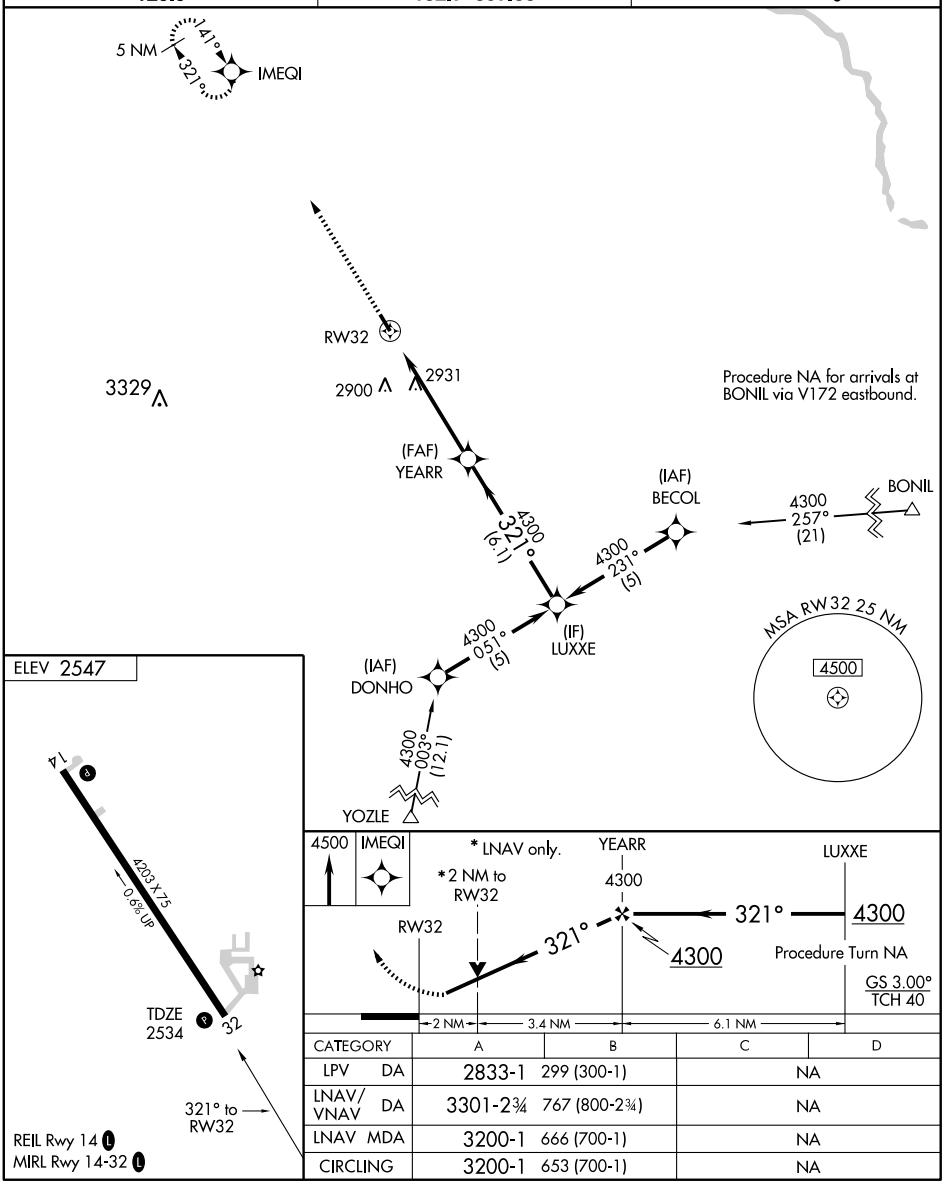
RNAV (GPS) RWY 32

BROKEN BOW MUNI (BBW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). When local altimeter setting not received, use North Platte Rgnl altimeter setting and increase all DA/MDA 160 feet and increase LPV all Cats visibility ¾ mile, increase LNAV/VNAV all Cats visibility 1¼ mile, increaese LNAV and Circling Cat B visibility ¼ mile. VDP and Baro/VNAV NA when using North Platte Rgnl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4500 direct IMEQI and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2833-1	299 (300-1)	NA	
LNAV/VNAV DA	3301-2¾	767 (800-2¾)	NA	
LNAV MDA	3200-1	666 (700-1)	NA	
CIRCLING	3200-1	653 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	316°	TDZE	2534
Chan 19		Apt Elev	2547

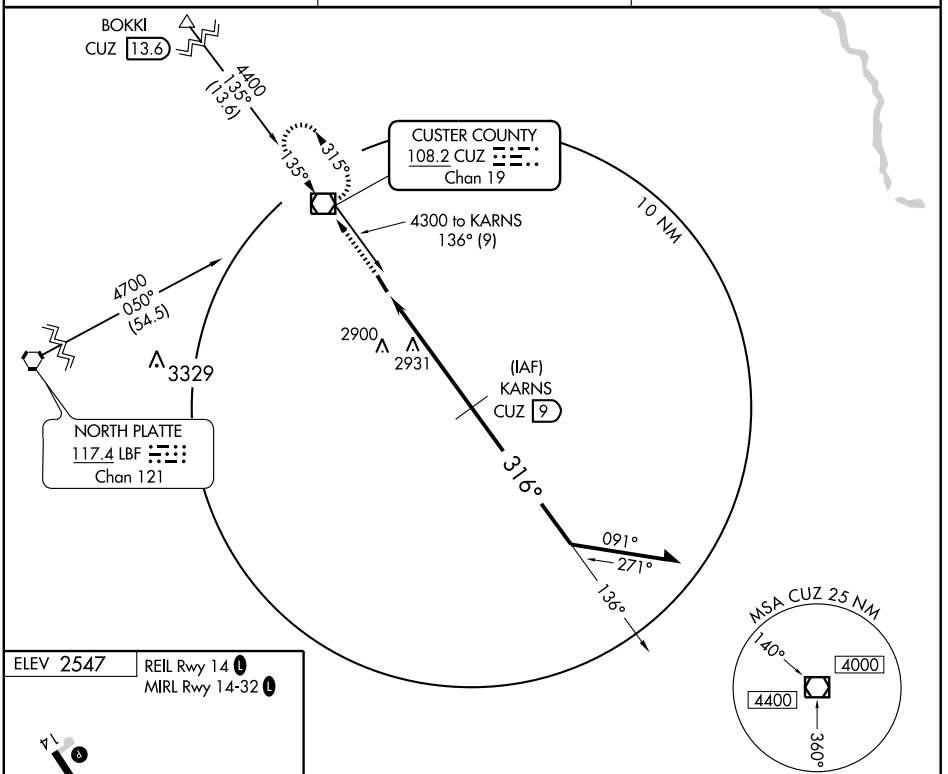
VOR/DME RWY 32

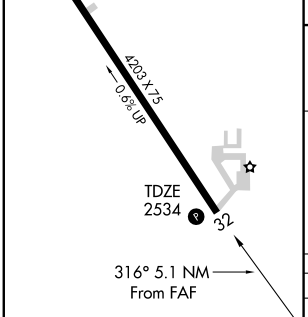
BROKEN BOW MUNI (BBW)

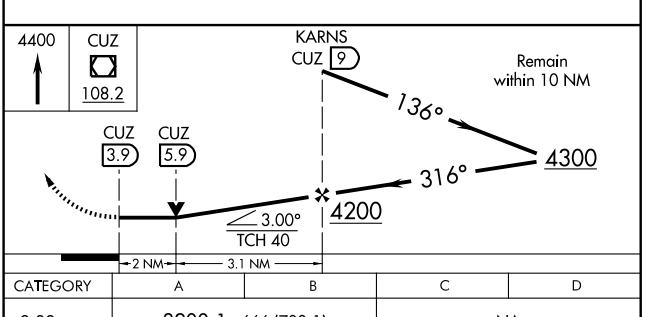
When local altimeter setting not received; use North Platte Rgnl altimeter setting and increase all MDAs 160 feet, increase Cat B visibility to 1¼ miles, and Circling Cat B visibility to 1¼ miles. VDP NA when using North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-32	3200-1 666 (700-1)		NA	
CIRCLING	3200-1 653 (700-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CUZ	APP CRS	Rwy Idg	4203
108.2	135°	TDZE	2547
Chan 19		Apt Elev	2547

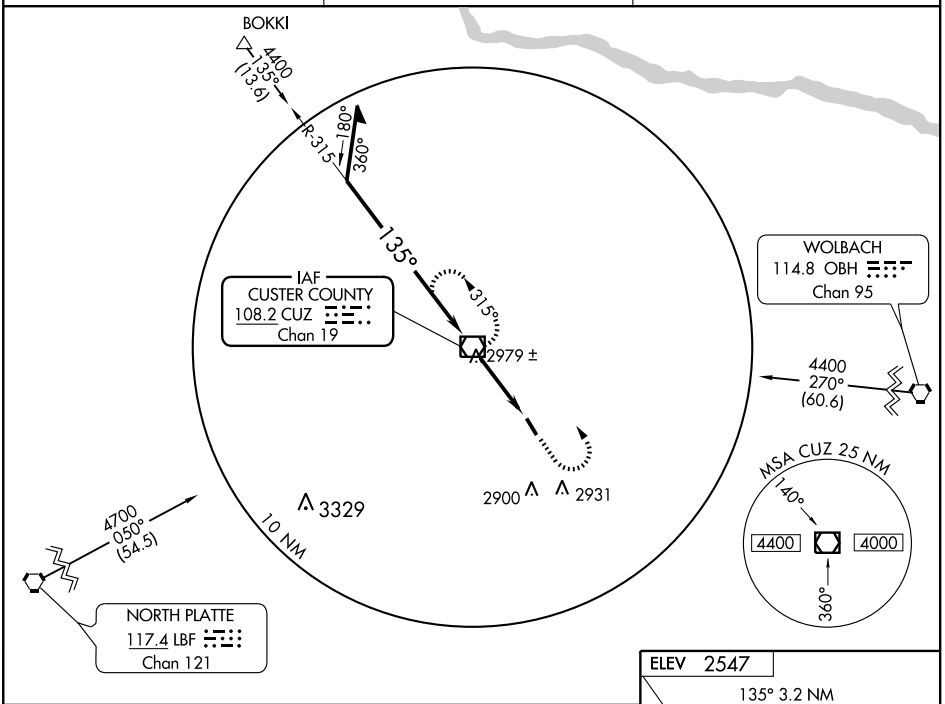
VOR RWY 14

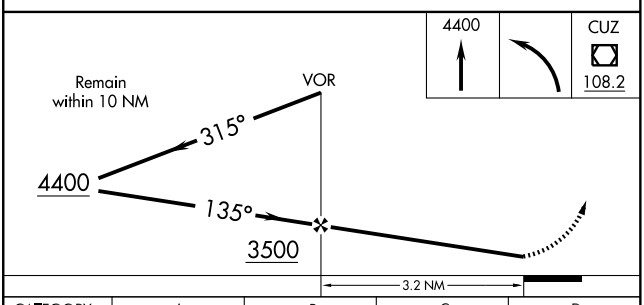
BROKEN BOW MUNI (BBW)

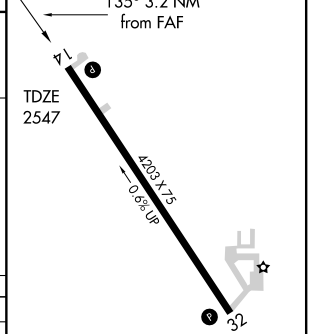
When local altimeter setting not received; use North Platte Rgnl altimeter setting.

MISSED APPROACH: Climb to 4400 then left turn direct CUZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.0	132.7 397.85	122.8 (CTAF) L







REIL Rwy 14 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3240-1 693 (700-1)		NA	
CIRCLING	3280-1 733 (800-1)		NA	
NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS				
S-14	3380-1 833 (900-1)	3380-1¼ 833 (900-1¼)	NA	
CIRCLING	3440-1¼ 893 (900-1¼)		NA	

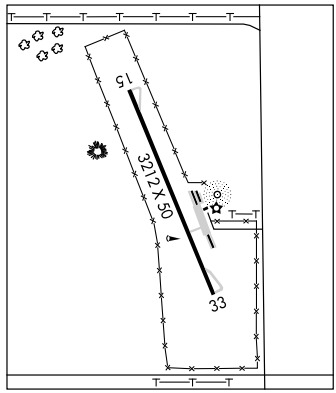
FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

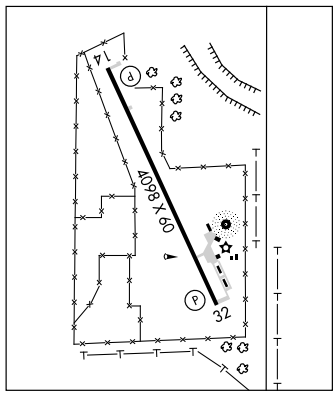
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

BURWELL

CRAM FLD (BUB) 1 SW UTC−6(−5DT) N41°46.60′ W99°08.99′ OMAHA
2182 B **FUEL** 100LL NOTAM FILE OLU L–12H
RWY 15–33: H3212X50 (ASPH) S–10 MIRL 0.3% up SE IAP
RWY 15: Trees. **RWY 33:** Pole lines.
AIRPORT REMARKS: Unattended. For fuel call 308–346–4566, 308–750–1460, or 308–214–0246.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 297° 43.2 NM to fld. 2010/7E.
BURWELL NDB (MHW) 377 BUB N41°46.48′ W99°08.73′ at fld.



CAMBRIDGE MUNI (CSB) 2 NE UTC−6(−5DT) N40°18.40′ W100°09.73′ OMAHA
2414 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 14–32: H4098X60 (ASPH) S–12 MIRL 0.4% up NW IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 32: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For fuel after hrs call 308–695–0551. Wide transverse cracks on rwy. MIRL Rwy 14–32 preset on low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 093° 36.0 NM to fld. 3010/11E.
HARRY STRUNK NDB (MHW) 389 CSB N40°18.26′ W100°09.46′ at fld.



CARSY N41°53.26′ W97°28.82′ NOTAM FILE OFK. OMAHA
(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt. L–12H

CENTRAL CITY MUNI–LARRY REINEKE FLD (Ø7K) 3 W UTC−6(−5DT) N41°06.69′ W98°03.08′ OMAHA
1717 B S4 **FUEL** 100LL NOTAM FILE OLU L–10H, 12H
RWY 15–33: H3700X60 (CONC) S–11 MIRL
RWY 15: Road.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–0030Z‡, Sat 1300–1800Z‡. For fuel after hrs call Police 308–946–3003. Rotating bcn and lgtd wind sock on SS–SR. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.
GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02′ W098°18.53′ 050° 14.2 NM to fld. 1840/7E.

CENTRAL NEBRASKA N40°58.05′ W98°18.52′ OMAHA
RCO 122.45 (COLUMBUS RADIO) L–10H

CENTRAL NEBRASKA RGNL (See GRAND ISLAND)

APP CRS	Rwy Idg	3212
332°	TDZE	2181
	Apt Elev	2181

GPS RWY 33

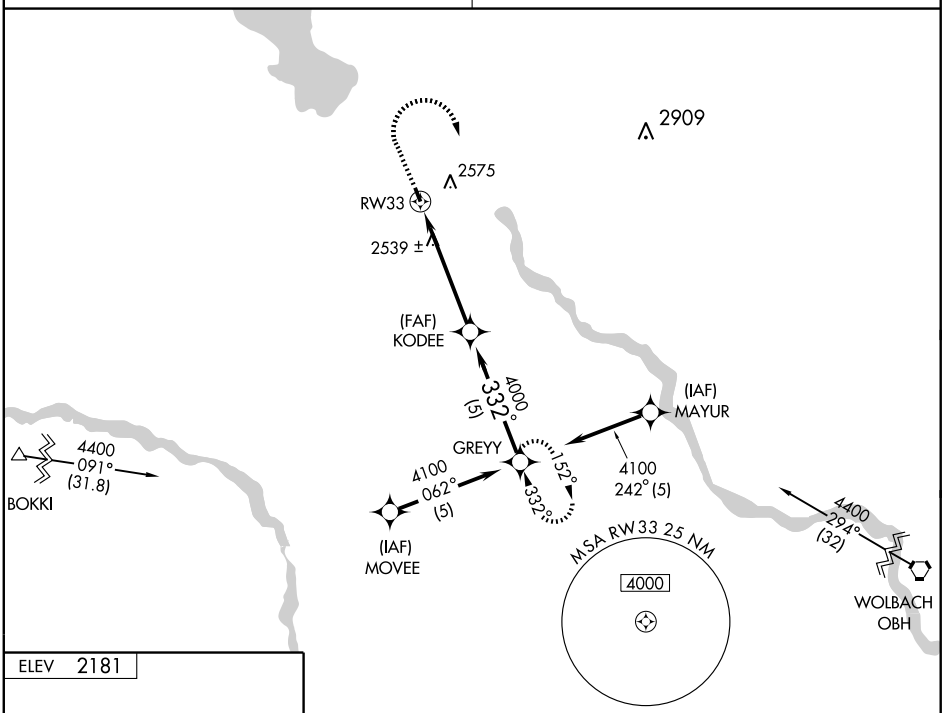
BURWELL/CRAM FIELD (BUB)

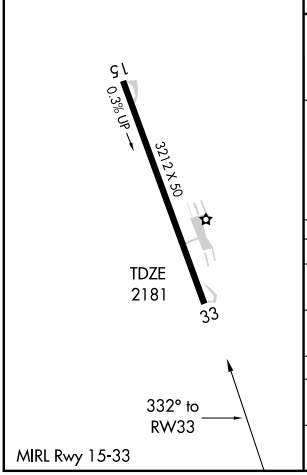
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

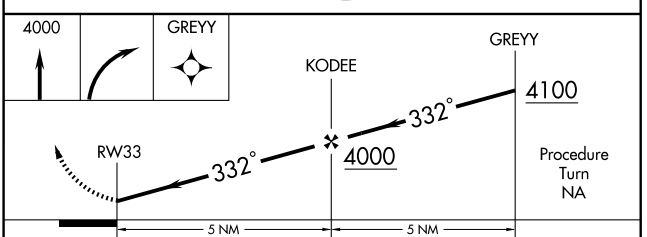
⚠ NA

MISSED APPROACH: Climb to 4000 then right turn direct GREYY WP and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9







CATEGORY	A	B	C	D
S-33	2840-1	659 (700-1)	NA	
CIRCLING	2840-1 659 (700-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-33	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	3120-1¼ 939 (1000-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AL-5817 (FAA)

NDB BUB 377	APP CRS 144°	Rwy Idg 3212 TDZE 2181 Apt Elev 2181

NDB RWY 15

BURWELL/CRAM FIELD (BUB)

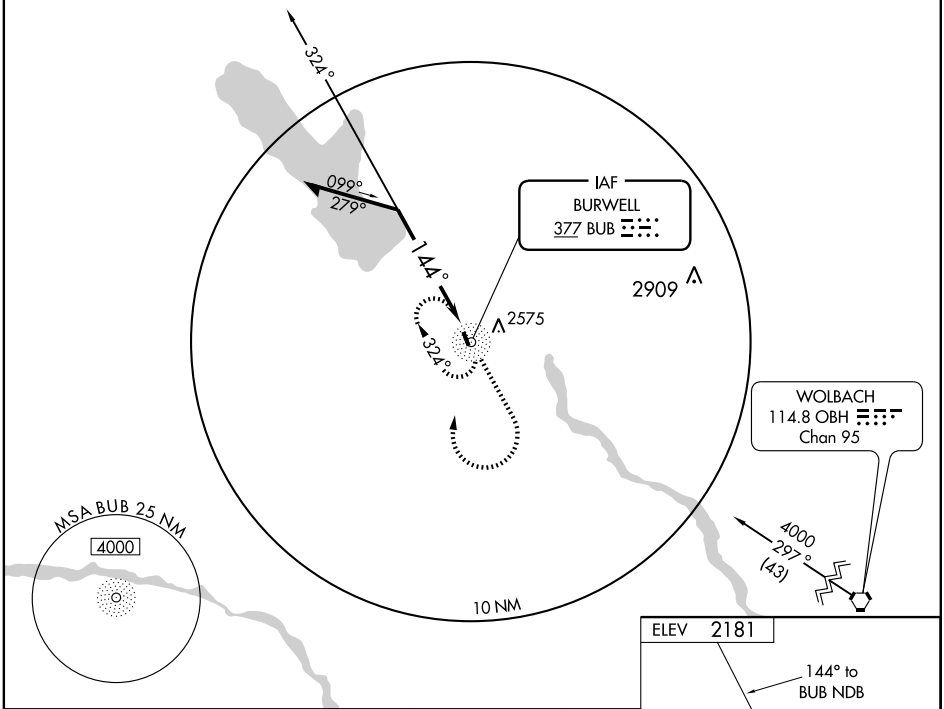
Use Evelyn Sharp Field altimeter setting; when not received, use Grand Island altimeter setting.

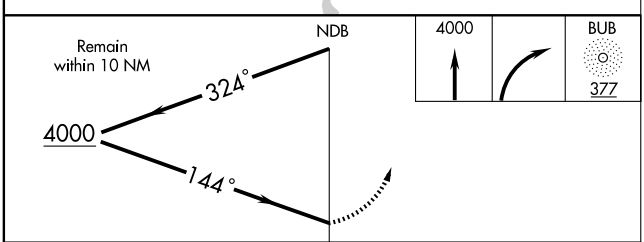
⚠ NA

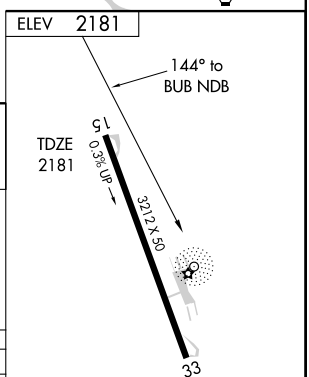
MISSED APPROACH: Climb to 4000 then right turn direct BUB NDB and hold.

DENVER CENTER	CTAF
132.7 397.85	122.9

NC-2, 21 OCT 2010 to 18 NOV 2010







CATEGORY	A	B	C	D
S-15	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
CIRCLING	2980-1 799 (800-1)	2980-1¼ 799 (800-1¼)	NA	
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
S-15	3120-1¼ 939 (1000-1¼)		NA	
CIRCLING	3120-1¼ 939 (1000-1¼)		NA	

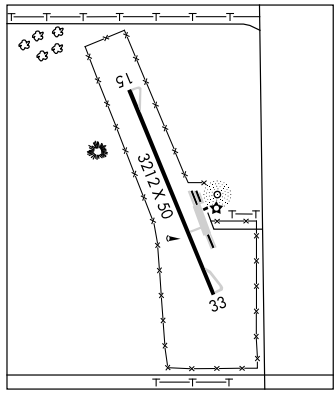
MIRL Rwy 15-33

Knots	60	90	120	150	180
Min:Sec					

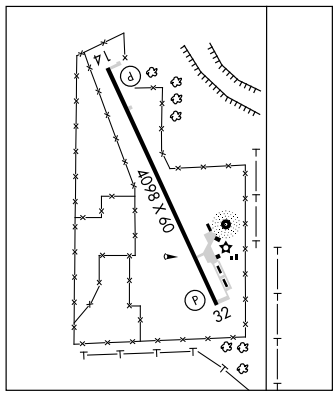
41°47′N-99°09′W

BURWELL

CRAM FLD (BUB) 1 SW UTC−6(−5DT) N41°46.60′ W99°08.99′ OMAHA
2182 B **FUEL** 100LL NOTAM FILE OLU L–12H
RWY 15–33: H3212X50 (ASPH) S–10 MIRL 0.3% up SE IAP
RWY 15: Trees. **RWY 33:** Pole lines.
AIRPORT REMARKS: Unattended. For fuel call 308–346–4566, 308–750–1460, or 308–214–0246.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 297° 43.2 NM to fld. 2010/7E.
BURWELL NDB (MHW) 377 BUB N41°46.48′ W99°08.73′ at fld.



CAMBRIDGE MUNI (CSB) 2 NE UTC−6(−5DT) N40°18.40′ W100°09.73′ OMAHA
2414 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 14–32: H4098X60 (ASPH) S–12 MIRL 0.4% up NW IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 32: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. For fuel after hrs call 308–695–0551. Wide transverse cracks on rwy. MIRL Rwy 14–32 preset on low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 093° 36.0 NM to fld. 3010/11E.
HARRY STRUNK NDB (MHW) 389 CSB N40°18.26′ W100°09.46′ at fld.



CARSY N41°53.26′ W97°28.82′ NOTAM FILE OFK. OMAHA
(MHW/LOM) 510 OF 014° 6.2 NM to Karl Stefan Memorial Arpt. L–12H

CENTRAL CITY MUNI–LARRY REINEKE FLD (Ø7K) 3 W UTC−6(−5DT) N41°06.69′ W98°03.08′ OMAHA
1717 B S4 **FUEL** 100LL NOTAM FILE OLU L–10H, 12H
RWY 15–33: H3700X60 (CONC) S–11 MIRL
RWY 15: Road.
AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–0030Z‡, Sat 1300–1800Z‡. For fuel after hrs call Police 308–946–3003. Rotating bcn and lgtd wind sock on SS–SR. ACTIVATE MIRL Rwy 15–33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.
GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.02′ W098°18.53′ 050° 14.2 NM to fld. 1840/7E.

CENTRAL NEBRASKA N40°58.05′ W98°18.52′ OMAHA
RCO 122.45 (COLUMBUS RADIO) L–10H

CENTRAL NEBRASKA RGNL (See GRAND ISLAND)

NDB CSB	APP CRS	Rwy Idg	4098
389	140°	TDZE	2414
		Apt Elev	2414

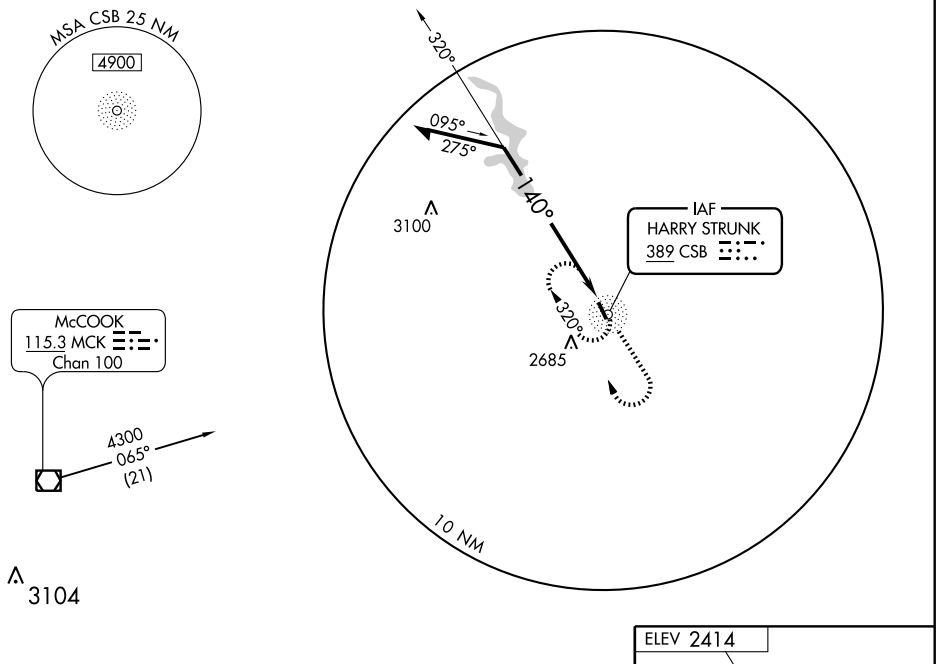
NDB RWY 14
CAMBRIDGE MUNI (CSB)

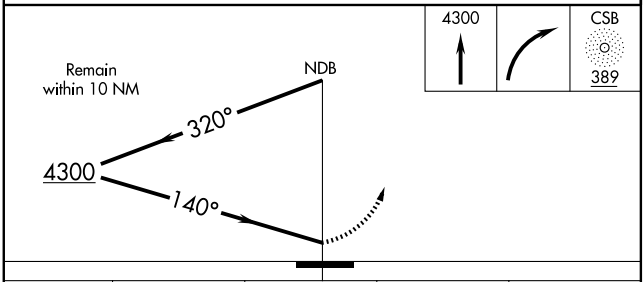
NA — Use McCook altimeter setting.

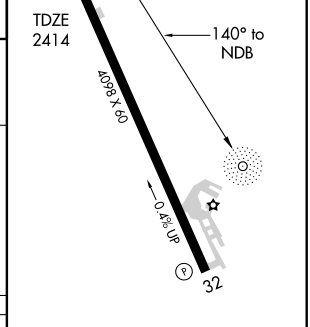
MISSED APPROACH: Climb to 4300 then right turn direct CSB NDB and hold.

DENVER CENTER **132.7 397.85**

UNICOM **122.8** (CTAF) L







MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	
CIRCLING	3180-1 766 (800-1)	3180-1¼ 766 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

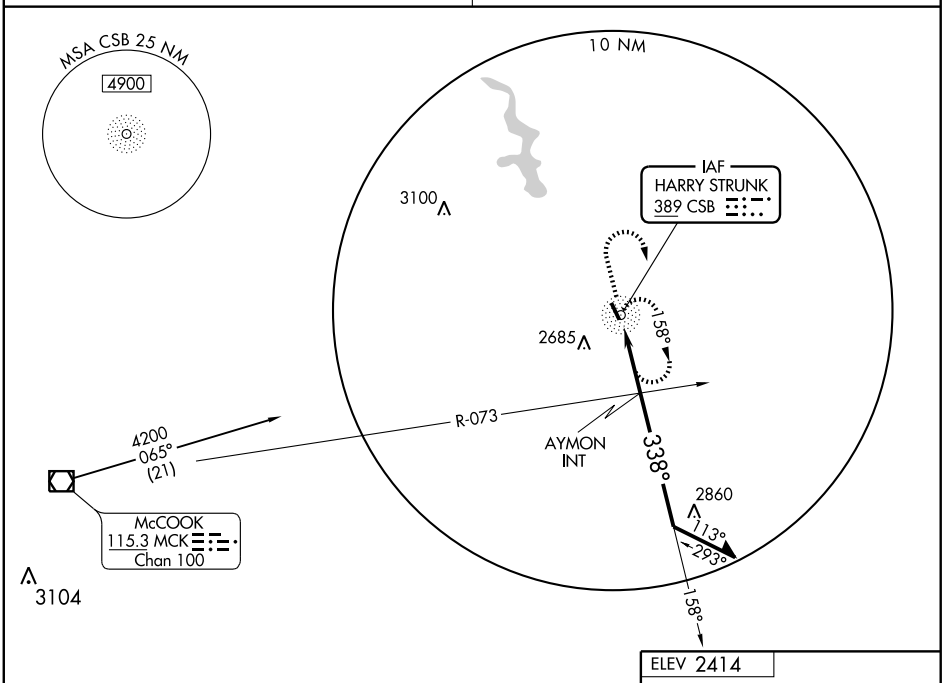
NDB CSB 389	APP CRS 338°	Rwy Idg 4098 TDZE 2413 Apt Elev 2414

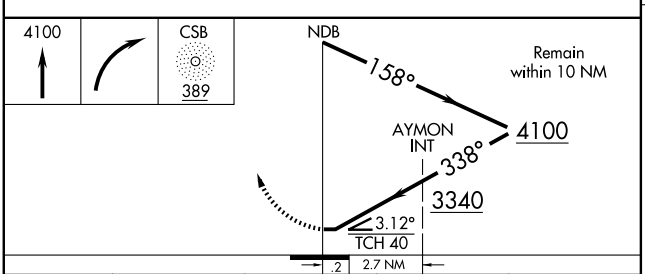
NDB RWY 32
CAMBRIDGE MUNI (CSB)

⚠ NA Use McCook altimeter setting.

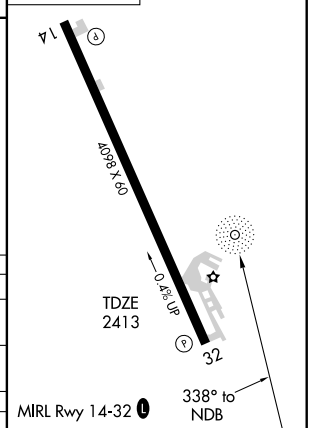
MISSED APPROACH: Climb to 4100 then right turn direct CSB NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-32	3340-1¼	927 (1000-1¼)	NA	
CIRCLING	3340-1¼	926 (1000-1¼)	NA	
AYMON INT MINIMUMS				
S-32	2940-1	527 (600-1)	NA	
CIRCLING	2980-1	566 (600-1)	NA	



Knots	60	90	120	150	180
Min:Sec					

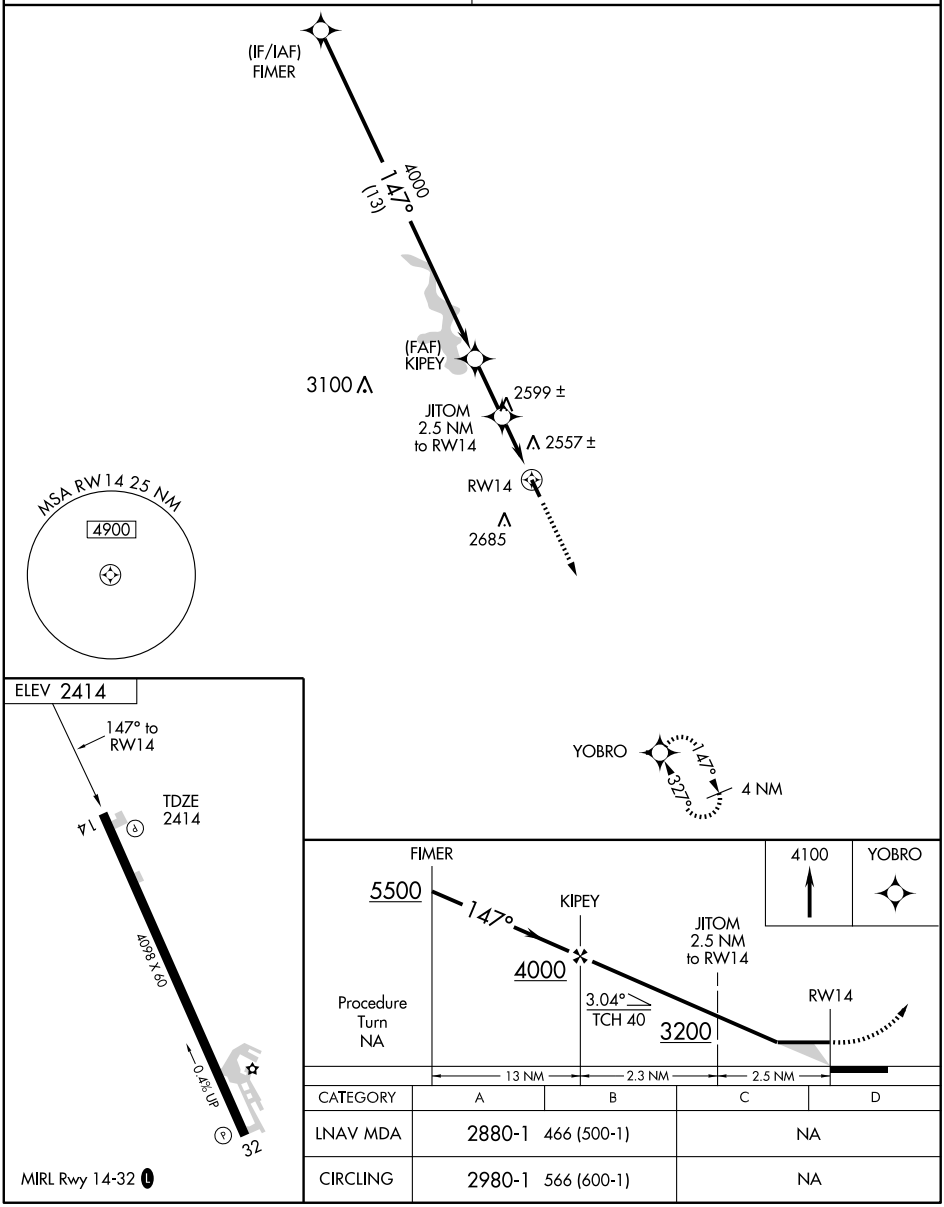
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4098
147°	TDZE	2414
	Apt Elev	2414

RNAV (GPS) RWY 14

CAMBRIDGE MUNI (CSB)

⚠ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.	MISSED APPROACH: Climb to 4100 direct YOBRO WP and hold.
DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2880-1 466 (500-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4098
327°	TDZE	2413
	Apt Elev	2414

RNAV (GPS) RWY 32

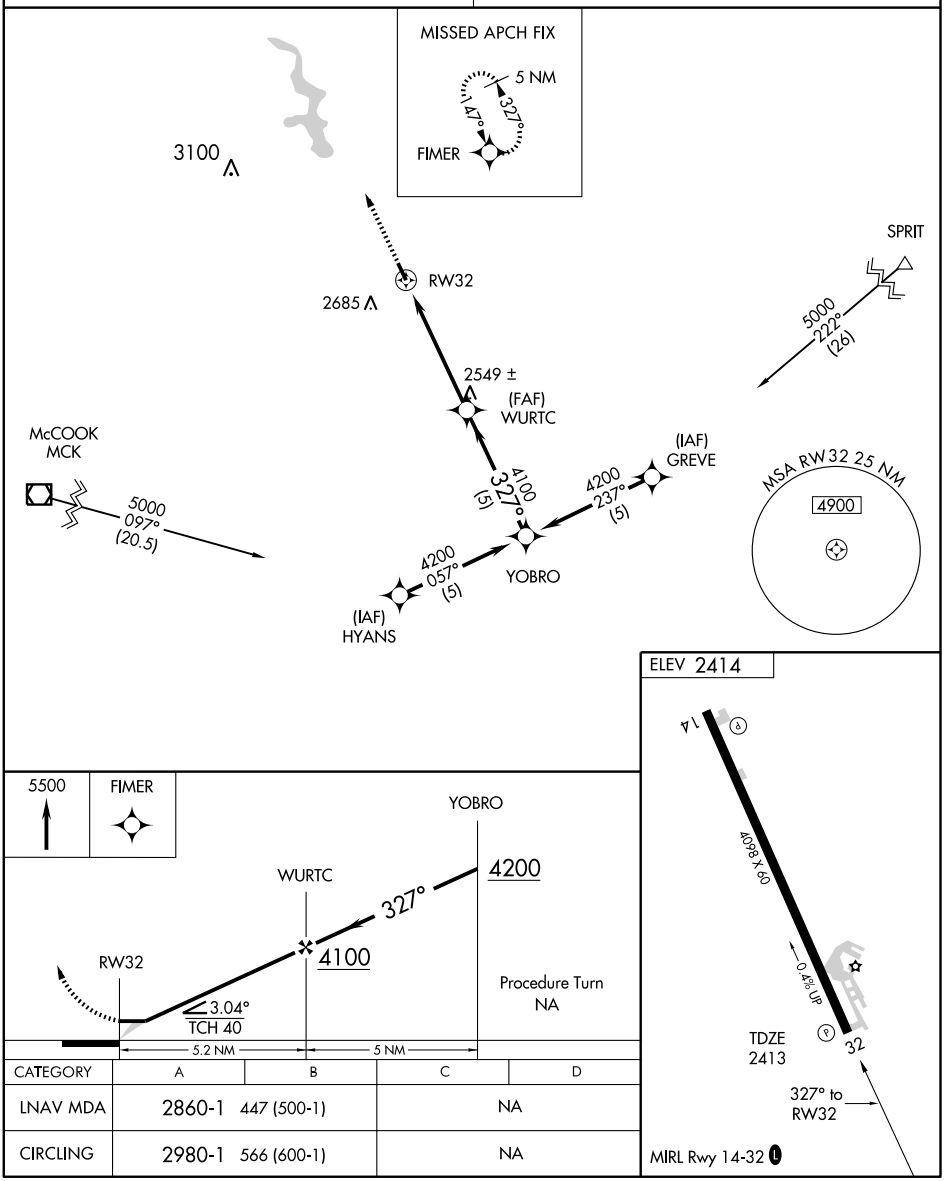
CAMBRIDGE MUNI (CSB)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use McCook altimeter setting.

MISSED APPROACH: Climb to 5500 direct FIMER and hold.

DENVER CENTER **132.7 397.85**

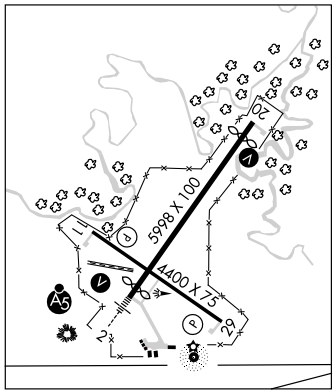
UNICOM **122.8** (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2860-1 447 (500-1)		NA	
CIRCLING	2980-1 566 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

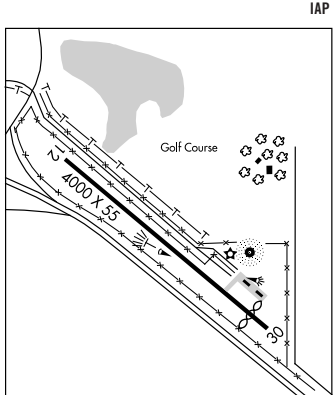
CHADRON MUNI (CDR) 4 W UTC−7(−6DT) N42°50.25′ W103°05.72′ **CHEYENNE**
3298 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR **H–5A, L–12G**
RWY 02–20: H5998X100 (CONC) S–30, D–55, 2D–90 HIRL 0.5% up SW **IAP**
RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39′. Thld dsplcd 289′.
RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 498′. Tree.
RWY 11–29: H4400X75 (CONC) S–21, D–30 MIRL
RWY 11: PAPI(P4L)—GA 3.0° TCH 42′.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6002 TODA–6002 ASDA–5502 LDA–5212
RWY 20: TORA–6002 TODA–6002 ASDA–6002 LDA–5502
AIRPORT REMARKS: Attended 1500–2300Z‡. For fuel after hrs call FBO phone 308–432–8128. On call 24hrs. ACTIVATE HIRL Rwy 02–20 and MIRL Rwy 11–29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.
WEATHER DATA SOURCES: ASOS 118.05 (308) 432–5574.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 127.95
AIRSPACE: CLASS E svc Mon–Fri 1300–0600Z‡, Sat and Sun 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDR.
(L) VOR/DME 113.4 CDR Chan 81 N42°33.53′ W103°18.73′ 017° 19.3 NM to fld. 4630/11E. **HIWAS.**
WHITNEY NDB (MHW) 275 HIN N42°49.73′ W103°05.62′ at fld.
DAWES NDB (LOM) 362 CD N42°45.31′ W103°10.49′ 024° 6.1 NM to fld.
ILS 110.9 I–CDR Rwy 02. LOM DAWES NDB.



CHAPPELL N41°04.60′ W102°27.53′ NOTAM FILE OLU. **CHEYENNE**
NDB (MHW) 383 CNP at Billy G Ray Fld. **L–10G, 12G**

CHAPPELL

BILLY G RAY FLD (CNP) 1 S UTC−7(−6DT) N41°04.65′ W102°27.84′ **CHEYENNE**
3682 B **FUEL** 100LL NOTAM FILE OLU **L–10G, 12G**
RWY 12–30: H4000X55 (ASPH) S–15 MIRL **IAP**
RWY 12: Road. **RWY 30:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Unattended. MIRL Rwy 12–30 preset on low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 118.475
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 080° 23.6 NM to fld. 4300/13E.
CHAPPELL NDB (MHW) 383 CNP N41°04.60′ W102°27.53′ at fld. NOTAM FILE OLU.



LOC I-CDR	APP CRS		
110.9	024°	Rwy Idg	5212
		TDZE	3292
		Apt Elev	3296

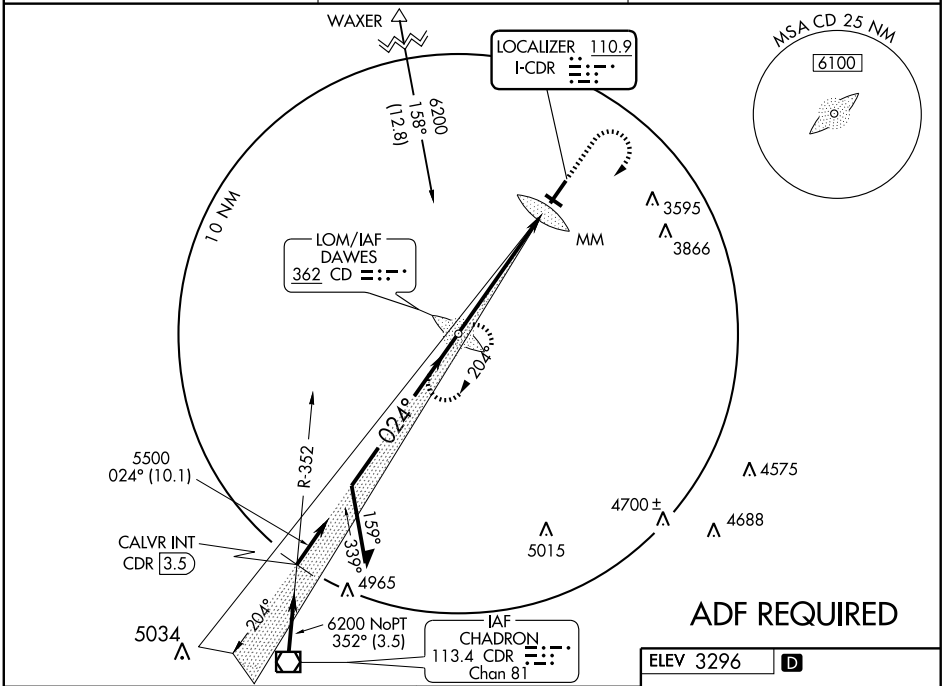
ILS RWY 2
CHADRON MUNI (CDR)

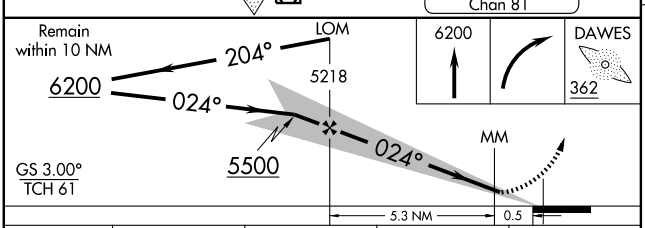
Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

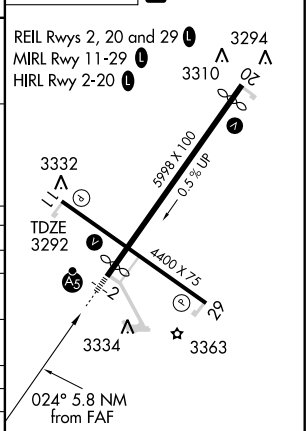
MALSR

MISSED APPROACH: Climb to 6200 then right turn direct DAWES LOM and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	3492-½ 200 (200-½)			
S-LOC 2	3880-½ 588 (600-½)		3880-1 588 (600-1)	3880-1¼ 588 (600-1¼)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-ILS 2	3729-½ 437 (500-½)			
S-LOC 2	4120-½ 828 (900-½)	4120-¾ 828 (900-¾)	4120-2 828 (900-2)	4120-2¼ 828 (900-2¼)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

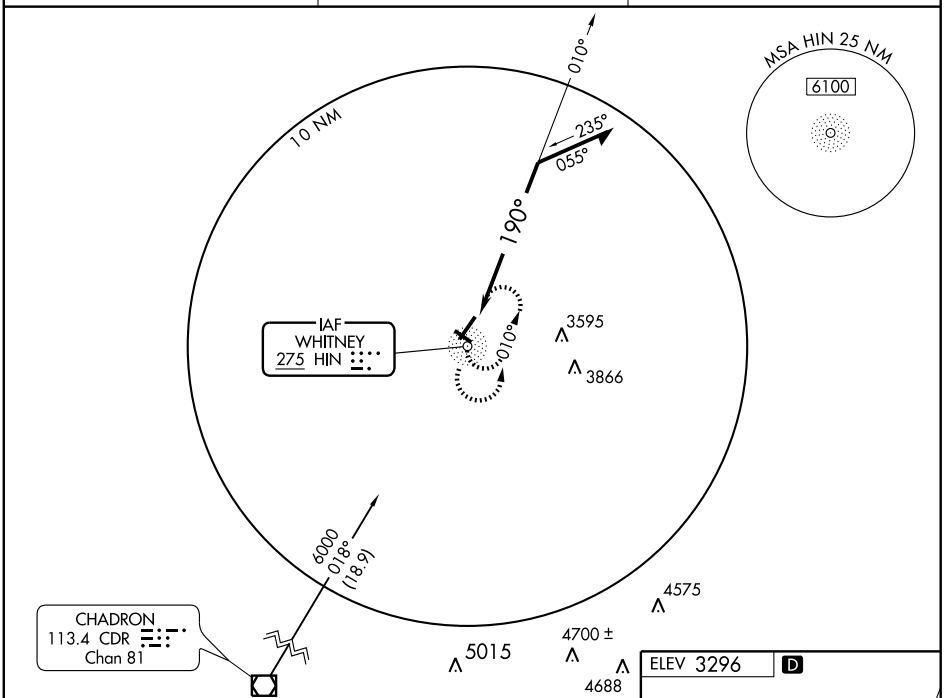
NDB HIN	APP CRS	Rwy Idg	5500
275	190°	TDZE	3282
		Apt Elev	3296

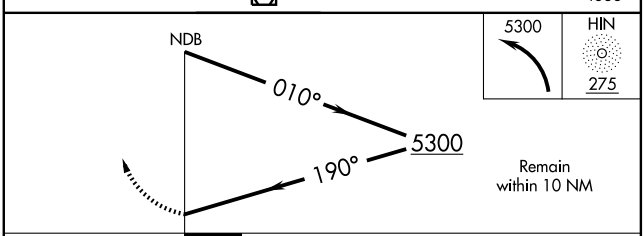
NDB RWY 20
CHADRON MUNI (CDR)

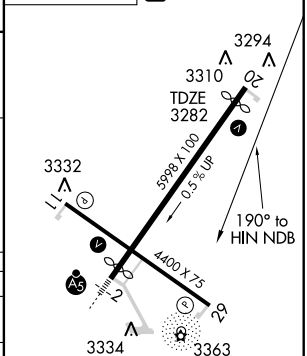
A Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climbing left turn to 5300 in HIN NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	3920-1 638 (700-1)		3920-1¾ 638 (700-1¾)	3920-2 638 (700-2)
CIRCLING	3920-1 624 (700-1)		3960-1¾ 664 (700-1¾)	3960-2 664 (700-2)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4160-1 878 (900-1)	4160-1¼ 878 (900-1¼)	4160-2½ 878 (900-2½)	4160-2¾ 878 (900-2¾)
CIRCLING	4160-1 864 (900-1)	4160-1¼ 864 (900-1¼)	4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5212
CH 65615	024°	TDZE	3293
W02A		Apt Elev	3297

RNAV (GPS) RWY 2
CHADRON MUNI (CDR)

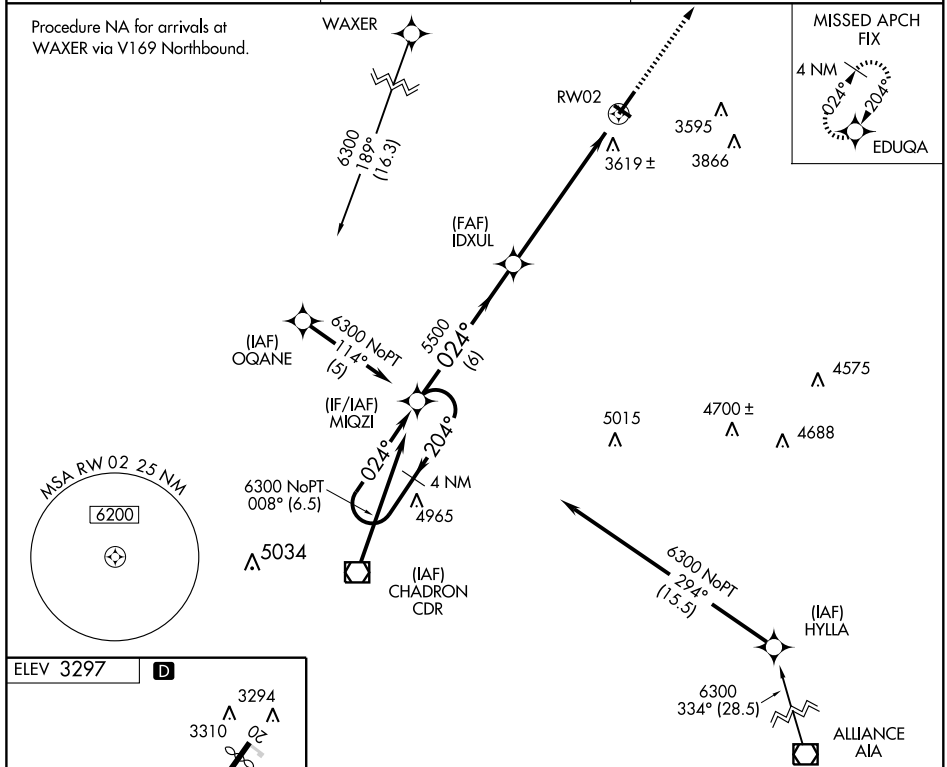
NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Pine Ridge altimeter setting. For inoperative MALSR increase LPV visibility all Cats to 1.

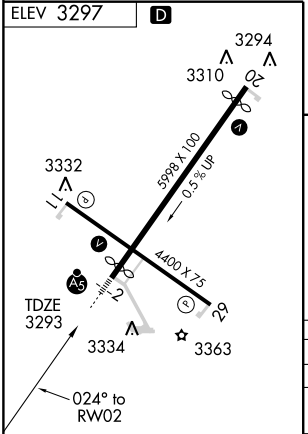
MALSR

MISSED APPROACH: Climb to 5100 direct EDUQA and hold.

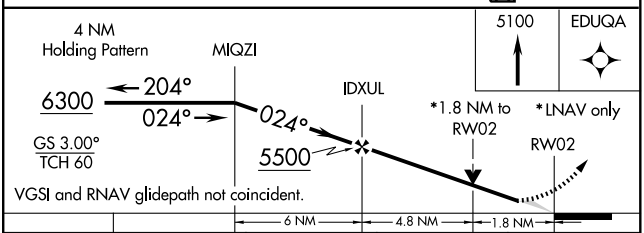
ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L

Procedure NA for arrivals at WAXER via V169 Northbound.





REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L



CATEGORY	A	B	C	D
LPV DA	3564-½ 271 (300-½)			
LNAV/VNAV DA	NA			
LNAV MDA	3900-½ 607 (700-½)		3900-1¼ 607 (700-1¼)	3900-1½ 607 (700-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 20

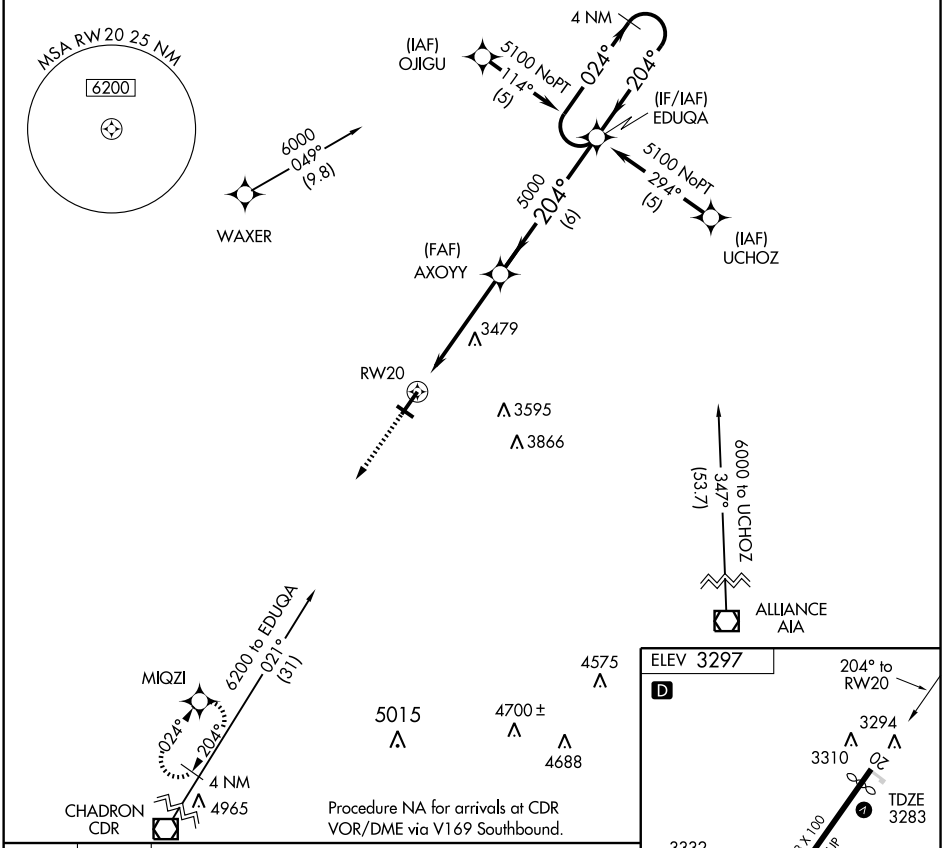
CHADRON MUNI (CDR)

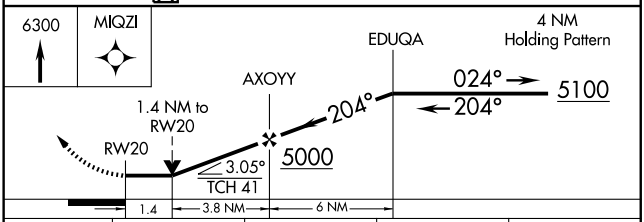
APP CRS	Rwy Idg	5500
204°	TDZE	3283
	Apt Elev	3297

NA — DME/DME RNP-0.3 NA. VDP NA with Pine Ridge altimeter setting. If local altimeter setting not received, except for operators with approved weather reporting service, use Pine Ridge altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 6300 direct MIQZI and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3740-1 457 (500-1)		3740-1¼ 457 (500-1¼)	3740-1½ 457 (500-1½)
CIRCLING	3920-1 623 (700-1)		3960-1¾ 663 (700-1¾)	3960-2 663 (700-2)

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME CDR	APP CRS	Rwy Idg	5212
113.4	017°	TDZE	3292
Chan 81		Apt Elev	3296

VOR/DME RWY 2

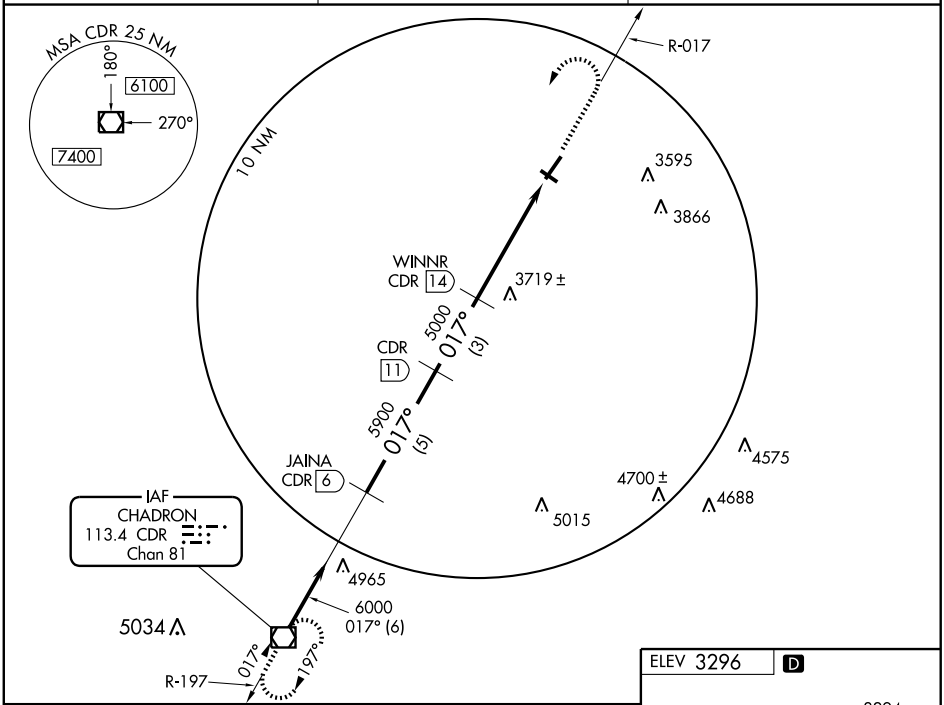
CHADRON MUNI (CDR)

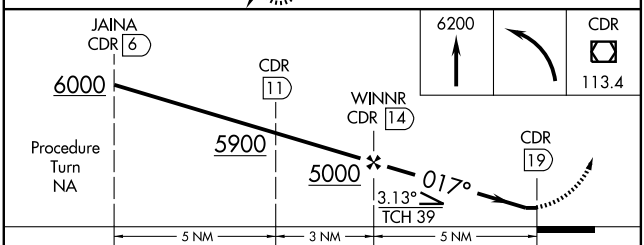
⚠ Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altemeter setting.

MALSR A5

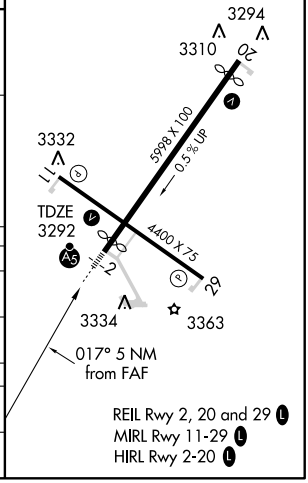
MISSED APPROACH: Climb to 6200 then left turn direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-2	4200-¾ 908 (1000-¾)		4200-2¼ 908 (1000-2¼)	4200-2½ 908 (1000-2½)
CIRCLING	4200-1¼ 904 (1000-1¼)		4200-2¾ 904 (1000-2¾)	4200-3 904 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-2	4440-¾ 1148 (1200-¾)	4440-1 1148 (1200-1)	4440-2½ 1148 (1200-2½)	
CIRCLING	4440-1¼ 1144 (1200-1¼)	4440-1½ 1144 (1200-1½)	4440-3 1144 (1200-3)	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

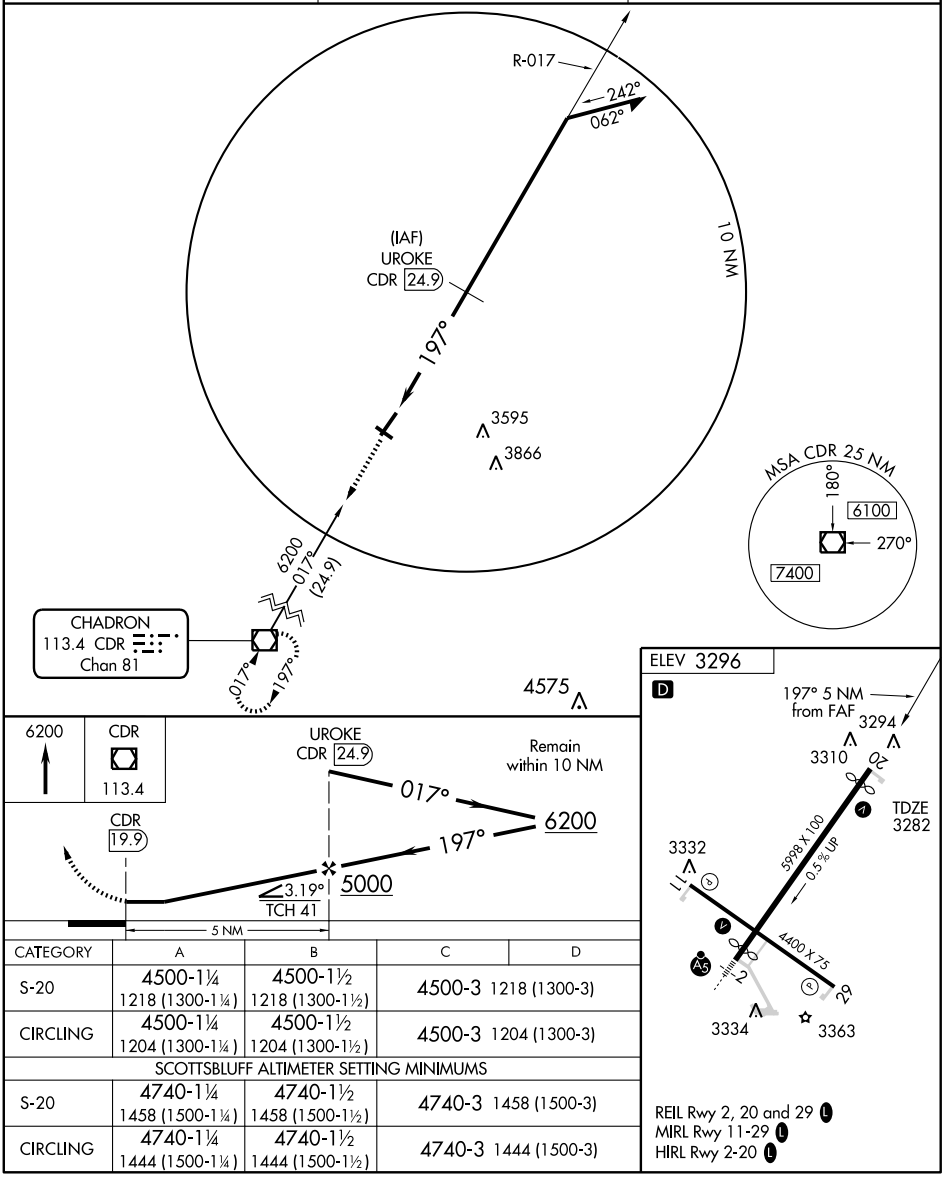
VOR/DME CDR	APP CRS	Rwy Idg	5500
113.4	197°	TDZE	3282
Chan 81		Apt Elev	3296

VOR/DME RWY 20
CHADRON MUNI (CDR)

Obtain local altimeter setting on CTAF; when not received, except for operators with approved weather reporting service, use Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 6200 direct CDR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
118.05	127.95 338.2	122.8 (CTAF) L

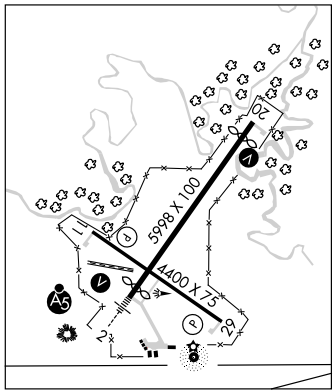


CATEGORY	A	B	C	D
S-20	4500-1¼ 1218 (1300-1¼)	4500-1½ 1218 (1300-1½)	4500-3 1218 (1300-3)	
CIRCLING	4500-1¼ 1204 (1300-1¼)	4500-1½ 1204 (1300-1½)	4500-3 1204 (1300-3)	
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-20	4740-1¼ 1458 (1500-1¼)	4740-1½ 1458 (1500-1½)	4740-3 1458 (1500-3)	
CIRCLING	4740-1¼ 1444 (1500-1¼)	4740-1½ 1444 (1500-1½)	4740-3 1444 (1500-3)	

REIL Rwy 2, 20 and 29 L
MIRL Rwy 11-29 L
HIRL Rwy 2-20 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

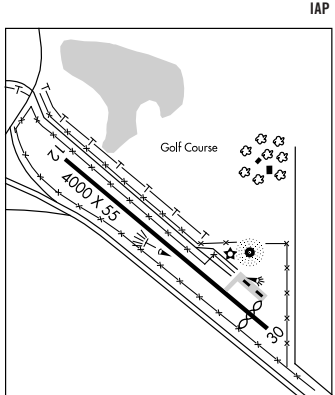
CHADRON MUNI (CDR) 4 W UTC−7(−6DT) N42°50.25′ W103°05.72′ **CHEYENNE**
3298 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE CDR **H–5A, L–12G**
RWY 02–20: H5998X100 (CONC) S–30, D–55, 2D–90 HIRL 0.5% up SW **IAP**
RWY 02: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 39′. Thld dsplcd 289′.
RWY 20: REIL. VASI(V4L)—GA 3.0° TCH 41′. Thld dsplcd 498′. Tree.
RWY 11–29: H4400X75 (CONC) S–21, D–30 MIRL
RWY 11: PAPI(P4L)—GA 3.0° TCH 42′.
RWY 29: REIL. PAPI(P4L)—GA 3.0° TCH 40′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 02: TORA–6002 TODA–6002 ASDA–5502 LDA–5212
RWY 20: TORA–6002 TODA–6002 ASDA–6002 LDA–5502
AIRPORT REMARKS: Attended 1500–2300Z‡. For fuel after hrs call FBO phone 308–432–8128. On call 24hrs. ACTIVATE HIRL Rwy 02–20 and MIRL Rwy 11–29, REIL Rwy 02, Rwy 20 and Rwy 29, VASI Rwy 02 and Rwy 20 and MALSR Rwy 02—CTAF.
WEATHER DATA SOURCES: ASOS 118.05 (308) 432–5574.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.5 122.1R, 113.4T (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 127.95
AIRSPACE: CLASS E svc Mon–Fri 1300–0600Z‡, Sat and Sun 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CDR.
(L) VOR/DME 113.4 CDR Chan 81 N42°33.53′ W103°18.73′ 017° 19.3 NM to fld. 4630/11E. **HIWAS.**
WHITNEY NDB (MHW) 275 HIN N42°49.73′ W103°05.62′ at fld.
DAWES NDB (LOM) 362 CD N42°45.31′ W103°10.49′ 024° 6.1 NM to fld.
ILS 110.9 I–CDR Rwy 02. LOM DAWES NDB.



CHAPPELL N41°04.60′ W102°27.53′ NOTAM FILE OLU. **CHEYENNE**
NDB (MHW) 383 CNP at Billy G Ray Fld. **L–10G, 12G**

CHAPPELL

BILLY G RAY FLD (CNP) 1 S UTC−7(−6DT) N41°04.65′ W102°27.84′ **CHEYENNE**
3682 B **FUEL** 100LL NOTAM FILE OLU **L–10G, 12G**
RWY 12–30: H4000X55 (ASPH) S–15 MIRL **IAP**
RWY 12: Road. **RWY 30:** Thld dsplcd 130′. Road.
AIRPORT REMARKS: Unattended. MIRL Rwy 12–30 preset on low ints, to increase ints ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 118.475
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 080° 23.6 NM to fld. 4300/13E.
CHAPPELL NDB (MHW) 383 CNP N41°04.60′ W102°27.53′ at fld. NOTAM FILE OLU.



NDB CNP	APP CRS	Rwy Idg	3870
383	312°	TDZE	3680
		Apt Elev	3680

NDB or GPS RWY 30

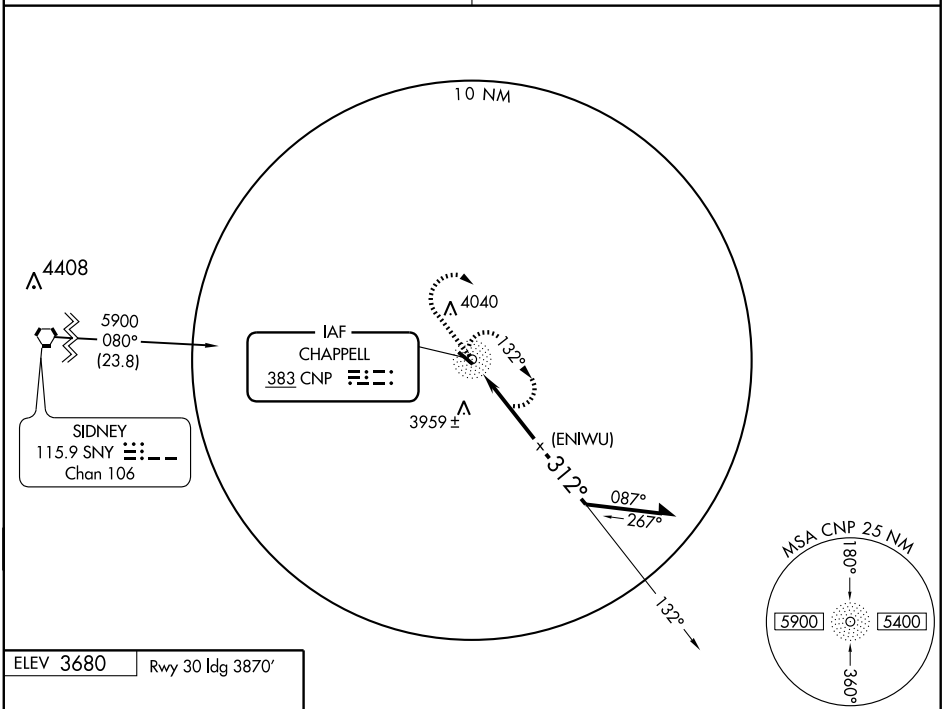
CHAPPELL/BILLY G.RAY FIELD (CNP)

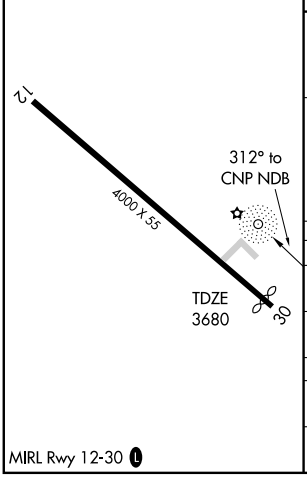
NA

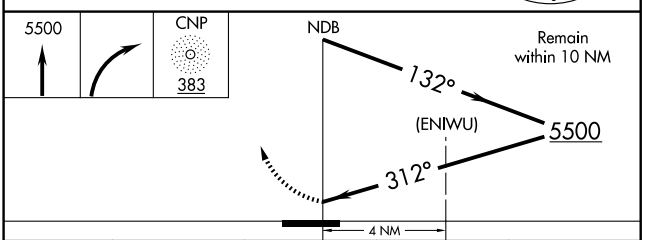
Use Sidney altimeter setting if not received, use Scottsbluff altimeter setting.

MISSED APPROACH: Climb to 5500 then right turn direct CNP NDB and hold.

DENVER CENTER	CTAF
118.475 225.4	122.9 L



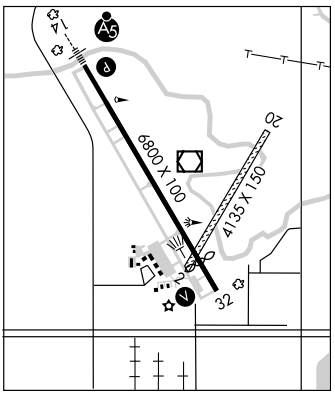




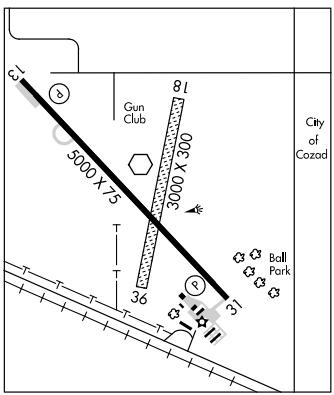
CATEGORY	A	B	C	D
S-30	4460-1 780 (800-1)	4460-1¼ 780 (800-1¼)	4460-2¼ 780 (800-2¼)	4460-2½ 780 (800-2½)
CIRCLING	4540-1 860 (900-1)	4540-1¼ 860 (900-1¼)	4540-2½ 860 (900-2½)	4600-3 920 (1000-3)
SCOTTSBLUFF ALTIMETER SETTING MINIMUMS				
S-30	4520-1 840 (900-1)	4520-1¼ 840 (900-1¼)	4520-2½ 840 (900-2½)	4520-2¾ 840 (900-2¾)
CIRCLING	4600-1¼ 920 (1000-1¼)		4600-2¾ 920 (1000-2¾)	4660-3 980 (1000-3)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

COLUMBUS MUNI (OLU) 1 NE UTC−6(−5DT) N41°26.88′ W97°20.56′ **OMAHA**
1447 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **H–5C, L–12H**
RWY 14–32: H6800X100 (CONC) S–43, D–58 MIRL **IAP**
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44′. Thld dsplcd 950′. Bldg.
RWY 02–20: 4135X150 (TURF)
RWY 02: T–hangar. **RWY 20:** P-lines.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6800 TODA–6800 ASDA–6260 LDA–6260
RWY 32: TORA–6800 TODA–6800 ASDA–6800 LDA–5850
AIRPORT REMARKS: Attended daylight hours. For fuel after hrs ctc 402–276–5284. For svc after dark call 402–564–0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02–20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (402) 563–3895. **HIWAS** 111.8 OLU.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 122.2 (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
(L) VORW/DME 111.8 OLU Chan 55 N41°27.00′ W97°20.45′ at fld. 1442/8E. **HIWAS.**
VOR/DME unusable:
310°–334°byd 18 NM blo 3,500′ 335°–309° byd 25 NM blo 3,500′.
PLATTE CENTER NDB (HW) 407 PLT N41°29.79′ W97°22.91′ 141° 3.4 NM to fld.
ILS 109.1 I–OLU Rwy 14. LOC only.



COZAD MUNI (CZD) 1 NW UTC−6(−5DT) N40°52.18′ W100°00.26′ **OMAHA**
2503 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **H–5B, L–10H**
RWY 13–31: H5000X75 (CONC) S–30 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 52′.
RWY 31: PAPI(P2L)—GA 3.75° TCH 49′. Elevator.
RWY 18–36: 3000X300 (TURF)
RWY 18: Road. **RWY 36:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Jet A fuel serviced by truck. Rwy 18–36 marked with yellow cones. Rwy 18–36 not plowed winter months. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 096° 35.4 NM to fld. 2964/11E. **HIWAS.**
(T) VORW 109.0 OZB N40°52.22′ W100°00.23′ at fld.
NOTAM FILE OLU.



CRAM FLD (See BURWELL)

LOC I-OLU	APP CRS	Rwy Idg	6260
109.1	142°	TDZE	1447
		Apt Elev	1447

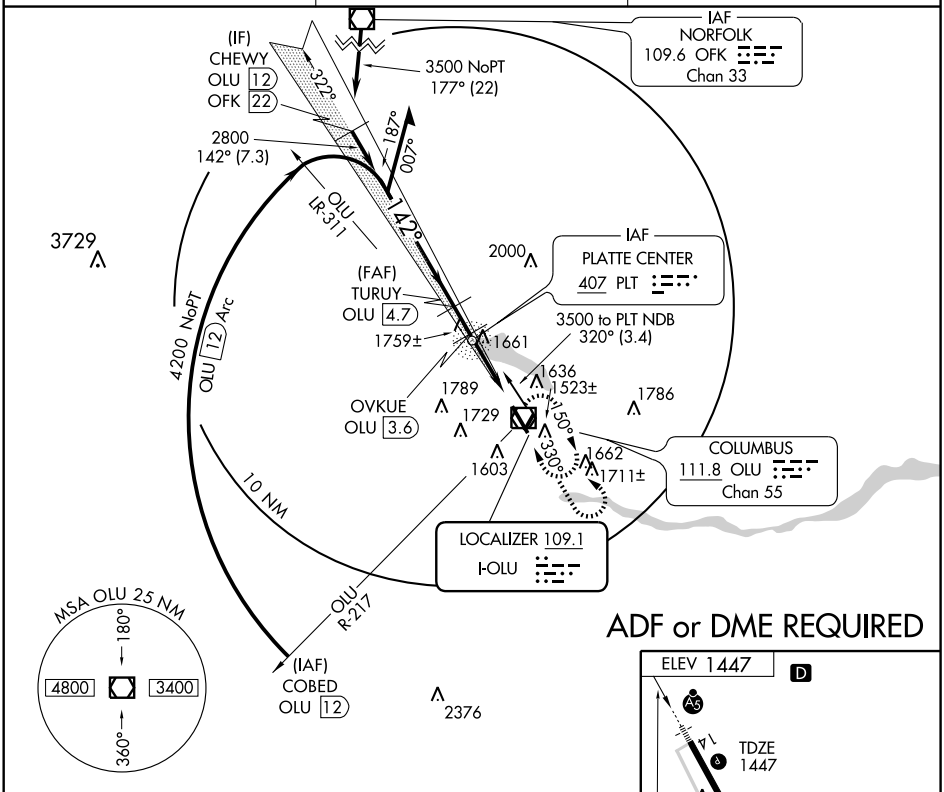
LOC/DME RWY 14
COLUMBUS MUNI (OLU)

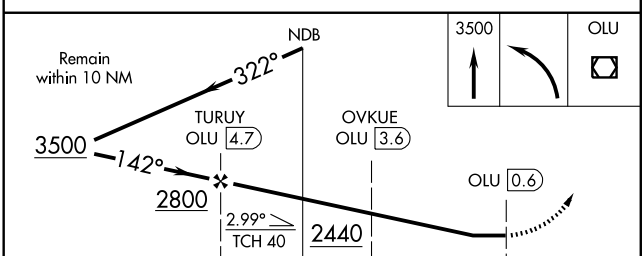
When local altimeter setting not received, use Norfolk altimeter setting and increase all MDA 100 feet and S-14 Cats C and D and circling Cat D visibility ¼ mile.

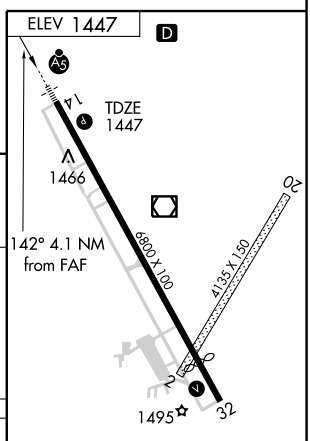
MALSR

MISSED APPROACH: Climb to 3500 then left turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-14	1920-½ 473 (500-½)		1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

REIL Rwy 32 L
MIRL Rwy 14-32 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

COLUMBUS MUNI (OLU)

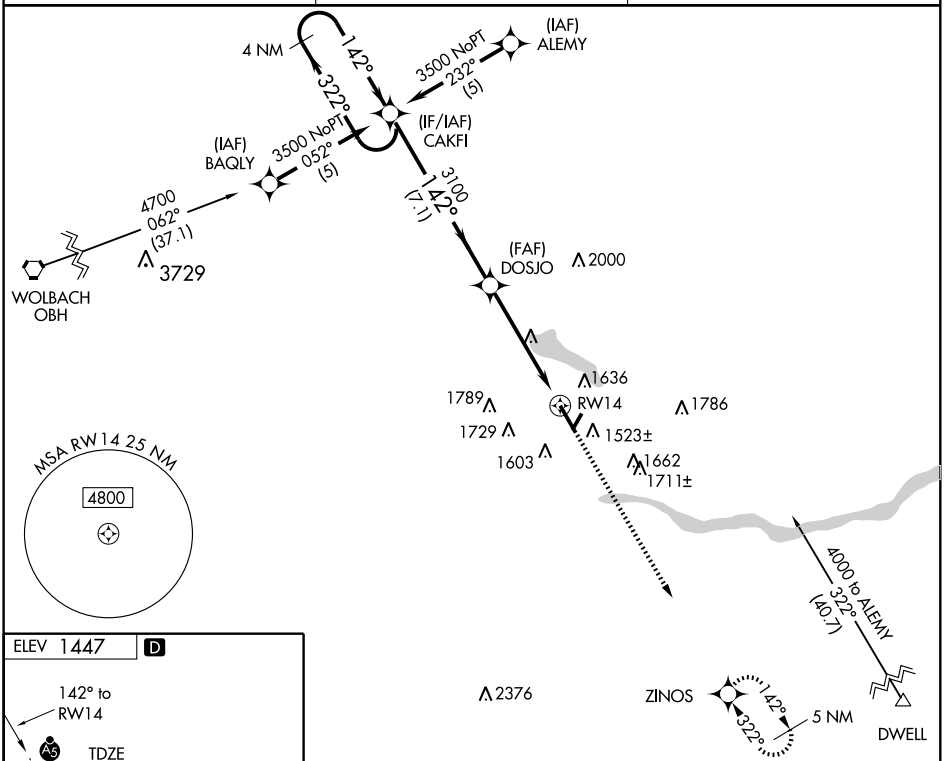
WAAS	APP CRS	Rwy Idg	6260
CH 60910	142°	TDZE	1447
W14A		Apt Elev	1447

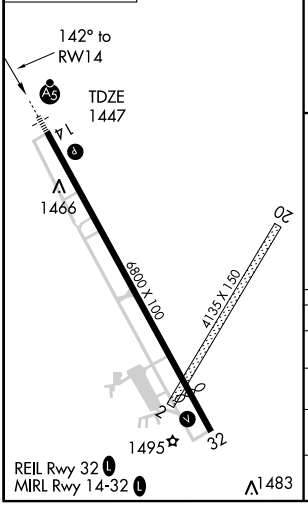
T DME/DME RNP -0.3 NA.
BARO-VNAV NA below -15°C (5°F).
For inoperative MALSR increase LPV all Cats visibility to 1 mile.

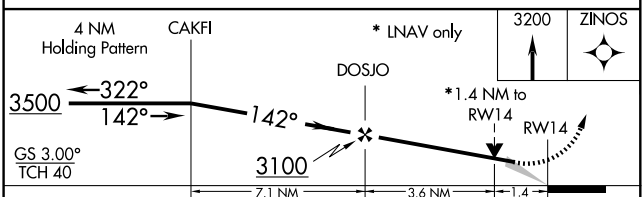
MALSR

MISSED APPROACH: Climb to 3200 direct ZINOS and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1750-½ 303 (400-½)			
LNAV/VNAV DA	1840-1 393 (400-1)			
LNAV MDA	1920-½ 473 (500-½)		1920-¾ 473 (500-¾)	1920-1 473 (500-1)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

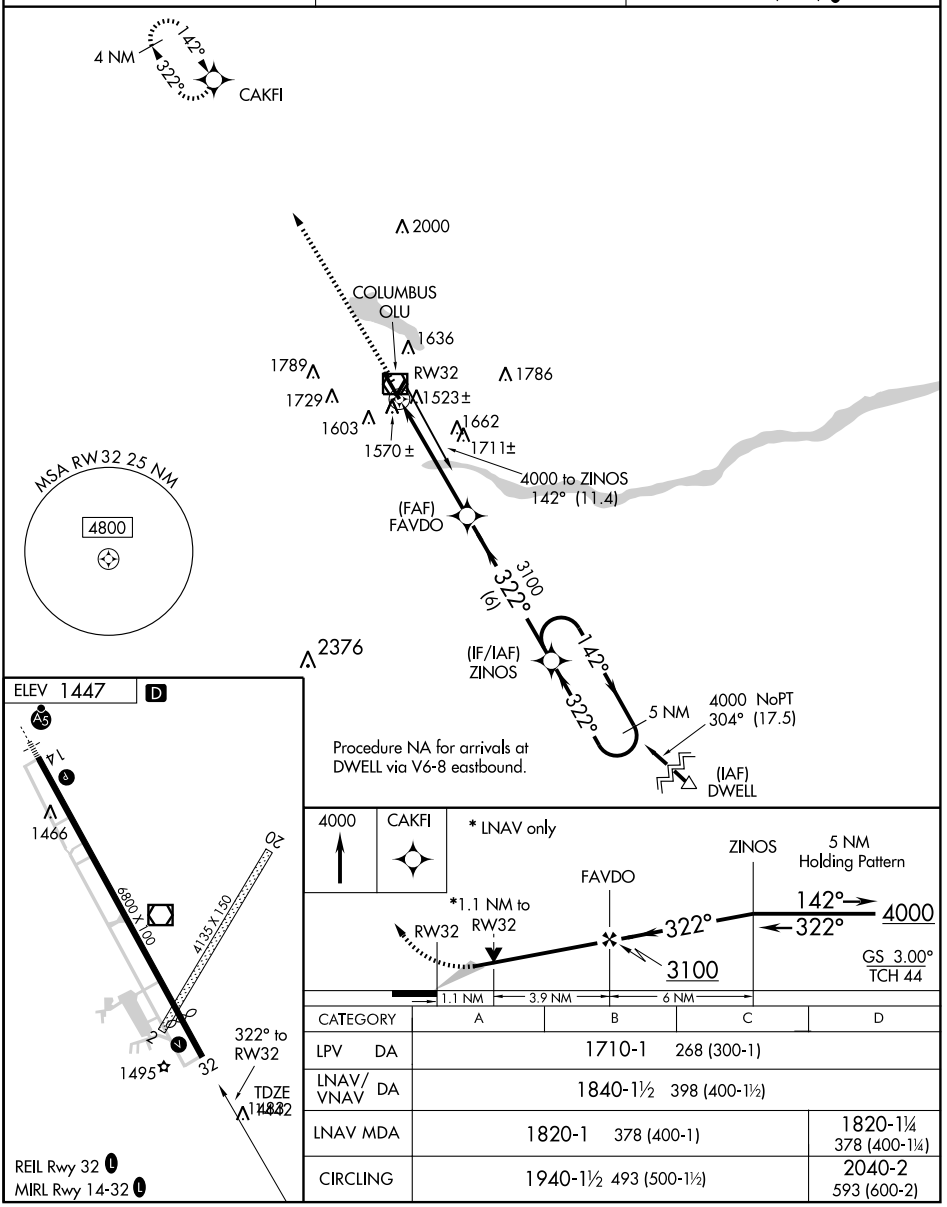
WAAS CH 81810 W32A	APP CRS 322°	Rwy Idg 5850 TDZE 1442 Apt Elev 1447

RNAV (GPS) RWY 32
COLUMBUS MUNI (OLU)

DME/DME RNP -0.3 NA
Baro-VNAV NA below -15°C (5°F)

MISSED APPROACH: Climb to 4000 direct CAKFI and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1710-1 268 (300-1)			
LNAV/VNAV DA	1840-1½ 398 (400-1½)			
LNAV MDA	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1½ 493 (500-1½)			2040-2 593 (600-2)

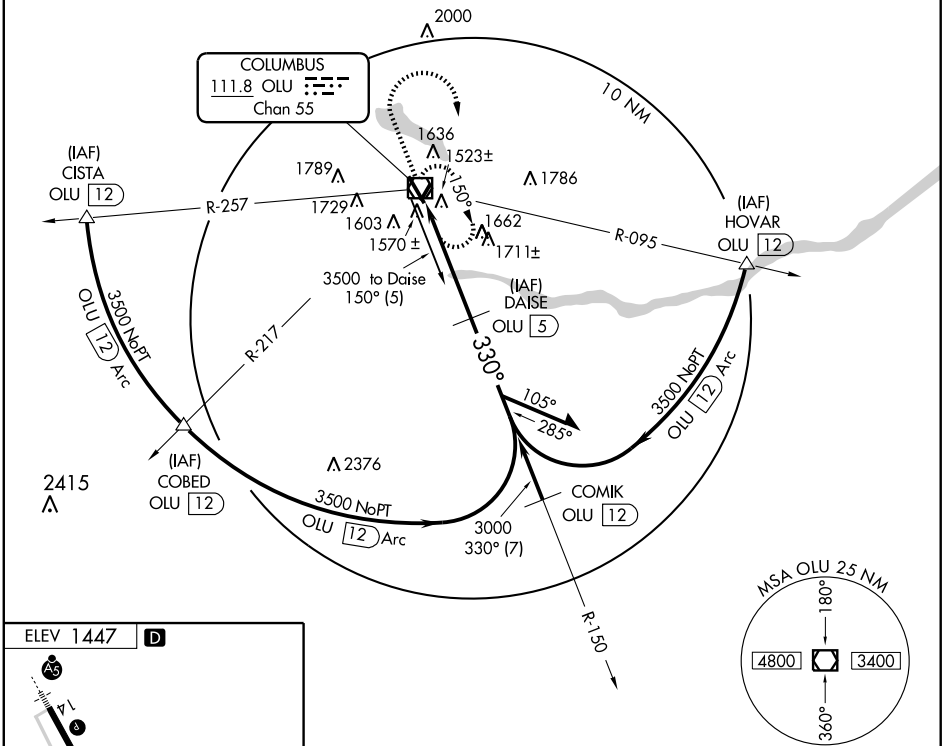
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

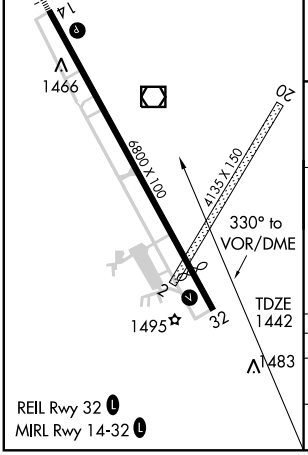
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

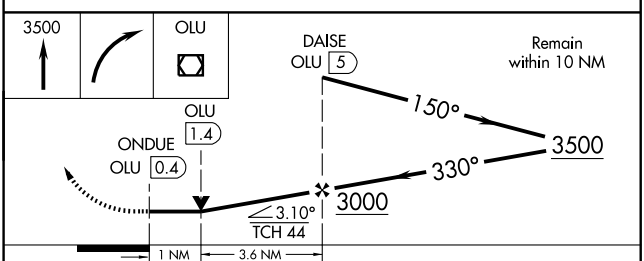
VOR/DME RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OLU	APP CRS	Rwy Idg	6260
111.8	129°	TDZE	1447
Chan 55		Apt Elev	1447

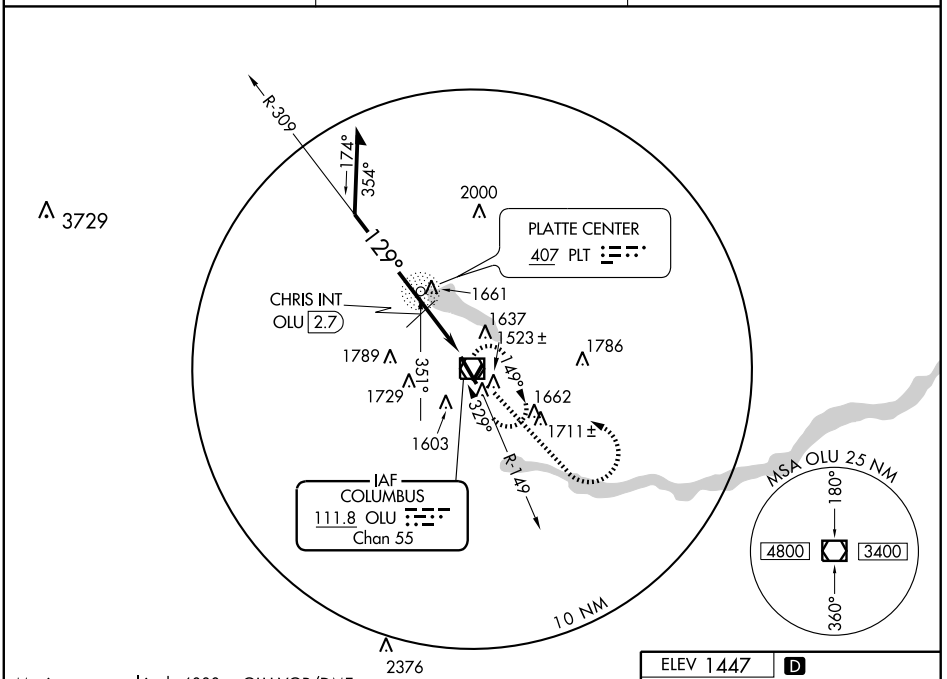
VOR RWY 14
COLUMBUS MUNI (OLU)

Inoperative table does not apply.

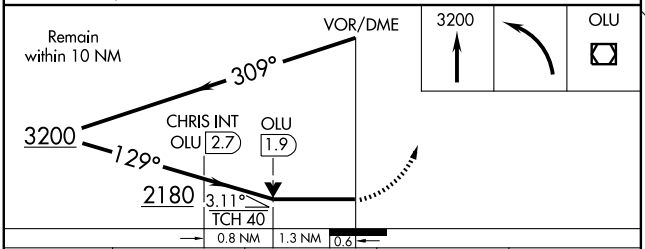
MALSR

MISSED APPROACH: Climb to 3200 then left turn direct OLU VOR/DME and hold.

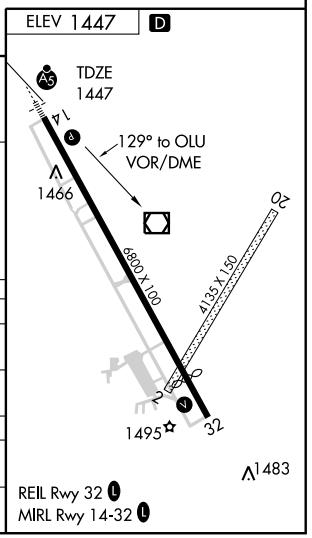
AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L



Maximum entry altitude 6000 at OLU VOR/DME.



CATEGORY	A	B	C	D
S-14	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CIRCLING	2180-1	733 (800-1)	2180-2 733 (800-2)	2180-2¼ 733 (800-2¼)
CHRIS FIX MINIMUMS				
S-14	1900-1	453 (500-1)	1900-1¼ 453 (500-1¼)	1900-1½ 453 (500-1½)
CIRCLING	1940-1	493 (500-1)	1940-1½ 493 (500-1½)	2040-2 593 (600-2)



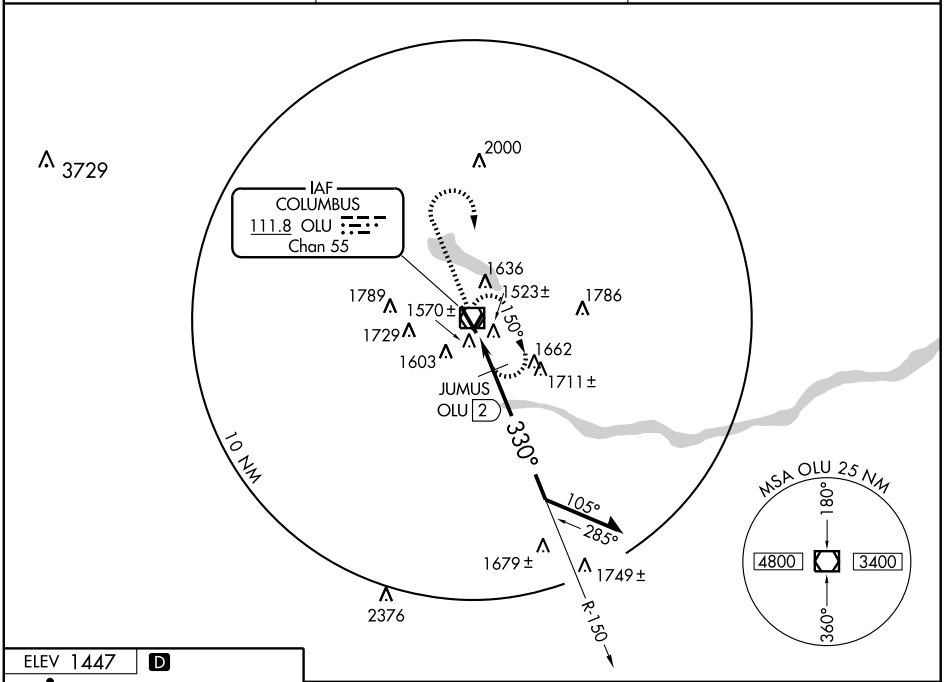
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

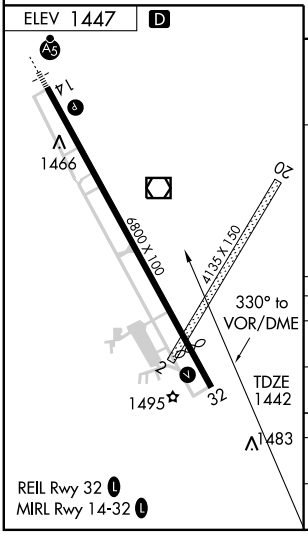
VOR/DME OLU	APP CRS	Rwy Idg	5850
111.8	330°	TDZE	1442
Chan 55		Apt Elev	1447

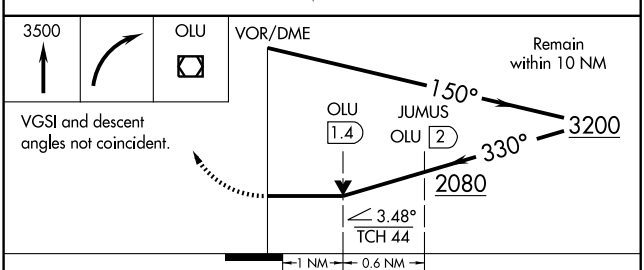
VOR RWY 32
COLUMBUS MUNI (OLU)

MISSED APPROACH: Climb to 3500 then right turn direct OLU VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
125.525	128.75 346.3	123.05 (CTAF) L



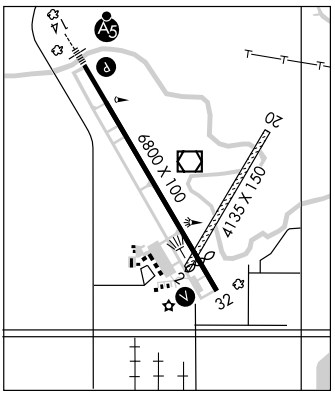




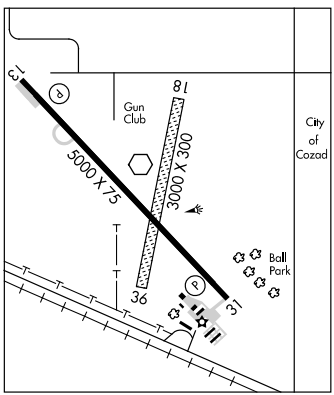
CATEGORY	A	B	C	D
S-32	2080-1 638 (700-1)		2080-1¾ 638 (700-1¾)	2080-2 638 (700-2)
CIRCLING	2080-1 633 (700-1)		2080-1¾ 633 (700-1¾)	2080-2 633 (700-2)
JUMUS DME MINIMUMS				
S-32	1820-1 378 (400-1)			1820-1¼ 378 (400-1¼)
CIRCLING	1940-1 493 (500-1)		1940-1½ 493 (500-1½)	2040-2 593 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

COLUMBUS MUNI (OLU) 1 NE UTC−6(−5DT) N41°26.88′ W97°20.56′ **OMAHA**
1447 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **H–5C, L–12H**
RWY 14–32: H6800X100 (CONC) S–43, D–58 MIRL **IAP**
RWY 14: MALSR. PAPI(P4L)—GA 3.0° TCH 40′.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 44′. Thld dsplcd 950′. Bldg.
RWY 02–20: 4135X150 (TURF)
RWY 02: T–hangar. **RWY 20:** P-lines.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–6800 TODA–6800 ASDA–6260 LDA–6260
RWY 32: TORA–6800 TODA–6800 ASDA–6800 LDA–5850
AIRPORT REMARKS: Attended daylight hours. For fuel after hrs ctc 402–276–5284. For svc after dark call 402–564–0521/7884. Deer and waterfowl in vicinity of arpt. Rwy 02–20 not plowed winter months. Rwy 32 is designated as the calm wind rwy. Rwy 14 sequence flashing lights OTS indef. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14, VASI Rwy 32, REIL Rwy 32, and MALSR Rwy 14—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.525 (402) 563–3895. **HIWAS** 111.8 OLU.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.4 122.2 (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
(L) VORW/DME 111.8 OLU Chan 55 N41°27.00′ W97°20.45′ at fld. 1442/8E. **HIWAS.**
VOR/DME unusable:
310°–334°byd 18 NM blo 3,500′ 335°–309° byd 25 NM blo 3,500′.
PLATTE CENTER NDB (HW) 407 PLT N41°29.79′ W97°22.91′ 141° 3.4 NM to fld.
ILS 109.1 I–OLU Rwy 14. LOC only.



COZAD MUNI (CZD) 1 NW UTC−6(−5DT) N40°52.18′ W100°00.26′ **OMAHA**
2503 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **H–5B, L–10H**
RWY 13–31: H5000X75 (CONC) S–30 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 52′.
RWY 31: PAPI(P2L)—GA 3.75° TCH 49′. Elevator.
RWY 18–36: 3000X300 (TURF)
RWY 18: Road. **RWY 36:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Jet A fuel serviced by truck. Rwy 18–36 marked with yellow cones. Rwy 18–36 not plowed winter months. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 096° 35.4 NM to fld. 2964/11E. **HIWAS.**
(T) VORW 109.0 OZB N40°52.22′ W100°00.23′ at fld.
NOTAM FILE OLU.



CRAM FLD (See BURWELL)

WAAS	APP CRS	Rwy Idg	5000
Ch 93707	130°	TDZE	2503
W13A		Apt Elev	2503

RNAV (GPS) RWY 13

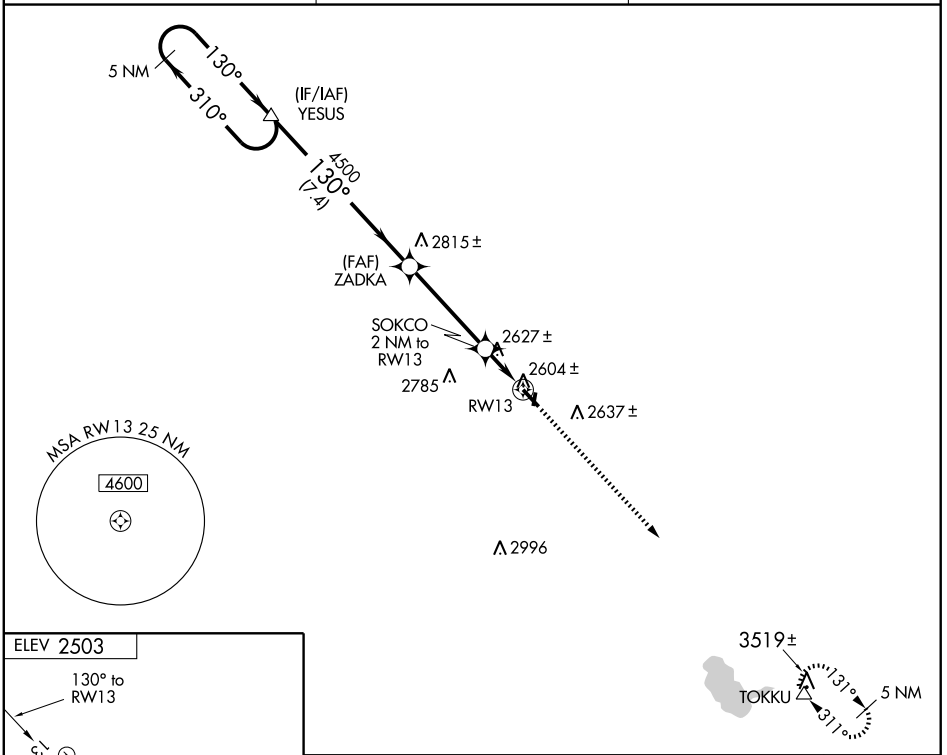
COZAD MUNI (CZD)

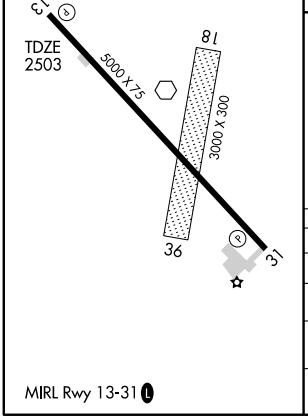
T
NA

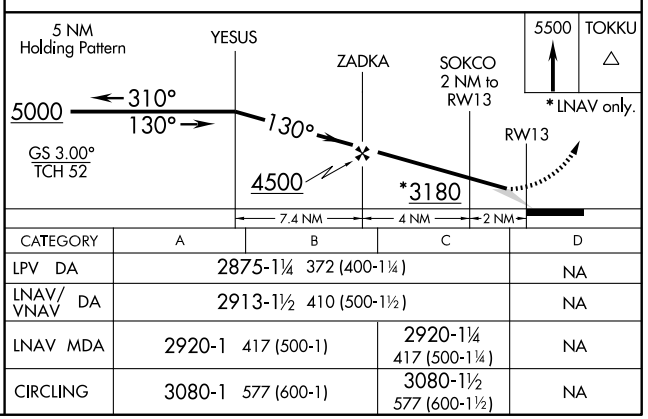
Circling to Rwy 18, 31, and 36 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all DAs 79 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDAs 80 feet and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5500 direct TOKKU and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2875-1¼ 372 (400-1¼)			NA
LNAV/VNAV DA	2913-1½ 410 (500-1½)			NA
LNAV MDA	2920-1 417 (500-1)		2920-1¼ 417 (500-1¼)	NA
CIRCLING	3080-1 577 (600-1)		3080-1½ 577 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	5000
310°	TDZE	2501
	Apt Elev	2503

RNAV (GPS) RWY 31

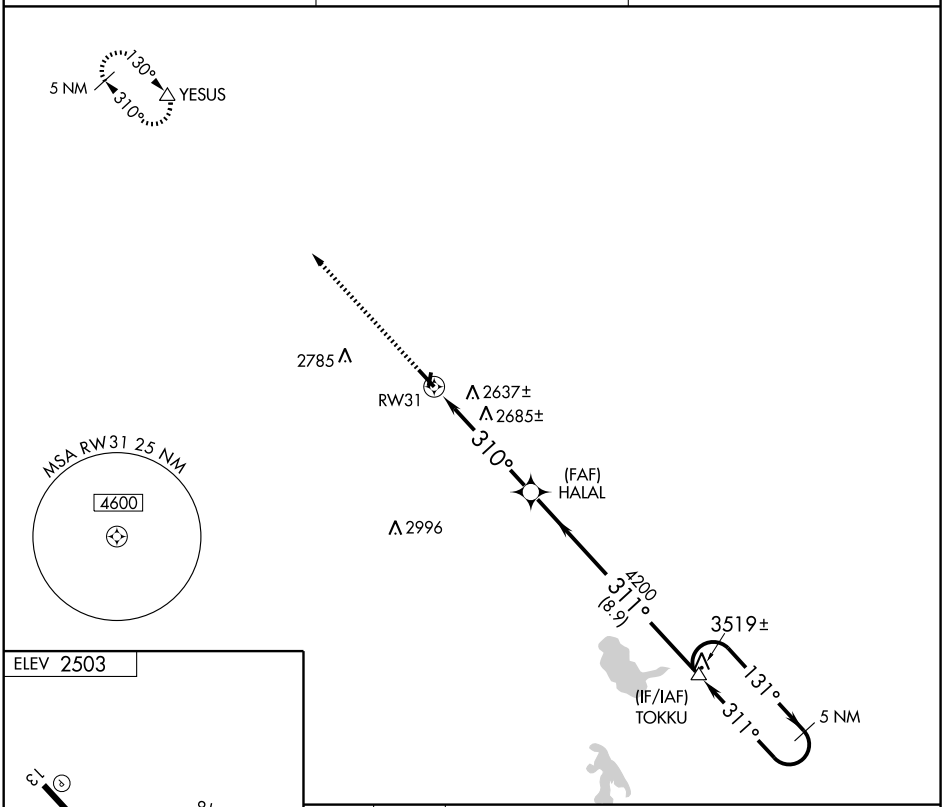
COZAD MUNI (CZD)

Circling to Rwy 18, 31, and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Lexington altimeter setting; when not received, use North Platte altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climb to 5000 direct to YESUS and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3040-1	539 (600-1)	3040-1½ 539 (600-1½)	NA
CIRCLING	3080-1	577 (600-1)	3080-1½ 577 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR OZB 109.0	APP CRS 123°	Rwy Idg 5000 TDZE 2502 Apt Elev 2502

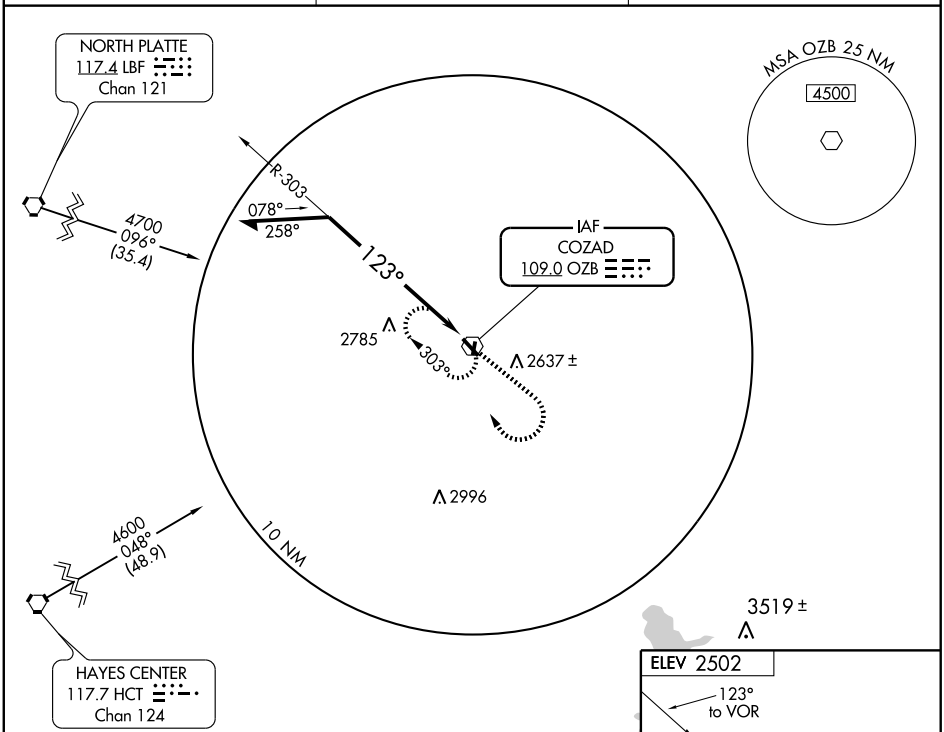
VOR RWY 13
COZAD MUNI (CZD)

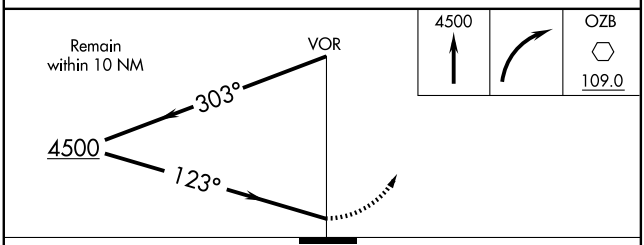
Use Lexington altimeter setting; if not received, use North Platte altimeter setting and increase all MDAs 80 feet.

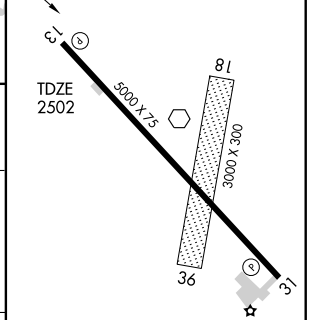
NA

MISSED APPROACH: Climb to 4500 then right turn direct OZB VOR and hold.

LEXINGTON AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L





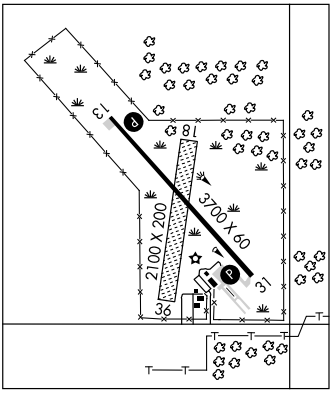


CATEGORY	A	B	C	D
S-13	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA
CIRCLING	3140-1	638 (700-1)	3140-1¾ 638 (700-1¾)	NA

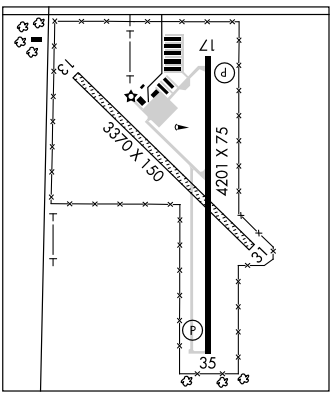
Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

CREIGHTON MUNI (6K3) 1 E UTC−6(−5DT) N42°28.30′ W97°53.09′ OMAHA
1653 B **FUEL** 100LL, MOGAS NOTAM FILE OLU L–12H
RWY 13–31: H3700X60 (CONC) S–12 MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 31: PAPI(P2L)–GA 3.0° TCH 40′. P–lines.
RWY 18–36: 2100X200 (TURF)
RWY 18: Fence. **RWY 36:** Road.
AIRPORT REMARKS: Unattended. For fuel call 402–358–5252. 24 hr credit card system. For MIRL Rwy 13–31 after 0500Z‡ ACTIVATE—CTAF. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ 213° 34.7 NM to fld. 1301/7E.



CRETE MUNI (CEK) 2 E UTC−6(−5DT) N40°37.10′ W96°55.54′ OMAHA
1500 B S4 **FUEL** 100LL, JET A, MOGAS
NOTAM FILE OLU L–10I
RWY 17–35: H4201X75 (CONC) S–28, D–48 MIRL 0.5% up N IAP
RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 13–31: 3370X150 (TURF)
RWY 13: Tree.
AIRPORT REMARKS: Attended 1400–0000Z‡. For svc after hrs 402–826–3912. Parachute Jumping.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡).
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡).
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 196° 20.2 NM to fld. 1370/9E.



CREVE N41°48.16′ W103°29.93′ NOTAM FILE BFF. CHEYENNE
NDB (LOM) 263 BF 304° 6.1 NM to Western Neb Rgnl/William B. Heilig Fld. Unmonitored.

CURTIS MUNI (47V) 2E UTC−6(−5DT) N40°38.33′ W100°28.37′ OMAHA
2678 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 12–30: H3402X60 (ASPH) S–12 MIRL
RWY 17–35: 2200X100 (TURF)
RWY 17: Fence. **RWY 35:** P-line.
AIRPORT REMARKS: Attended May–Sept Mon–Fri 1400–2300Z‡. For fuel after hrs and unattended days call arpt manager 308–367–8772. Rwy 17–35 marked with yellow cones. ACTIVATE MIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 051° 23.4 NM to fld. 3010/11E.

CUSTER COUNTY N41°29.04′ W99°41.34′ NOTAM FILE BBW. OMAHA
(L)VORW/DME 108.2 CUZ Chan 19 135° 3.6 NM to Broken Bow Muni. 2850/8E. L–12H

WAAS	APP CRS	Rwy Idg	4201
CH 63107	175°	TDZE	1500
W17A		Apt Elev	1500

RNAV (GPS) RWY 17

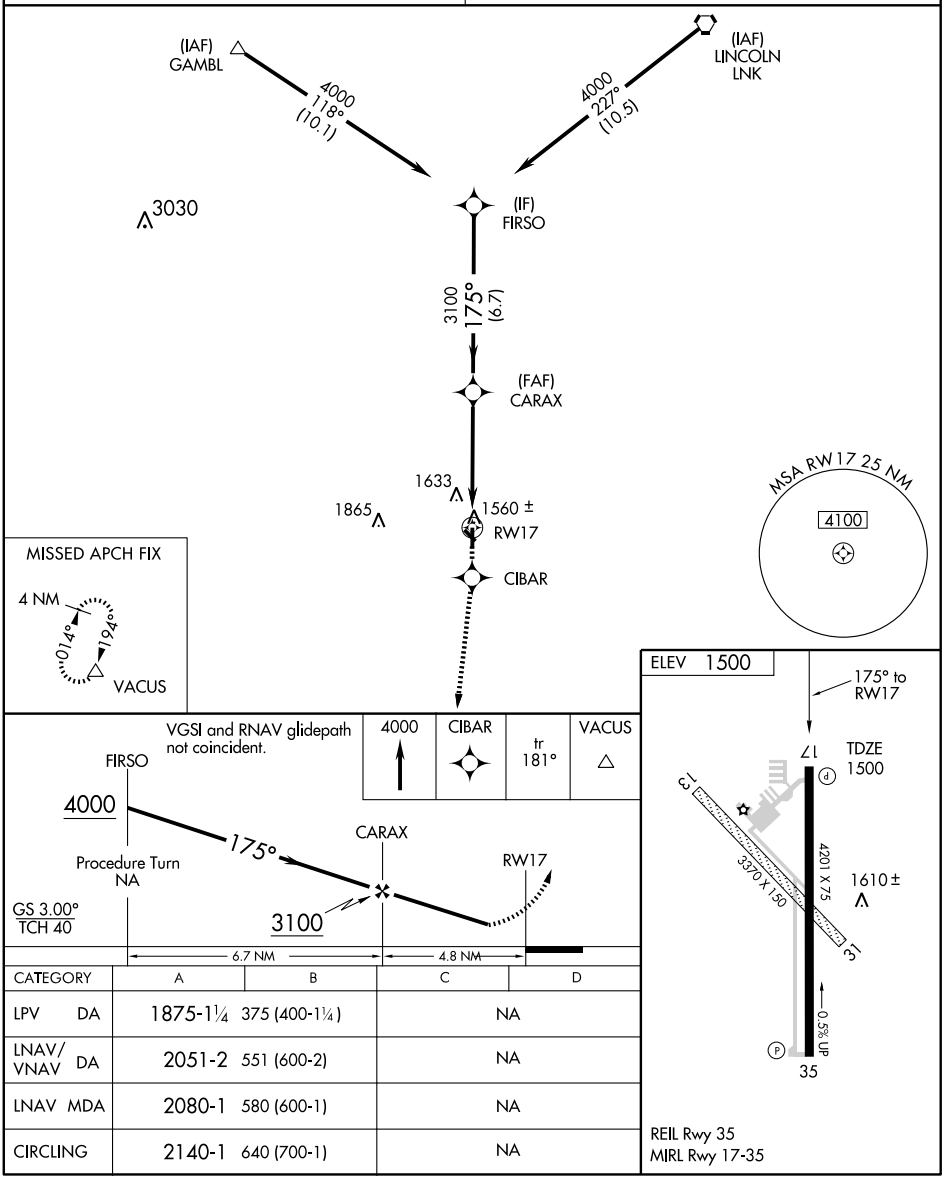
CRETE MUNI (CEK)

Baro-VNAV NA. DME/DME RNP-0.3NA. Visibility reduction by helicopters NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting.

MISSED APPROACH: Climb to 4000 direct CIBAR and via 181° track to VACUS and hold, continue climb-in-hold to 4000.

LINCOLN APP CON★ 124.0 270.3

UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1875-1¼	375 (400-1¼)	NA	
LNAV/VNAV DA	2051-2	551 (600-2)	NA	
LNAV MDA	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4201
CH 77708	355°	TDZE	1498
W35A		Apt Elev	1500

RNAV (GPS) RWY 35

CRETE MUNI (CEK)

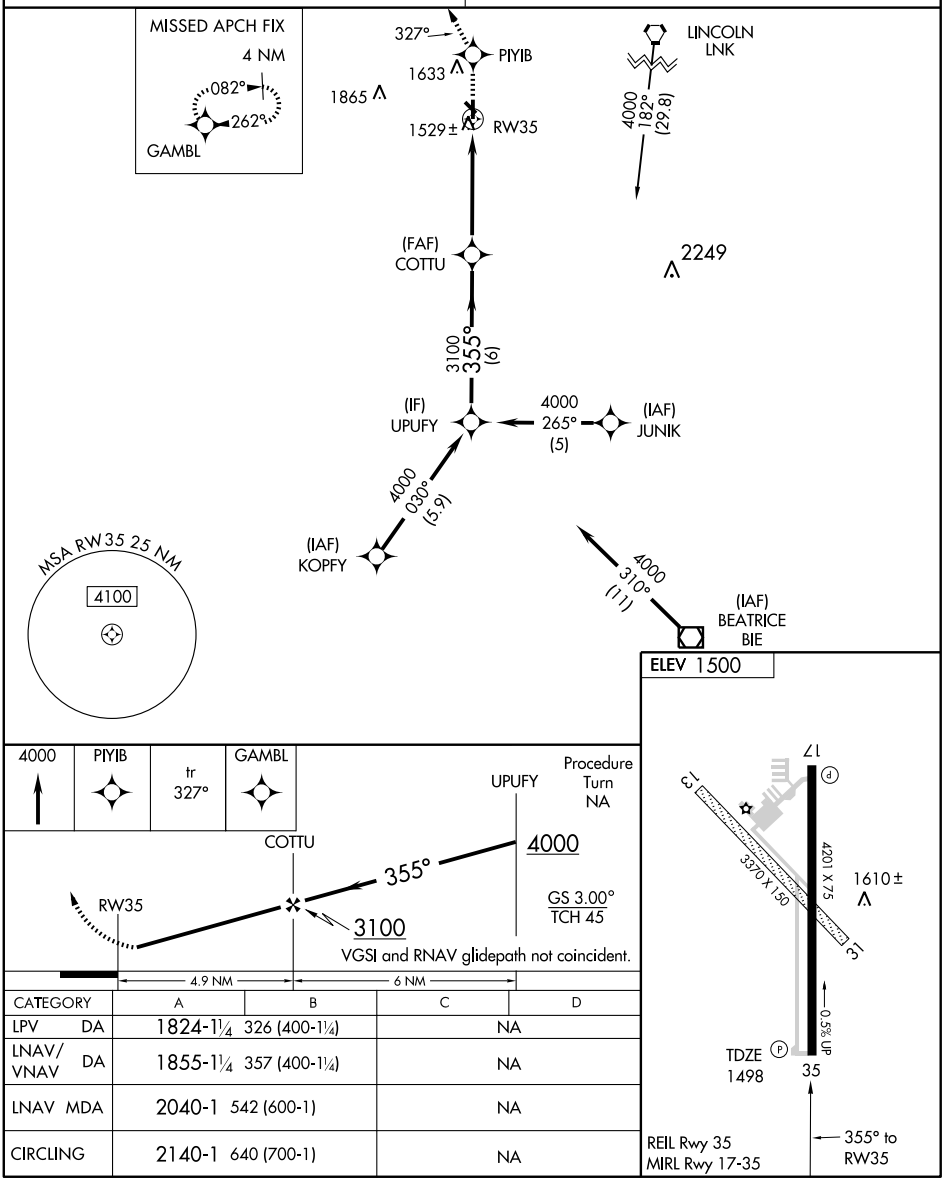
NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct PIYIB and via 327° track to GAMBL and hold.

LINCOLN APP CON ★ 124.0 270.3

UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
LPV DA	1824-1¼ 326 (400-1¼)		NA	
LNAV/VNAV DA	1855-1¼ 357 (400-1¼)		NA	
LNAV MDA	2040-1 542 (600-1)		NA	
CIRCLING	2140-1 640 (700-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LNK 116.1 Chan 108	APP CRS 196°	Rwy Idg 4201 TDZE 1500 Apt Elev 1500

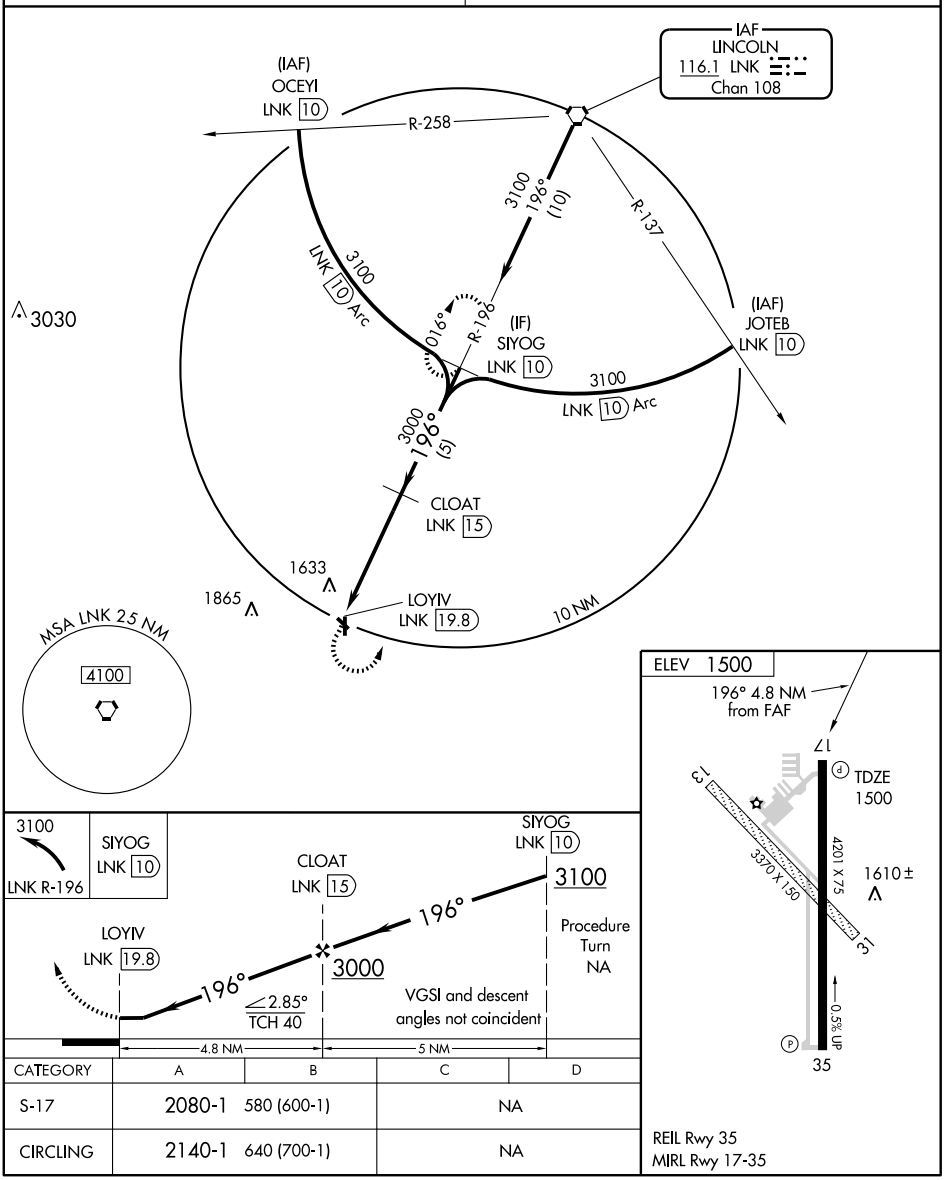
VOR/DME RWY 17

CRETE MUNI (CEK)

Use Lincoln altimeter setting; when not received, use Beatrice altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3100 via LNK VORTAC R-196 to SIYOG/10 DME and hold.

LINCOLN APP CON ★	UNICOM
124.0 270.3	122.8 (CTAF)



CATEGORY	A	B	C	D
S-17	2080-1	580 (600-1)	NA	
CIRCLING	2140-1	640 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LNK 116.1 Chan 108	APP CRS 015°	Rwy Idg 4201 TDZE 1497 Apt Elev 1499

VOR/DME RWY 35

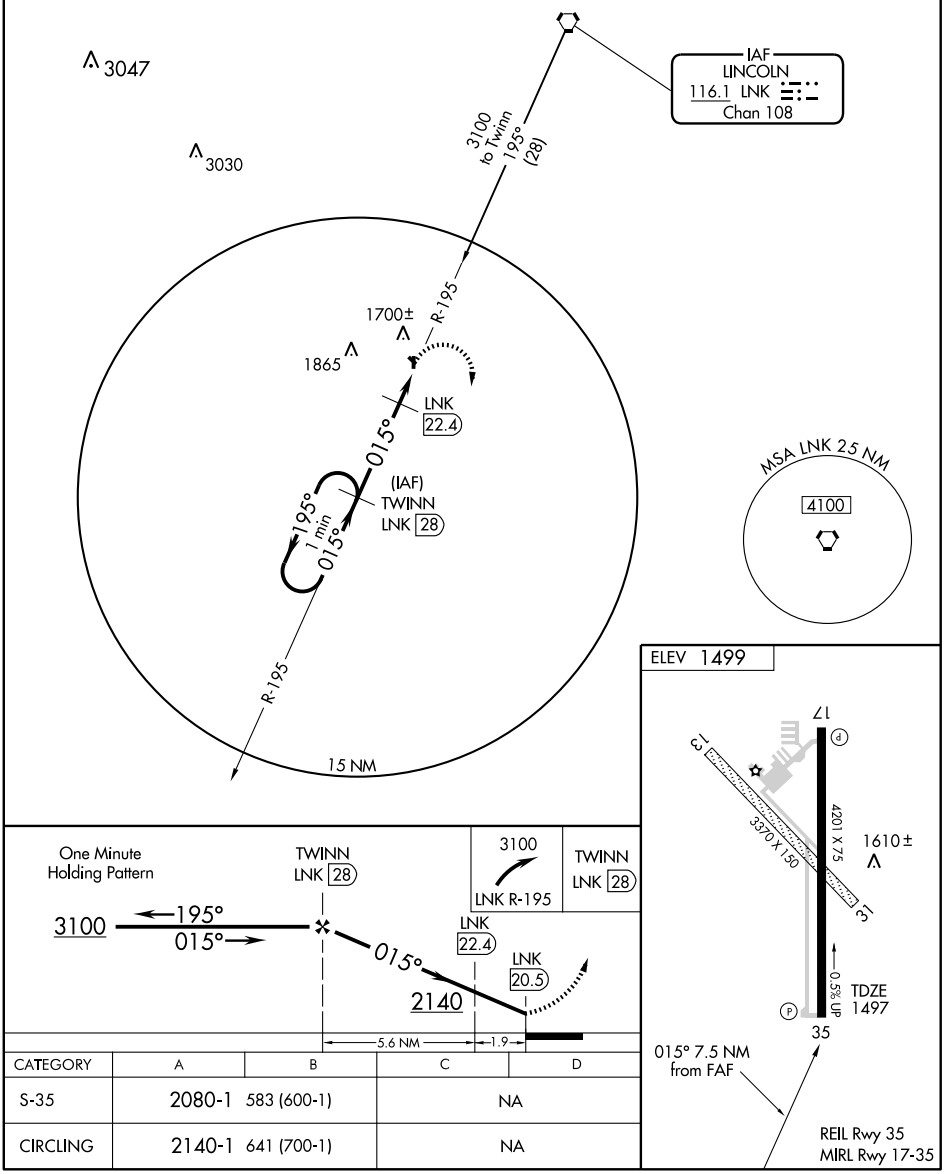
CRETE MUNI (CEK)

NA Use Lincoln altimeter setting.

MISSED APPROACH: Climbing right turn to 3100 via LNK R-195 to TWINN/LNK 28 DME and hold.

LINCOLN APP CON* 124.0 270.3

UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-35	2080-1 583 (600-1)		NA	
CIRCLING	2140-1 641 (700-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

DARR N40°50.67′ W99°51.37′ NOTAM FILE LXN. OMAHA
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld. L–10H

DAVID CITY MUNI (93Y) 1 S UTC−6(−5DT) N41°13.82′ W97°07.35′ OMAHA
1617 B **FUEL** 100LL, MOGAS TPA—2417(800) NOTAM FILE OLU L–10I, 12I
RWY 14–32: H3675X60 (ASPH) S–12.5 MIRL IAP
RWY 14: Thld dsplcd 75′. Road. **RWY 32:** Rgt tfc.
RWY 01–19: 2100X120 (TURF)
RWY 01: Fence. Rgt tfc. **RWY 19:** Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3675 TODA–3675 ASDA–3675 LDA–3600
RWY 32: TORA–3675 TODA–3675 ASDA–3675 LDA–3675
AIRPORT REMARKS: Unattended. For fuel and emerg call 402–367–3133. Rwy 01–19 not plowed winter months.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00′ W97°20.45′ 135° 16.4 NM to fld. 1442/8E.
HIWAS.

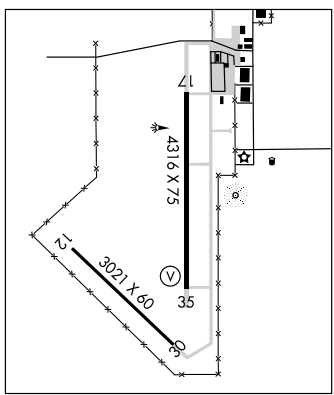
DAWES N42°45.31′ W103°10.49′ NOTAM FILE CDR. CHEYENNE
NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC−6(−5DT) N40°10.98′ W97°10.16′ OMAHA
1479 B **FUEL** 100LL TPA—2279(800) NOTAM FILE OLU L–10I
RWY 17–35: H3700X75 (CONC) S–12 MIRL 0.4% up N IAP
RWY 11–29: 2455X150 (TURF) 0.6% up NW
AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 264° 44.3 NM to fld. 1360/5E.
HIWAS.
NDB (MHW) 293 FBY N40°10.60′ W97°09.95′ at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC−6(−5DT) N40°35.17′ W97°34.39′ OMAHA
1636 B **FUEL** 100LL TPA—2636(1000) NOTAM FILE OLU L–10I
RWY 17–35: H4316X75 (CONC) MIRL IAP
RWY 35: VASI (V2L)—GA 3.0° TCH 26′.
RWY 12–30: H3021X60 (CONC)
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 084° 39.2 NM to fld. 1950/7E. **HIWAS.**
BEKLOF NDB (MHW) 392 FMZ N40°35.40′ W97°34.08′ at fld. NOTAM FILE OLU.



WAAS	APP CRS	Rwy Idg	3600
CH 69315	141°	TDZE	1617
W14A		Apt Elev	1617

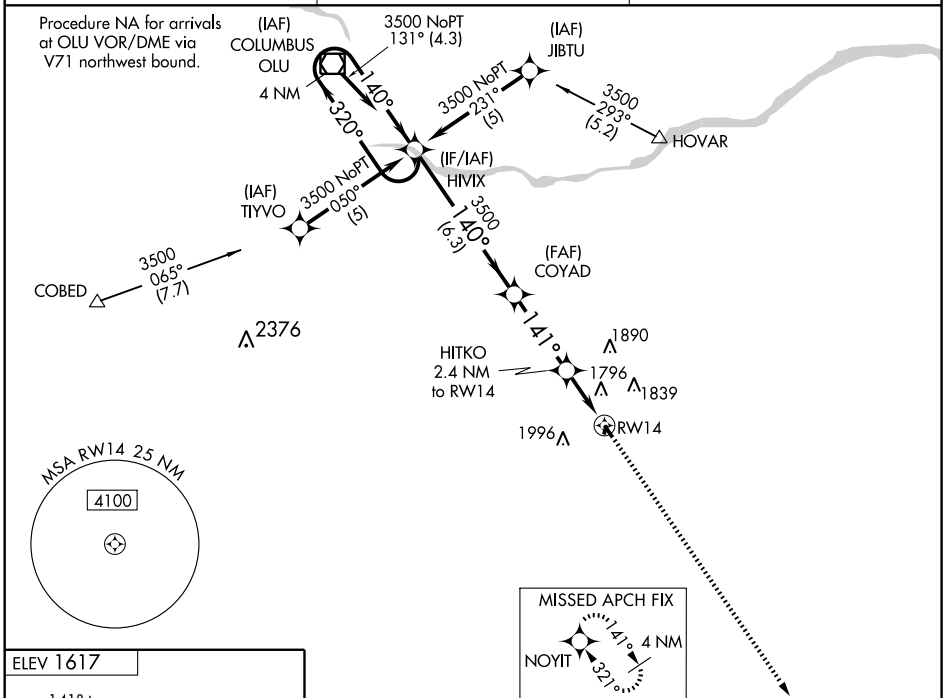
RNAV (GPS) RWY 14

DAVID CITY MUNI (93Y)

Baro-VNAV NA. DME/DME RNP-0.3 NA Visibility reduction by helicopters NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3500 direct NOYIT and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9



CATEGORY	A	B	C	D
LPV DA	1971-1¼ 354 (400-1¼)		NA	
LNAV/VNAV DA	2174-2 557 (600-2)		NA	
LNAV MDA	2120-1 503 (600-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3675
CH 50315	321°	TDZE	1617
W32A		Apt Elev	1617

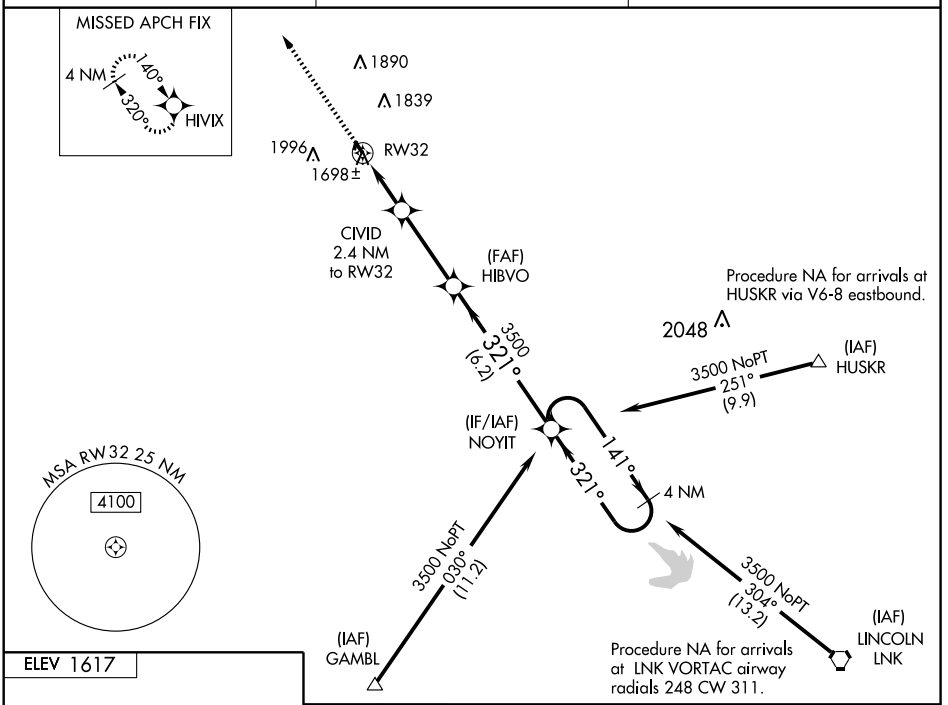
RNAV (GPS) RWY 32

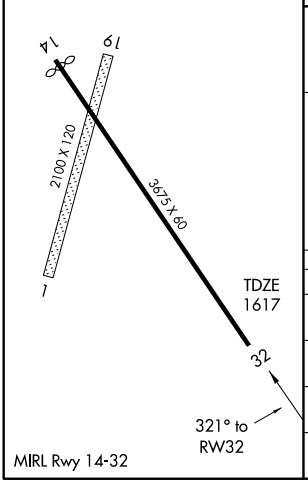
DAVID CITY MUNI (93Y)

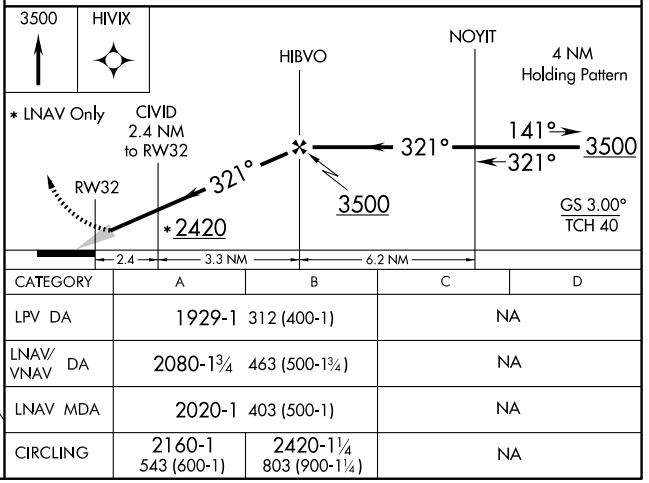
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all DA/MDA 60 feet; increase LPV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 3500 direct HIVIX and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
LPV DA	1929-1 312 (400-1)		NA	
LNAV/VNAV DA	2080-1¾ 463 (500-1¾)		NA	
LNAV MDA	2020-1 403 (500-1)		NA	
CIRCLING	2160-1 543 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OLU	APP CRS	Rwy Idg	3675
111.8	315°	TDZE	1617
Chan 55		Apt Elev	1617

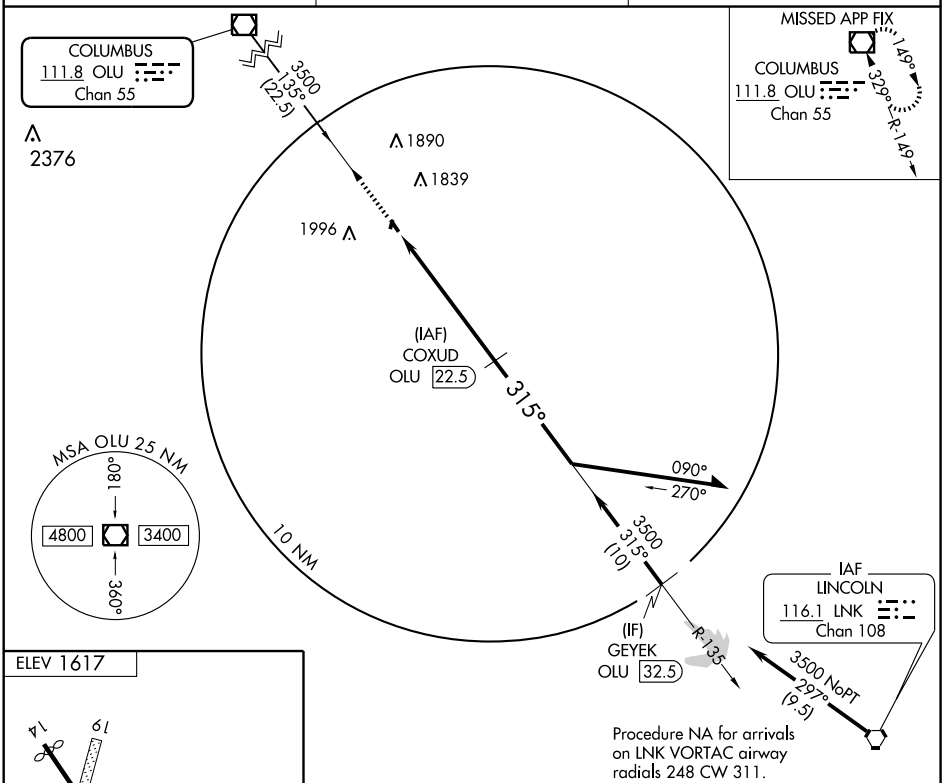
VOR/DME RWY 32

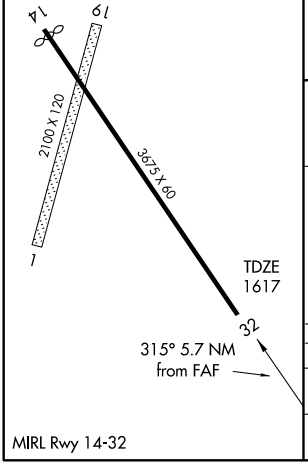
DAVID CITY MUNI (93Y)

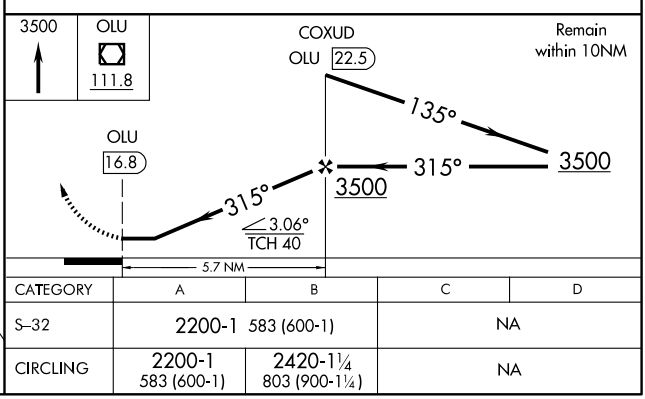
Use Columbus altimeter setting; when not received, use Lincoln altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3500 direct OLU VOR/DME and hold.

COLUMBUS AWOS-3	LINCOLN APP CON	CTAF
125.525	124.0 270.3	122.9







CATEGORY	A	B	C	D
S–32	2200-1 583 (600-1)		NA	
CIRCLING	2200-1 583 (600-1)	2420-1¼ 803 (900-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

DARR N40°50.67′ W99°51.37′ NOTAM FILE LXN. OMAHA
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld. L–10H

DAVID CITY MUNI (93Y) 1 S UTC−6(−5DT) N41°13.82′ W97°07.35′ OMAHA
1617 B **FUEL** 100LL, MOGAS TPA—2417(800) NOTAM FILE OLU L–10I, 12I
RWY 14–32: H3675X60 (ASPH) S–12.5 MIRL IAP
RWY 14: Thld dsplcd 75′. Road. **RWY 32:** Rgt tfc.
RWY 01–19: 2100X120 (TURF)
RWY 01: Fence. Rgt tfc. **RWY 19:** Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3675 TODA–3675 ASDA–3675 LDA–3600
RWY 32: TORA–3675 TODA–3675 ASDA–3675 LDA–3675
AIRPORT REMARKS: Unattended. For fuel and emerg call 402–367–3133. Rwy 01–19 not plowed winter months.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00′ W97°20.45′ 135° 16.4 NM to fld. 1442/8E.
HIWAS.

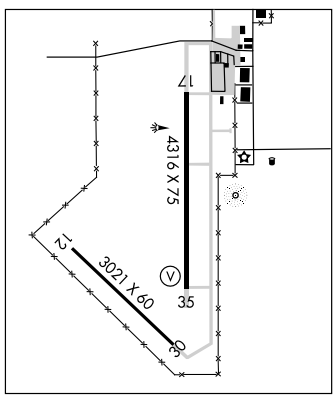
DAWES N42°45.31′ W103°10.49′ NOTAM FILE CDR. CHEYENNE
NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC−6(−5DT) N40°10.98′ W97°10.16′ OMAHA
1479 B **FUEL** 100LL TPA—2279(800) NOTAM FILE OLU L–10I
RWY 17–35: H3700X75 (CONC) S–12 MIRL 0.4% up N IAP
RWY 11–29: 2455X150 (TURF) 0.6% up NW
AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 264° 44.3 NM to fld. 1360/5E.
HIWAS.
NDB (MHW) 293 FBY N40°10.60′ W97°09.95′ at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC−6(−5DT) N40°35.17′ W97°34.39′ OMAHA
1636 B **FUEL** 100LL TPA—2636(1000) NOTAM FILE OLU L–10I
RWY 17–35: H4316X75 (CONC) MIRL IAP
RWY 35: VASI (V2L)—GA 3.0° TCH 26′.
RWY 12–30: H3021X60 (CONC)
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 084° 39.2 NM to fld. 1950/7E. **HIWAS.**
BEKLOF NDB (MHW) 392 FMZ N40°35.40′ W97°34.08′ at fld. NOTAM FILE OLU.



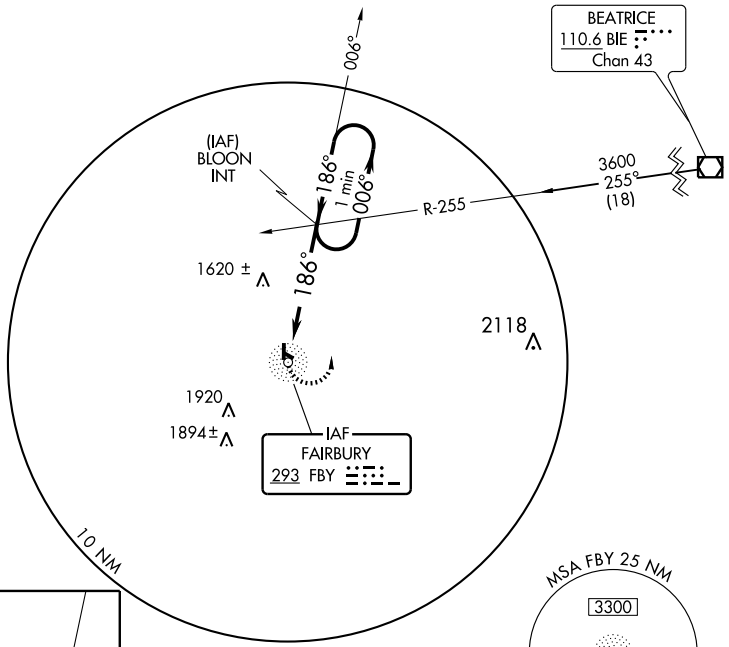
NDB FBY 293	APP CRS 186°	Rwy Idg N/A TDZE N/A Apt Elev 1479

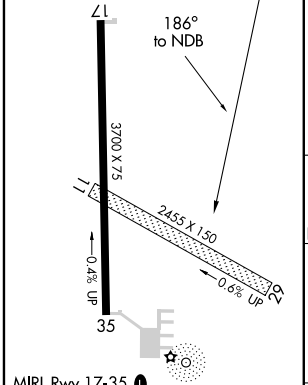
NDB-A
FAIRBURY MUNI (FBY)

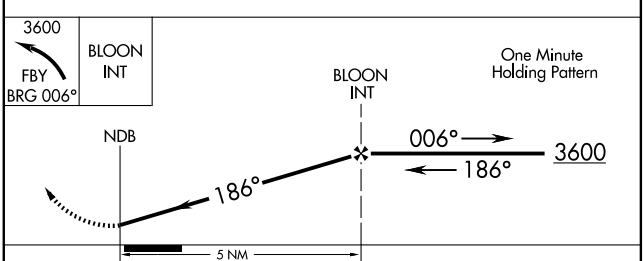
Use Hebron Muni altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3600 via FBY bearing 006° to BLOON Int and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2000-1 521 (600-1)	2040-1 561 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3700
CH 77608	174°	TDZE	1479
W17A		Apt Elev	1479

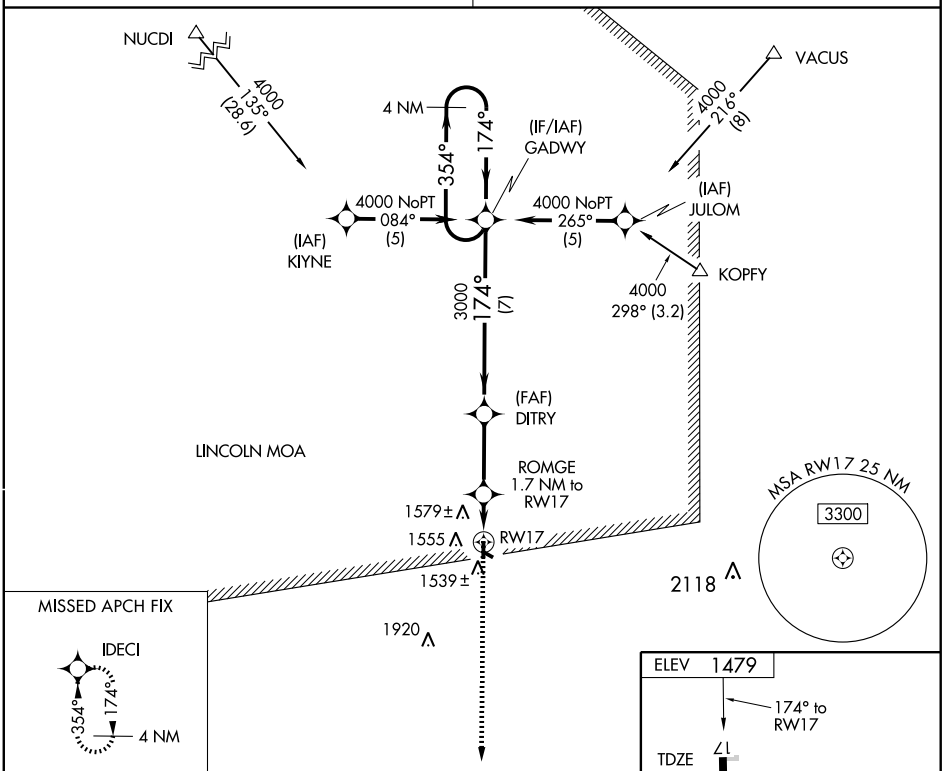
RNAV (GPS) RWY 17
FAIRBURY MUNI (FBY)

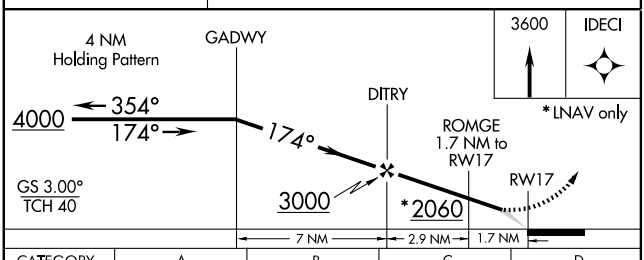
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1798 feet and all visibilities ¼ mile; increase all MDA 40 feet.

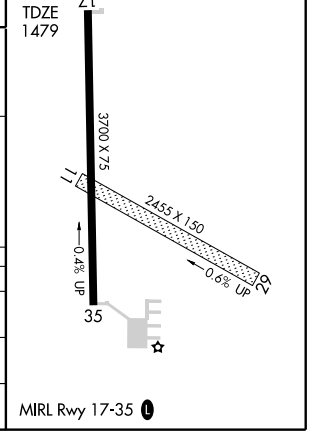
NA

MISSED APPROACH: Climb to 3600 direct IDECI and hold.

MINNEAPOLIS CENTER	UNICOM
126.4 317.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1775-1	296 (300-1)	NA	
LNAV MDA	1840-1	361 (400-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3700
CH 65808	354°	TDZE	1477
W35A		Apt Elev	1479

RNAV (GPS) RWY 35

FAIRBURY MUNI (FBY)

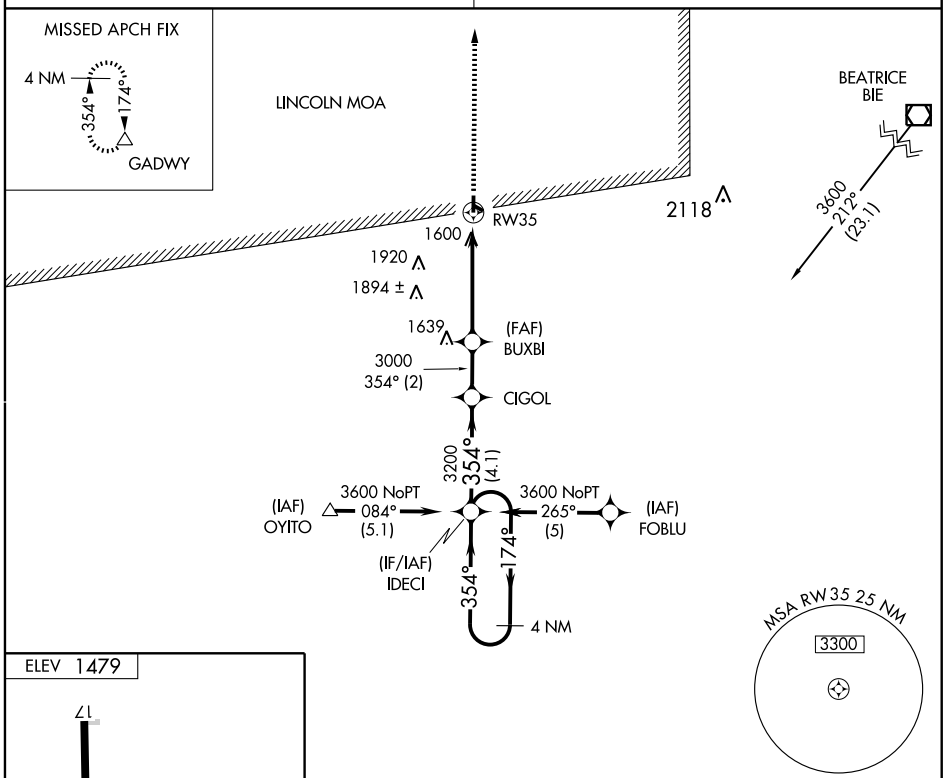
DME/DME RNP-0.3 NA. Use Hebron Muni altimeter setting; if not received, use Beatrice Muni altimeter setting and increase DA to 1796 feet and all visibilities ¼ mile; increase all MDA 40 feet.

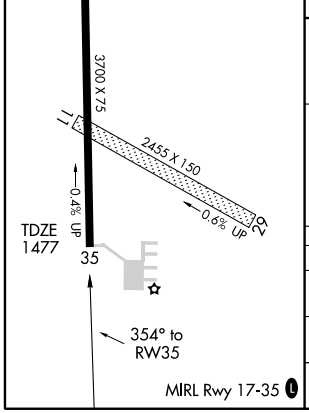
NA

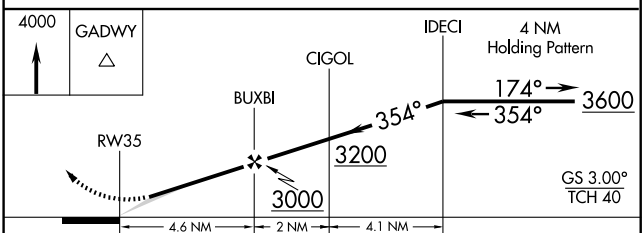
MISSED APPROACH: Climb to 4000 direct GADWY and hold.

MINNEAPOLIS CENTER
126.4 317.7

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1773-1	296 (300-1)	NA	
LNAV MDA	1900-1	423 (500-1)	NA	
CIRCLING	1960-1	481 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

DARR N40°50.67′ W99°51.37′ NOTAM FILE LXN. OMAHA
NDB (MHW) 326 RRX 124° 4.9 NM to Jim Kelly Fld. L–10H

DAVID CITY MUNI (93Y) 1 S UTC−6(−5DT) N41°13.82′ W97°07.35′ OMAHA
1617 B **FUEL** 100LL, MOGAS TPA—2417(800) NOTAM FILE OLU L–10I, 12I
RWY 14–32: H3675X60 (ASPH) S–12.5 MIRL IAP
RWY 14: Thld dsplcd 75′. Road. **RWY 32:** Rgt tfc.
RWY 01–19: 2100X120 (TURF)
RWY 01: Fence. Rgt tfc. **RWY 19:** Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3675 TODA–3675 ASDA–3675 LDA–3600
RWY 32: TORA–3675 TODA–3675 ASDA–3675 LDA–3675
AIRPORT REMARKS: Unattended. For fuel and emerg call 402–367–3133. Rwy 01–19 not plowed winter months.
COMMUNICATIONS: CTAF 122.9
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
COLUMBUS (L) VORW/DME 111.8 OLU Chan 55 N41°27.00′ W97°20.45′ 135° 16.4 NM to fld. 1442/8E.
HIWAS.

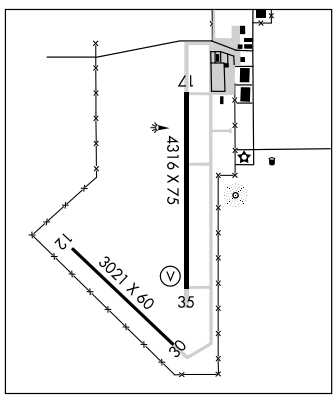
DAWES N42°45.31′ W103°10.49′ NOTAM FILE CDR. CHEYENNE
NDB (LOM) 362 CD 024° 6.1 NM to Chadron Muni.

EPPLEY AIRFIELD (See OMAHA)

EVELYN SHARP FLD (See ORD)

FAIRBURY MUNI (FBY) 3 NE UTC−6(−5DT) N40°10.98′ W97°10.16′ OMAHA
1479 B **FUEL** 100LL TPA—2279(800) NOTAM FILE OLU L–10I
RWY 17–35: H3700X75 (CONC) S–12 MIRL 0.4% up N IAP
RWY 11–29: 2455X150 (TURF) 0.6% up NW
AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 264° 44.3 NM to fld. 1360/5E.
HIWAS.
NDB (MHW) 293 FBY N40°10.60′ W97°09.95′ at fld.

FAIRMONT STATE AIRFIELD (FMZ) 3 S UTC−6(−5DT) N40°35.17′ W97°34.39′ OMAHA
1636 B **FUEL** 100LL TPA—2636(1000) NOTAM FILE OLU L–10I
RWY 17–35: H4316X75 (CONC) MIRL IAP
RWY 35: VASI (V2L)—GA 3.0° TCH 26′.
RWY 12–30: H3021X60 (CONC)
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Arpt surface conditions cracking, spalling and vegetation in cracks on abandoned portions of rwys. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 084° 39.2 NM to fld. 1950/7E. **HIWAS.**
BEKLOF NDB (MHW) 392 FMZ N40°35.40′ W97°34.08′ at fld. NOTAM FILE OLU.



NDB FMZ	APP CRS	Rwy Idg	4316
392	162°	TDZE	1636
		Apt Elev	1636

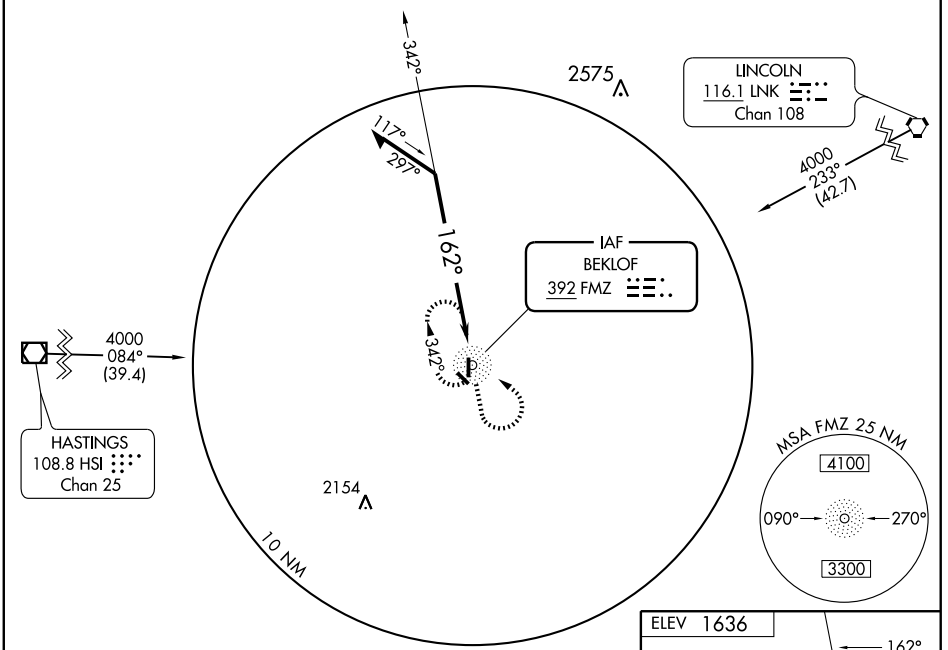
NDB RWY 17

FAIRMONT STATE AIRFIELD (FMZ)

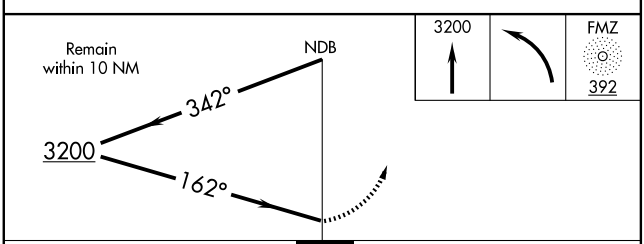
T
A NA — Use York altimeter setting.

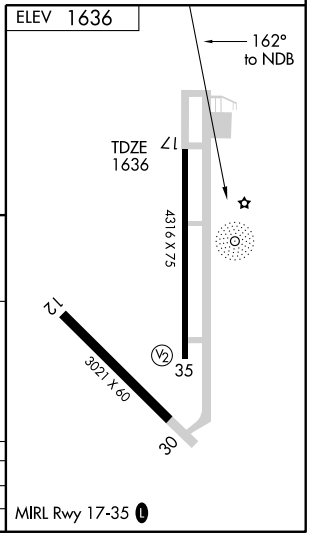
MISSED APPROACH: Climb to 3200 then left turn direct FMZ NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.





CATEGORY	A	B	C	D
S-17	2340-1	704 (800-1)	NA	
CIRCLING	2340-1	704 (800-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB FMZ	APP CRS		
392	001°	Rwy Idg	4316
		TDZE	1635
		Apt Elev	1636

NDB RWY 35

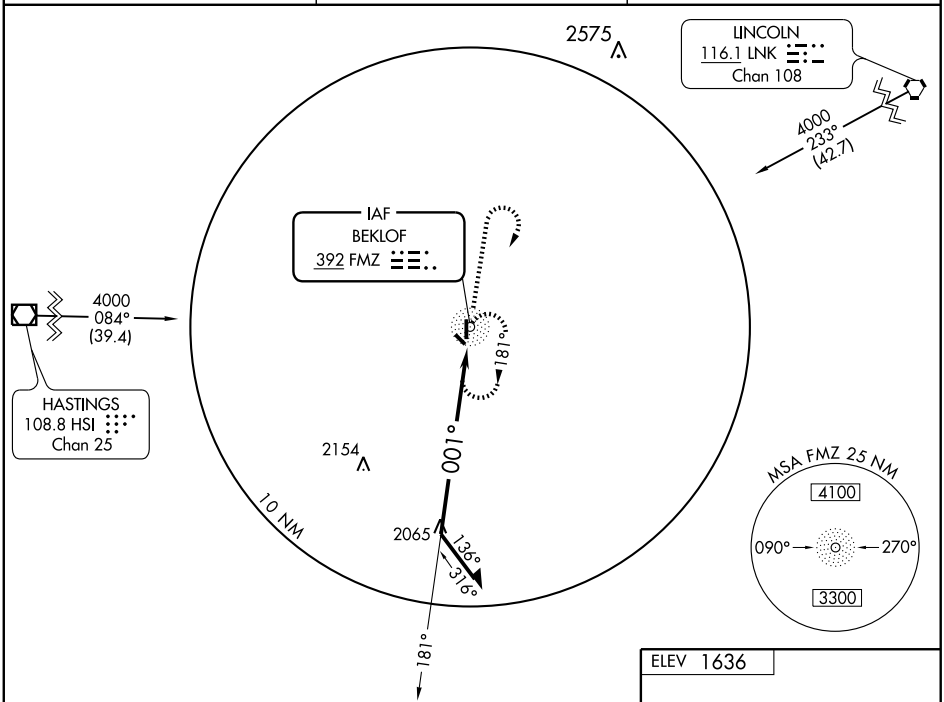
FAIRMONT STATE AIRFIELD (FMZ)

NA

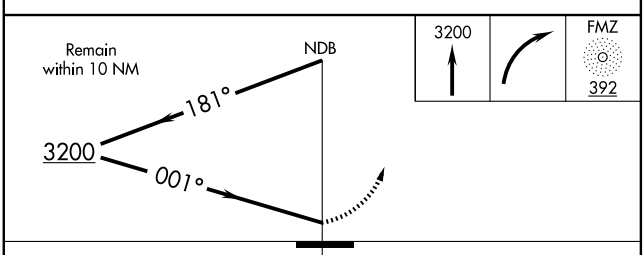
Use York altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct FMZ NDB and hold.

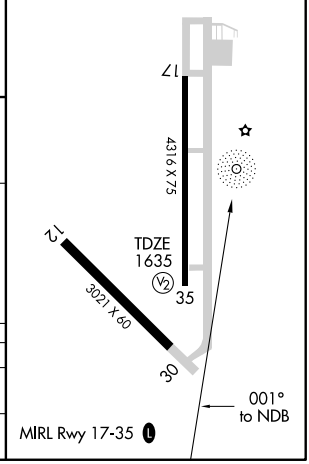
AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L



Procedure NA for Arrivals at HSI VOR/DME on Airway Radials 037 CW 096 and for Arrivals at LNK VORTAC on Airway Radials 190 CW 258.



CATEGORY	A	B	C	D
S-35	2420-1 785 (800-1)	2420-1¼ 785 (800-1¼)	NA	
CIRCLING	2420-1 784 (800-1)	2420-1¼ 784 (800-1¼)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4316
CH 69414	173°	TDZE	1636
W17A		Apt Elev	1636

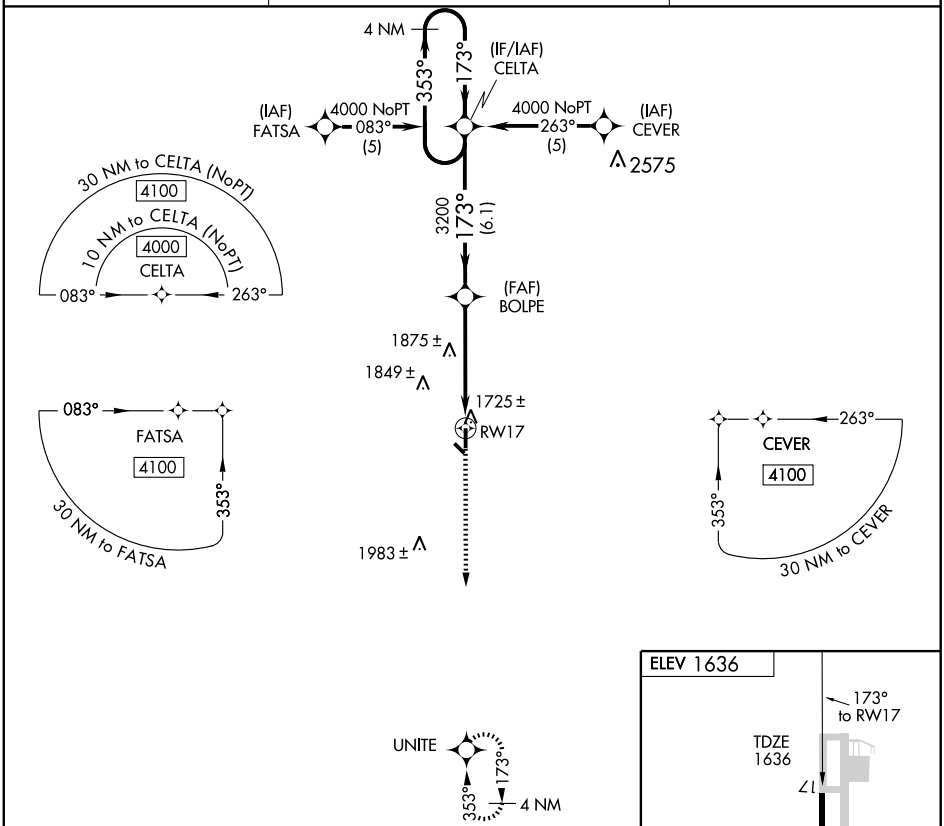
RNAV (GPS) RWY 17

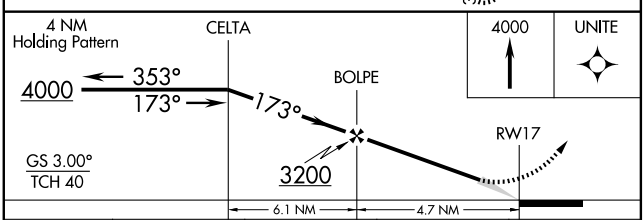
FAIRMONT STATE AIRFIELD (FMZ)

DME/DME RNP-0.3 NA. Baro-VNAV NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile.

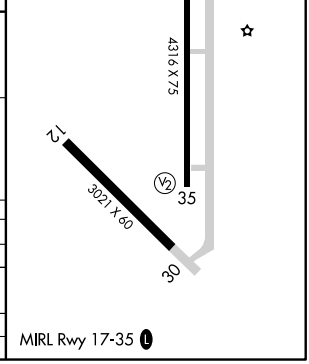
MISSED APPROACH: Climb to 4000 direct UNITE and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 (L)





CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/VNAV DA	2043-1½	407 (500-1½)	NA	
LNAV MDA	2240-1	604 (700-1)	NA	
CIRCLING	2240-1	604 (700-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4316
CH 93614	353°	TDZE	1636
W35A		Apt Elev	1636

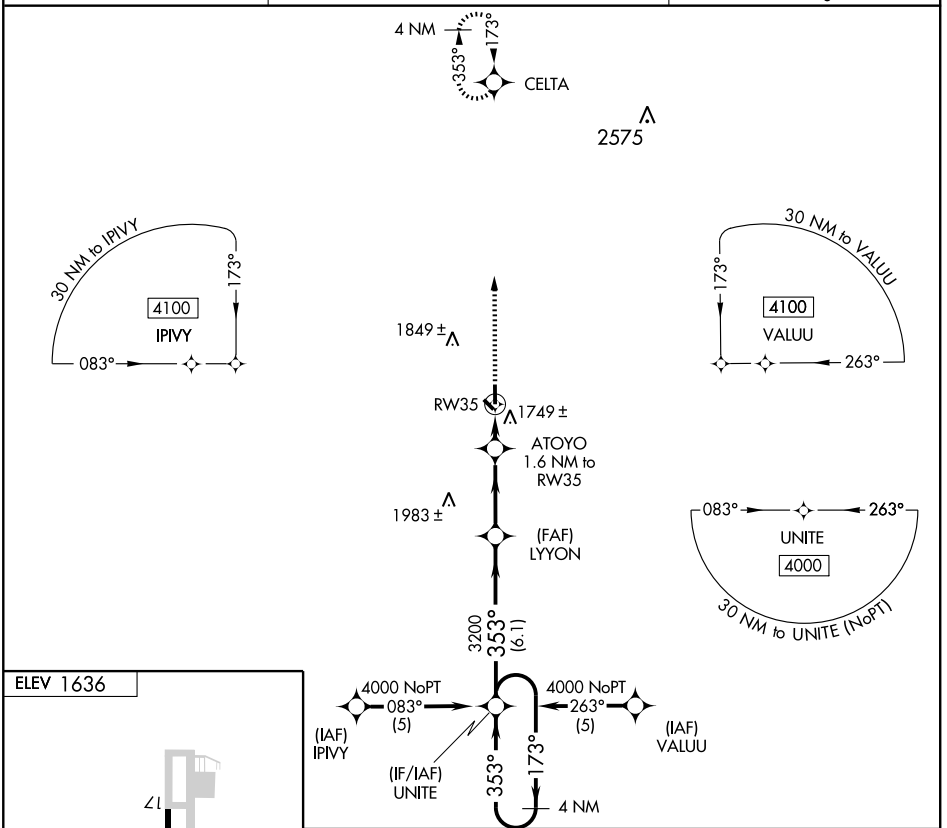
RNAV (GPS) RWY 35

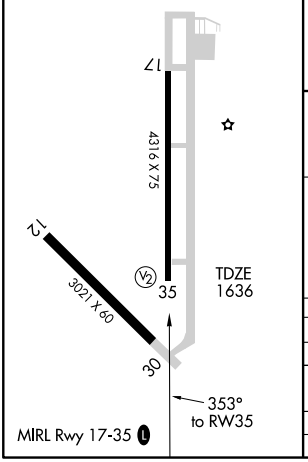
FAIRMONT STATE AIRFIELD (FMZ)

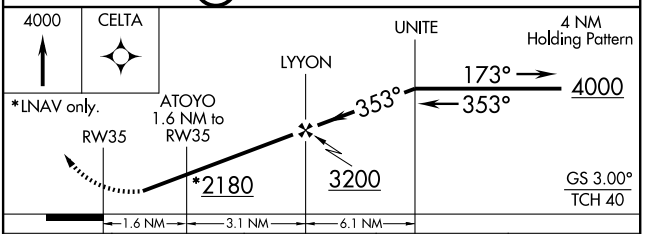
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use York altimeter setting, when not received use Hebron altimeter setting and increase all DA 36 feet, all MDA 40 feet. Increase LPV all Cats visibility ¼ mile. Baro-VNAV N/A.

MISSED APPROACH: Climb to 4000 direct CELTA and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
124.175	119.4 278.8	122.9 L





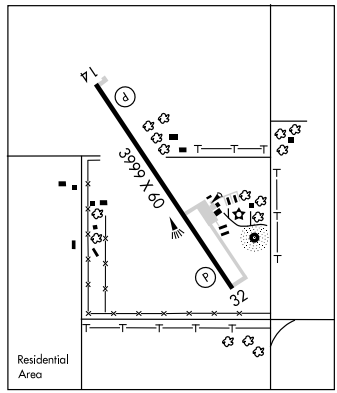


CATEGORY	A	B	C	D
LPV DA	1934-1	298 (300-1)	NA	
LNAV/VNAV DA	2094-1¾	458 (500-1¾)	NA	
LNAV MDA	2060-1	424 (500-1)	NA	
CIRCLING	2120-1	484 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

FALLS CITY

BRENNER FLD (FNB) 1 NE UTC−6(−5DT) N40°04.73′ W95°35.52′ OMAHA
984 B S2 **FUEL** 100LL TPA—1784(800) NOTAM FILE FNB L–10I
RWY 14–32: H3999X60 (CONC) S–30, D–48 MIRL IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 24′.
RWY 32: PAPI(P2L)—GA 3.0° TCH 33′.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 402–245–3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.
WEATHER DATA SOURCES: ASOS 119.27 (402) 245–5948.
COMMUNICATIONS: CTAF/UNICOM 122.8
PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05′ W95°25.38′ 326° 15.7 NM to fld. 1126/4E.
NDB (MHW) 404 FNB N40°04.58′ W95°35.21′ at fld. NOTAM FILE FNB.

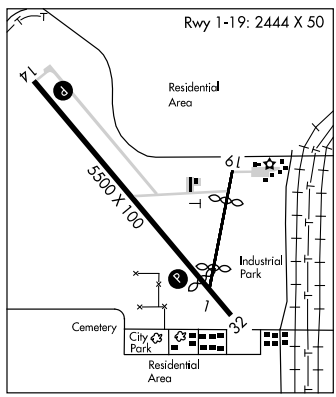


FARINGTON FLD (See AUBURN)

FLICK N41°24.11′ W95°53.60′. NOTAM FILE OMA. OMAHA
NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

FLYING V (See UTICA)

FREMONT MUNI (FET) 2 NW UTC−6(−5DT) N41°26.95′ W96°31.21′ OMAHA
1204 B S4 **FUEL** 100LL, JET A TPA—2004(800) NOTAM FILE FET H–5C, L–12I
RWY 14–32: H5500X100 (ASPH–CONC) S–28, D–48 MIRL IAP
RWY 14: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Pole.
RWY 32: PAPI(P2L)–GA 3.0° TCH 40′ Thld dsplcd 850′. Road. Rgt tfc.
RWY 01–19: H2444X50 (ASPH) S–12.5
RWY 01: Thld dsplcd 470′ Road.
RWY 19: Thld dsplcd 600′. Tree. Rgt tfc.
RWY DECLARED DISTANCE INFORMATION
RWY 01: TORA–1974 TODA–1974 ASDA–2444 LDA–1844
RWY 14: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
RWY 19: TORA–1844 TODA–1844 ASDA–2284 LDA–1844
RWY 32: TORA–5500 TODA–5500 ASDA–5500 LDA–4650
AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs call 402–727–4665/9341. Rwy 14–32 S 3190′ asph; 100′ wide. ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.275 (402) 727–9135.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 009° 33.1 NM to fld. 1370/9E.



GARDEN CO (See OSHKOSH)

GENOA MUNI (97Y) 3 SE UTC−6(−5DT) N41°24.25′ W97°42.52′ OMAHA
1570 **FUEL** 100LL TPA—2370(800) NOTAM FILE OLU
RWY 11–29: 2500X75 (TURF)
RWY 11: Road. **RWY 29:** Fence.
AIRPORT REMARKS: Unattended. For fuel call 402–933–6000 or 402–933–2324.
COMMUNICATIONS: CTAF/UNICOM 122.8

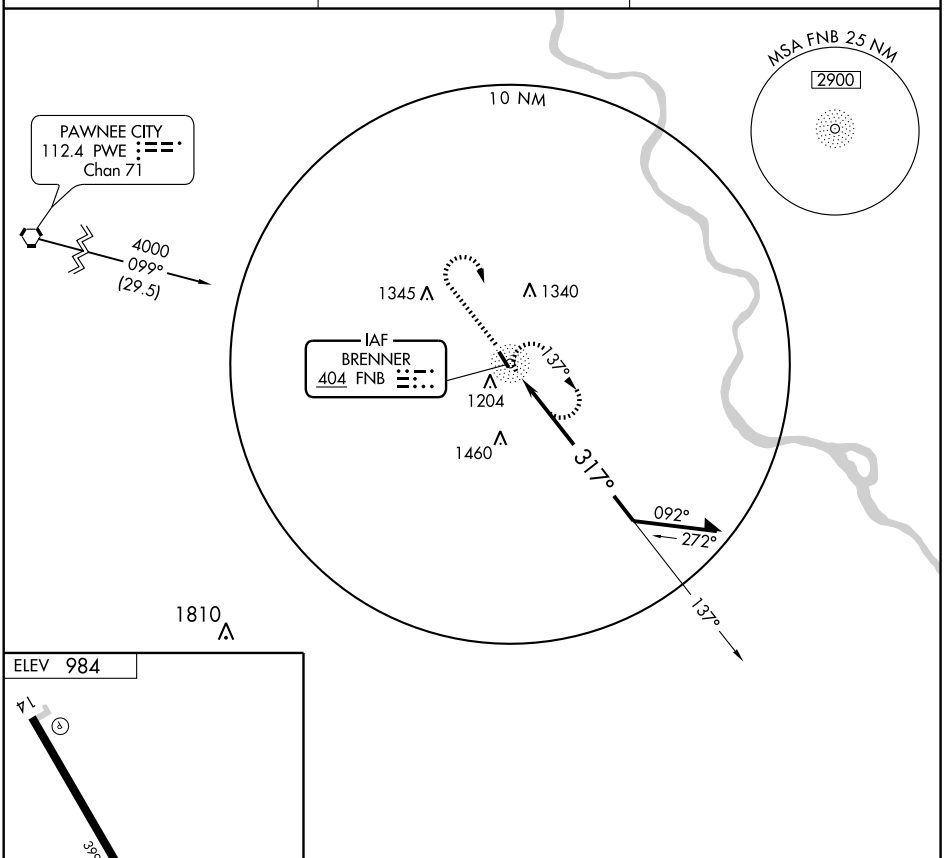
FNB NDB 404	APP CRS 317°	Rwy Idg N/A TDZE N/A Apt Elev 984

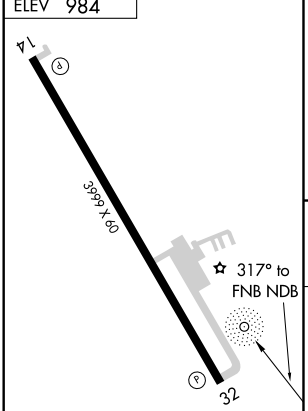
NDB-A

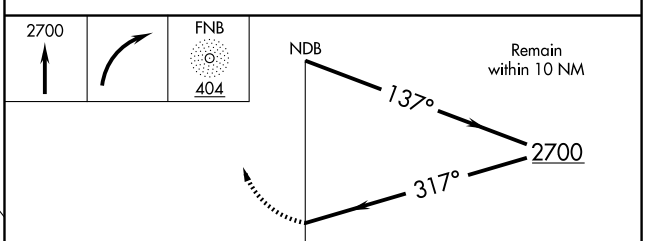
FALLS CITY/ BRENNER FIELD (FNB)

MISSED APPROACH: Climb to 2700 then right turn direct FNB NDB and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1580-1 596 (600-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

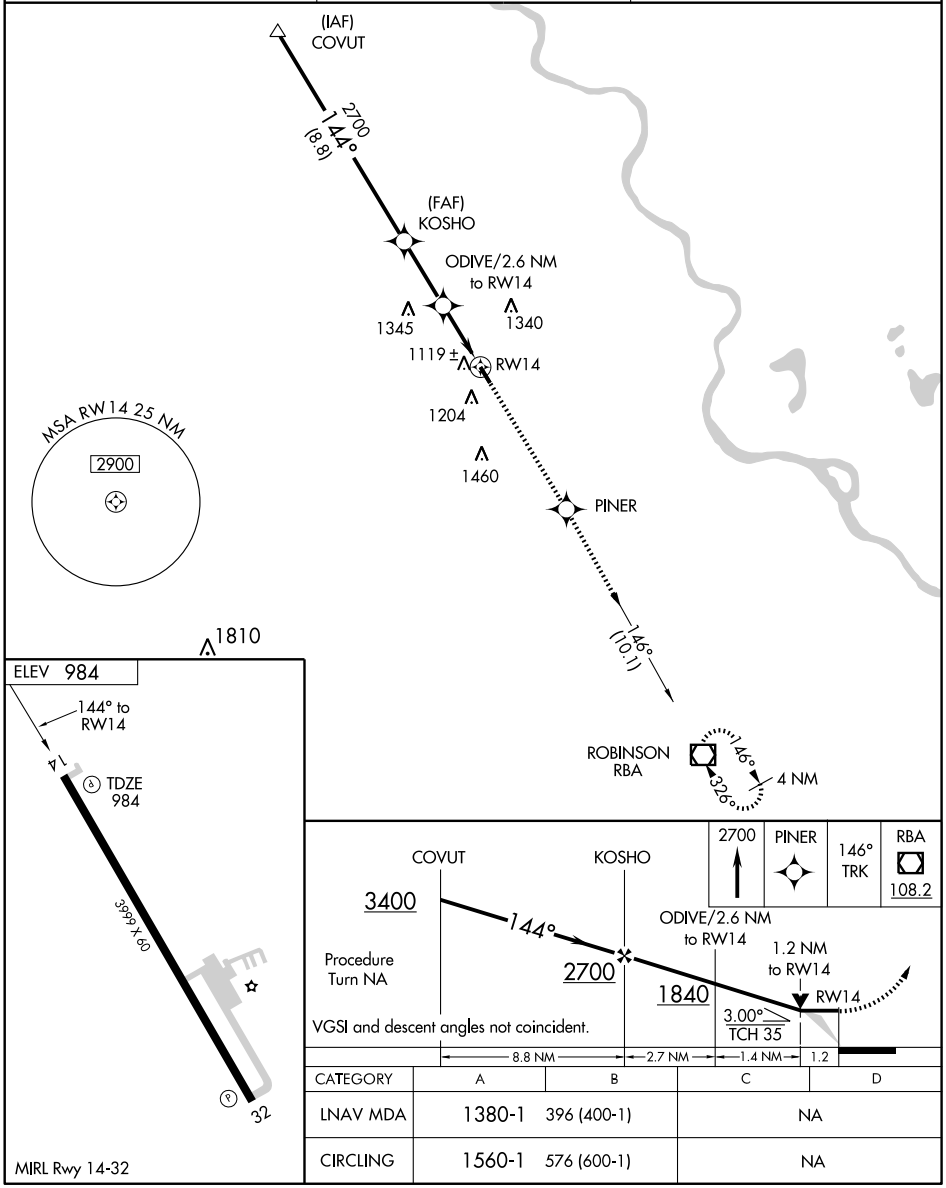
FALLS CITY/ BRENNER FIELD (FNB)

APP CRS	Rwy Idg	TDZE	Apt Elev
144°	3999	984	984

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling Rwy 32 NA at night.

MISSED APPROACH: Climb to 2700 direct PINER WP and via 146° track to RBA VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1380-1	396 (400-1)	NA	
CIRCLING	1560-1	576 (600-1)	NA	

MIRL Rwy 14-32

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3999
CH 45520	324°	TDZE	984
W32A		Apt Elev	984

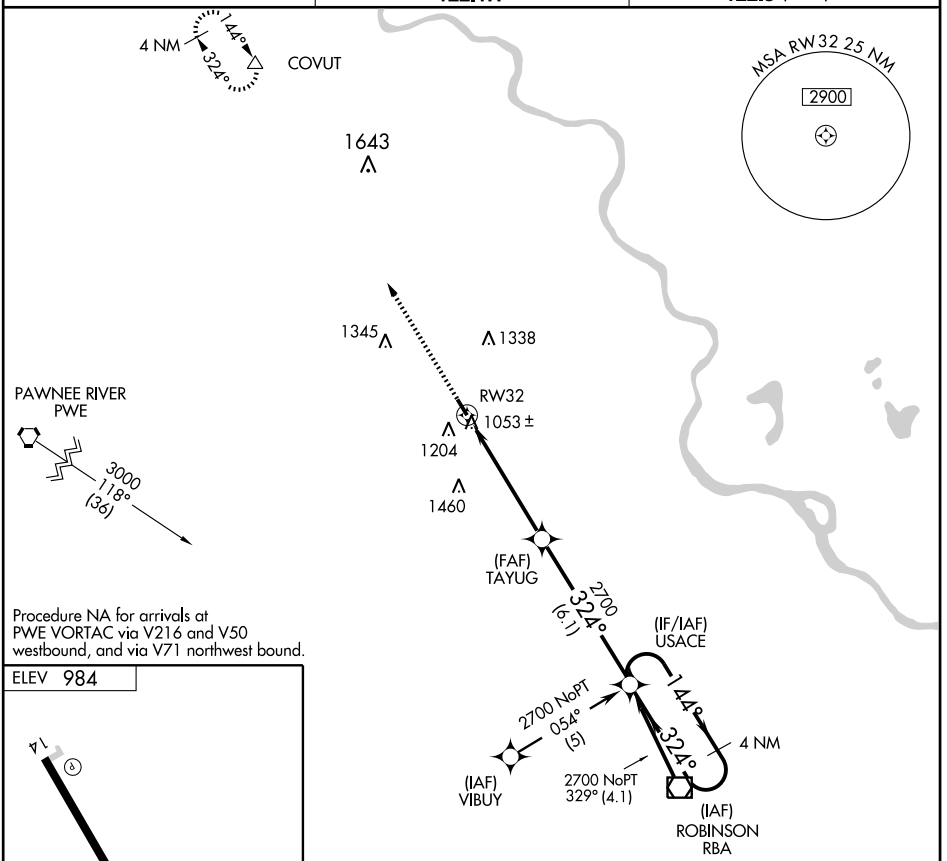
RNAV (GPS) RWY 32

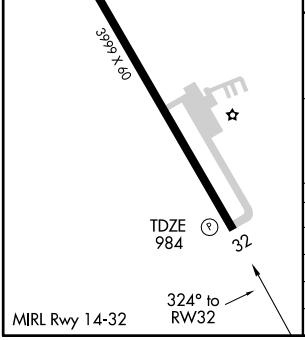
FALLS CITY/ BRENNER FIELD (FNB)

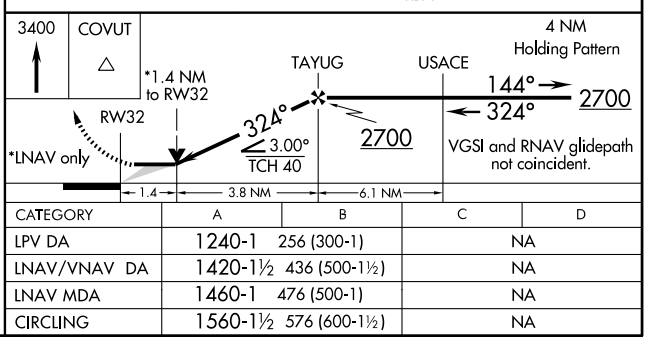
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Lincoln Muni altimeter setting.
If local altimeter setting not received, use Lincoln Muni altimeter setting and increase all DAs/MDAs 240 feet.

MISSED APPROACH: Climb to 3400 direct COVUT WP and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.27	122.1R	122.8 (CTAF)





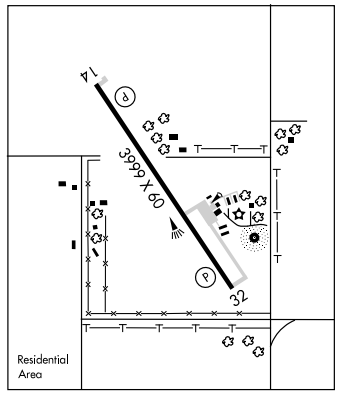


CATEGORY	A	B	C	D
LPV DA	1240-1	256 (300-1)	NA	
LNAV/VNAV DA	1420-1½	436 (500-1½)	NA	
LNAV MDA	1460-1	476 (500-1)	NA	
CIRCLING	1560-1½	576 (600-1½)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

FALLS CITY

BRENNER FLD (FNB) 1 NE UTC−6(−5DT) N40°04.73′ W95°35.52′ OMAHA
984 B S2 **FUEL** 100LL TPA—1784(800) NOTAM FILE FNB L–10I
RWY 14–32: H3999X60 (CONC) S–30, D–48 MIRL IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 24′.
RWY 32: PAPI(P2L)—GA 3.0° TCH 33′.
AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 402–245–3715. Ultralight activity on and invof arpt. PAPI Rwy 14 and Rwy 32 opr 24 hrs.
WEATHER DATA SOURCES: ASOS 119.27 (402) 245–5948.
COMMUNICATIONS: CTAF/UNICOM 122.8
PAWNEE CITY RCO 122.1R 112.4T (COLUMBUS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
ROBINSON (L) VORW/DME 108.2 RBA Chan 19 N39°51.05′ W95°25.38′ 326° 15.7 NM to fld. 1126/4E.
NDB (MHW) 404 FNB N40°04.58′ W95°35.21′ at fld. NOTAM FILE FNB.

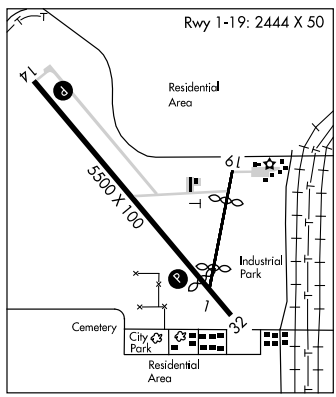


FARINGTON FLD (See AUBURN)

FLICK N41°24.11′ W95°53.60′. NOTAM FILE OMA. OMAHA
NDB (LOM) 513 PP 175° 5.9 NM to Eppley Airfield. Unmonitored.

FLYING V (See UTICA)

FREMONT MUNI (FET) 2 NW UTC−6(−5DT) N41°26.95′ W96°31.21′ OMAHA
1204 B S4 **FUEL** 100LL, JET A TPA—2004(800) NOTAM FILE FET H–5C, L–12I
RWY 14–32: H5500X100 (ASPH–CONC) S–28, D–48 MIRL IAP
RWY 14: REIL. PAPI(P2L)–GA 3.0° TCH 40′. Pole.
RWY 32: PAPI(P2L)–GA 3.0° TCH 40′ Thld dsplcd 850′. Road. Rgt tfc.
RWY 01–19: H2444X50 (ASPH) S–12.5
RWY 01: Thld dsplcd 470′ Road.
RWY 19: Thld dsplcd 600′. Tree. Rgt tfc.
RWY DECLARED DISTANCE INFORMATION
RWY 01: TORA–1974 TODA–1974 ASDA–2444 LDA–1844
RWY 14: TORA–5500 TODA–5500 ASDA–5500 LDA–5500
RWY 19: TORA–1844 TODA–1844 ASDA–2284 LDA–1844
RWY 32: TORA–5500 TODA–5500 ASDA–5500 LDA–4650
AIRPORT REMARKS: Attended 1300–0200Z‡. For attendant after hrs call 402–727–4665/9341. Rwy 14–32 S 3190′ asph; 100′ wide. ACTIVATE REIL Rwy 14 and PAPI Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.275 (402) 727–9135.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 009° 33.1 NM to fld. 1370/9E.



GARDEN CO (See OSHKOSH)

GENOA MUNI (97Y) 3 SE UTC−6(−5DT) N41°24.25′ W97°42.52′ OMAHA
1570 **FUEL** 100LL TPA—2370(800) NOTAM FILE OLU
RWY 11–29: 2500X75 (TURF)
RWY 11: Road. **RWY 29:** Fence.
AIRPORT REMARKS: Unattended. For fuel call 402–933–6000 or 402–933–2324.
COMMUNICATIONS: CTAF/UNICOM 122.8

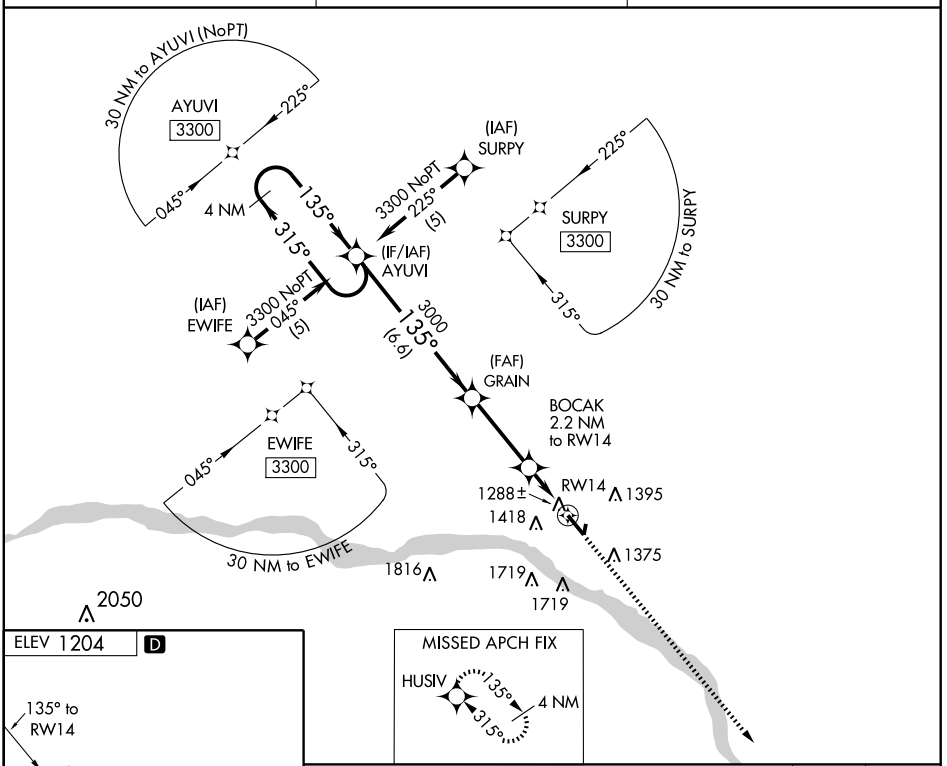
WAAS	APP CRS		
CH **82403**	**135°**	Rwy Idg	**5500**
W14A		TDZE	**1203**
		Apt Elev	**1204**

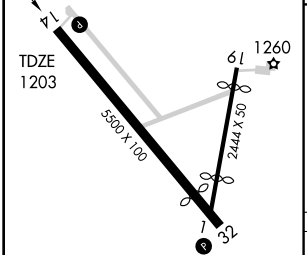
RNAV (GPS) RWY 14
FREMONT MUNI (FET)

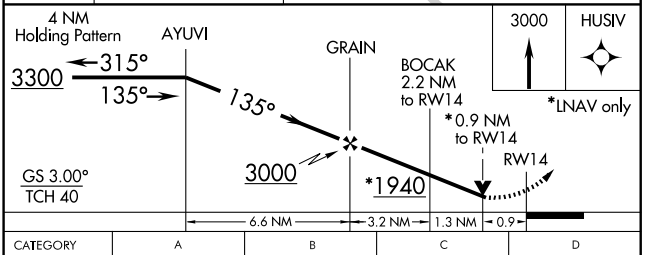
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all DAs 81 feet and MDAs 100 feet and increase LPV all Cats and circling Cat C visibility ½ mile, and LNAV visibility Cat C ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSIV and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	**120.1 354.05**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1515-1 312 (400-1)			NA
LNAV MDA	1540-1 337 (400-1)			NA
CIRCLING	1780-1 576 (600-1)		1780-1½ 576 (600-1½)	NA

REIL Rwy 14 L
MIRL Rwy 14-32

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

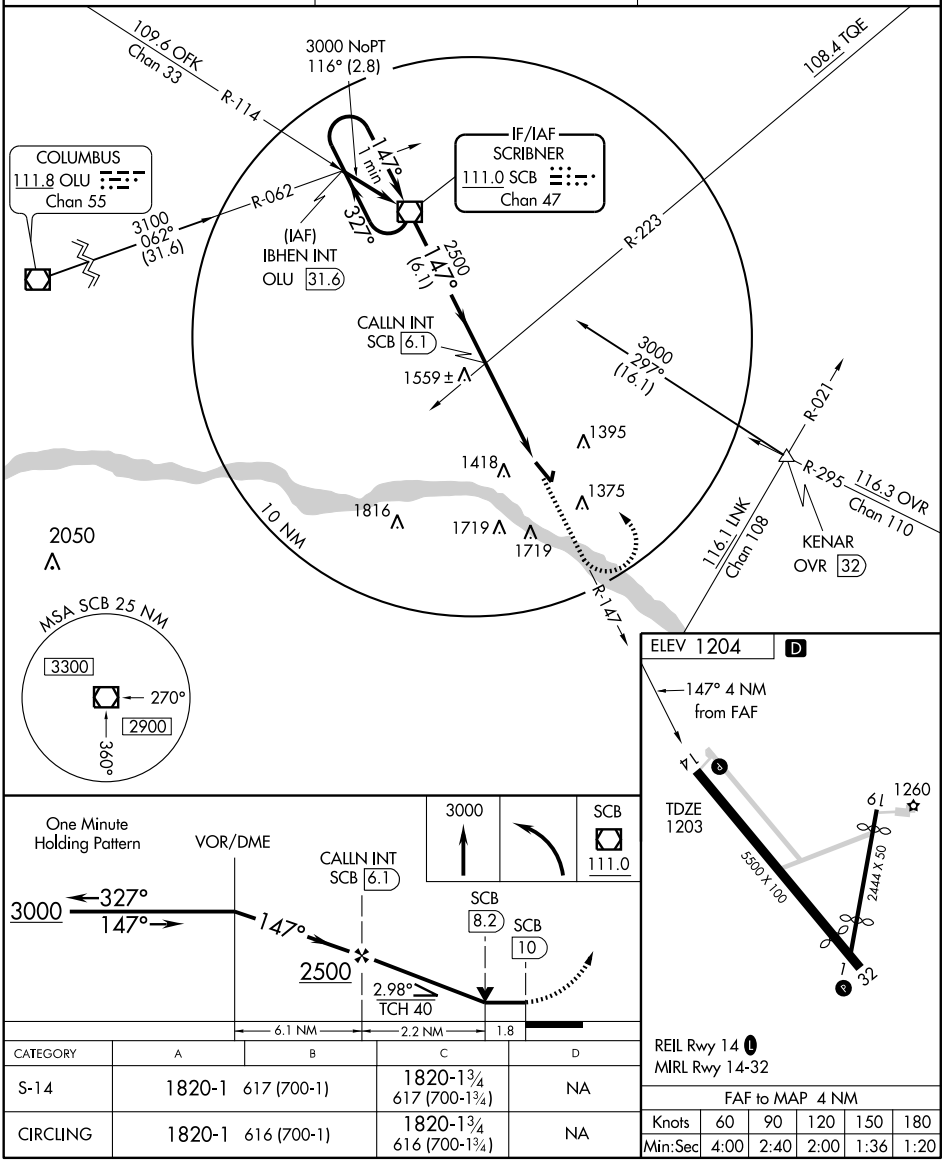
VOR/DME SCB 111.0 Chan 47	APP CRS 147°	Rwy Idg 5500 TDZE 1203 Apt Elev 1204

VOR RWY 14
FREMONT MUNI (FET)

T NA Visibility reduction by helicopters NA. When local altimeter setting not received, use Tekamah Muni altimeter setting and increase all MDAs 100 feet and increase S-14 and Circling Cat C visibility ¼ mile. VDP NA when using Tekamah Muni altimeter setting.

MISSED APPROACH: Climb to 3000 then left turn direct SCB VOR/DME and hold.

AWOS-3	OMAHA APP CON	UNICOM
121.275	120.1 354.05	122.8 (CTAF) L



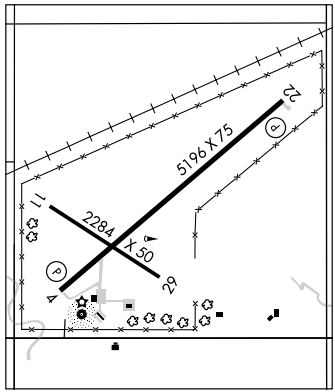
CATEGORY	A	B	C	D
S-14	1820-1 617 (700-1)		1820-1¾ 617 (700-1¾)	NA
CIRCLING	1820-1 616 (700-1)		1820-1¾ 616 (700-1¾)	NA

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

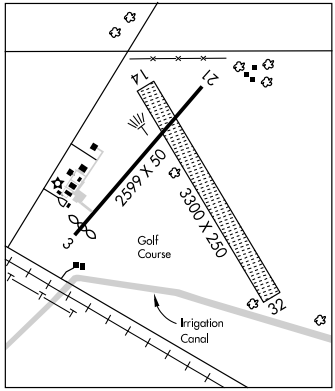
GERFI N41°22.02′ W95°57.38′ NOTAM FILE OMA. OMAHA
NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppley Airfield. L–10I, 12I

GORDON MUNI (GRN) 1 E UTC−7(−6DT) N42°48.36′ W102°10.52′ CHEYENNE
3562 B NOTAM FILE OLU H–5B, L–12G
RWY 04–22: H5196X75 (ASPH) S–12 MIRL 0.4% up NE IAP
RWY 04: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 11–29: H2284X50 (ASPH) S–12 MIRL 0.3% up NW
RWY 11: Pole.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For svc aftr hrs call 308–360–0696 or 308–282–0631. ACTIVATE MIRL Rwy 11–29 and Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 185° 78.4 NM to fld. 2340/12E. **HIWAS.**
NDB (MHW) 414 GRN N42°48.06′ W102°10.76′ at fld. NOTAM FILE OLU.



GOTHENBURG

QUINN FLD (GTE) 1 E UTC−6(−5DT) N40°55.53′ W100°08.79′ OMAHA
2559 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 14–32: 3300X250 (TURF) LIRL IAP
RWY 14: Road. **RWY 32:** Tree.
RWY 03–21: H2599X50 (CONC) S–28 MIRL
RWY 03: Thld dsplcd 70′. Railroad. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hours. Rwy 14–32 not plowed winter months. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 094° 28.2 NM to fld. 2964/11E. **HIWAS.**
WILLOW NDB (MHW) 353 DWL N40°52.37′ W100°04.36′ 305° 4.6 NM to fld. NOTAM FILE OLU.



GRAND ISLAND N40°59.04′ W98°18.89′ NOTAM FILE GRI. OMAHA
(L) VORTACW 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E. L–10H, 12H

NDB GRN 414	APP CRS 216°	Rwy Idg 5196 TDZE 3561 Apt Elev 3561

NDB RWY 22
GORDON MUNI (GRN)

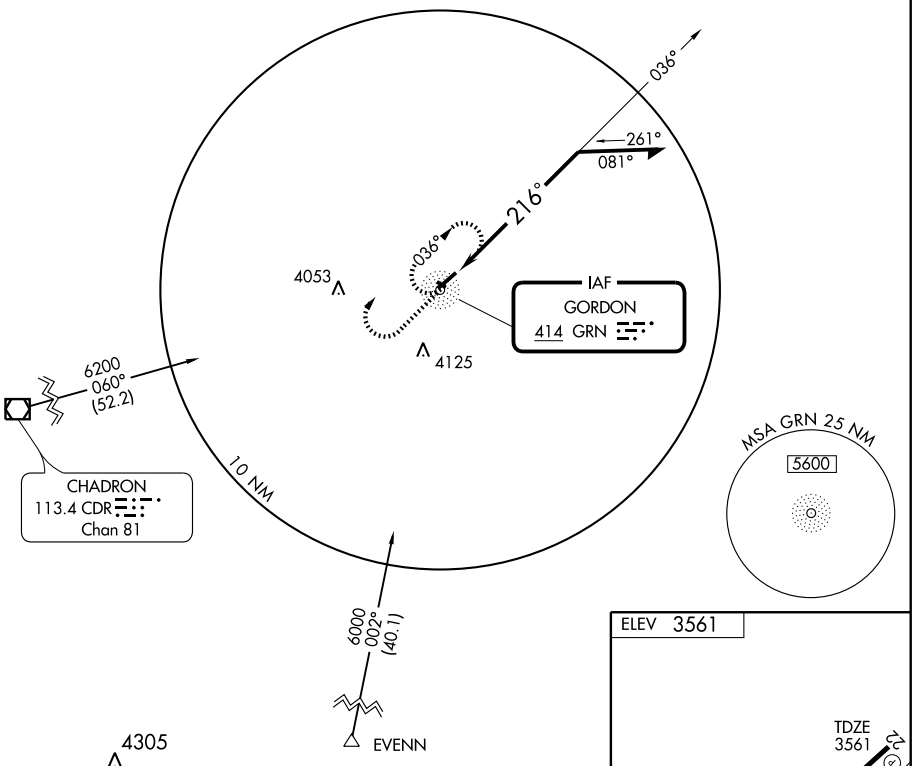
Use Pine Ridge, SD altimeter setting.

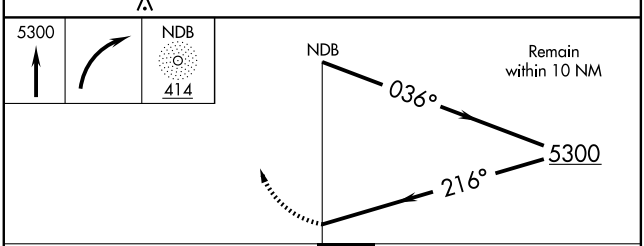
NA

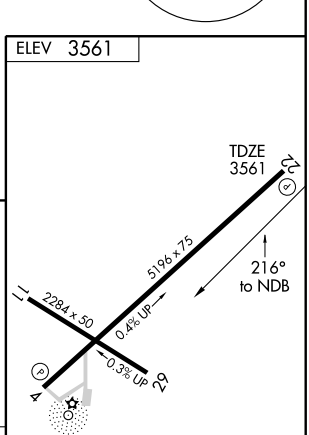
MISSED APPROACH: Climb to 5300 then right turn direct GRN NDB and hold.

DENVER CENTER
127.95 338.2

UNICOM
122.8 (CTAF) L







MIRL Rwys 4-22 and 11-29 L

CATEGORY	A	B	C	D
S-22	4240-1	679 (700-1)	4240-2 679 (700-2)	4240-2 ¼ 679 (700-2 ¼)
CIRCLING	4240-1	679 (700-1)	4240-2 679 (700-2)	4400-2 ¾ 839 (900-2 ¾)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 65909 W04A	APP CRS 040°	Rwy Idg 5196 TDZE 3545 Apt Elev 3562

RNAV (GPS) RWY 4

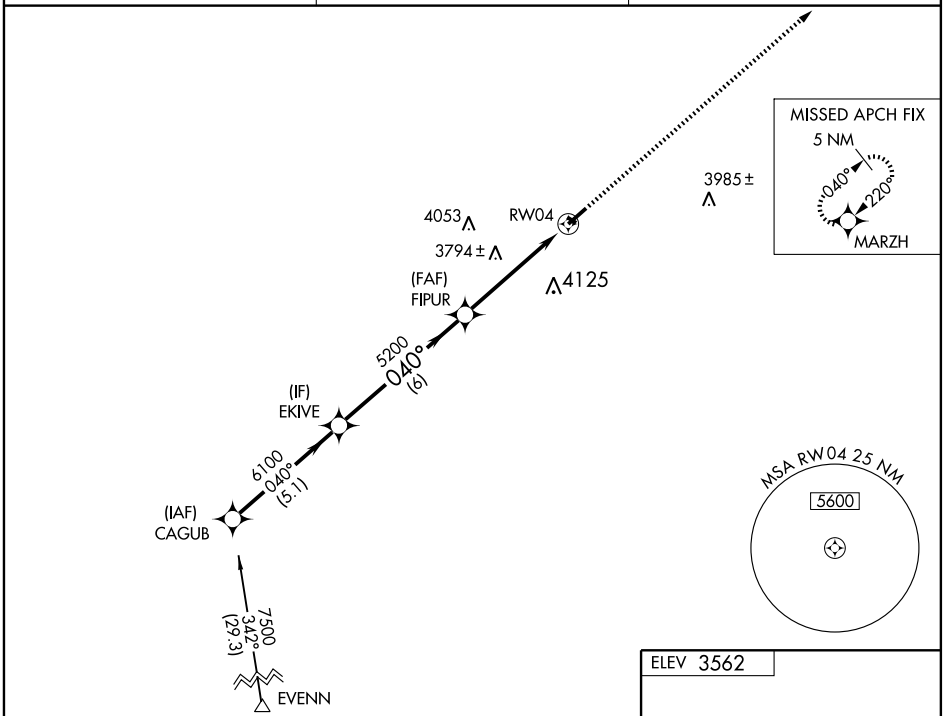
GORDON MUNI (GRN)

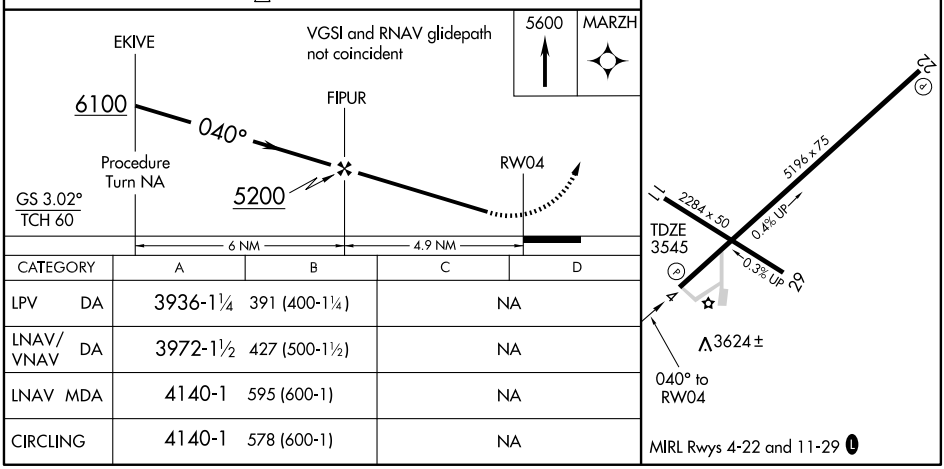
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge, SD altimeter setting when not received, use Chadron altimeter setting and increase DA 53 feet, and all MDA 60 feet. Increase all LPV and LNAV/VNAV visibility ¼ mile. Baro-VNAV NA.

NA

MISSED APPROACH: Climb to 5600 direct MARZH and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3936-1¼	391 (400-1¼)	NA	
LNAV/VNAV DA	3972-1½	427 (500-1½)	NA	
LNAV MDA	4140-1	595 (600-1)	NA	
CIRCLING	4140-1	578 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

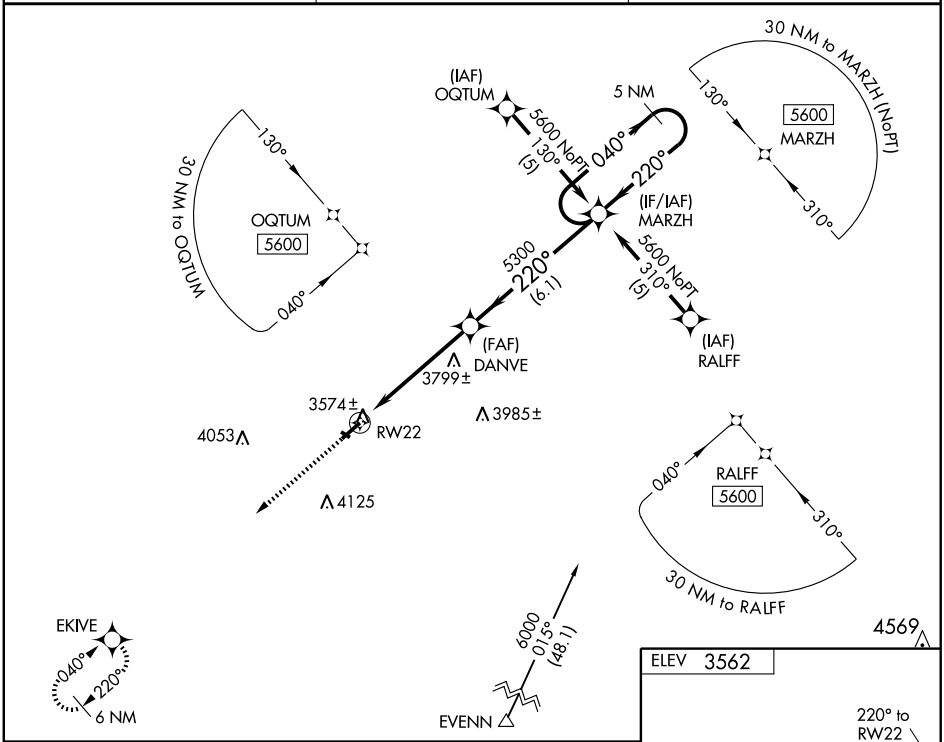
WAAS	APP CRS	Rwy Idg	5196
CH 86609	220°	TDZE	3562
W22A		Apt Elev	3562

RNAV (GPS) RWY 22
GORDON MUNI (GRN)

DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Pine Ridge, SD altimeter setting, when not received, use Chadron altimeter setting and increase DA 53 feet, all MDA 60 feet and increase all LNAV/VNAV visibility ¼ mile.

MISSED APPROACH: Climb to 6100 direct EKIVE and hold.

PINE RIDGE, SD ASOS	DENVER CENTER	UNICOM
126.775	127.95 338.2	122.8 (CTAF) L



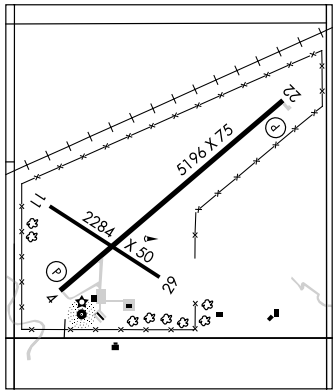
CATEGORY	A	B	C	D
LPV DA	3890-1¼	328 (400-1¼)	NA	
LNAV/VNAV DA	3922-1¼	360 (400-1¼)	NA	
LNAV MDA	4140-1	578 (600-1)	NA	
CIRCLING	4140-1	578 (600-1)	NA	

MIRL Rwys 4-22 and 11-29 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

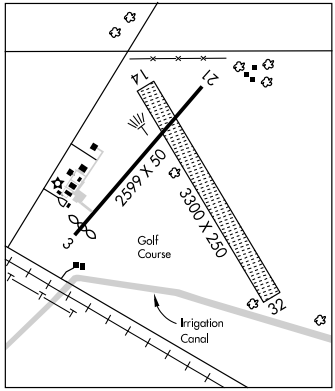
GERFI N41°22.02′ W95°57.38′ NOTAM FILE OMA. OMAHA
NDB (MHW/LOM) 320 OM 139° 4.8 NM to Eppley Airfield. L–10I, 12I

GORDON MUNI (GRN) 1 E UTC−7(−6DT) N42°48.36′ W102°10.52′ CHEYENNE
3562 B NOTAM FILE OLU H–5B, L–12G
RWY 04–22: H5196X75 (ASPH) S–12 MIRL 0.4% up NE IAP
RWY 04: PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 22: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 11–29: H2284X50 (ASPH) S–12 MIRL 0.3% up NW
RWY 11: Pole.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. For svc aftr hrs call 308–360–0696 or 308–282–0631. ACTIVATE MIRL Rwy 11–29 and Rwy 04–22—CTAF. PAPI Rwy 04 and Rwy 22 on 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 185° 78.4 NM to fld. 2340/12E. **HIWAS.**
NDB (MHW) 414 GRN N42°48.06′ W102°10.76′ at fld. NOTAM FILE OLU.



GOTHENBURG

QUINN FLD (GTE) 1 E UTC−6(−5DT) N40°55.53′ W100°08.79′ OMAHA
2559 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 14–32: 3300X250 (TURF) LIRL IAP
RWY 14: Road. **RWY 32:** Tree.
RWY 03–21: H2599X50 (CONC) S–28 MIRL
RWY 03: Thld dsplcd 70′. Railroad. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri dalgt hours. Rwy 14–32 not plowed winter months. ACTIVATE MIRL Rwy 03–21—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 094° 28.2 NM to fld. 2964/11E. **HIWAS.**
WILLOW NDB (MHW) 353 DWL N40°52.37′ W100°04.36′ 305° 4.6 NM to fld. NOTAM FILE OLU.



GRAND ISLAND N40°59.04′ W98°18.89′ NOTAM FILE GRI. OMAHA
(L) VORTACW 112.0 GRI Chan 57 at Central Nebraska Rgnl. 1840/7E. L–10H, 12H

APP CRS	Rwy Idg	N/A
304°	TDZE	N/A
	Apt Elev	2559

NDB-A

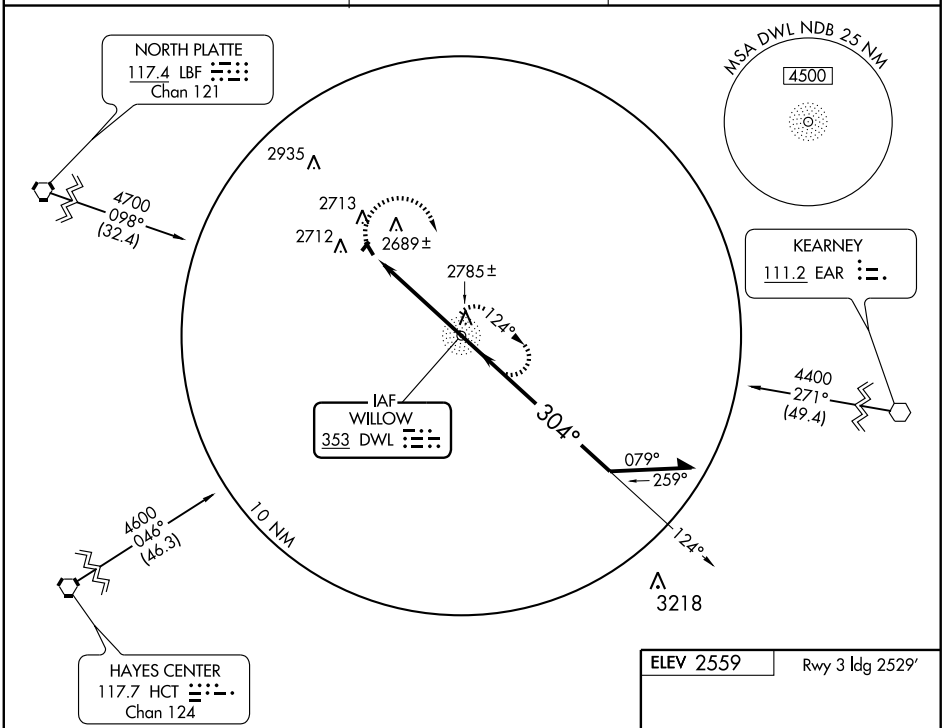
GOTHENBURG/QUINN FIELD (GTE)

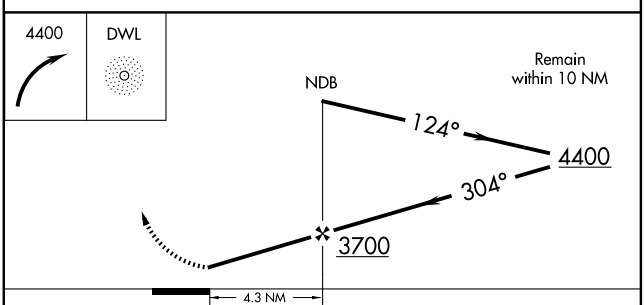
Use Jim Kelly Field altimeter setting; if not received, use North Platte altimeter setting, and increase all MDAs 40 feet.

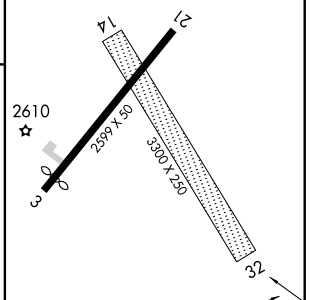
NA

MISSED APPROACH: Climbing right turn to 4400 direct DWL NDB and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	3140-1 581 (600-1)		3140-1½ 581 (600-1½)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy ldg	2529
030°	TDZE	2559
	Apt Elev	2559

RNAV (GPS) RWY 3

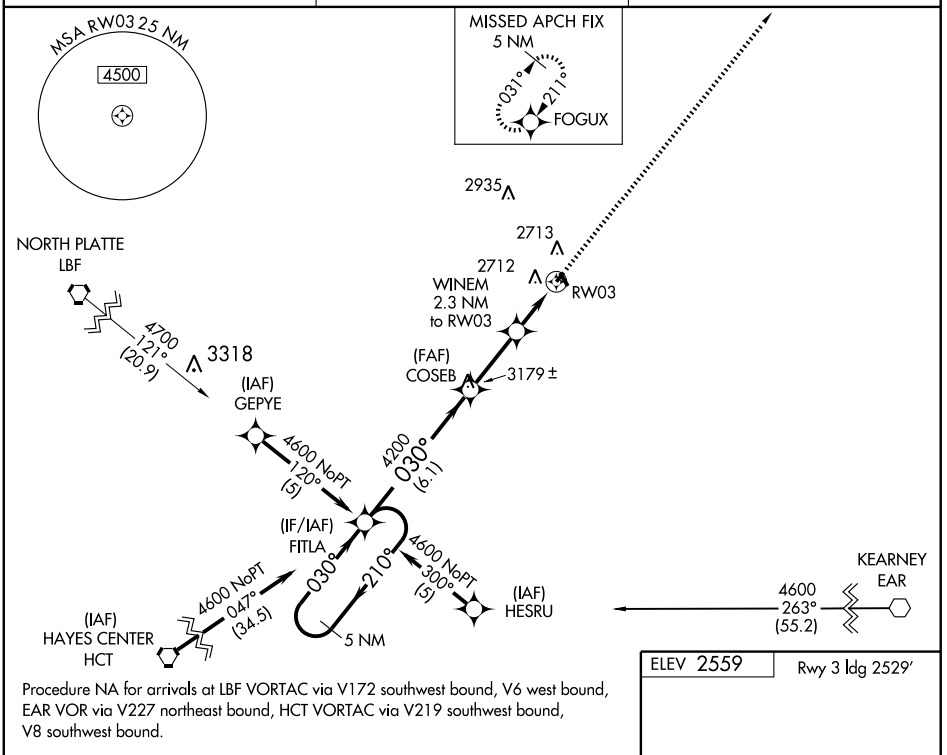
GOTHENBURG/QUINN FIELD (GTE)

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

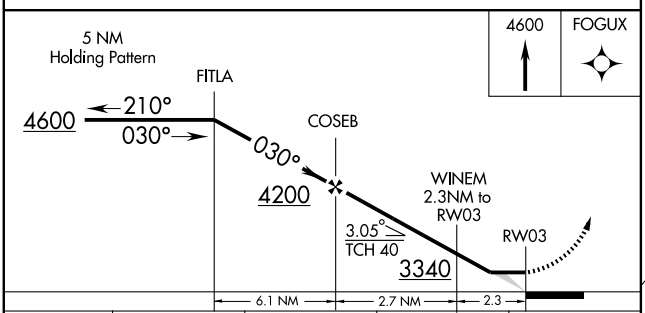
NA

MISSED APPROACH: Climb to 4600 direct FOGUX and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L

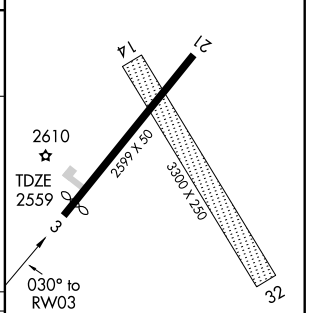


Procedure NA for arrivals at LBF VORTAC via V172 southwest bound, V6 west bound, EAR VOR via V227 northeast bound, HCT VORTAC via V219 southwest bound, V8 southwest bound.



CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1 ½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1 ½ 581 (600-1½)	NA

ELEV 2559 Rwy 3 ldg 2529′



MIRL Rwy 3-21 L
LIRL Rwy 14-32

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	2599
210°	TDZE	2559
	Apt Elev	2559

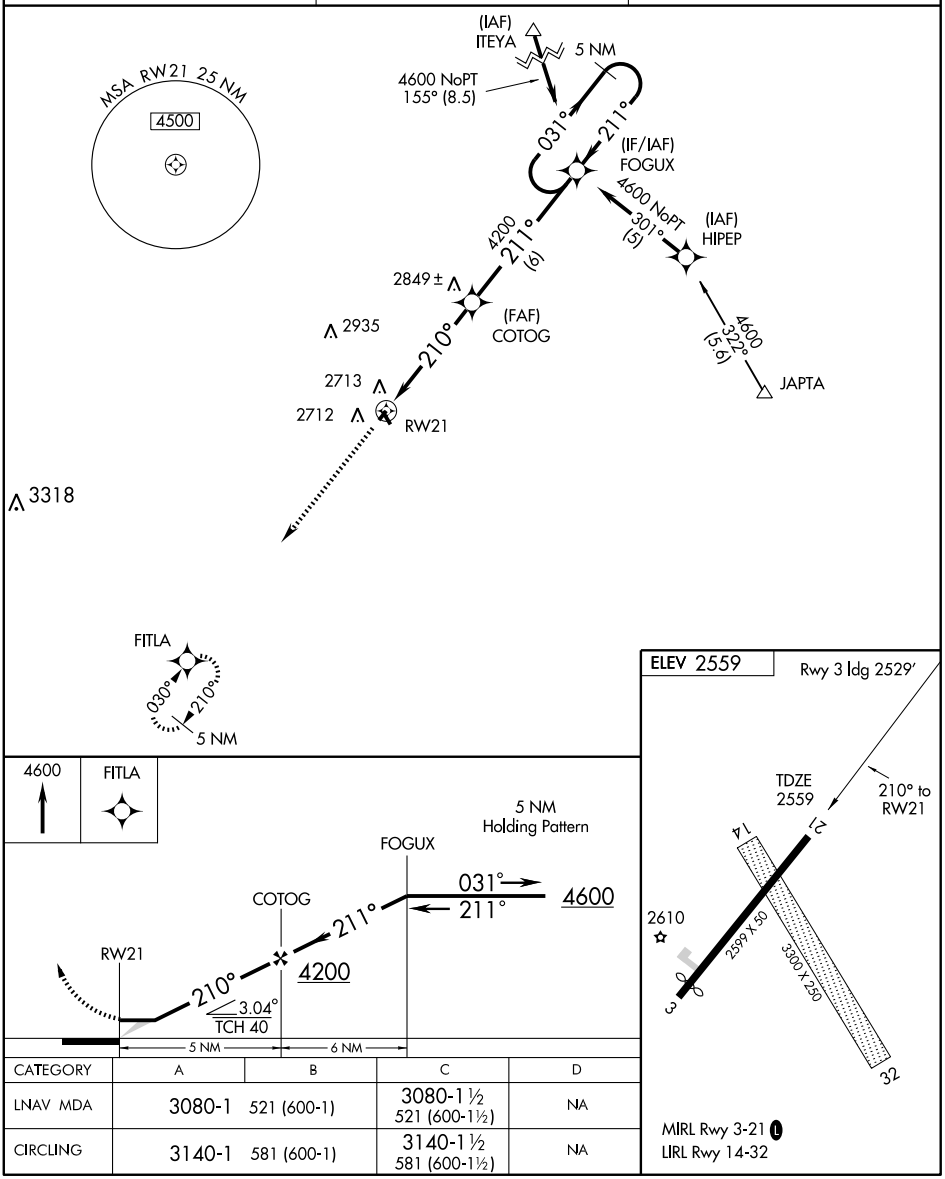
RNAV (GPS) RWY 21

GOTHENBURG/QUINN FIELD (GTE)

DME/DME RNP-0.3 NA. Use Jim Kelly Field altimeter setting; if not received use North Platte altimeter setting, and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4600 direct FITLA and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3080-1	521 (600-1)	3080-1½ 521 (600-1½)	NA
CIRCLING	3140-1	581 (600-1)	3140-1½ 581 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR OZB	APP CRS	Rwy Idg	N/A
109.0	287°	TDZE	N/A
		Apt Elev	2559

VOR-A

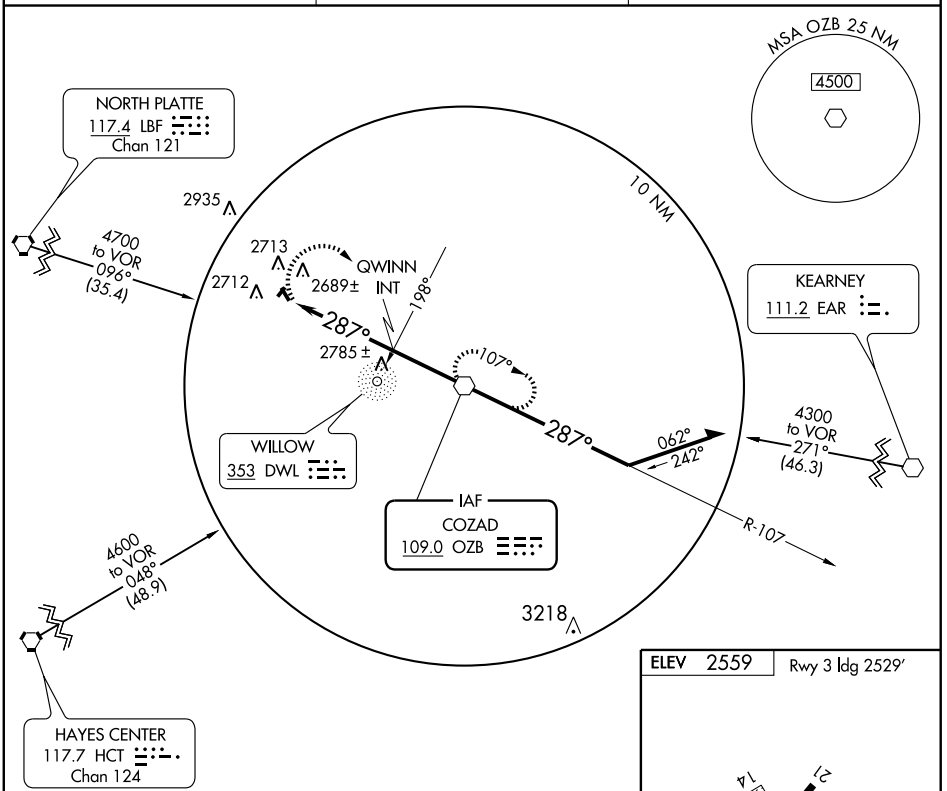
GOTHENBURG/QUINN FIELD (GTE)

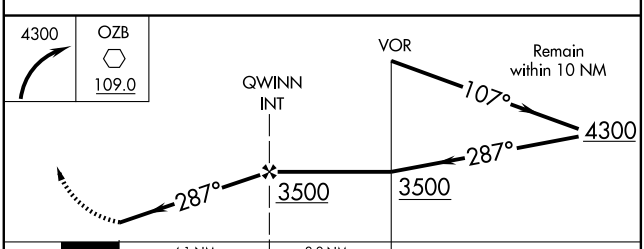
Use Jim Kelly Field altimeter setting. If not received use North Platte altimeter setting and increase all MDAs 40 feet.

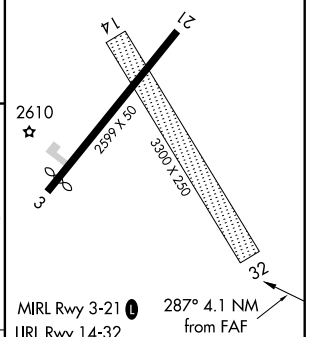
NA

MISSED APPROACH: Climbing right turn to 4300 direct OZB VOR and hold.

JIM KELLY FIELD AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	122.8 (CTAF) L







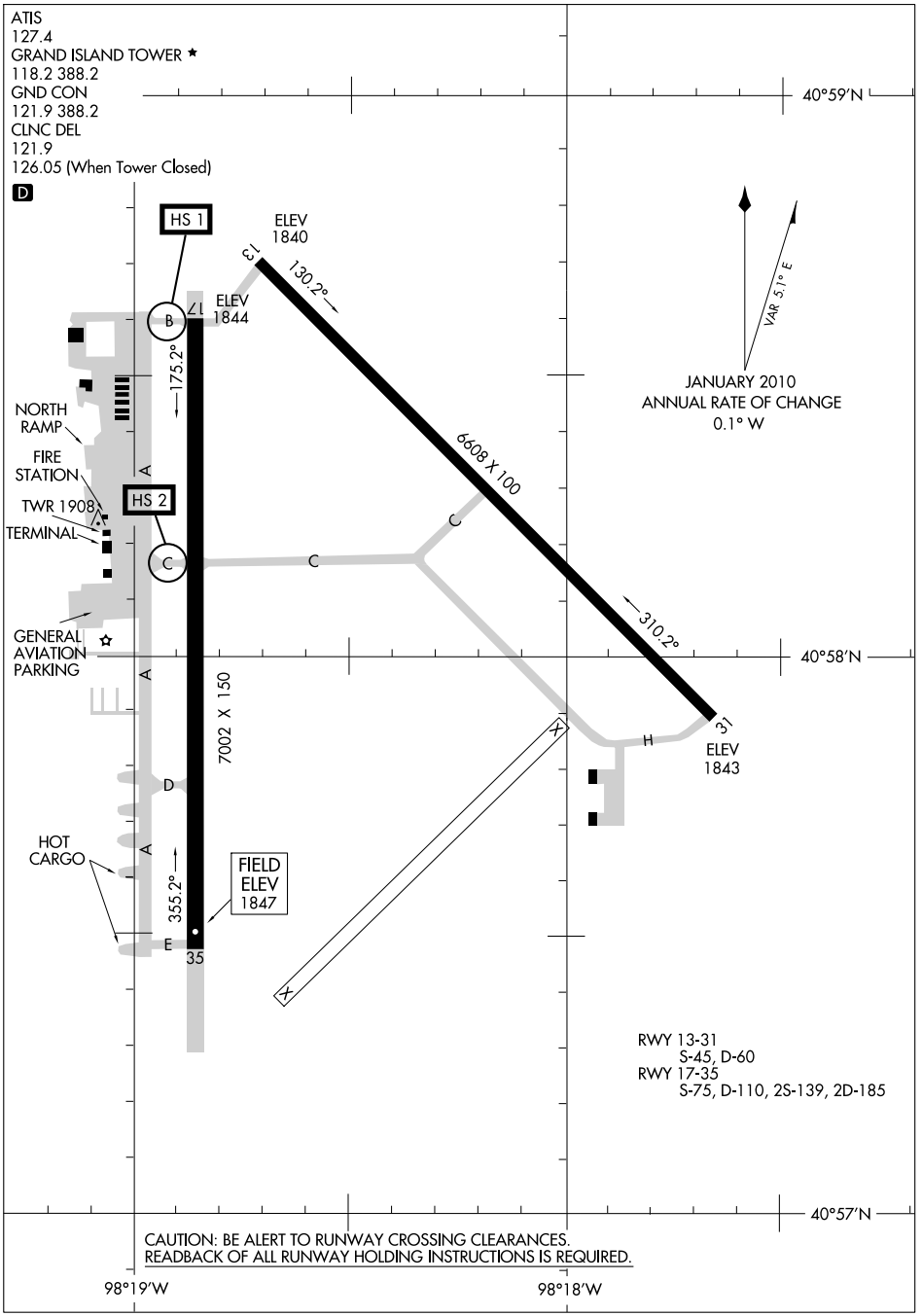
CATEGORY	A	B	C	D
CIRCLING	3140-1 581 (600-1)		3140-1½ 581 (600-1½)	NA

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)
AL-173 (FAA)
GRAND ISLAND, NEBRASKA



AIRPORT DIAGRAM

GRAND ISLAND, NEBRASKA
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

10266

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

GRAND ISLAND

CENTRAL NEBRASKA RGNL (GRI) 3 NE UTC−6(−5DT) N40°58.05′ W98°18.58′ OMAHA

1847 B S4 **FUEL** 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE GRI **H–5B, L–10H, 12H**

RWY 17–35: H7002X150 (CONC) S–75, D–110, 2S–139, 2D–185 HIRL **IAP, AD**

RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 38′.

RWY 35: MALSR. PAPI (P4L)—GA 2.6° TCH 55′.

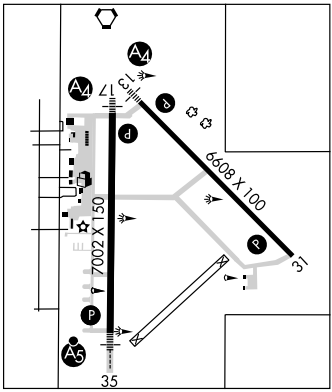
RWY 13–31: H6608X100 (CONC) S–45, D–60 MIRL

RWY 13: MALS. PAPI(P4L)—GA 3.0° TCH 35′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6608	TODA–6608	ASDA–6608	LDA–6608
RWY 17:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002
RWY 31:	TORA–6608	TODA–6608	ASDA–6608	LDA–6608
RWY 35:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002



AIRPORT REMARKS: Attended continuously. Migratory waterfowl on and invof arpt. Class I, ARFF Index B. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308–385–5170. Index B equipment provided. Index C level ARFF avbl upon request. Air carrier ops over 9 passengers seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. Rwy 35 touchdown rwy visual range avbl. When twr clsd ACTIVATE MALS Rwy 13 and 17, MALSR Rwy 35, MIRL Rwy 13–31, HIRL Rwy 17–35, PAPI Rwy 13, Rwy 31, Rwy 17, Rwy 35 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS (308) 382–5590. LAWRS.

COMMUNICATIONS: CTAF 118.2 **ATIS** 127.4 **UNICOM** 122.95

RCO 122.45 (COLUMBUS RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4

GRAND ISLAND TOWER 118.2 (1300–0200Z‡) **GND CON** 121.9

MINNEAPOLIS CENTER CLNC DEL 126.05 (0200–1300Z‡)

GRAND ISLAND CLNC DEL 121.9 (1300–0200Z‡)

AIRSPACE: CLASS D svc 1300–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04′ W98°18.89′ at fld. 1840/7E.

SANCY NDB (LOM) 380 GR N40°52.37′ W98°18.88′ 355° 5.7 NM to fld.

ILS 111.9 I–GRI Rwy 35 Class IC. LOM SANCY NDB. Back course unusable byd 16 NM, unusable byd 10 NM blo 3,000′. LOM unmonitored.

GRANT COUNTY (See HYANNIS)

GRANT MUNI (GGF) 2 N UTC−7 (−6DT) N40°52.24′ W101°44.03′ CHEYENNE

3425 B S4 **FUEL** 100LL NOTAM FILE OLU **L–10G**

RWY 15–33: H4797X60 (CONC) S–30, D–30 MIRL **IAP**

AIRPORT REMARKS: Attended 1500–0000Z‡. Ultralights invof arpt. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 293° 44.6 NM to fld. 3010/11E.

NDB (MHW) 359 GGF N40°52.26′ W101°43.83′ at fld.

COMM/NAV/WEATHER REMARKS: SAWRS avbl for Part 135 ops; Call 308–352–2223 at least 24 hrs in advance.

GREELEY MUNI (99Y) 1 NW UTC−6(−5DT) N41°33.50′ W98°32.77′ OMAHA

2035 NOTAM FILE OLU

RWY 13–31: 2800X100 (TURF)

RWY 13: Fence. **RWY 31:** Fence.

AIRPORT REMARKS: Unattended. Rwy 13–31 marked with yellow boundary cones.

COMMUNICATIONS: CTAF 122.9

HARLAN CO LAKE SPB (See ALMA)

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	353°	TDZE	1847
		Apt Elev	1847

ILS or LOC RWY 35

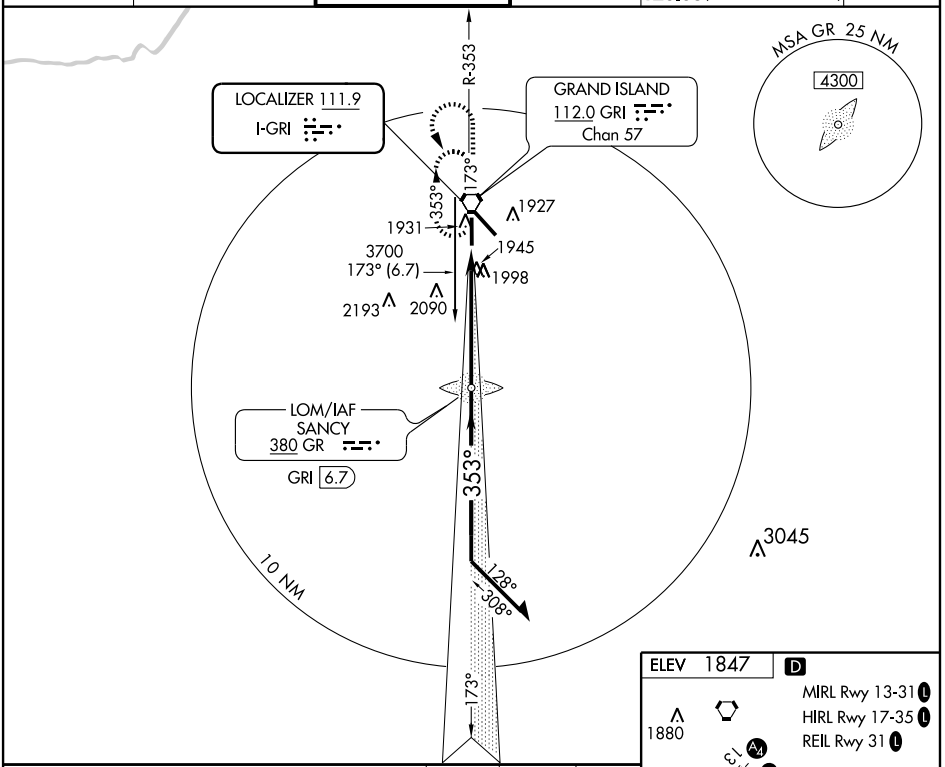
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

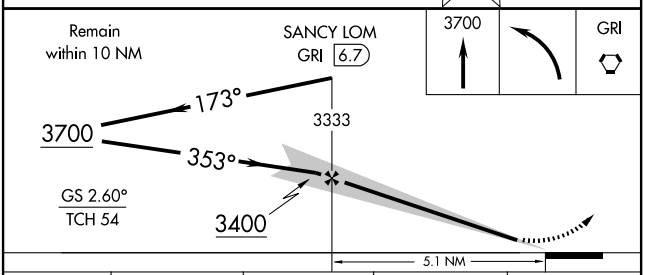
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

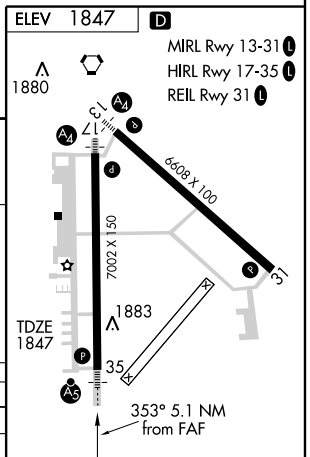
MALSR

MISSED APPROACH: Climb to 3700 then left turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-ILS 35	*2047-24 200 (200-½)			
S-LOC 35	2200-24 353 (400-½)			2200-40 353 (400-¾)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-GRI	APP CRS	Rwy Idg	7002
111.9	173°	TDZE	1844
		Apt Elev	1847

LOC/DME BC RWY 17

GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

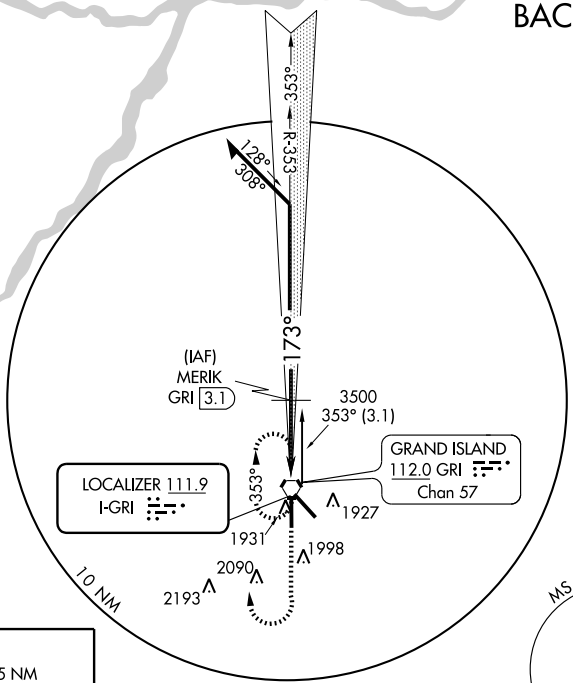
Simultaneous reception of I-GRI and GRI DME required. Disregard glide slope indications.

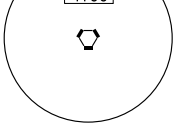
MALS

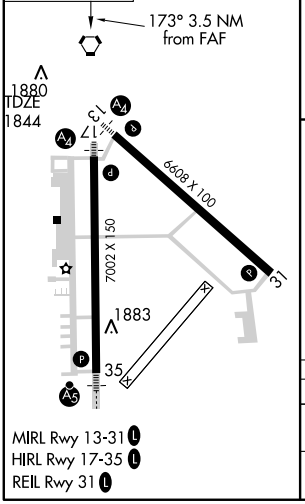
MISSED APPROACH: Climb to 3700 heading 170° then right turn direct GRI VORTAC and hold.

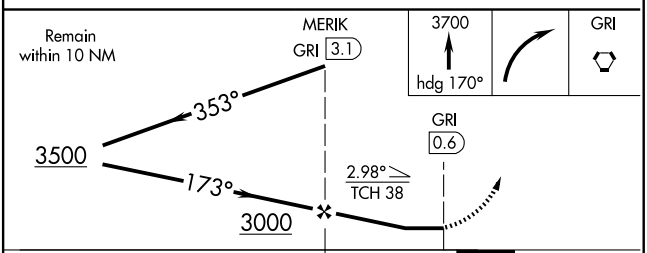
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95

BACK COURSE









CATEGORY	A	B	C	D
S-17	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6608
CH 53399	128°	TDZE	1842
W13A		Apt Elev	1847

RNAV (GPS) RWY 13

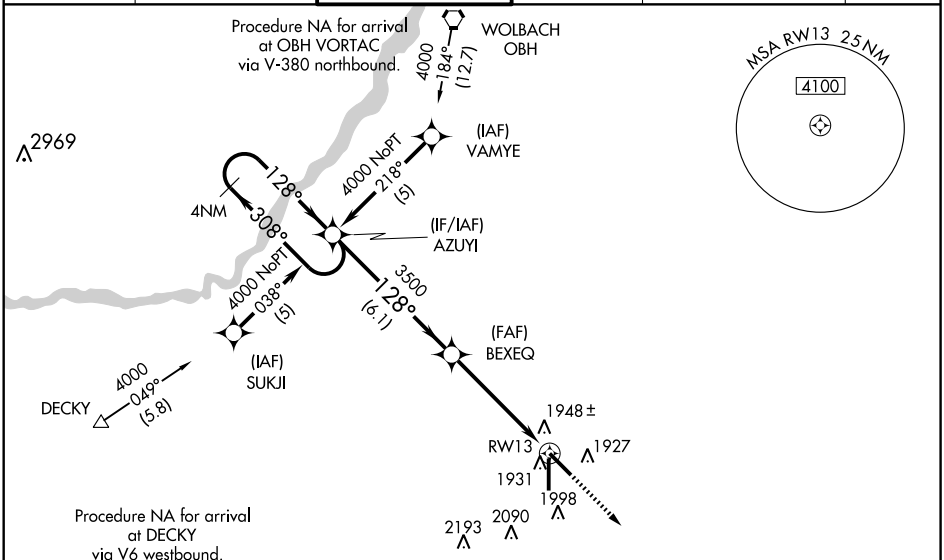
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

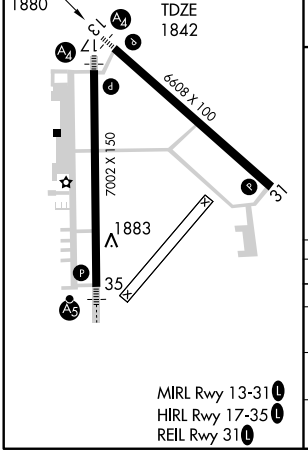
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV.

MALS

MISSED APPROACH: Climb to 4100 direct AGEKY and hold.

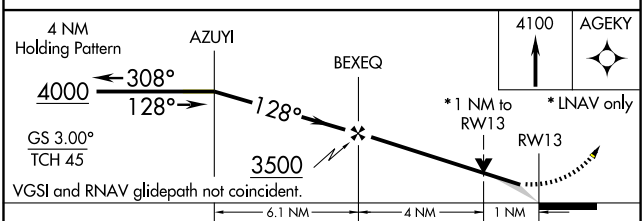
ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95





MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L





CATEGORY	A	B	C	D
LPV DA	2092-¾ 250 (300-¾)			
LNAV/ VNAV DA	2247-1½ 405 (400-1½)			
LNAV MDA	2200-¾ 358 (400-¾)			2200-1¼ 358 (400-1¼)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7002
CH 60999	173°	TDZE	1844
W17A		Apt Elev	1847

RNAV (GPS) RWY 17

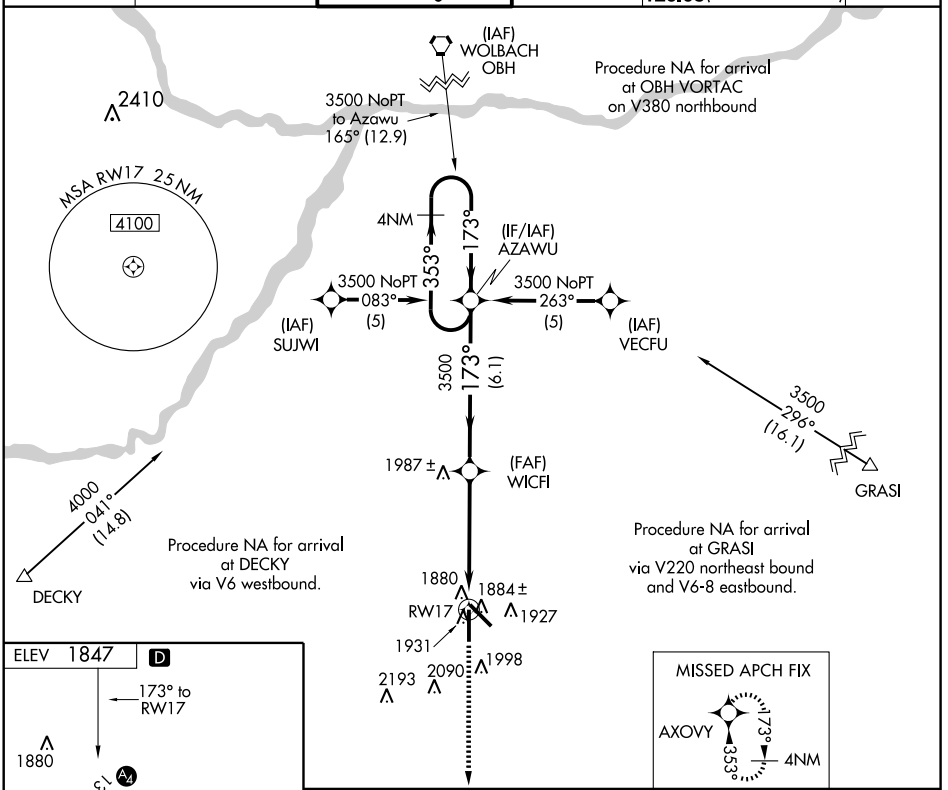
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

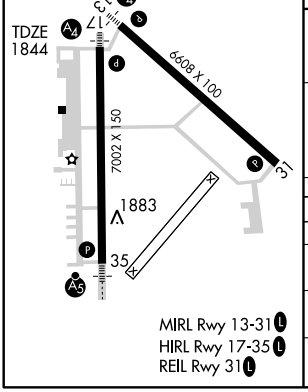
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. Inoperative table does not apply to LPV.

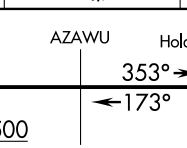
MALS

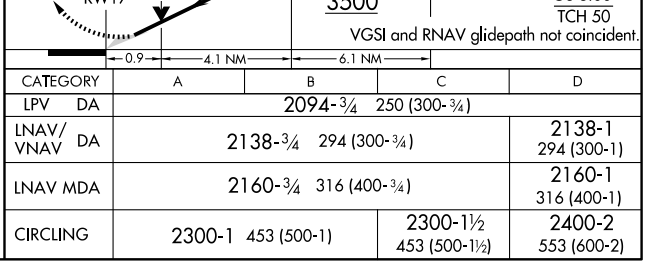
MISSED APPROACH: Climb to 3800 direct AXOVY and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95









CATEGORY	A	B	C	D
LPV DA	2094-¾ 250 (300-¾)			
LNAV/ VNAV DA	2138-¾ 294 (300-¾)			2138-1 294 (300-1)
LNAV MDA	2160-¾ 316 (400-¾)			2160-1 316 (400-1)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6608
308°	TDZE	1844
	Apt Elev	1847

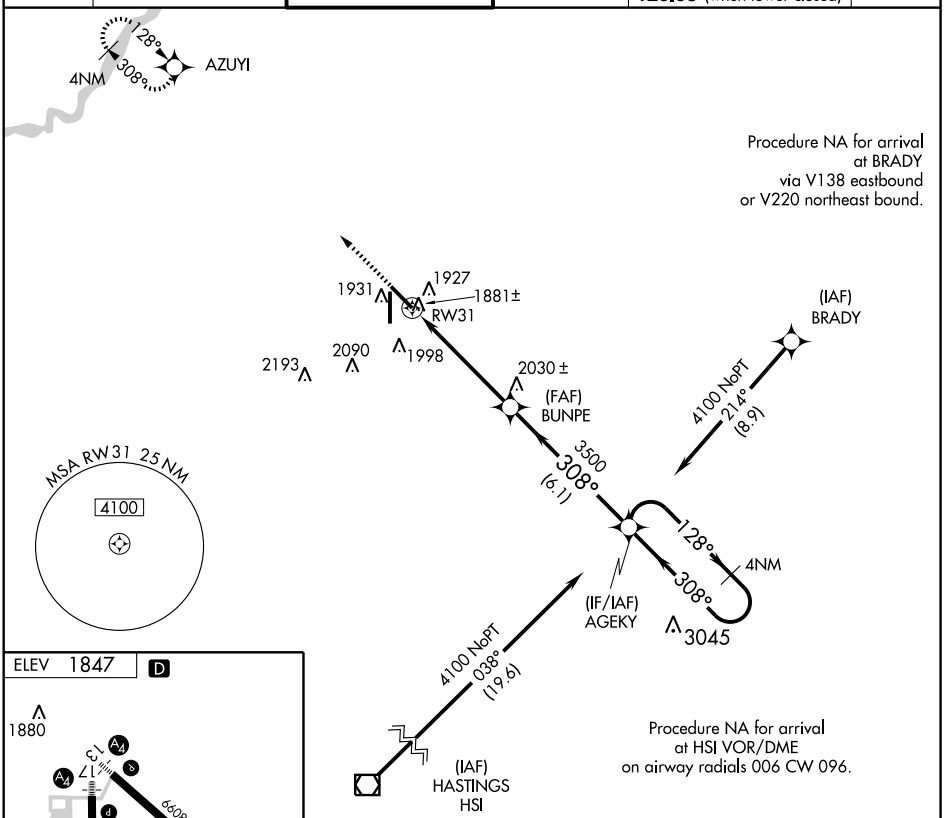
RNAV (GPS) RWY 31

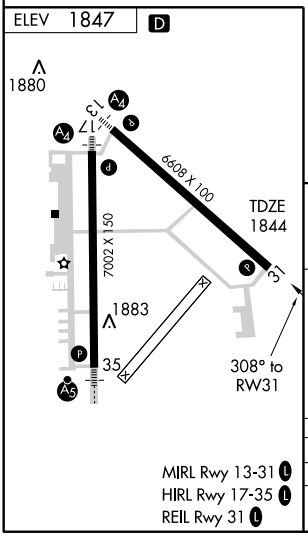
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

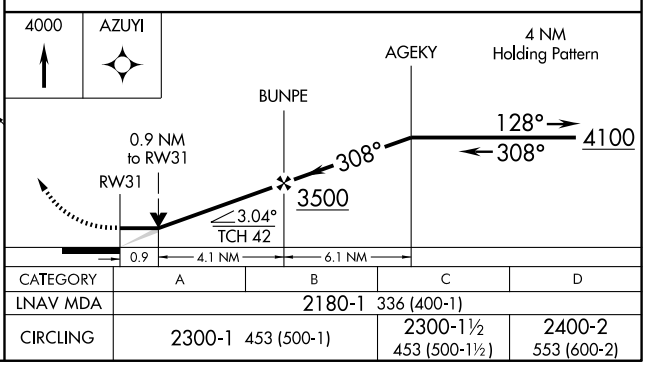
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet. VDP NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct AZUYI and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER ★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) (L) 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
LNAV MDA	2180-1 336 (400-1)			
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

MIRL Rwy 13-31 (L)
HIRL Rwy 17-35 (L)
REIL Rwy 31 (L)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7002
CH 86799	353°	TDZE	1847
W35A		Apt Elev	1847

RNAV (GPS) RWY 35

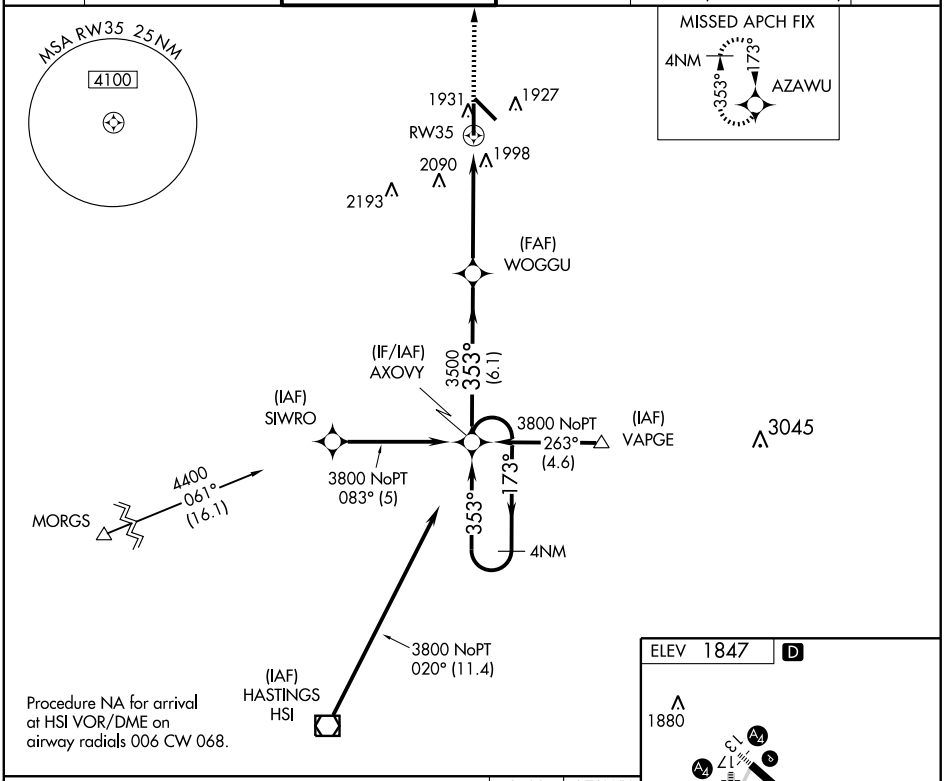
GRAND ISLAND/CENTRAL NEBRASKA RGNL (GRI)

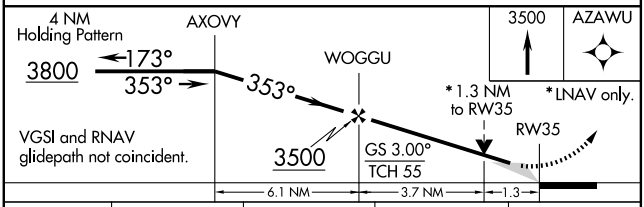
DME/DME RNP-0.3 NA. BARO-VNAV NA below -18°C (0°F). If local altimeter setting not received, use Aurora altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Aurora altimeter setting. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats.

MALSR

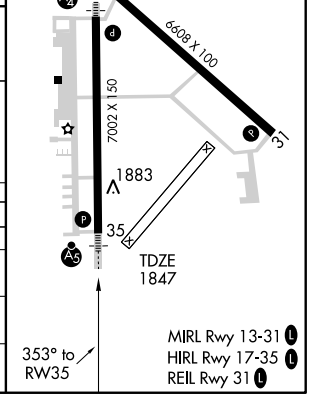
MISSED APPROACH: Climb to 3500 direct AZAWU and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95





CATEGORY	A	B	C	D
LPV DA	2097/24 250 (300-½)			
LNAV/VNAV DA	2283/50 436 (500-1)			
LNAV MDA	2260/24 413 (500-½)		2260/40 413 (500-¾)	2260/50 413 (500-1)
CIRCLING	2300-1½ 453 (500-1½)			2400-2 553 (600-2)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	313°	TDZE	1844
Chan 57		Apt Elev	1847

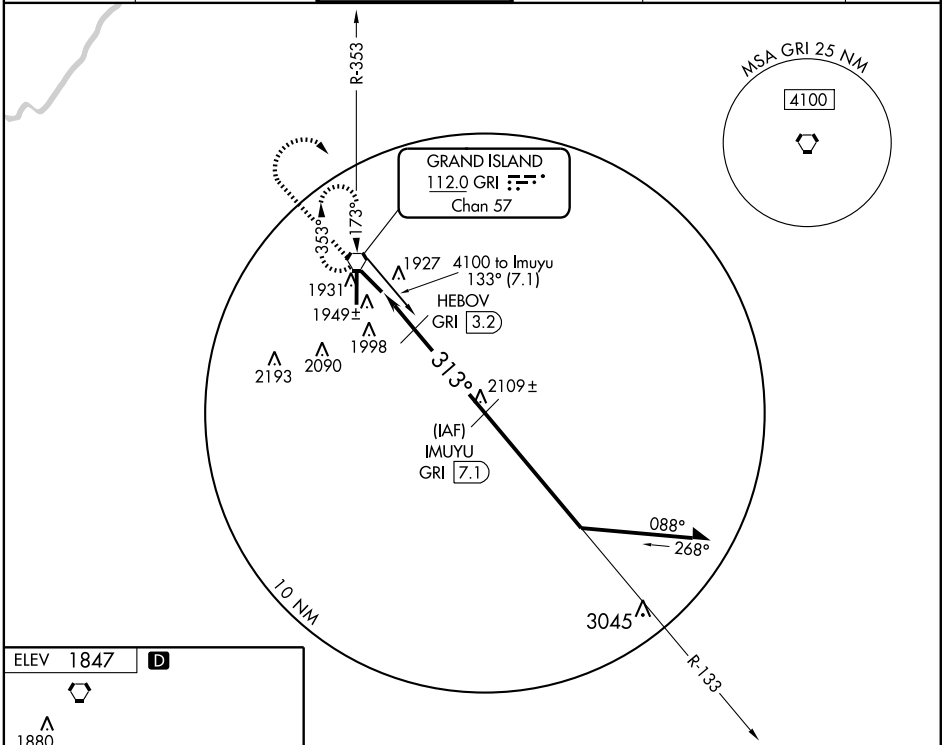
VOR/DME RWY 31

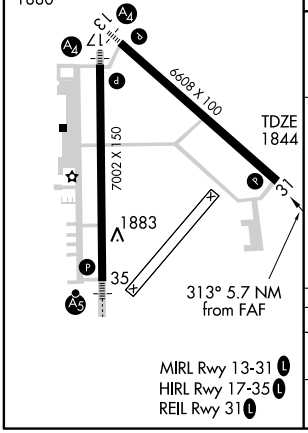
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

If local altimeter setting not received, use Aurora altimeter setting and increase all MDAs 60 feet.
VDP NA when using Aurora altimeter setting.

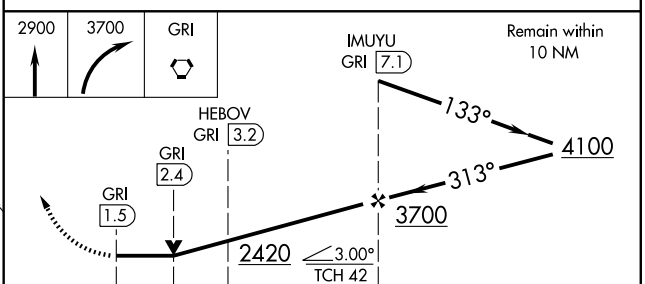
MISSED APPROACH: Climb to 2900 then climbing right turn to 3700 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95





MIRL Rwy 13-31 L
HIRL Rwy 17-35 L
REIL Rwy 31 L



CATEGORY	A	B	C	D
S-31	2200-1 356 (400-1)			2200-1¼ 356 (400-1¼)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRI	APP CRS	Rwy Idg	7002
112.0	353°	TDZE	1847
Chan 57		Apt Elev	1847

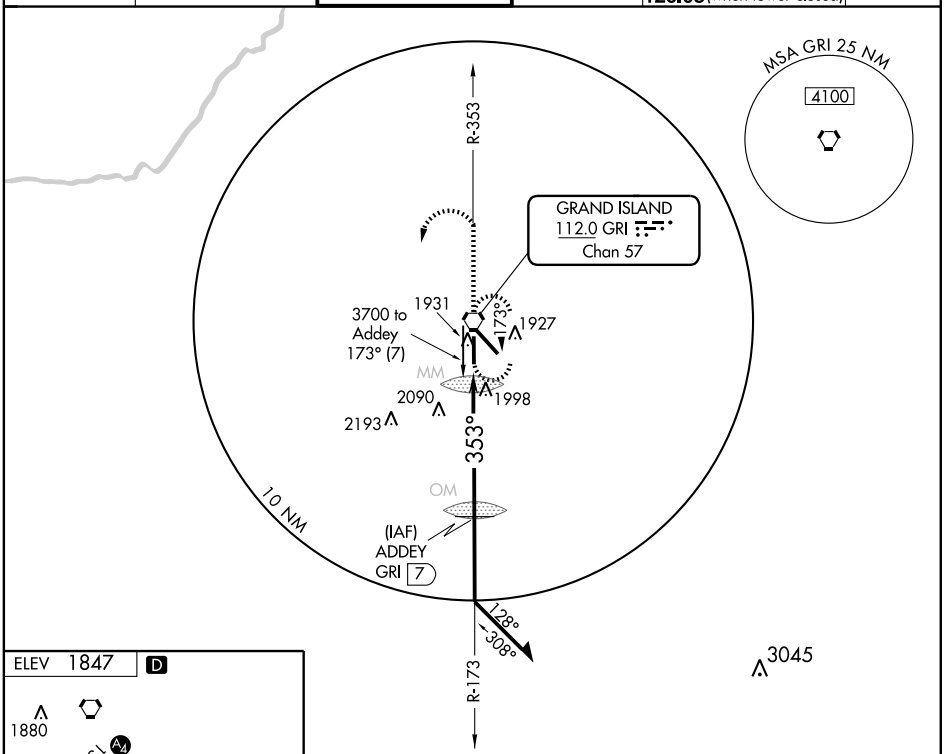
VOR/DME RWY 35

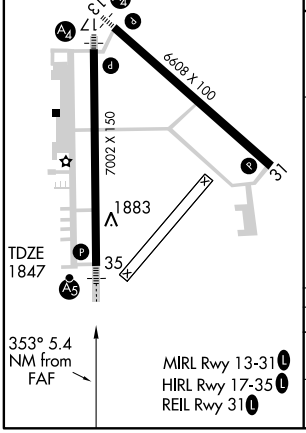
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

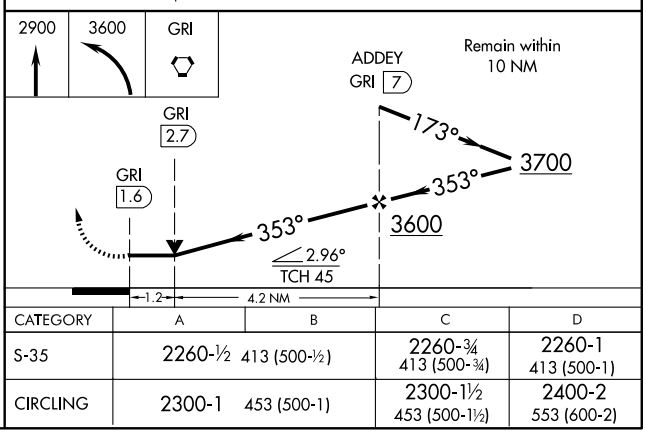
MALSR

MISSED APPROACH: Climb to 2900, then climbing left turn to 3600 direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-35	2260-½	413 (500-½)	2260-¾ 413 (500-¾)	2260-1 413 (500-1)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRI	APP CRS	Rwy Idg	6608
112.0	104°	TDZE	1842
Chan 57		Apt Elev	1847

VOR RWY 13

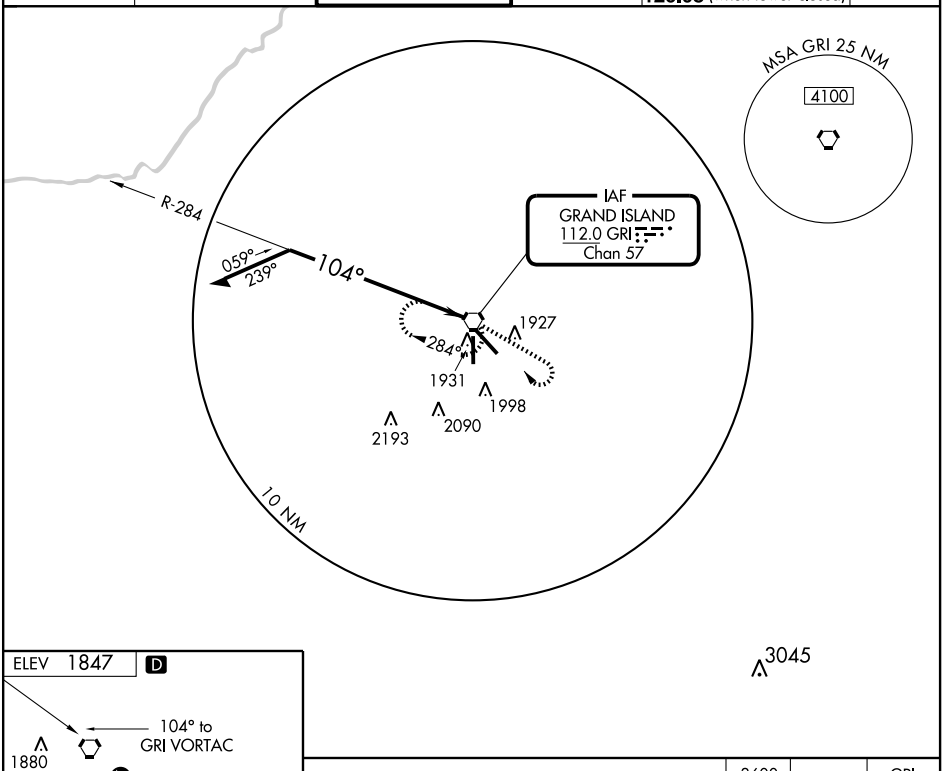
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

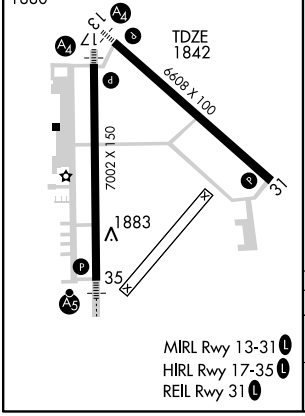
Inoperative table does not apply to S-13 Cat C.

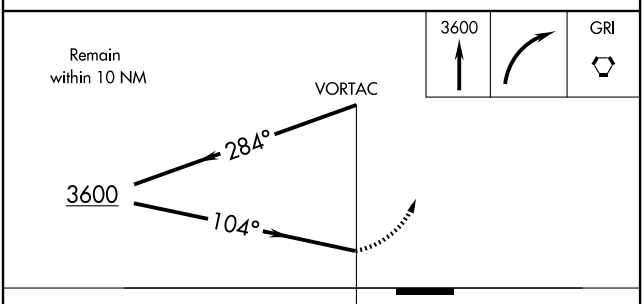
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER★	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-13	2300-¾	458 (500-¾)	2300-1¼ 458 (500-1¼)	2300-1½ 458 (500-1½)
CIRCLING	2300-1	453 (500-1)	2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC GRI	APP CRS	Rwy Idg	7002
112.0	173°	TDZE	1844
Chan 57		Apt Elev	1847

VOR RWY 17

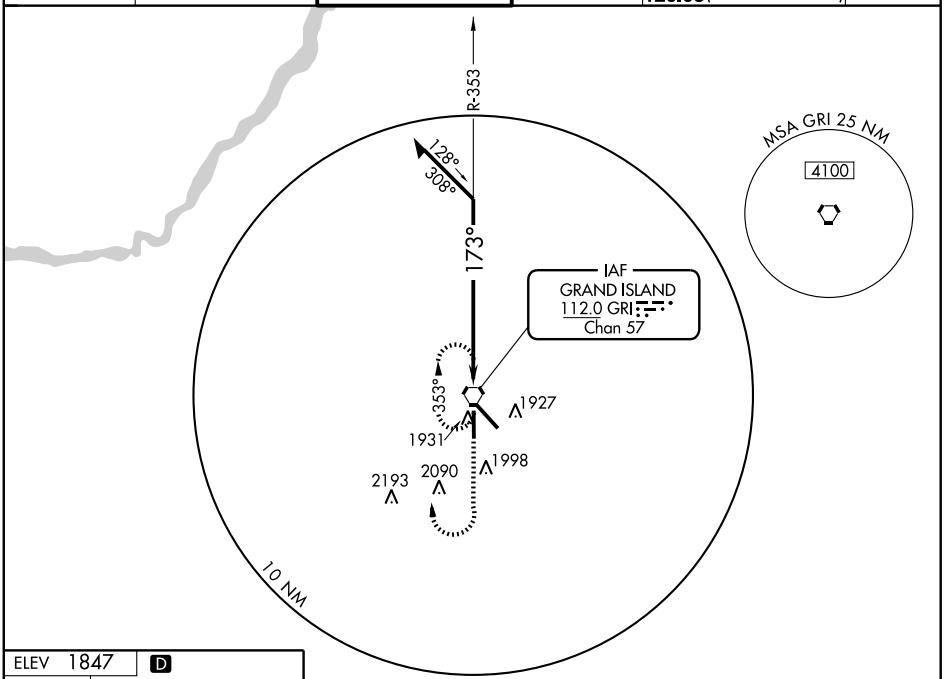
GRAND ISLAND/ CENTRAL NEBRASKA RGNL (GRI)

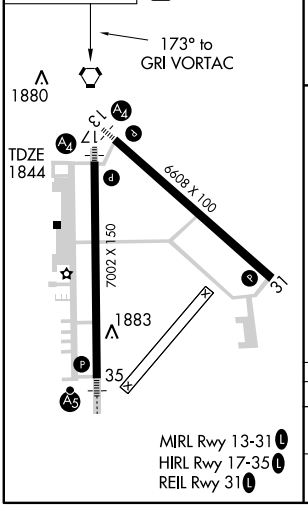
Inoperative table does not apply to S-17 Cat C.

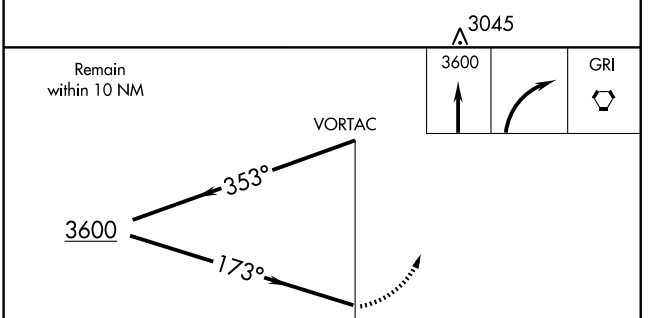
MALS

MISSED APPROACH: Climb to 3600, then right turn direct GRI VORTAC and hold.

ATIS	MINNEAPOLIS CENTER	GRAND ISLAND TOWER*	GND CON	CLNC DEL	UNICOM
127.4	119.4 278.8	118.2 (CTAF) L 388.2	121.9 388.2	121.9 126.05 (when tower closed)	122.95







CATEGORY	A	B	C	D
S-17	2300-¾ 456 (500-¾)		2300-1¼ 456 (500-1¼)	2300-1½ 456 (500-1½)
CIRCLING	2300-1 453 (500-1)		2300-1½ 453 (500-1½)	2400-2 553 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

GRAND ISLAND

CENTRAL NEBRASKA RGNL (GRI) 3 NE UTC−6(−5DT) N40°58.05′ W98°18.58′ OMAHA

1847 B S4 **FUEL** 100LL, JET A OX 1, 2 ARFF Index—See Remarks NOTAM FILE GRI **H–5B, L–10H, 12H**

RWY 17–35: H7002X150 (CONC) S–75, D–110, 2S–139, 2D–185 HIRL **IAP, AD**

RWY 17: MALS. PAPI(P4L)—GA 3.0° TCH 38′.

RWY 35: MALSR. PAPI (P4L)—GA 2.6° TCH 55′.

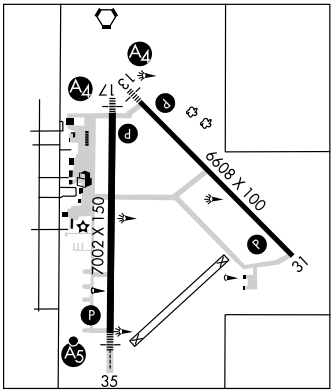
RWY 13–31: H6608X100 (CONC) S–45, D–60 MIRL

RWY 13: MALS. PAPI(P4L)—GA 3.0° TCH 35′.

RWY 31: REIL. PAPI(P4L)—GA 3.0° TCH 42′.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6608	TODA–6608	ASDA–6608	LDA–6608
RWY 17:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002
RWY 31:	TORA–6608	TODA–6608	ASDA–6608	LDA–6608
RWY 35:	TORA–7002	TODA–7002	ASDA–7002	LDA–7002



AIRPORT REMARKS: Attended continuously. Migratory waterfowl on and invof arpt. Class I, ARFF Index B. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308–385–5170. Index B equipment provided. Index C level ARFF avbl upon request. Air carrier ops over 9 passengers seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. Rwy 35 touchdown rwy visual range avbl. When twr clsd ACTIVATE MALS Rwy 13 and 17, MALSR Rwy 35, MIRL Rwy 13–31, HIRL Rwy 17–35, PAPI Rwy 13, Rwy 31, Rwy 17, Rwy 35 and REIL Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS (308) 382–5590. LAWRS.

COMMUNICATIONS: CTAF 118.2 **ATIS** 127.4 **UNICOM** 122.95

RCO 122.45 (COLUMBUS RADIO)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4

GRAND ISLAND TOWER 118.2 (1300–0200Z‡) **GND CON** 121.9

MINNEAPOLIS CENTER CLNC DEL 126.05 (0200–1300Z‡)

GRAND ISLAND CLNC DEL 121.9 (1300–0200Z‡)

AIRSPACE: CLASS D svc 1300–0200Z‡ other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04′ W98°18.89′ at fld. 1840/7E.

SANCY NDB (LOM) 380 GR N40°52.37′ W98°18.88′ 355° 5.7 NM to fld.

ILS 111.9 I–GRI Rwy 35 Class IC. LOM SANCY NDB. Back course unusable byd 16 NM, unusable byd 10 NM blo 3,000′. LOM unmonitored.

GRANT COUNTY (See HYANNIS)

GRANT MUNI (GGF) 2 N UTC−7 (−6DT) N40°52.24′ W101°44.03′ CHEYENNE

3425 B S4 **FUEL** 100LL NOTAM FILE OLU **L–10G**

RWY 15–33: H4797X60 (CONC) S–30, D–30 MIRL **IAP**

AIRPORT REMARKS: Attended 1500–0000Z‡. Ultralights invof arpt. ACTIVATE MIRL Rwy 15–33—CTAF.

WEATHER DATA SOURCES: SAWRS

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 293° 44.6 NM to fld. 3010/11E.

NDB (MHW) 359 GGF N40°52.26′ W101°43.83′ at fld.

COMM/NAV/WEATHER REMARKS: SAWRS avbl for Part 135 ops; Call 308–352–2223 at least 24 hrs in advance.

GREELEY MUNI (99Y) 1 NW UTC−6(−5DT) N41°33.50′ W98°32.77′ OMAHA

2035 NOTAM FILE OLU

RWY 13–31: 2800X100 (TURF)

RWY 13: Fence. **RWY 31:** Fence.

AIRPORT REMARKS: Unattended. Rwy 13–31 marked with yellow boundary cones.

COMMUNICATIONS: CTAF 122.9

HARLAN CO LAKE SPB (See ALMA)

NDB GGF 359	APP CRS 128°	Rwy Idg 4797 TDZE 3423 Apt Elev 3425

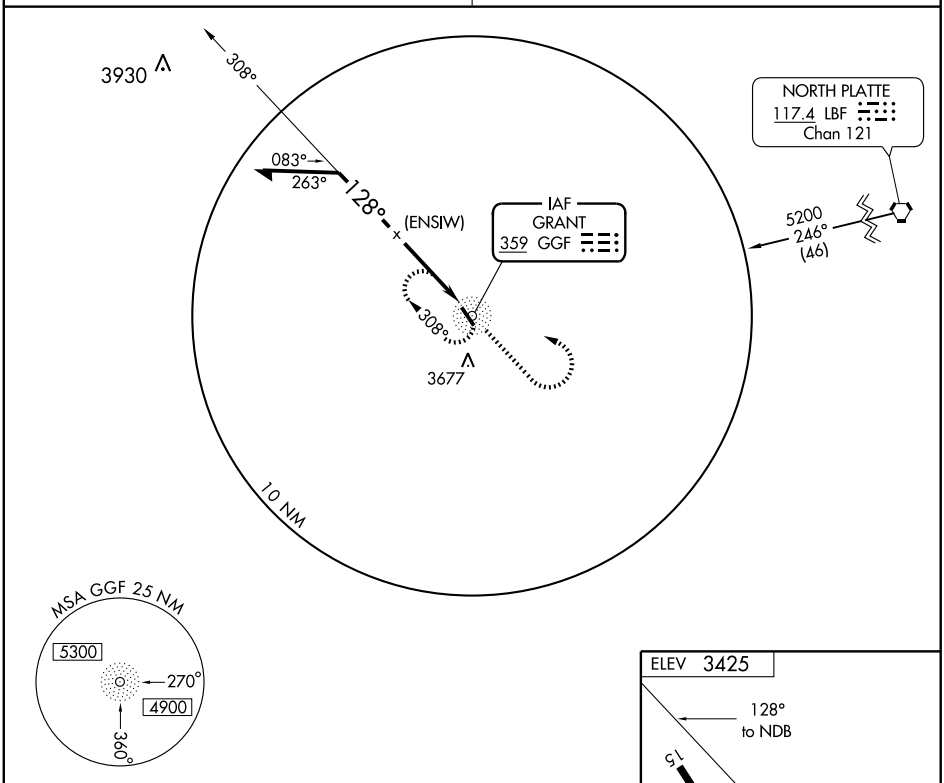
NDB RWY 15
GRANT MUNI (GGF)

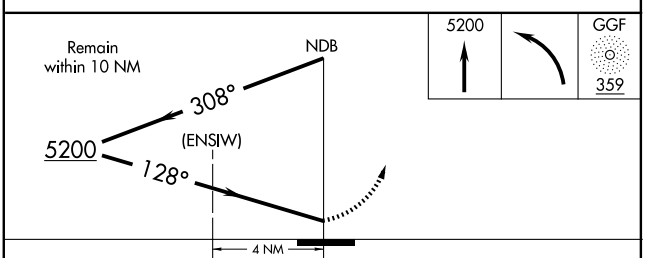
When local altimeter not received, use Ogallala altimeter setting.

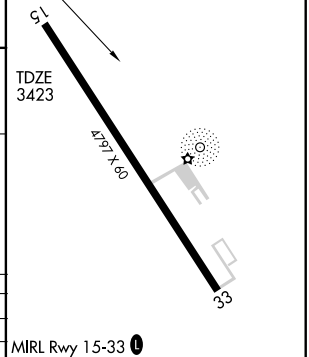
NA

MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1	575 (600-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-15	4060-1	637 (700-1)	NA	
CIRCLING	4060-1	635 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB GGF 359	APP CRS 327°	Rwy Idg 4797 TDZE 3425 Apt Elev 3425

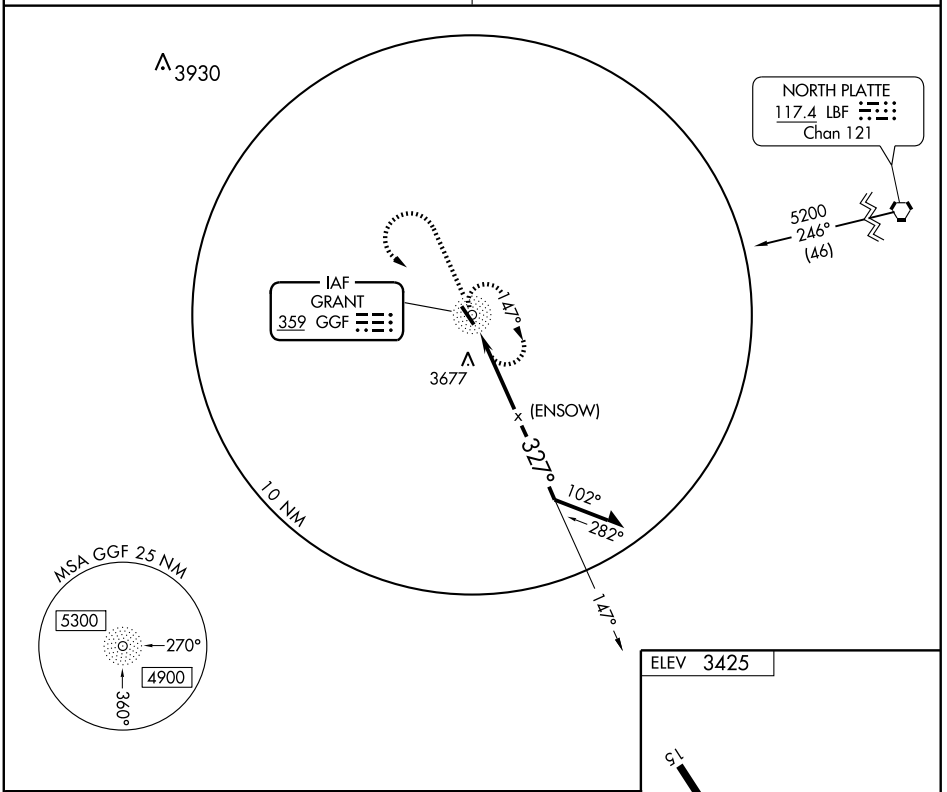
NDB RWY 33
GRANT MUNI (GGF)

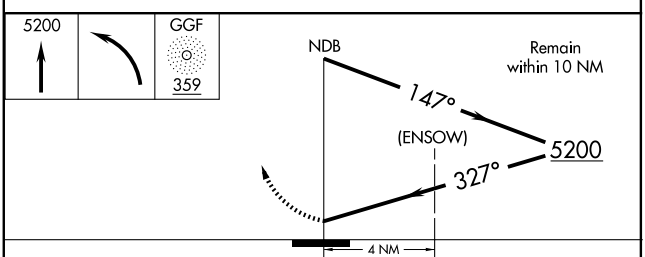
When local altimeter not received, use Ogallala altimeter setting.

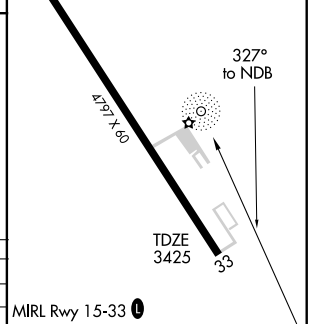
MISSED APPROACH: Climb to 5200 then left turn direct GGF NDB and hold.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	4100-1	675 (700-1)	NA	
CIRCLING	4100-1	675 (700-1)	NA	
	OGALLALA ALTIMETER SETTING MINIMUMS			
S-33	4140-1	715 (800-1)	NA	
CIRCLING	4140-1	715 (800-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4797
CH 81908	137°	TDZE 3423
W15A		Apt Elev 3425

RNAV (GPS) RWY 15

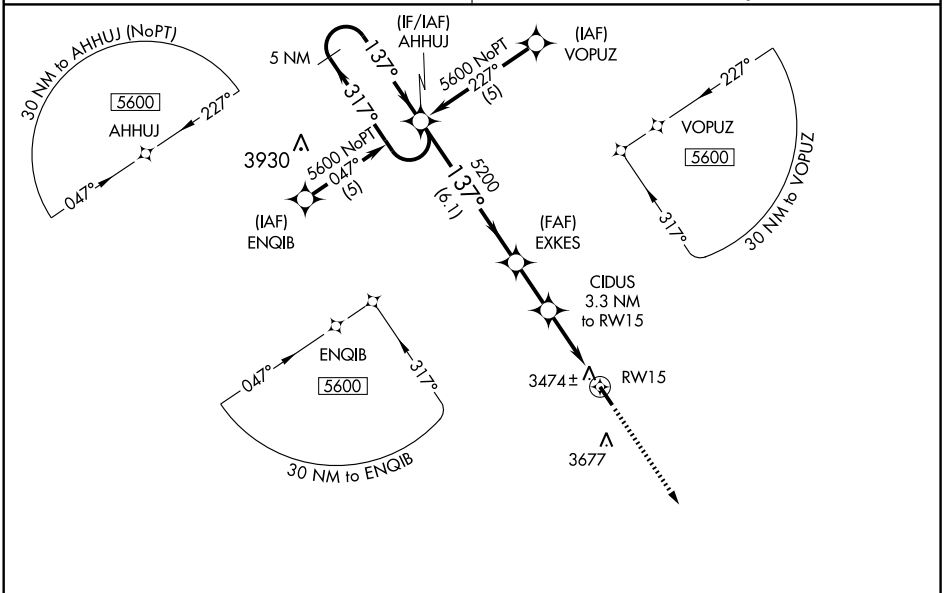
GRANT MUNI (GGF)

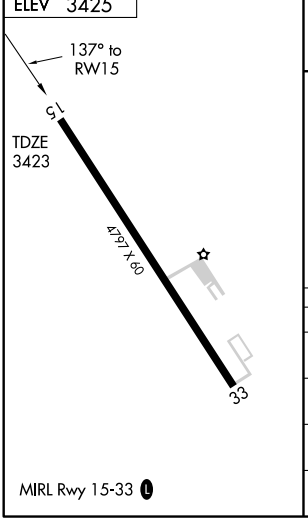
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Ogallala altimeter setting.

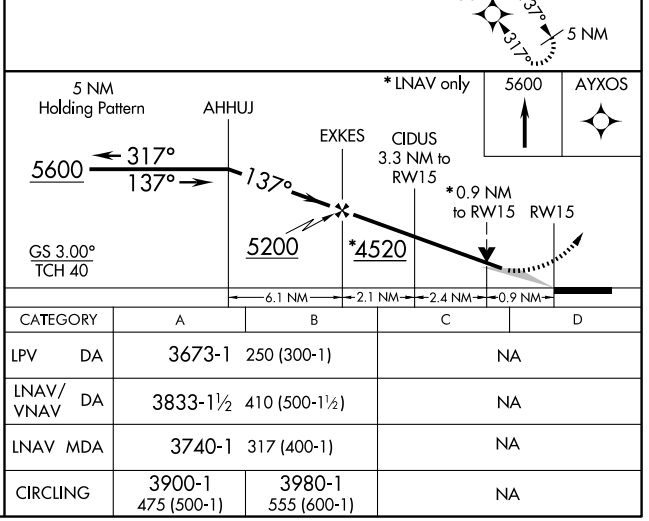
NA

MISSED APPROACH: Climb to 5600 direct AYXOS and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3673-1	250 (300-1)	NA	
LNAV/VNAV DA	3833-1½	410 (500-1½)	NA	
LNAV MDA	3740-1	317 (400-1)	NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4797
CH 62908	317°	TDZE 3425
W33A		Apt Elev 3425

RNAV (GPS) RWY 33

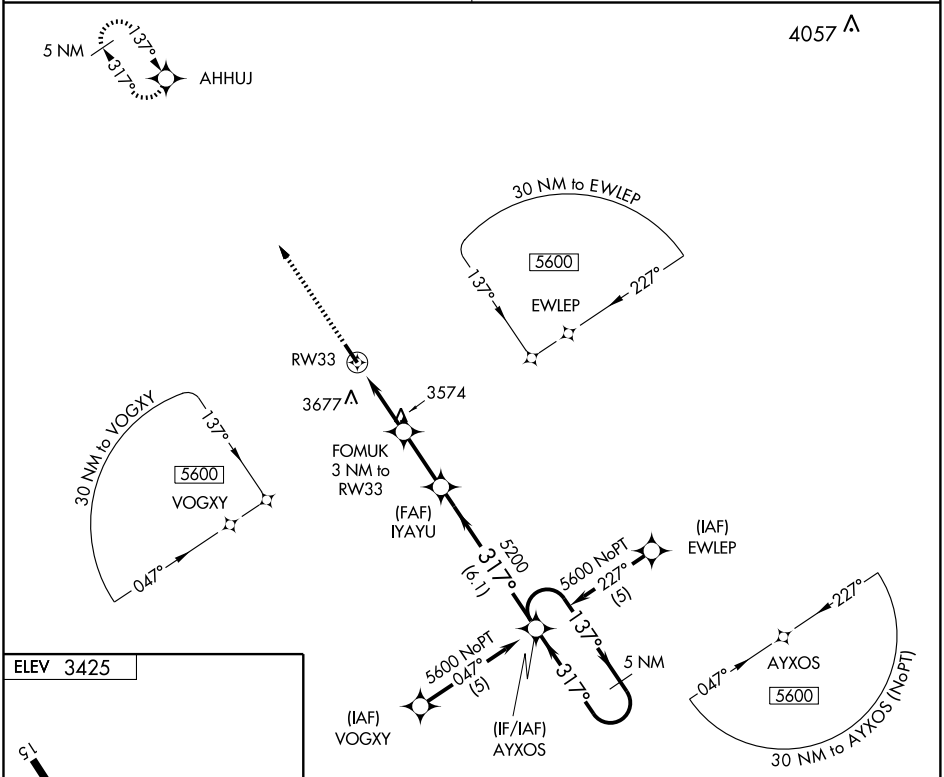
GRANT MUNI (GGF)

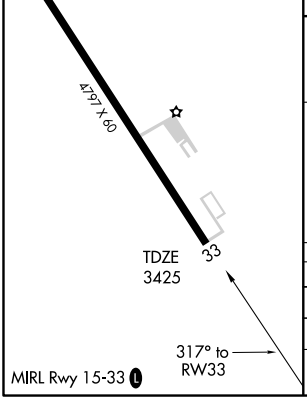
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ogallala altimeter setting and increase all DA/MDA 60 feet and LPV all Cats visibility ¼ mile. VDP NA when using Ogallala altimeter setting.

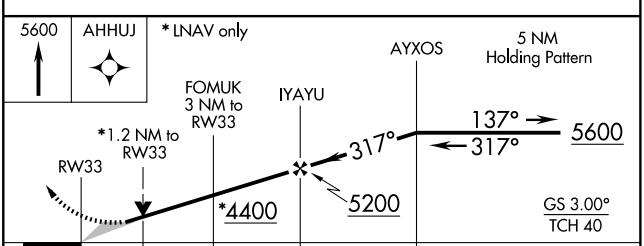
NA

MISSED APPROACH: Climb to 5600 direct AHHUJ and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3710-1 285 (300-1)		NA	
LNAV MDA	3840-1 415 (500-1)		NA	
CIRCLING	3900-1 475 (500-1)	3980-1 555 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAE	APP CRS	Rwy Idg	4797
110.2	162°	TDZE	3423
Chan 39		Apt Elev	3425

VOR/DME RWY 15
GRANT MUNI (GGF)

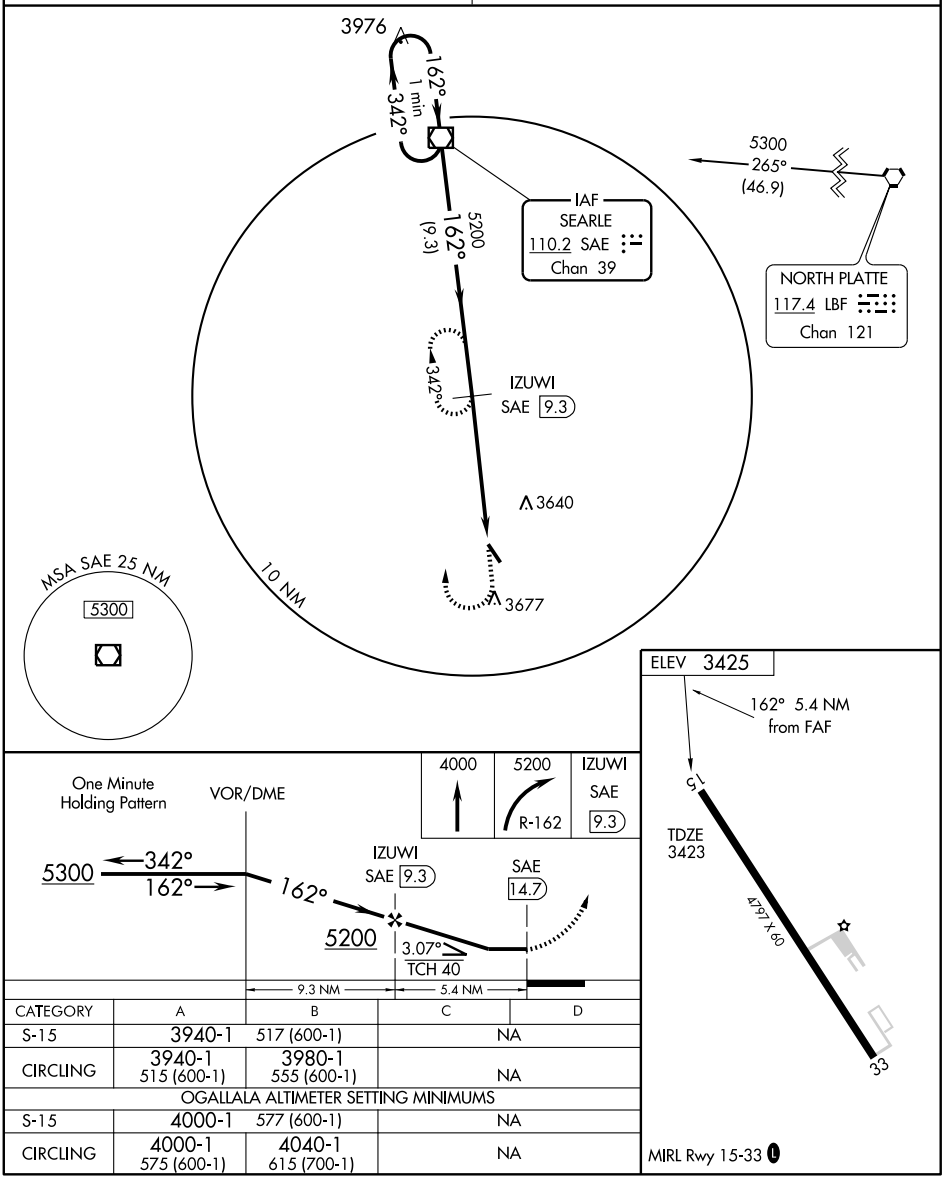
When local altimeter not received, use Ogallala altimeter setting.

NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 5200 via R-162 to IZUWI and hold.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) L



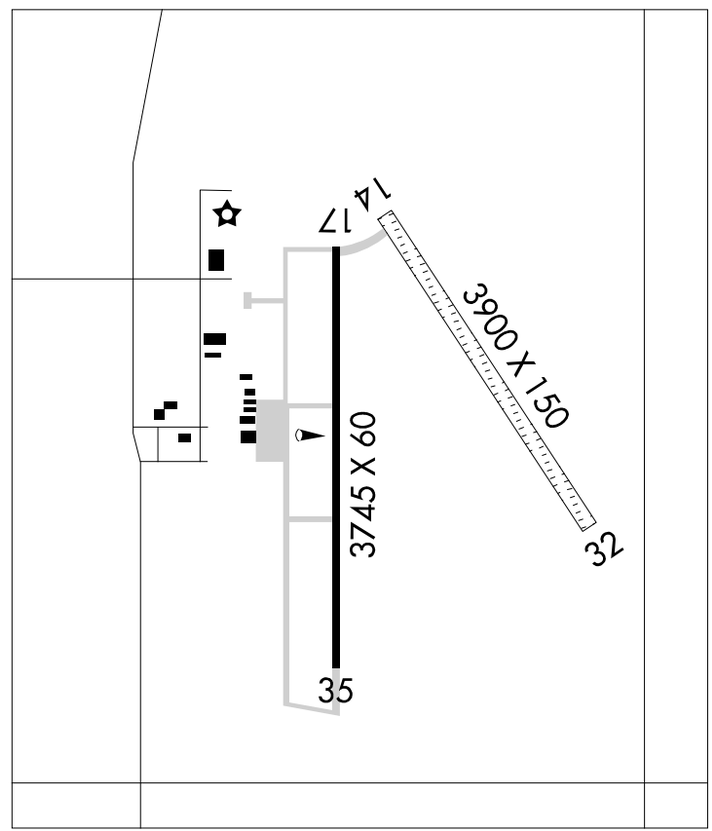
CATEGORY	A	B	C	D
S-15	3940-1	517 (600-1)	NA	
CIRCLING	3940-1 515 (600-1)	3980-1 555 (600-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-15	4000-1	577 (600-1)	NA	
CIRCLING	4000-1 575 (600-1)	4040-1 615 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HARRY STRUNK N40°18.26′ W100°09.46′ NOTAM FILE OLU. OMAHA
NDB (MHW) 389 CSB at Cambridge Muni. L–10H

HARTINGTON MUNI (ØB4) 2 SE UTC−6(−5DT) N42°36.19′ W97°15.21′ OMAHA
1388 B S4 **FUEL** 100LL NOTAM FILE OLU L–12H
RWY 13–31: H3950X60 (CONC) MIRL 0.3% up SE IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 31: PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 400′. Road.
RWY 03–21: 2150X125 (TURF) 0.6% up SW
RWY 03: Trees. **RWY 21:** Road.
AIRPORT REMARKS: Attended continuously. For fuel call 402–254–6916/3812. Rwy 03–21 not plowed winter months. ACTIVATE MIRL Rwy 13–31; PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ 156° 19.8 NM to fld. 1301/7E.

HARVARD STATE (Ø8K) 2 NE UTC−6(−5DT) N40°39.08′ W98°04.79′ OMAHA
1815 B **FUEL** 100LL NOTAM FILE OLU L–10I
RWY 14–32: 3900X150 (TURF) IAP
RWY 17–35: H3745X60 (ASPH) MIRL
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 073° 16.2 NM to fld. 1950/7E. **HIWAS.**



APP CRS		
135°	Rwy Idg	3950
	TDZE	1383
	Apt Elev	1387

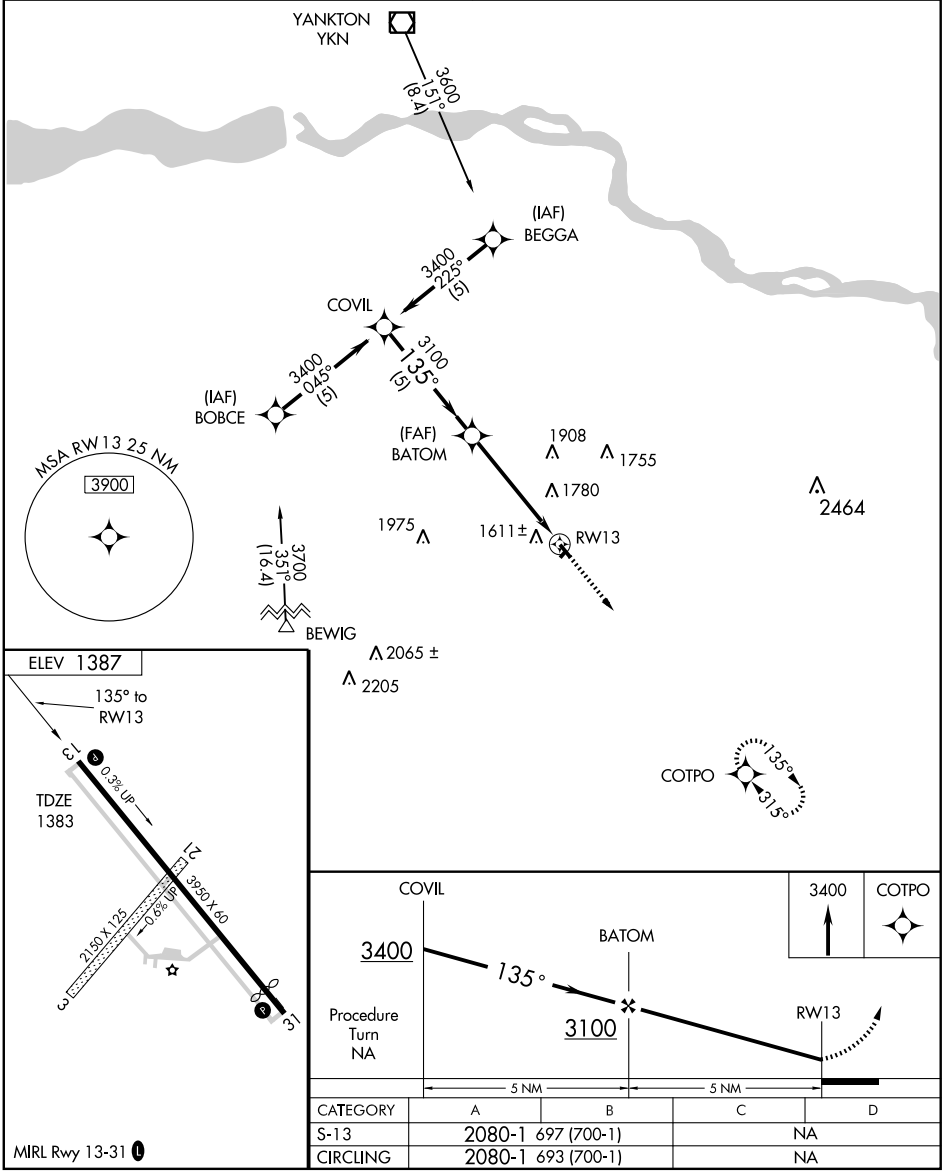
GPS RWY 13
HARTINGTON MUNI (ØB4)

NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COTPO WP and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L

NC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-13	2080-1 697 (700-1)		NA	
CIRCLING	2080-1 693 (700-1)		NA	

MIRL Rwy 13-31 L

APP CRS		
315°	Rwy Idg	3550
	TDZE	1383
	Apt Elev	1387

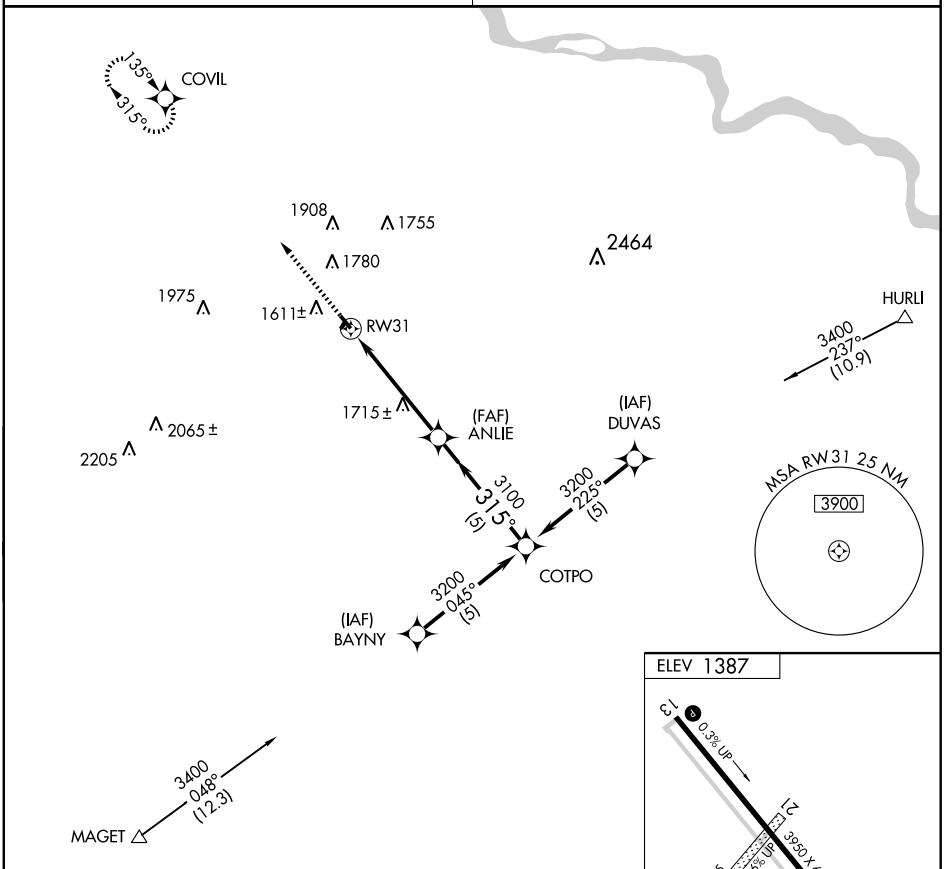
GPS RWY 31
HARTINGTON MUNI (ØB4)

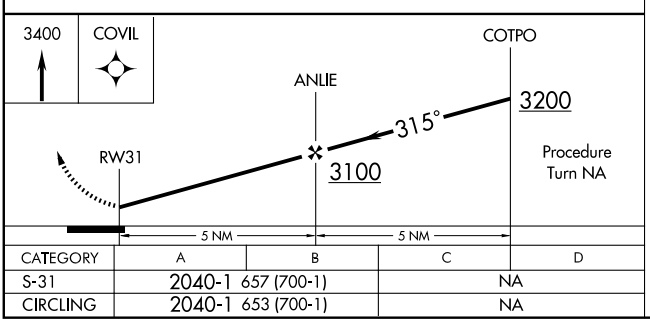
NA Use Chan Gurney Muni, Yankton, SD altimeter setting.

MISSED APPROACH: Climb to 3400 direct COVIL WP and hold.

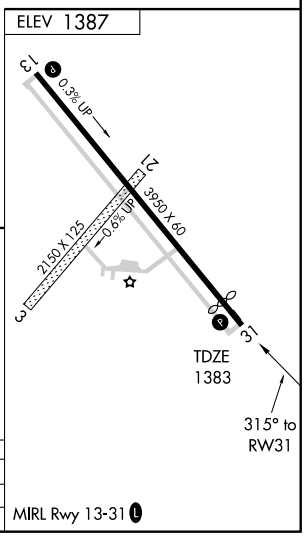
MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L

NC-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-31	2040-1	657 (700-1)	NA	
CIRCLING	2040-1	653 (700-1)	NA	



MIRL Rwy 13-31 L

VOR/DME YKN	APP CRS	Rwy Idg	3550
111.4	336°	TDZE	1383
Chan 51		Apt Elev	1383

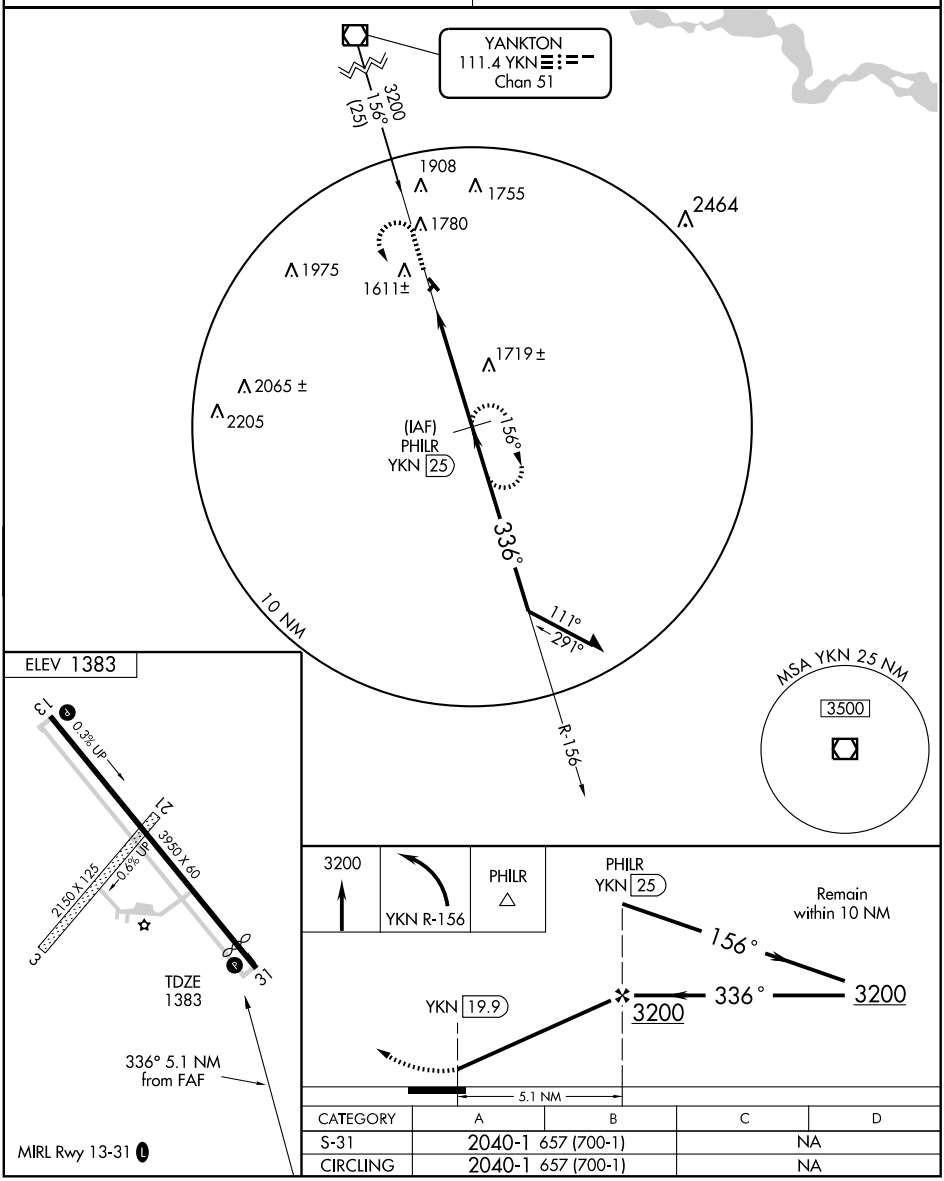
VOR/DME RWY 31

HARTINGTON MUNI (ØB4)

NA Use Yankton altimeter setting.

MISSED APPROACH: Climb to 3200 then left turn via YKN R-156 to PHILR and hold.

MINNEAPOLIS CENTER	CTAF
124.1 269.0	122.9 L



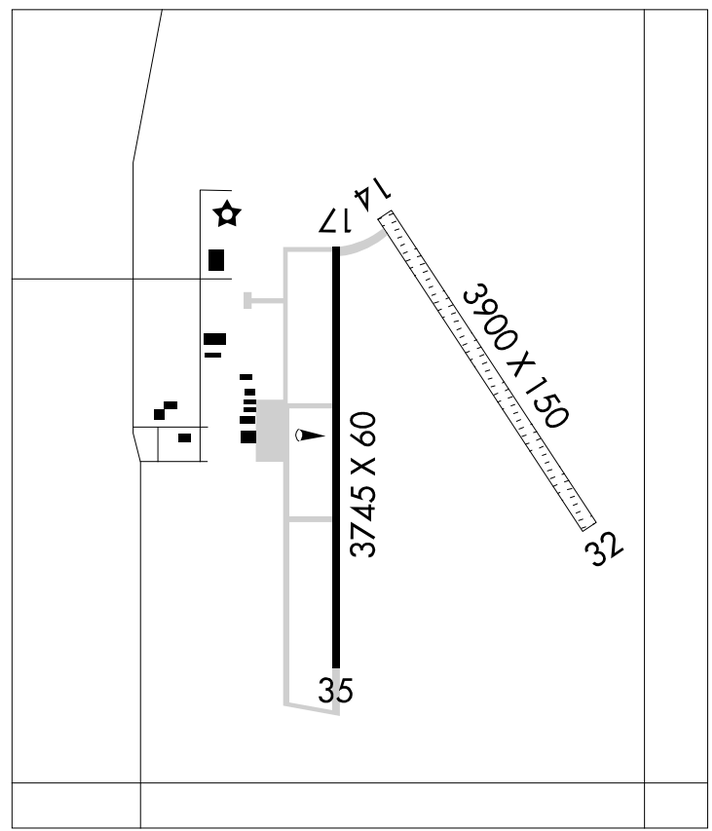
CATEGORY	A	B	C	D
S-31	2040-1 657 (700-1)		NA	
CIRCLING	2040-1 657 (700-1)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HARRY STRUNK N40°18.26′ W100°09.46′ NOTAM FILE OLU. OMAHA
NDB (MHW) 389 CSB at Cambridge Muni. L–10H

HARTINGTON MUNI (ØB4) 2 SE UTC−6(−5DT) N42°36.19′ W97°15.21′ OMAHA
1388 B S4 **FUEL** 100LL NOTAM FILE OLU L–12H
RWY 13–31: H3950X60 (CONC) MIRL 0.3% up SE IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 31: PAPI(P2L)—GA 4.0° TCH 40′. Thld dsplcd 400′. Road.
RWY 03–21: 2150X125 (TURF) 0.6% up SW
RWY 03: Trees. **RWY 21:** Road.
AIRPORT REMARKS: Attended continuously. For fuel call 402–254–6916/3812. Rwy 03–21 not plowed winter months. ACTIVATE MIRL Rwy 13–31; PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 124.1
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ 156° 19.8 NM to fld. 1301/7E.

HARVARD STATE (Ø8K) 2 NE UTC−6(−5DT) N40°39.08′ W98°04.79′ OMAHA
1815 B **FUEL** 100LL NOTAM FILE OLU L–10I
RWY 14–32: 3900X150 (TURF) IAP
RWY 17–35: H3745X60 (ASPH) MIRL
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Ultralights on and invof arpt. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 073° 16.2 NM to fld. 1950/7E. **HIWAS.**



HSI VOR/DME	APP CRS	Rwy Idg	3745
108.8 Chan 25	353°	TDZE	1807
		Apt Elev	1813

VOR/DME RNAV or GPS RWY 35

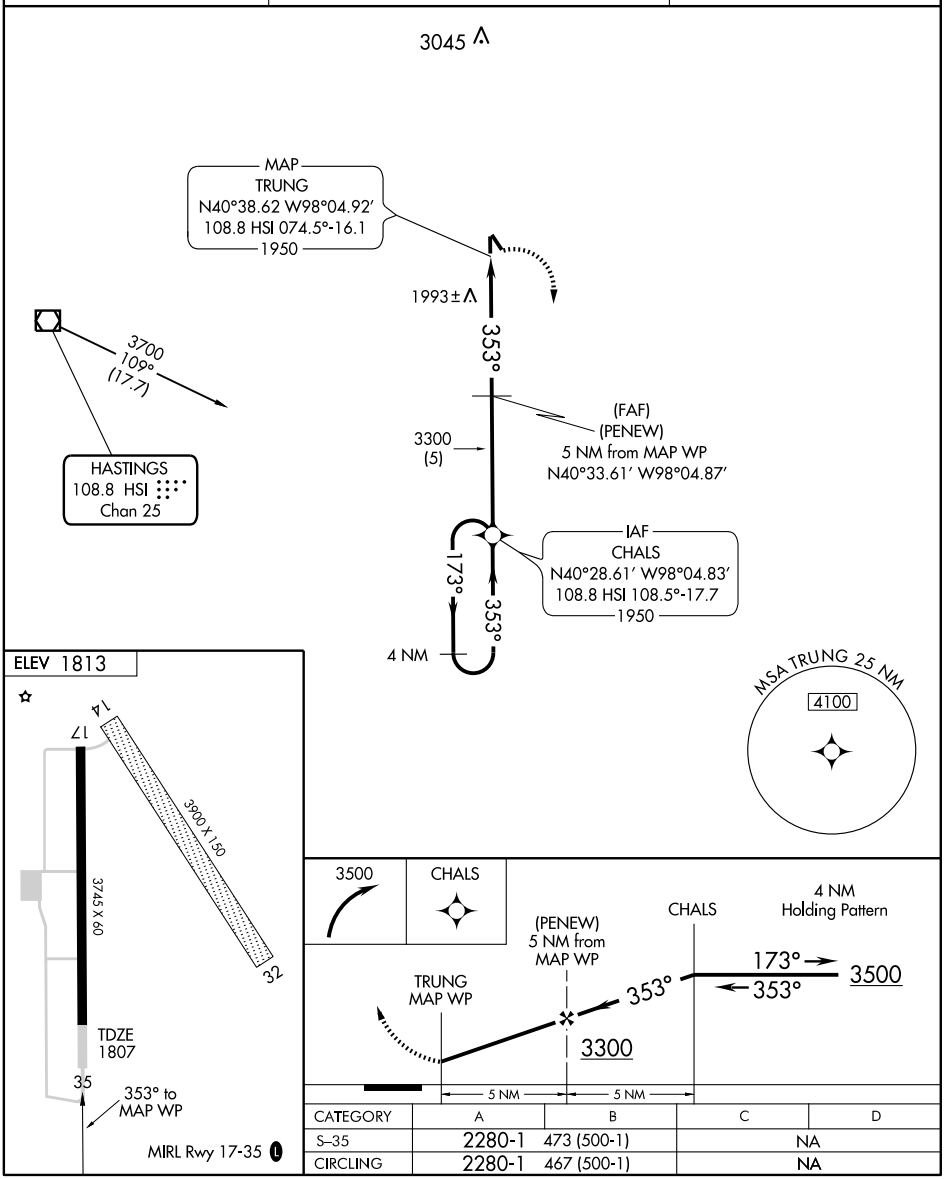
HARVARD STATE (Ø8K)

NA

Use Aurora altimeter setting; if not received, use Grand Island altimeter setting and increase all MDA's 20 feet.

MISSED APPROACH: Climbing right turn to 3500 direct CHALS WP and hold.

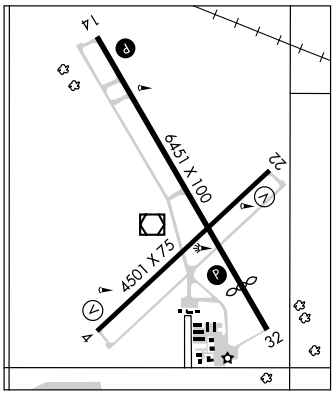
AURORA AWOS-3	MINNEAPOLIS CENTER	CTAF
121.225	119.4 278.8	122.9 (L)



CATEGORY	A	B	C	D
S–35	2280-1	473 (500-1)	NA	
CIRCLING	2280-1	467 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

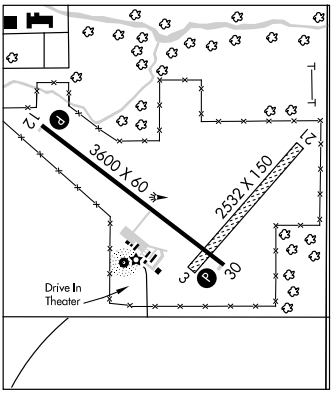
HASTINGS MUNI (HSI) 2 NW UTC−6(−5DT) N40°36.32′ W98°25.67′ OMAHA
1961 B **FUEL** 100LL, JET A NOTAM FILE HSI H–5B, L–10H
RWY 14–32: H6451X100 (CONC) S–36, D–58, 2D–106 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 950′. Road.
RWY 04–22: H4501X75 (CONC) S–36, D–47 MIRL
RWY 04: VASI(V2L)—GA 3.0° TCH 37′. Road.
RWY 22: VASI(V2L)—GA 3.0° TCH 37′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5500 TODA–6451 ASDA–5500 LDA–5500
RWY 32: TORA–6451 TODA–6451 ASDA–6451 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 402–461–3060. Self–serve fuel avbl 24 hrs. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 120.525 (402) 463–4029. **HIWAS** 108.8 HSI.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 108.8T (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
AIRSPACE: CLASS E svc Mon–Fri 1200–0430Z‡, Sat 1200–2000Z‡, Sun 1600–0430Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
(L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ at fld. 1950/7E. **HIWAS.**
PROSSER NDB (HW) 338 PSS N40°41.18′ W98°28.65′ 148° 5.4 NM to fld. Unmonitored.



HAY SPRINGS MUNI (4V6) 0 SW UTC−7(−6DT) N42°40.93′ W102°42.07′ CHEYENNE
3831 B **FUEL** 100LL NOTAM FILE OLU
RWY 11–29: 2750X300 (TURF) MIRL
RWY 11: P-line. **RWY 29:** Thld dsplcd 100′. Pole.
AIRPORT REMARKS: Unattended. Rwy 11–29 marked with yellow cones around lgts. Rwy 11–29 MIRL OTS indef. For MIRL Rwy 11–29 and rotating bcn, key 121.9.
COMMUNICATIONS: CTAF 122.9

HAYES CENTER N40°27.24′ W100°55.42′ NOTAM FILE OLU. OMAHA
(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E. H–5B, L–10G
RCO 122.1R 117.7T (COLUMBUS RADIO)

HEBRON MUNI (HJH) 1 S UTC−6(−5DT) N40°09.14′ W97°35.22′ OMAHA
1466 B **FUEL** 100LL NOTAM FILE HJH L–10I
RWY 12–30: H3600X60 (CONC) S–30 MIRL IAP
RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52′. Tree.
RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Highway.
RWY 03–21: 2532X150 (TURF) 0.6% up SW
RWY 03: Highway. **RWY 21:** Highway.
AIRPORT REMARKS: Unattended. For fuel call 402–768–7155. Rwy 03–21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12–30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (402) 768–2501.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 046° 37.3 NM to fld. 1880/10E.
NDB (MHW) 323 HJH N40°09.02′ W97°35.27′ at fld. NOTAM FILE HJH.



HOLDREGE N40°26.89′ W99°20.45′ NOTAM FILE HDE. OMAHA
NDB (MHW) 396 HDE at Brewster Fld. L–10H

WAAS	APP CRS	Rwy Idg 6451
CH 65612	143°	TDZE 1961
W14A		Apt Elev 1961

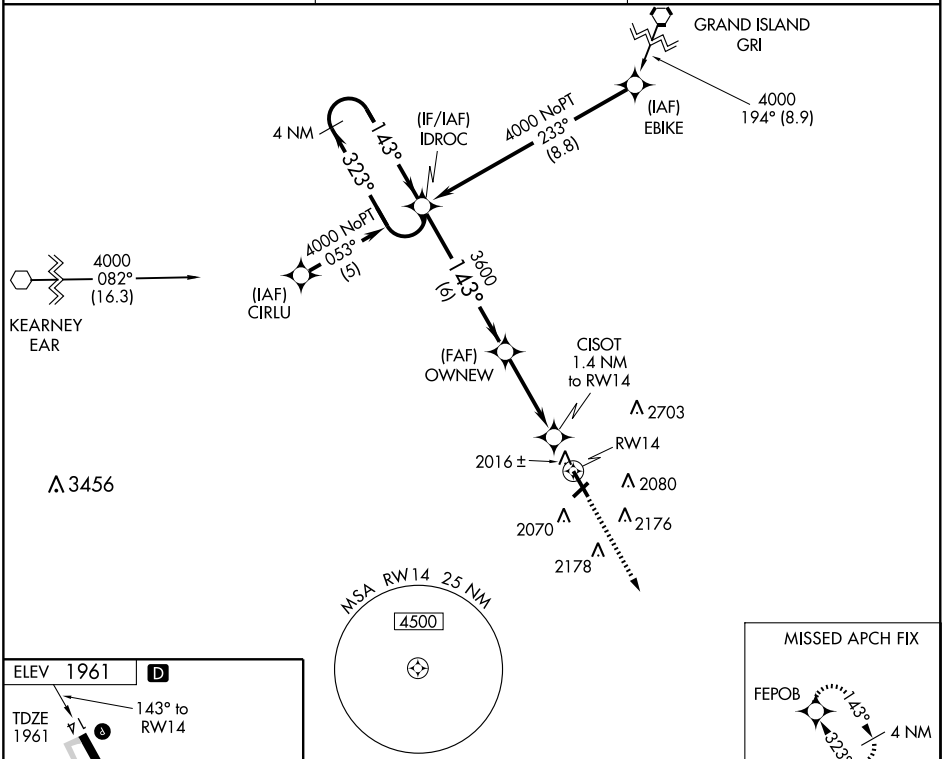
RNAV (GPS) RWY 14

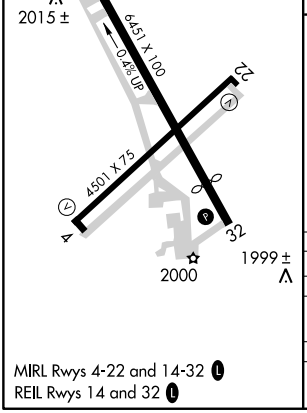
HASTINGS MUNI (HSI)

If local altimeter setting not received use Grand Island altimeter setting and increase all DA/MDA's 80 feet. Baro-VNAV NA when using Grand Island altimeter setting. Circling Rwy 22 NA at night. Baro-VNAV NA below -18°C (0°F). DME/DME RNP -0.3 NA.

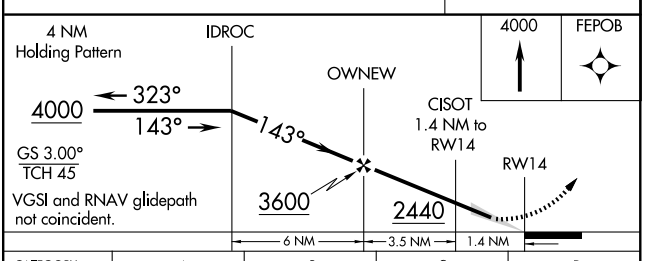
MISSED APPROACH: Climb to 4000 direct FEPOB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L





MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LPV DA		2220-1	259 (300-1)	
LNAV/VNAV DA		2280-1	319 (400-1)	
LNAV MDA		2280-1	319 (400-1)	
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

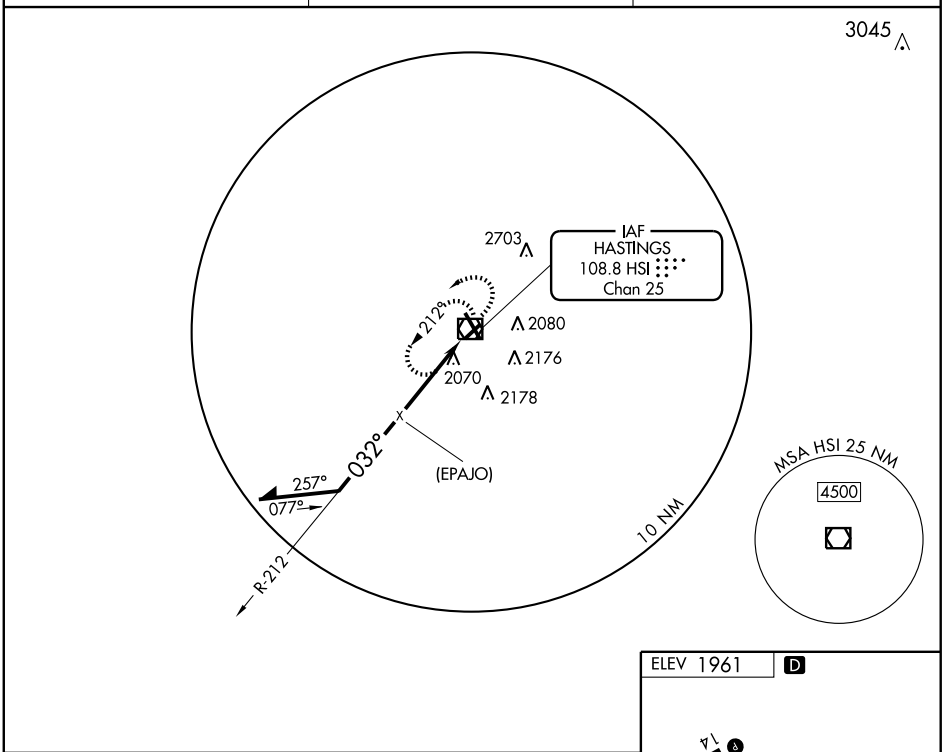
VOR/DME HSI 108.8 Chan 25	APP CRS 032°	Rwy Idg 4501 TDZE 1944 Apt Elev 1961

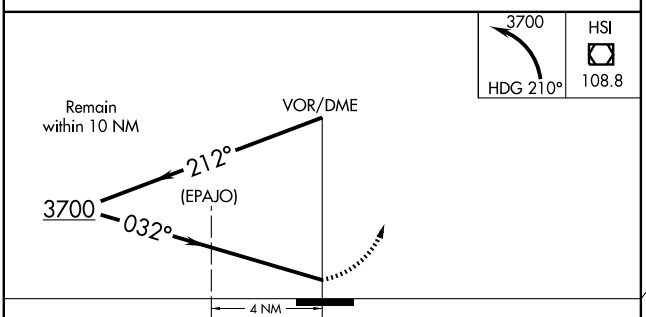
VOR or GPS RWY 4

HASTINGS MUNI (HSI)

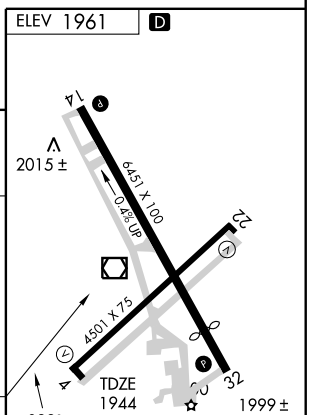
MISSED APPROACH: Climbing left turn to 3700 via heading 210° then direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-4	2540-1 596 (600-1)		2540-1½ 596 (600-1½)	2540-1¾ 596 (600-1¾)
CIRCLING	2540-1 579 (600-1)		2540-1½ 579 (600-1½)	2540-2 579 (600-2)



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

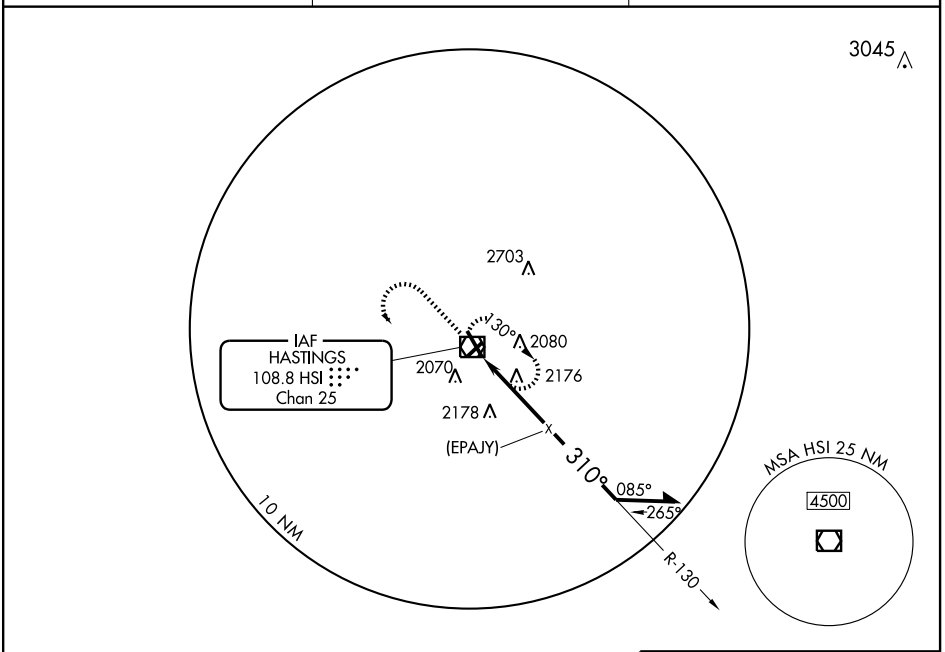
VOR/DME HSI	APP CRS	Rwy Idg	5501
108.8	310°	TDZE	1945
Chan 25		Apt Elev	1961

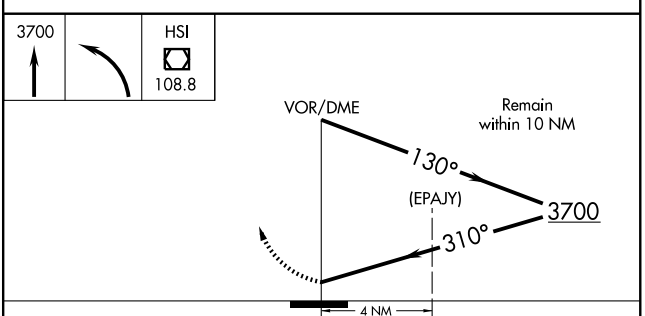
VOR or GPS RWY 32

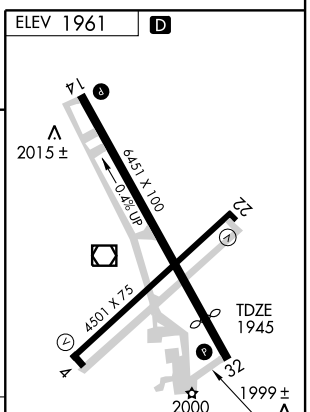
HASTINGS MUNI (HSI)

MISSED APPROACH: Climb to 3700 then left turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L







MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
S-32	2540-1 595 (600-1)		2540-1 ½ 595 (600-1 ½)	2540-1 ¾ 595 (600-1 ¾)
CIRCLING	2540-1 579 (600-1)		2540-1 ½ 579 (600-1 ½)	2540-2 579 (600-2)

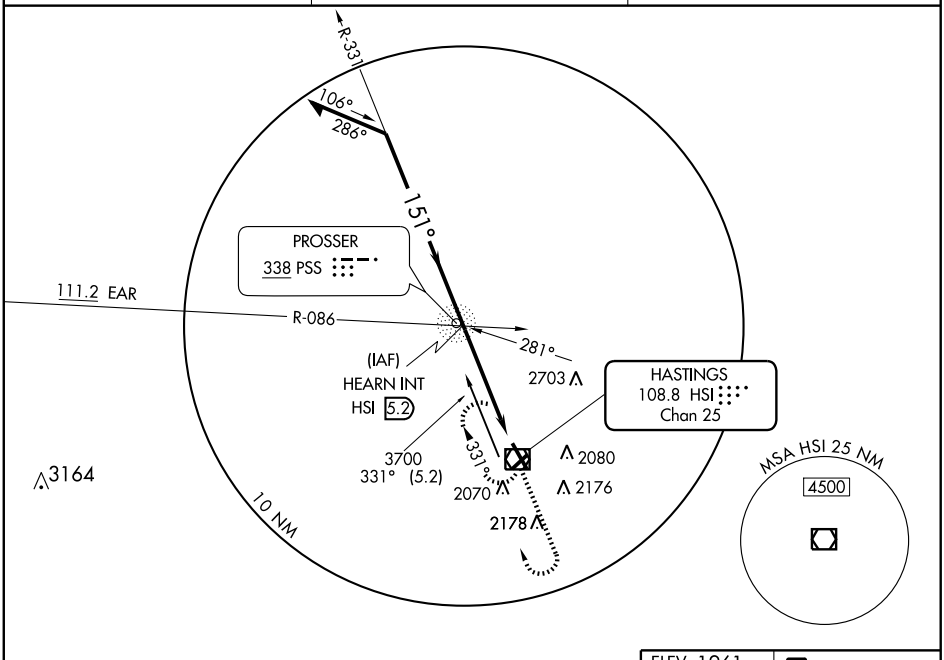
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

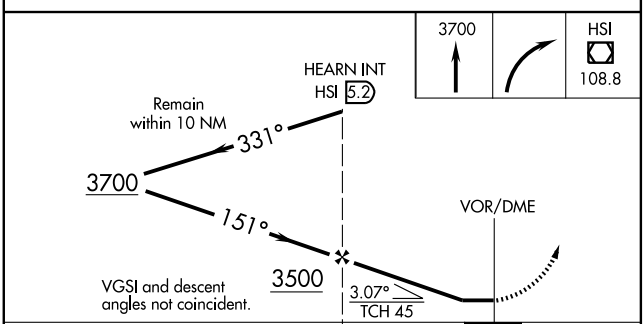
VOR/DME HSI	APP CRS	Rwy Idg	6451
108.8	151°	TDZE	1961
Chan 25		Apt Elev	1961

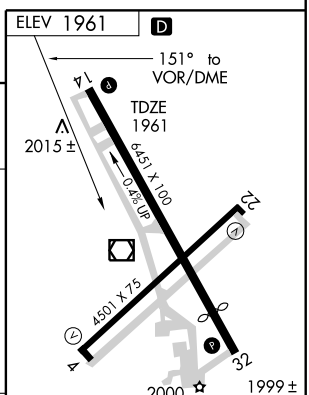
VOR RWY 14
HASTINGS MUNI (HSI)

MISSED APPROACH: Climb to 3700 then right turn direct HSI VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
120.525	119.4 278.8	122.8 (CTAF) L





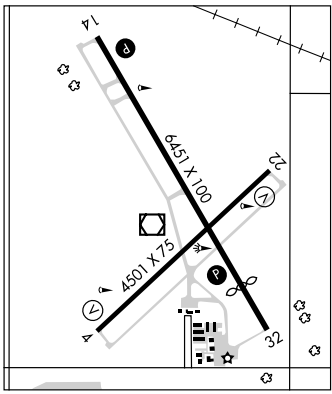


CATEGORY	A	B	C	D
S-14	2360-1 399 (400-1)			2360-1¼ 399 (400-1¼)
CIRCLING	2380-1 419 (500-1)	2420-1 459 (500-1)	2540-1½ 579 (600-1½)	2540-2 579 (600-2)

MIRL Rwys 4-22 and 14-32 L
REIL Rwys 14 and 32 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

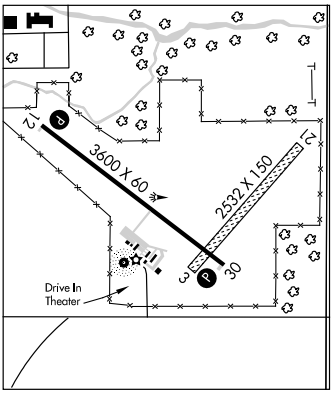
HASTINGS MUNI (HSI) 2 NW UTC−6(−5DT) N40°36.32′ W98°25.67′ OMAHA
1961 B **FUEL** 100LL, JET A NOTAM FILE HSI H–5B, L–10H
RWY 14–32: H6451X100 (CONC) S–36, D–58, 2D–106 MIRL 0.4% up NW IAP
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Thld dsplcd 950′. Road.
RWY 04–22: H4501X75 (CONC) S–36, D–47 MIRL
RWY 04: VASI(V2L)—GA 3.0° TCH 37′. Road.
RWY 22: VASI(V2L)—GA 3.0° TCH 37′. Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5500 TODA–6451 ASDA–5500 LDA–5500
RWY 32: TORA–6451 TODA–6451 ASDA–6451 LDA–5500
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 402–461–3060. Self–serve fuel avbl 24 hrs. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 120.525 (402) 463–4029. **HIWAS** 108.8 HSI.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 108.8T (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
AIRSPACE: CLASS E svc Mon–Fri 1200–0430Z‡, Sat 1200–2000Z‡, Sun 1600–0430Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
(L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ at fld. 1950/7E. **HIWAS.**
PROSSER NDB (HW) 338 PSS N40°41.18′ W98°28.65′ 148° 5.4 NM to fld. Unmonitored.



HAY SPRINGS MUNI (4V6) 0 SW UTC−7(−6DT) N42°40.93′ W102°42.07′ CHEYENNE
3831 B **FUEL** 100LL NOTAM FILE OLU
RWY 11–29: 2750X300 (TURF) MIRL
RWY 11: P-line. **RWY 29:** Thld dsplcd 100′. Pole.
AIRPORT REMARKS: Unattended. Rwy 11–29 marked with yellow cones around lgts. Rwy 11–29 MIRL OTS indef. For MIRL Rwy 11–29 and rotating bcn, key 121.9.
COMMUNICATIONS: CTAF 122.9

HAYES CENTER N40°27.24′ W100°55.42′ NOTAM FILE OLU. OMAHA
(H) VORTAC 117.7 HCT Chan 124 123° 21.3 NM to McCook Rgnl. 3010/11E. H–5B, L–10G
RCO 122.1R 117.7T (COLUMBUS RADIO)

HEBRON MUNI (HJH) 1 S UTC−6(−5DT) N40°09.14′ W97°35.22′ OMAHA
1466 B **FUEL** 100LL NOTAM FILE HJH L–10I
RWY 12–30: H3600X60 (CONC) S–30 MIRL IAP
RWY 12: REIL. PAPI(P2L)—GA 3.9° TCH 52′. Tree.
RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Highway.
RWY 03–21: 2532X150 (TURF) 0.6% up SW
RWY 03: Highway. **RWY 21:** Highway.
AIRPORT REMARKS: Unattended. For fuel call 402–768–7155. Rwy 03–21 marked with reflectors and yellow cones. ACTIVATE MIRL Rwy 12–30 PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (402) 768–2501.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 126.4
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 046° 37.3 NM to fld. 1880/10E.
NDB (MHW) 323 HJH N40°09.02′ W97°35.27′ at fld. NOTAM FILE HJH.



HOLDREGE N40°26.89′ W99°20.45′ NOTAM FILE HDE. OMAHA
NDB (MHW) 396 HDE at Brewster Fld. L–10H

GPS RWY 12
HEBRON MUNI (HJH)

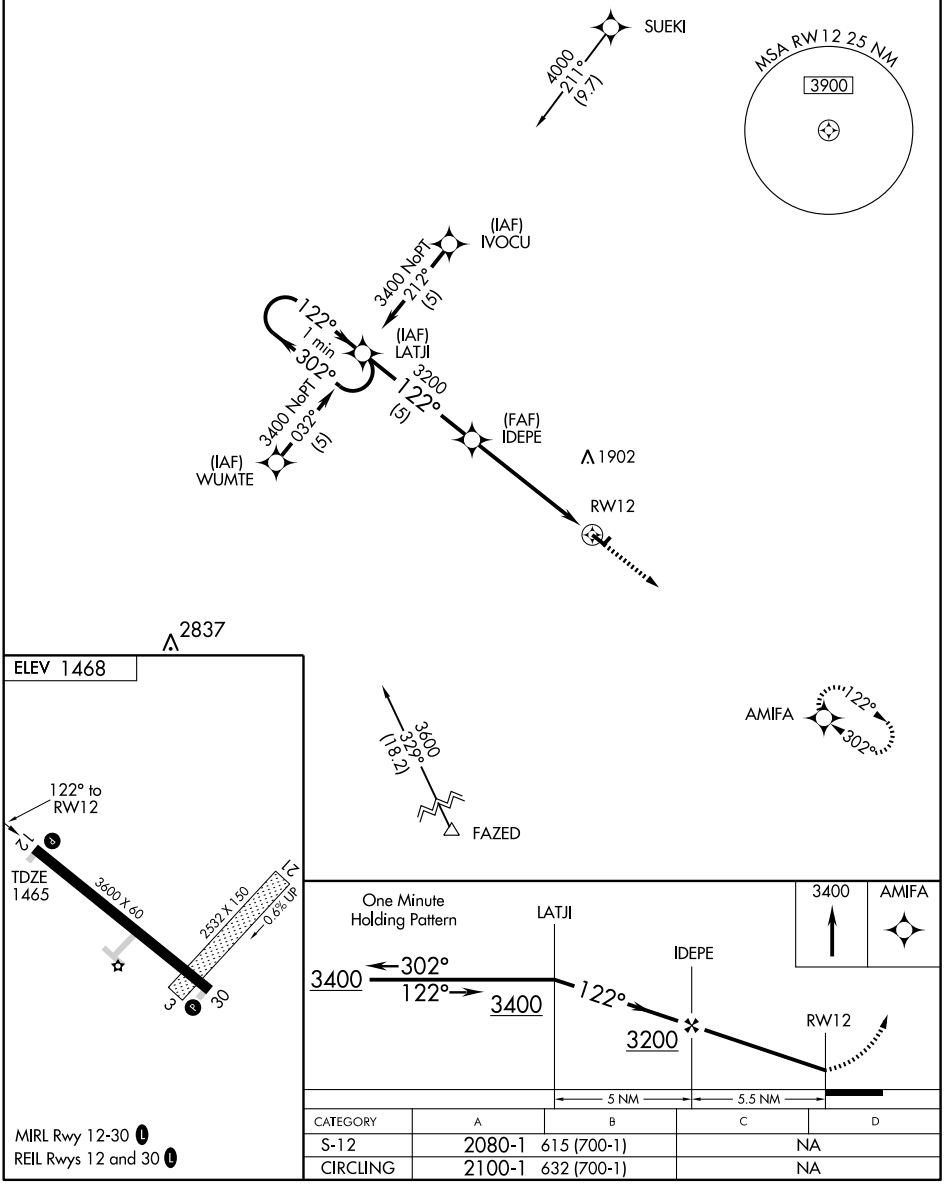
APP CRS	Rwy Idg	3600
122°	TDZE	1465
	Apt Elev	1468

Use Beatrice altimeter setting.

NA

MISSED APPROACH: Climb to 3400 direct AMIFA WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L



CATEGORY	A	B	C	D
S-12	2080-1	615 (700-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	

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NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3600
302°	TDZE	1466
	Apt Elev	1468

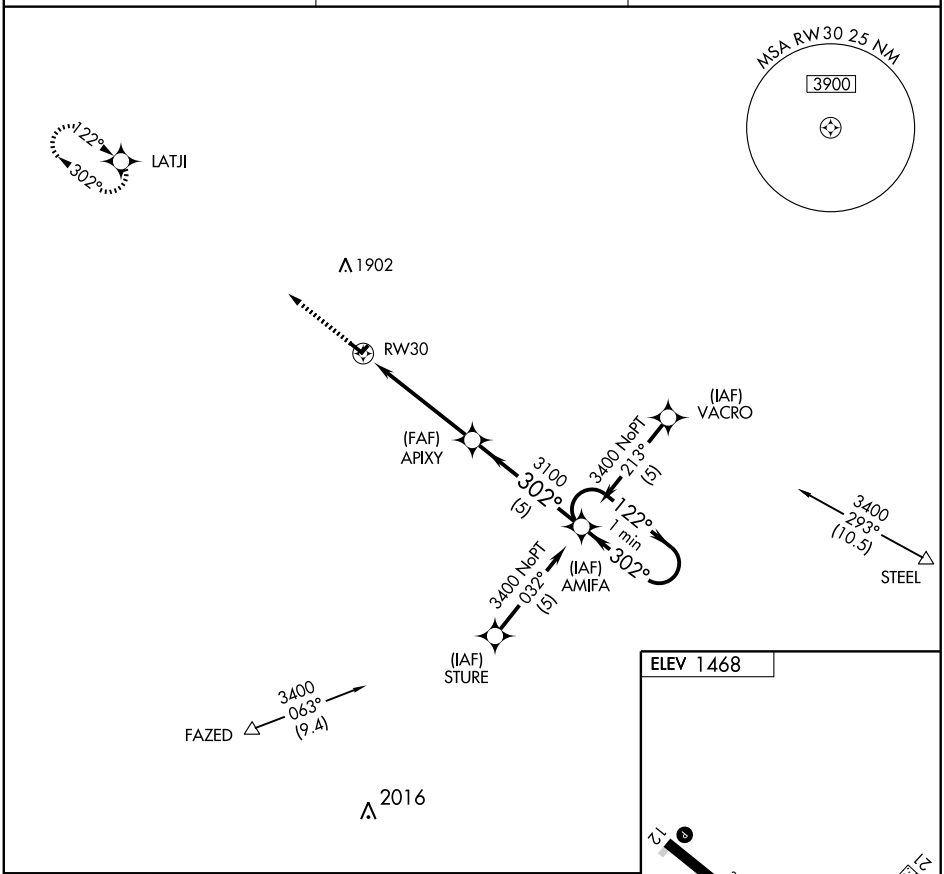
GPS RWY 30
HEBRON MUNI (HJH)

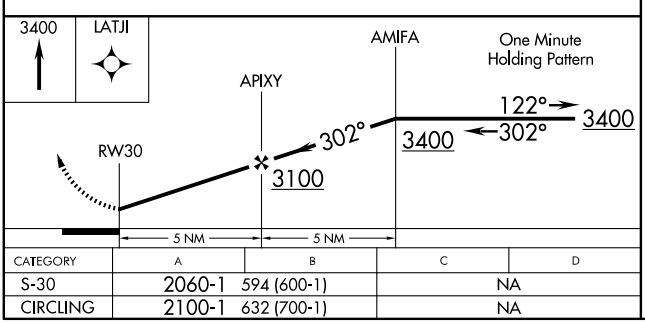
Use Beatrice altimeter setting.
NA

MISSED APPROACH: Climb to 3400 direct LATJI WP and hold.

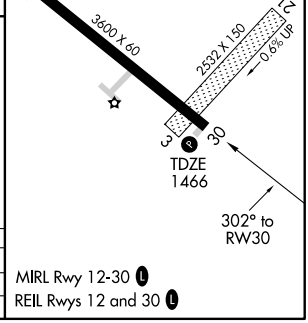
AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L

NC-2, 21 OCT 2010 to 18 NOV 2010





CATEGORY	A	B	C	D
S-30	2060-1	594 (600-1)	NA	
CIRCLING	2100-1	632 (700-1)	NA	



MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

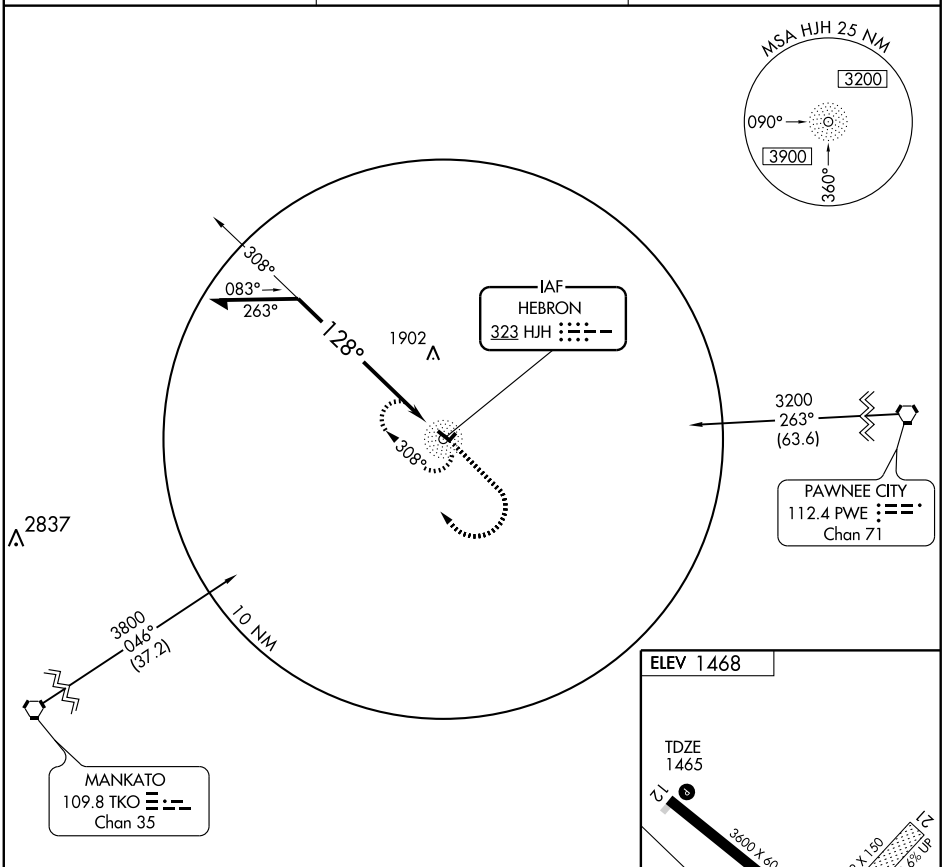
NDB HJH 323	APP CRS 128°	Rwy Idg 3600 TDZE 1465 Apt Elev 1468

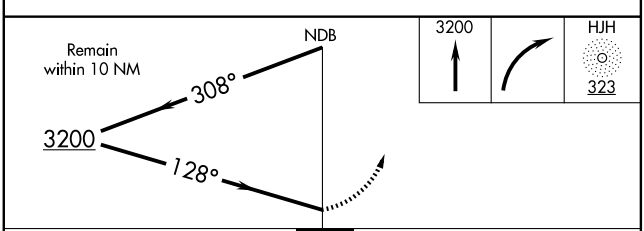
NDB RWY 12
HEBRON MUNI (HJH)

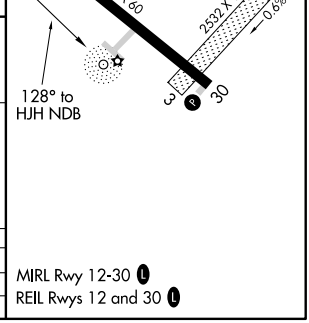
Use Beatrice altimeter setting.
NA

MISSED APPROACH: Climb to 3200 then right turn direct HJH NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF
118.525	126.4 317.7	122.9 L







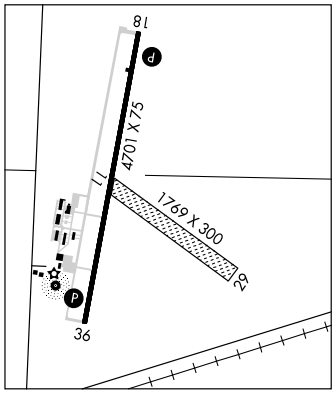
CATEGORY	A	B	C	D
S-12	2200-1	735 (800-1)	NA	
CIRCLING	2200-1	732 (800-1)	NA	

MIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

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NC-2, 21 OCT 2010 to 18 NOV 2010

HOLDREGE

BREWSTER FLD (HDE) 2 NE UTC−6(−5DT) N40°27.13′ W99°20.19′ OMAHA
2313 B S4 **FUEL** 100LL TPA—3313(1000) NOTAM FILE HDE L–10H
RWY 18–36: H4701X75 (ASPH–CONC) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Railroad.
RWY 11–29: 1769X300 (TURF) 0.3% SE
RWY 11: P-lines. **RWY 29:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 308–991–3760. For svc after hrs call 308–991–3760. 24 hr self svc fuel avbl via credit card system. Rwy 18–36 south 3100′ and center 50′ asph. Extensive crop spraying ops invof arpt Apr–Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11–29 not plowed winter months. Rwy 11–29; boundary cones on rwy ends. MIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.325 (308) 995–6433.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 251° 42.5 NM to fld. 1950/7E. **HIWAS.**
KEARNEY (L) VORW 111.2 EAR N40°43.54′ W99°00.31′ 213° 22.3 NM to fld. NOTAM FILE EAR.
HOLDREGE NDB (MHW) 396 HDE N40°26.89′ W99°20.45′ at fld. NOTAM FILE HDE.

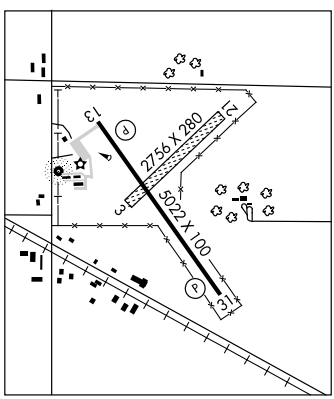


HOOKER CO (See MULLEN)

HYANNIS

GRANT COUNTY (1V2) 1 NW UTC−6(−5DT) N42°00.57′ W101°46.16′ CHEYENNE
3710 B **FUEL** 100LL TPA—4510(800) NOTAM FILE OLU L–12G
RWY 17–35: H3975X50 (ASPH) MIRL
RWY 17: Thld dsplcd 375′. Road. **RWY 35:** Thld dsplcd 675′. Pole.
AIRPORT REMARKS: Unattended. For fuel call 308–458–2237. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AIA.
ALLIANCE (L) VORW/DME 111.8 AIA Chan 55 N42°03.34′ W102°48.27′ 082° 46.4 NM to fld. 3927/11E.

IMPERIAL MUNI (IML) 1 SE UTC−7(−6DT) N40°30.62′ W101°37.21′ CHEYENNE
3275 B NOTAM FILE IML H–5B, L–10G
RWY 13–31: H5022X100 (CONC) S–21 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0°. TCH 42′. Road.
RWY 31: PAPI(P2L)—GA 3.0°. TCH 42′. Fence.
RWY 03–21: 2756X280 (TURF)
RWY 03: Fence. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Extensive crop spraying ops invof arpt Apr–Aug. Birds invof arpt–seasonal. Rwy 03–21 not plowed during winter months. Rwy 03–21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (308) 882–5186.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 265° 32.1 NM to fld. 3010/11E.
NDB (MHW) 283 IML N40°30.69′ W101°37.65′ at fld. NOTAM FILE IML.



JIM KELLY FLD (See LEXINGTON)

JONES (See BENKELMAN)

NDB HDE 396	APP CRS 187°	Rwy Idg 4701 TDZE 2309 Apt Elev 2310

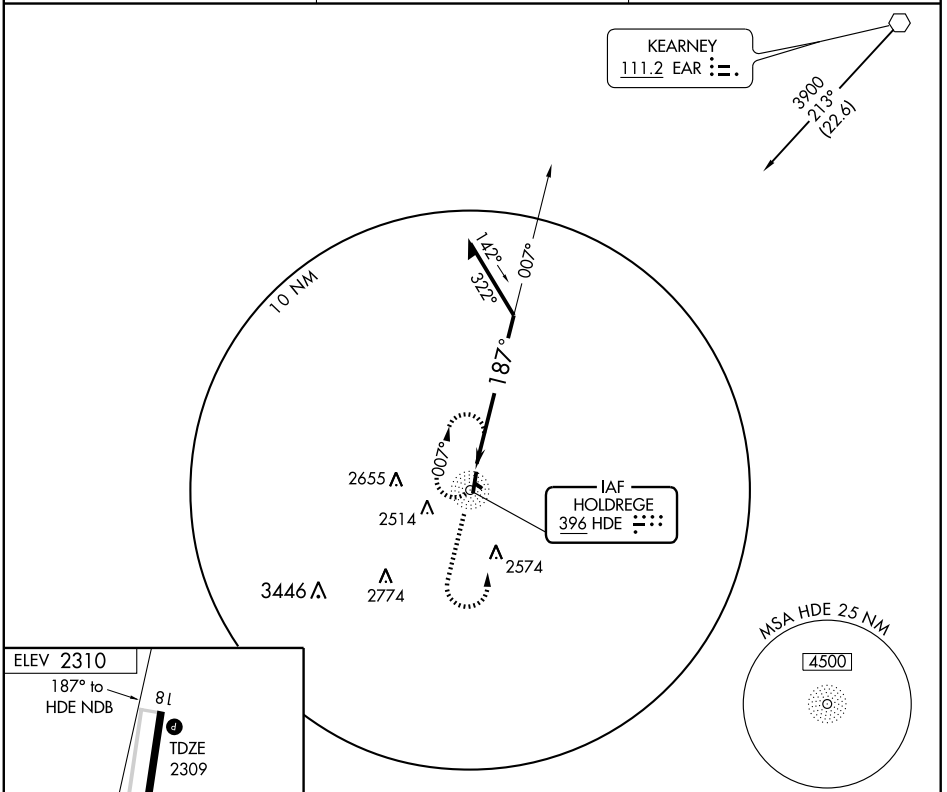
NDB RWY 18

HOLDREDGE/BREWSTER FIELD (HDE)

NA

MISSED APPROACH: Climb to 3000 then climbing left turn to 3900 direct HDE NDB and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	2800-1	491 (500-1)	2800-1¼ 491 (500-1¼)	2800-1½ 491 (500-1½)
CIRCLING	2840-1	530 (600-1)	2840-1½ 530 (600-1½)	2880-2 570 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4701
CH 73002	183°	TDZE	2309
W18A		Apt Elev	2313

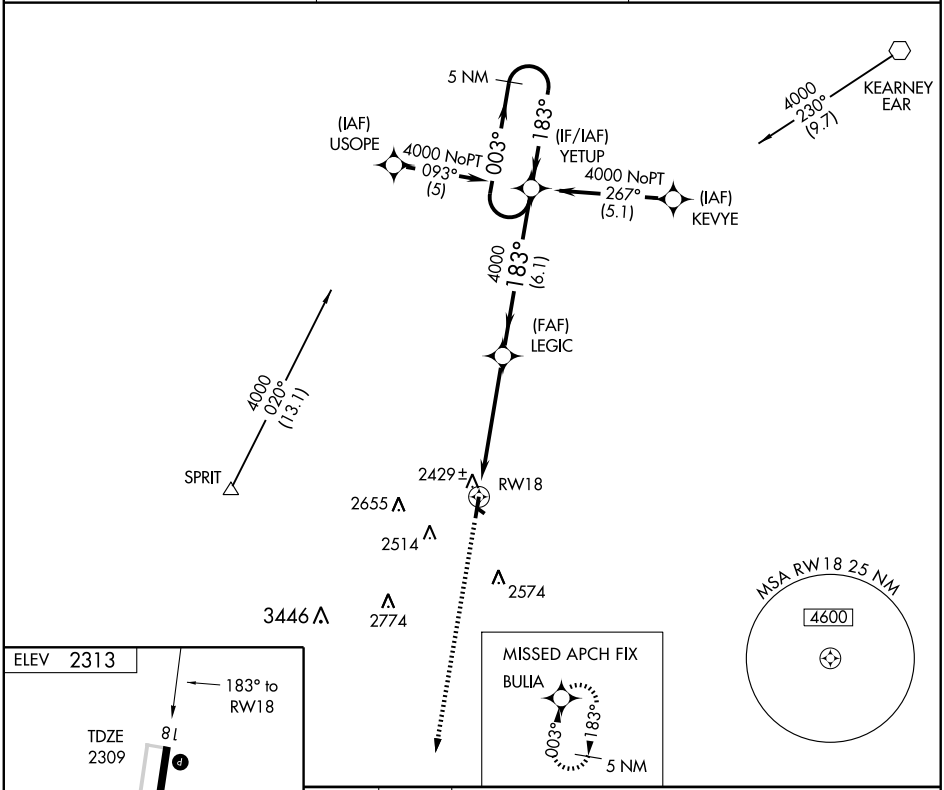
RNAV (GPS) RWY 18

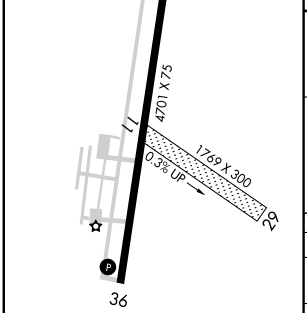
HOLDREDGE/BREWSTER FIELD (HDE)

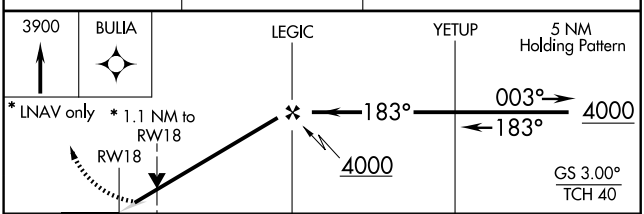
▼ If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA.
▲ VDP NA when using Kearney altimeter setiing.

MISSED APPROACH: Climb to 3900 direct BULIA and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2680-1 371 (400-1)			2680-1¼ 371 (400-1¼)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 69301 W36A	APP CRS 003°	Rwy Idg 4701 TDZE 2309 Apt Elev 2313

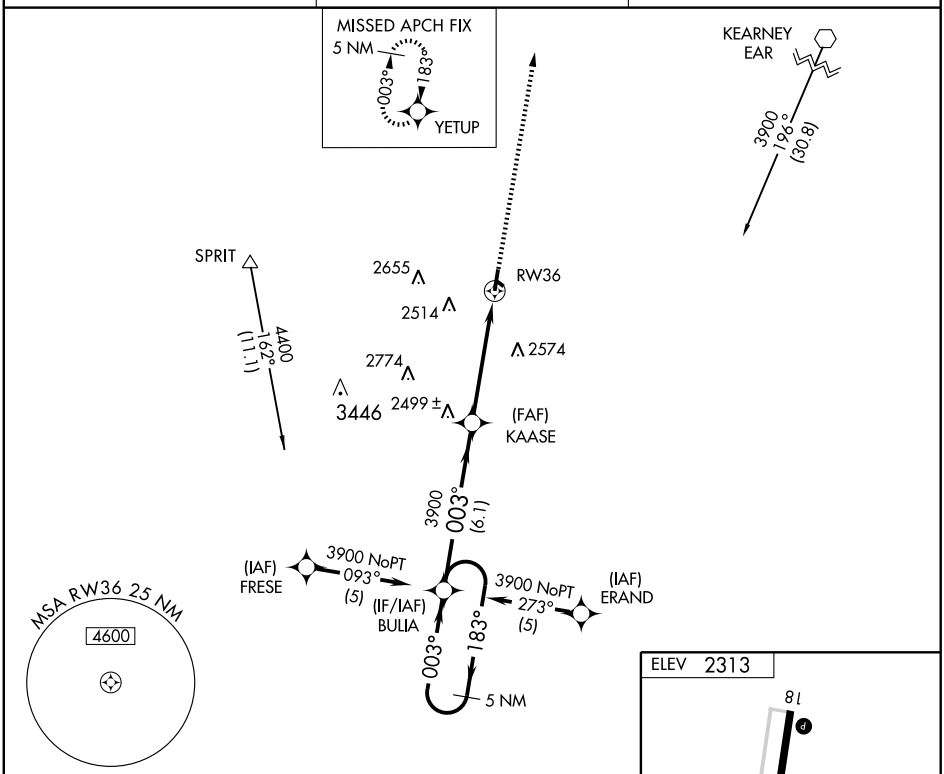
RNAV (GPS) RWY 36

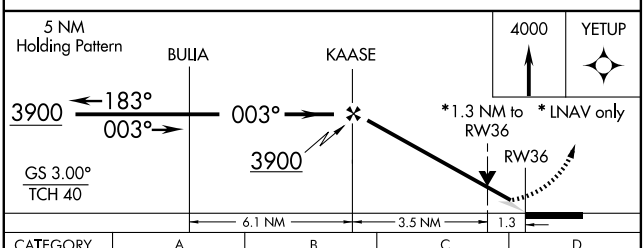
HOLDREGE/BREWSTER FIELD (HDE)

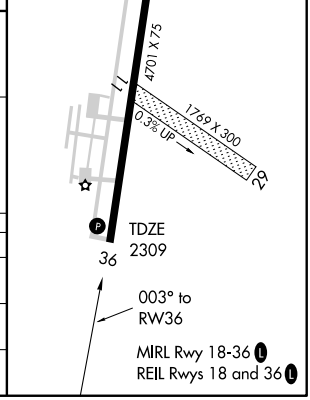
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Kearney altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Kearney altimeter setting.

MISSED APPROACH: Climb to 4000 direct YETUP and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2559-1 250 (300-1)			
LNAV MDA	2760-1 451 (500-1)		2760-1¼ 451 (500-1¼)	2760-1½ 451 (500-1½)
CIRCLING	2840-1 527 (600-1)		2840-1½ 527 (600-1½)	2880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR EAR 111.2	APP CRS 212°	Rwy Idg N/A TDZE N/A Apt Elev 2313

VOR/DME-A

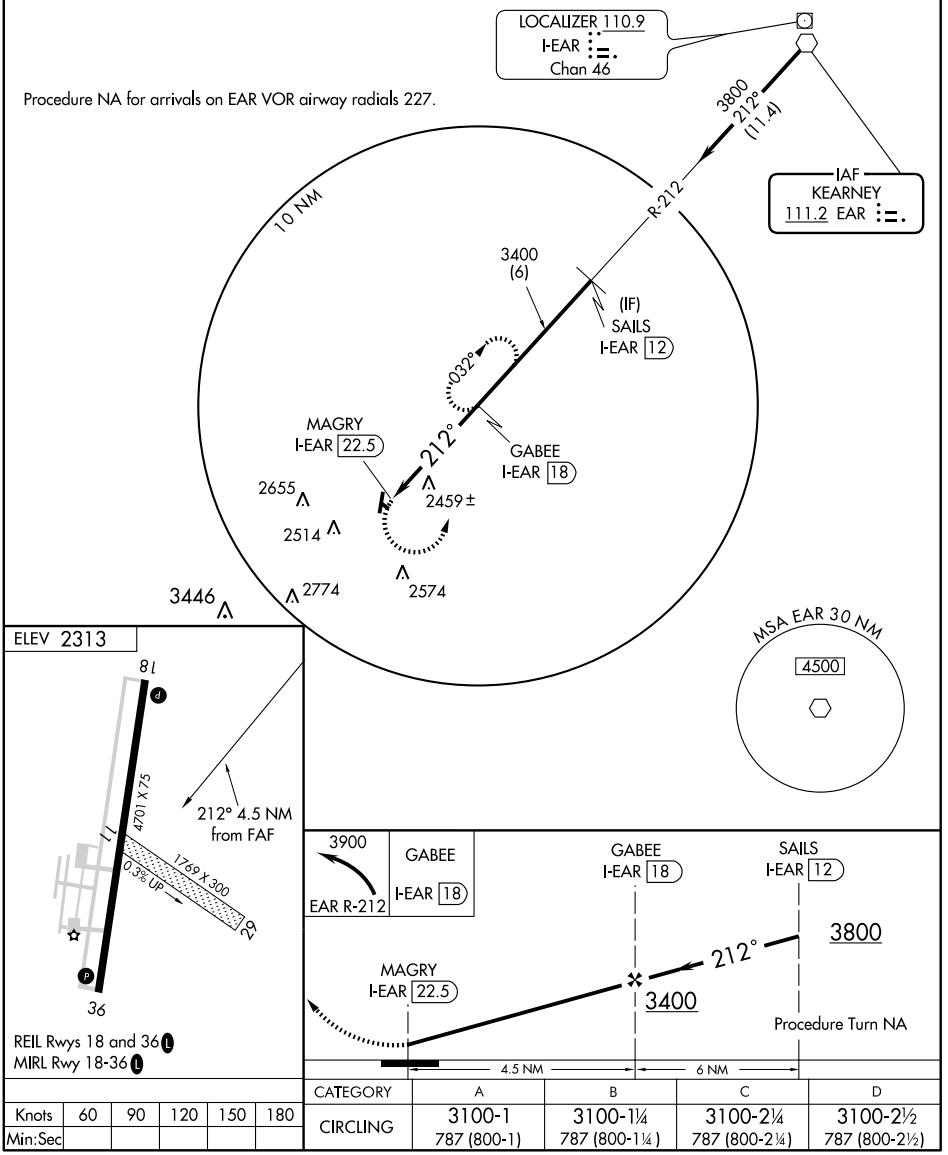
HOLDREGE/BREWSTER FIELD (HDE)

If local altimeter setting not received, use Kearney altimeter setting and increase all MDAs 80 feet. Simultaneous reception of I-EAR DME and EAR VOR required.

MISSED APPROACH: Climbing left turn to 3900 via EAR VOR R-212 to GABEE I-EAR 18 DME and hold.

AWOS-3	DENVER CENTER	UNICOM
121.325	132.7 397.85	122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010

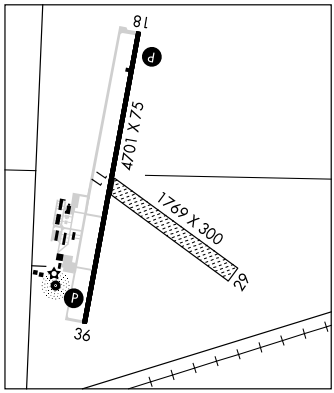


Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	3100-1 787 (800-1)	3100-1¼ 787 (800-1¼)	3100-2¼ 787 (800-2¼)	3100-2½ 787 (800-2½)

HOLDREGE

BREWSTER FLD (HDE) 2 NE UTC−6(−5DT) N40°27.13′ W99°20.19′ OMAHA
2313 B S4 **FUEL** 100LL TPA—3313(1000) NOTAM FILE HDE L–10H
RWY 18–36: H4701X75 (ASPH–CONC) S–30 MIRL IAP
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Railroad.
RWY 11–29: 1769X300 (TURF) 0.3% SE
RWY 11: P-lines. **RWY 29:** Railroad.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hrs call 308–991–3760. For svc after hrs call 308–991–3760. 24 hr self svc fuel avbl via credit card system. Rwy 18–36 south 3100′ and center 50′ asph. Extensive crop spraying ops invof arpt Apr–Aug. Ultralight activity invof arpt. Waterfowl invof arpt. Rwy 11–29 not plowed winter months. Rwy 11–29; boundary cones on rwy ends. MIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 18 and Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.325 (308) 995–6433.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 251° 42.5 NM to fld. 1950/7E. **HIWAS.**
KEARNEY (L) VORW 111.2 EAR N40°43.54′ W99°00.31′ 213° 22.3 NM to fld. NOTAM FILE EAR.
HOLDREGE NDB (MHW) 396 HDE N40°26.89′ W99°20.45′ at fld. NOTAM FILE HDE.

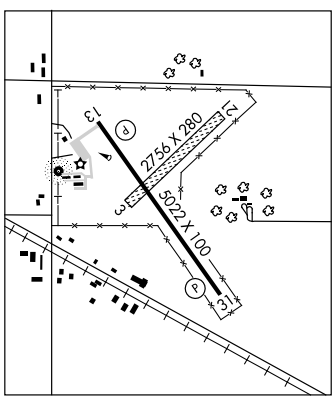


HOOKER CO (See MULLEN)

HYANNIS

GRANT COUNTY (1V2) 1 NW UTC−6(−5DT) N42°00.57′ W101°46.16′ CHEYENNE
3710 B **FUEL** 100LL TPA—4510(800) NOTAM FILE OLU L–12G
RWY 17–35: H3975X50 (ASPH) MIRL
RWY 17: Thld dsplcd 375′. Road. **RWY 35:** Thld dsplcd 675′. Pole.
AIRPORT REMARKS: Unattended. For fuel call 308–458–2237. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE AIA.
ALLIANCE (L) VORW/DME 111.8 AIA Chan 55 N42°03.34′ W102°48.27′ 082° 46.4 NM to fld. 3927/11E.

IMPERIAL MUNI (IML) 1 SE UTC−7(−6DT) N40°30.62′ W101°37.21′ CHEYENNE
3275 B NOTAM FILE IML H–5B, L–10G
RWY 13–31: H5022X100 (CONC) S–21 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0°. TCH 42′. Road.
RWY 31: PAPI(P2L)—GA 3.0°. TCH 42′. Fence.
RWY 03–21: 2756X280 (TURF)
RWY 03: Fence. **RWY 21:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Extensive crop spraying ops invof arpt Apr–Aug. Birds invof arpt–seasonal. Rwy 03–21 not plowed during winter months. Rwy 03–21 marked with panels and old lighting cones. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (308) 882–5186.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
HAYES CENTER (H) VORTAC 117.7 HCT Chan 124 N40°27.24′ W100°55.42′ 265° 32.1 NM to fld. 3010/11E.
NDB (MHW) 283 IML N40°30.69′ W101°37.65′ at fld. NOTAM FILE IML.



JIM KELLY FLD (See LEXINGTON)

JONES (See BENKELMAN)

NDB IML 283	APP CRS 306°	Rwy Idg 5022 TDZE 3272 Apt Elev 3272

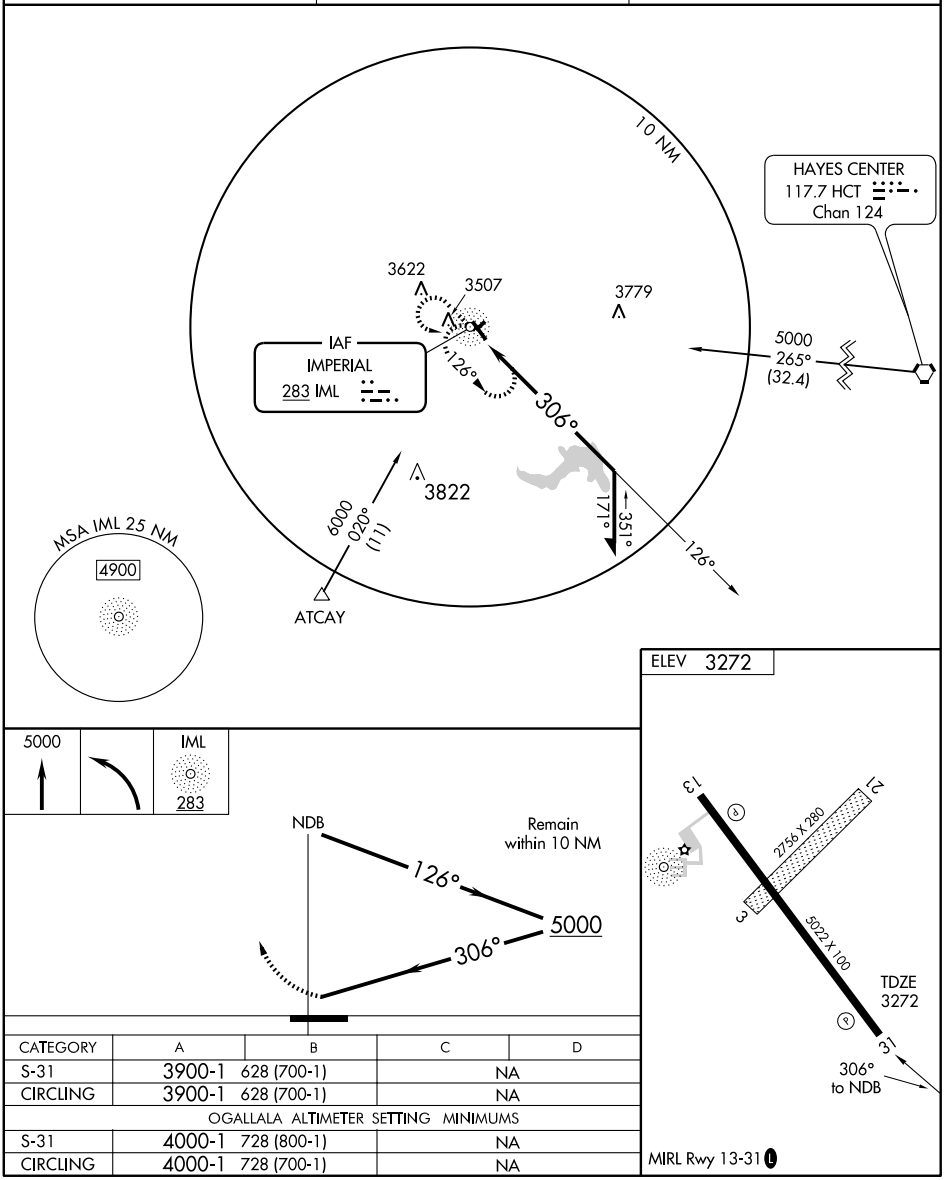
NDB RWY 31
IMPERIAL MUNI (IML)

NA

If local altimeter setting not received, use Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 then left turn direct IML NDB and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-31	3900-1	628 (700-1)	NA	
CIRCLING	3900-1	628 (700-1)	NA	
OGALLALA ALTIMETER SETTING MINIMUMS				
S-31	4000-1	728 (800-1)	NA	
CIRCLING	4000-1	728 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5022
CH 66003	135°	TDZE 3273
W13A		Apt Elev 3275

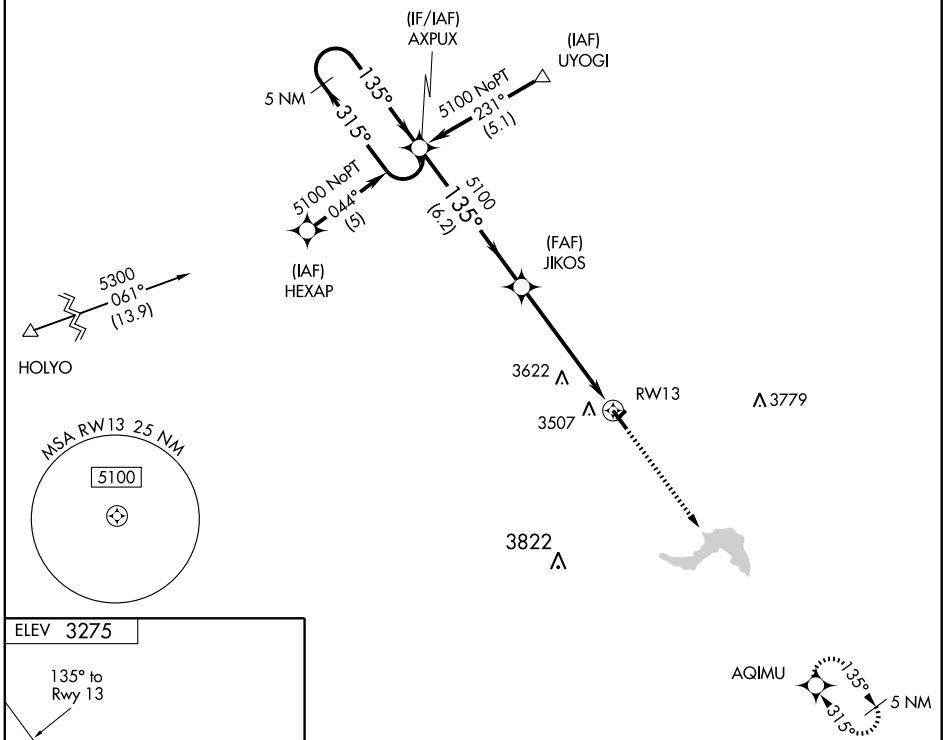
RNAV (GPS) RWY 13

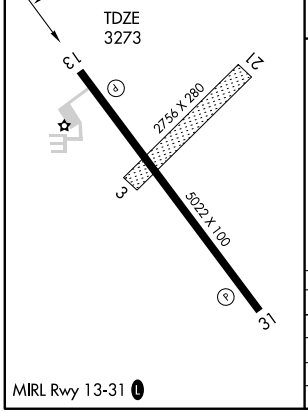
IMPERIAL MUNI (IML)

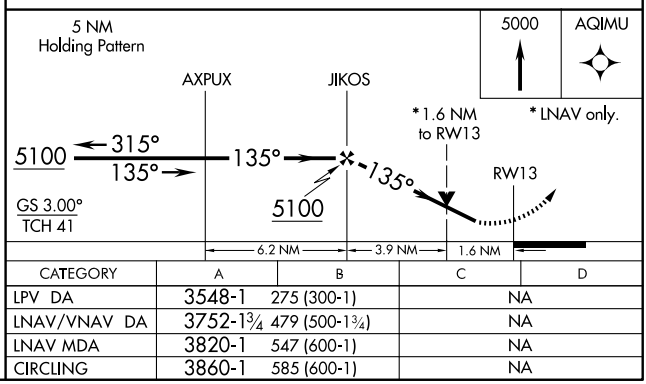
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP and BARO-VNAV NA when using Ogallala altimeter setting.

MISSED APPROACH: Climb to 5000 direct AQIMU and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3548-1	275 (300-1)	NA	
LNAV/VNAV DA	3752-1¾	479 (500-1¾)	NA	
LNAV MDA	3820-1	547 (600-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5022
CH 72903	315°	TDZE 3270
W31A		Apt Elev 3275

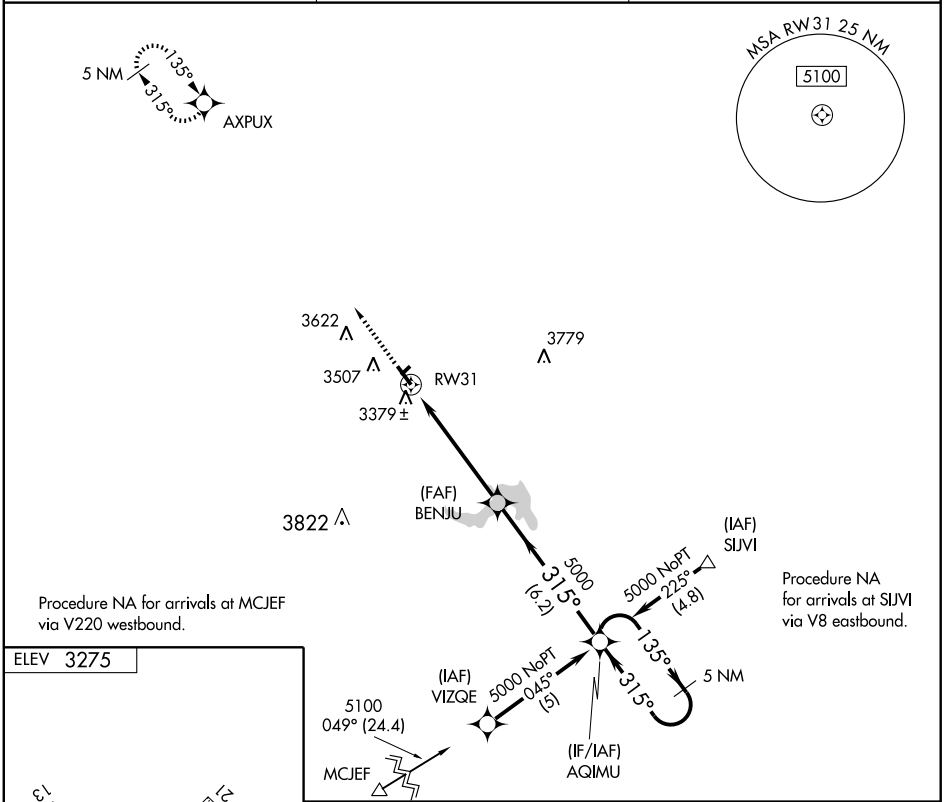
RNAV (GPS) RWY 31

IMPERIAL MUNI (IML)

BARO-VNAV NA when using Ogallala altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Ogallala altimeter setting and increase all DAs 86 feet and all MDAs 100 feet. VDP NA when using Ogallala altimeter setting.

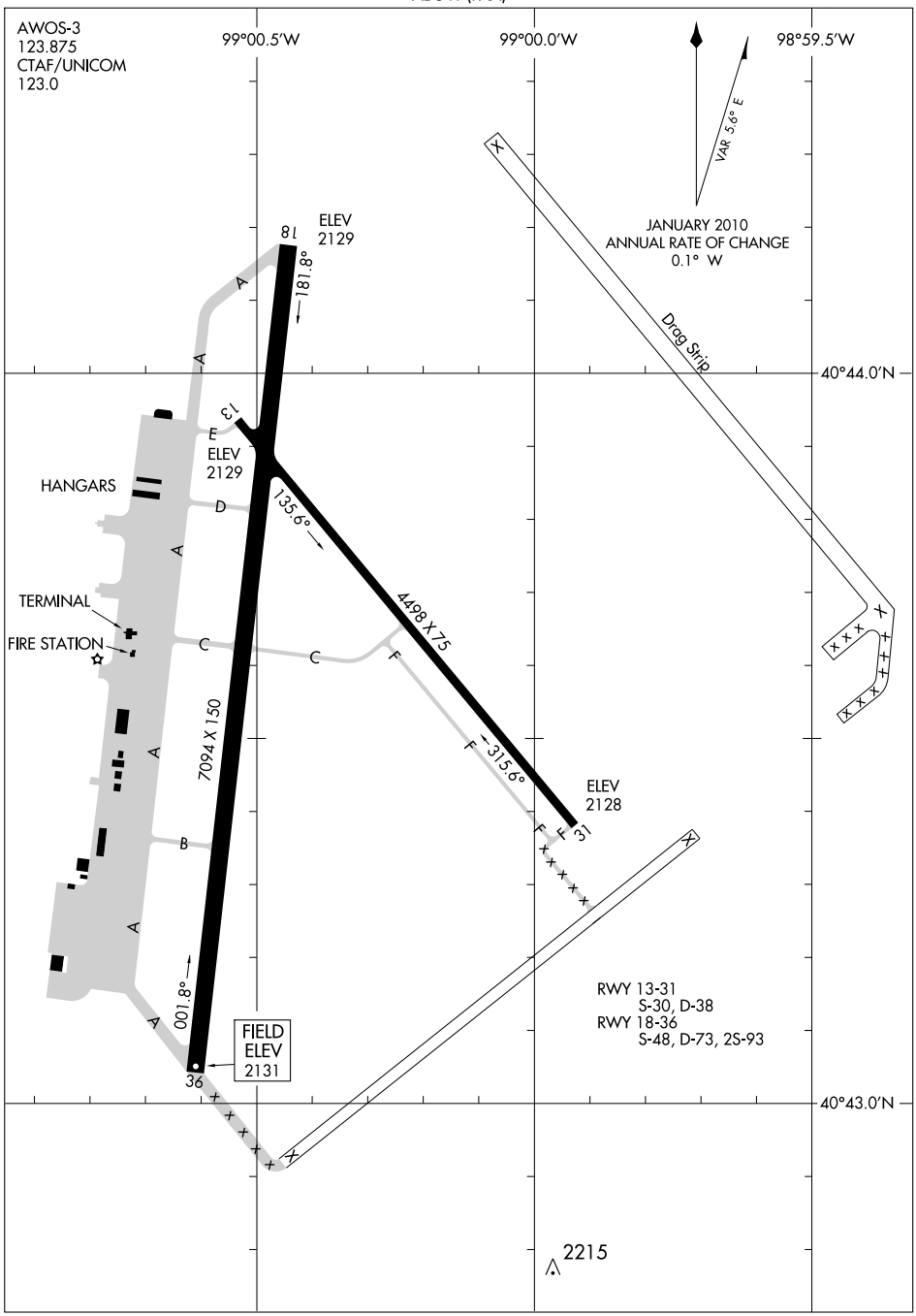
MISSED APPROACH: Climb to 5100 direct AXPUX and hold.

ASOS	DENVER CENTER	UNICOM
124.175	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3520-1	250 (300-1)	NA	
LNAV/VNAV DA	3649-1¼	379 (400-1¼)	NA	
LNAV MDA	3640-1	370 (400-1)	NA	
CIRCLING	3860-1	585 (600-1)	NA	

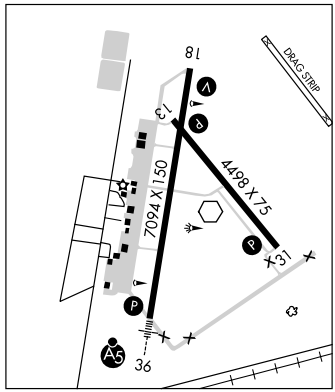
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



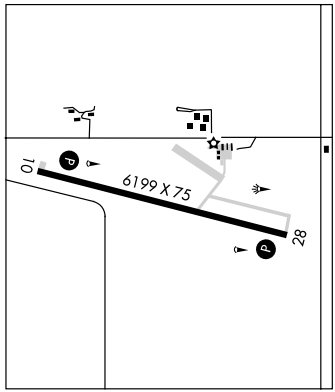
NC-2, 21 OCT 2010 to 18 NOV 2010

KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC−6(−5DT) N40°43.62′ W99°00.41′ **OMAHA**
2131 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR **H–5B, L–10H**
RWY 18–36: H7094X150 (ASPH) S–48, D–73, 2S–93 HIRL **IAP, AD**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45′. Building.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 13–31: H4498X75 (CONC) S–30, D–38 MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 43′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 44′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13–31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (308) 237–5608.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.55 (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 279° 27.4 NM to fld. 1950/7E. **HIWAS.**
(L) VORW 111.2 EAR N40°43.54′ W99°00.31′ at fld. NOTAM FILE EAR.
ANOKE NDB (LOM) 422 EA N40°37.57′ W99°01.54′ 359° 6.1 NM to fld. Unmonitored.
ILS/DME 110.9 I–EAR Chan 46 Rwy 36 Class IE. LOM ANOKE NDB. GS and LOM unmonitored. ILS unmonitored.



KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC−7(−6DT) N41°11.28′ W103°40.64′ **CHEYENNE**
4926 B **FUEL** 100LL, JET A NOTAM FILE IBM **H–5A, L–12F**
RWY 10–28: H6199X75 (CONC) S–30, D–45 MIRL 0.4% up W **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 28: PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡. After hrs call arpt manager 308–235–8786 or 308–235–2654. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (308) 235–2516.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 125.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 267° 32.0 NM to fld. 4300/13E. **HIWAS.**



LEE BIRD N41°07.63′ W100°41.39′ **OMAHA**
RCO 122.5 (COLUMBUS RADIO) **H–5B, L–10H**

LOC/DME I-EAR	APP CRS	Rwy Idg	7094
110.9	358°	TDZE	2131
Chan 46		Apt Elev	2131

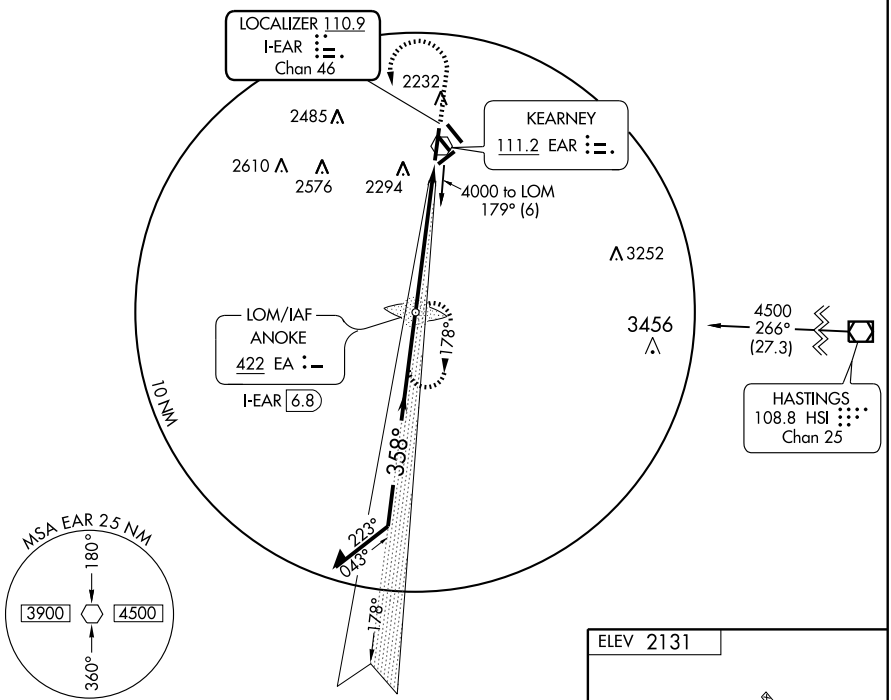
ILS RWY 36
KEARNEY RGNL (EAR)

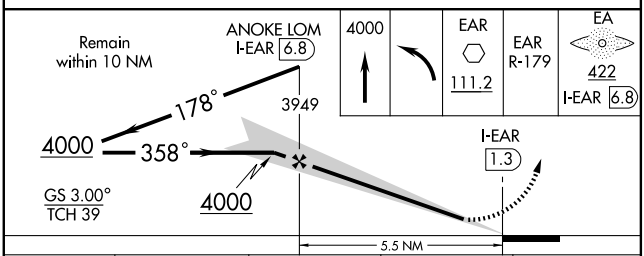
NA

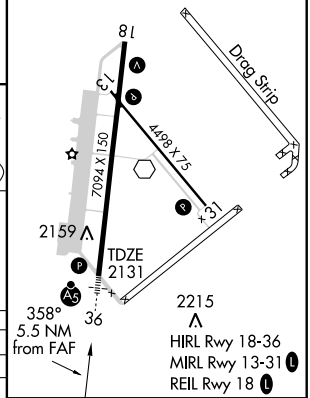
MALSR

MISSED APPROACH: Climb to 4000 then left turn direct EAR VOR, then via EAR R-179 to ANOKE LOM/INT/I-EAR 6.8 DME and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 36	2331-½ 200 (200-½)			
S-LOC 36	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 21 OCT 2010 to 18 NOV 2010
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NDB RWY 36

KEARNEY RGNL (EAR)

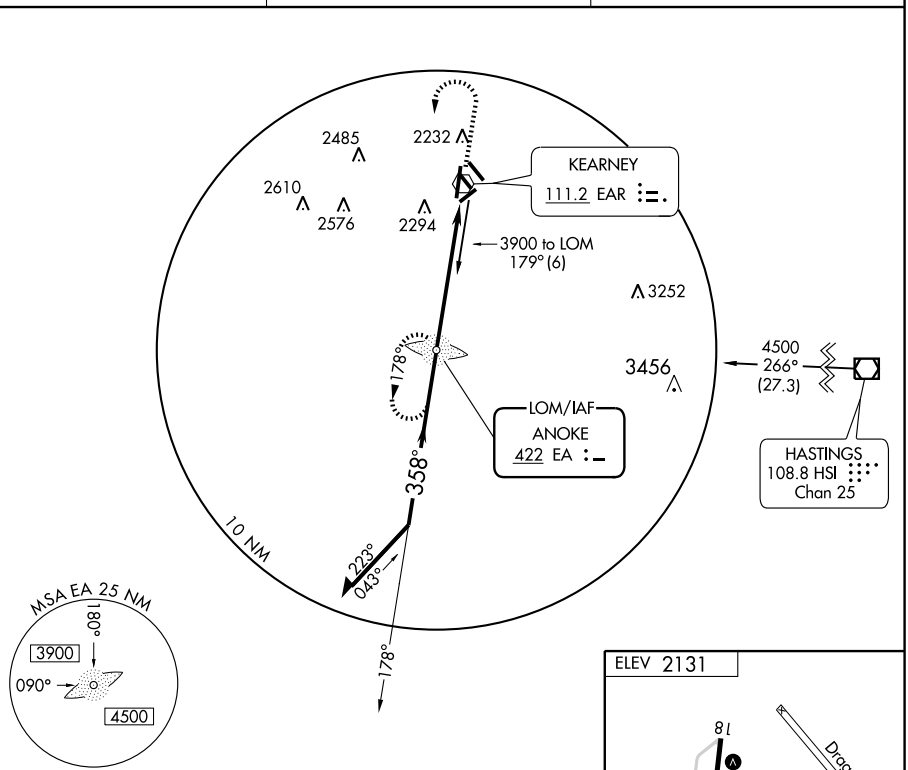
LOM ANOKE	APP CRS	Rwy Idg	7094
422 EA	358°	TDZE	2131
		Apt Elev	2131

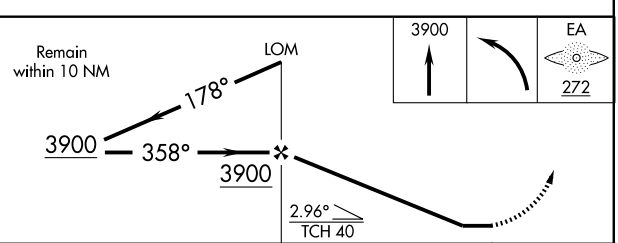
NA

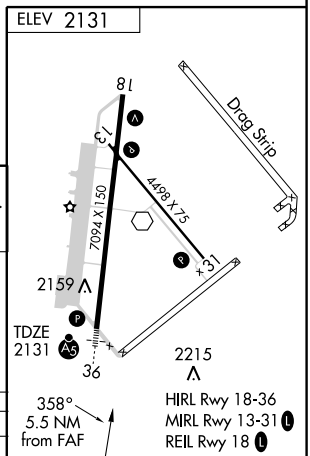
MALSR

MISSED APPROACH: Climb to 3900 then left turn direct EA LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	2600-¾ 469 (500-¾)			2600-1¼ 469 (500-1¼)
CIRCLING	2600-1 469 (500-1)		2600-1½ 469 (500-1½)	2700-2 569 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7094
CH 86213	178°	TDZE	2131
W18A		Apt Elev	2131

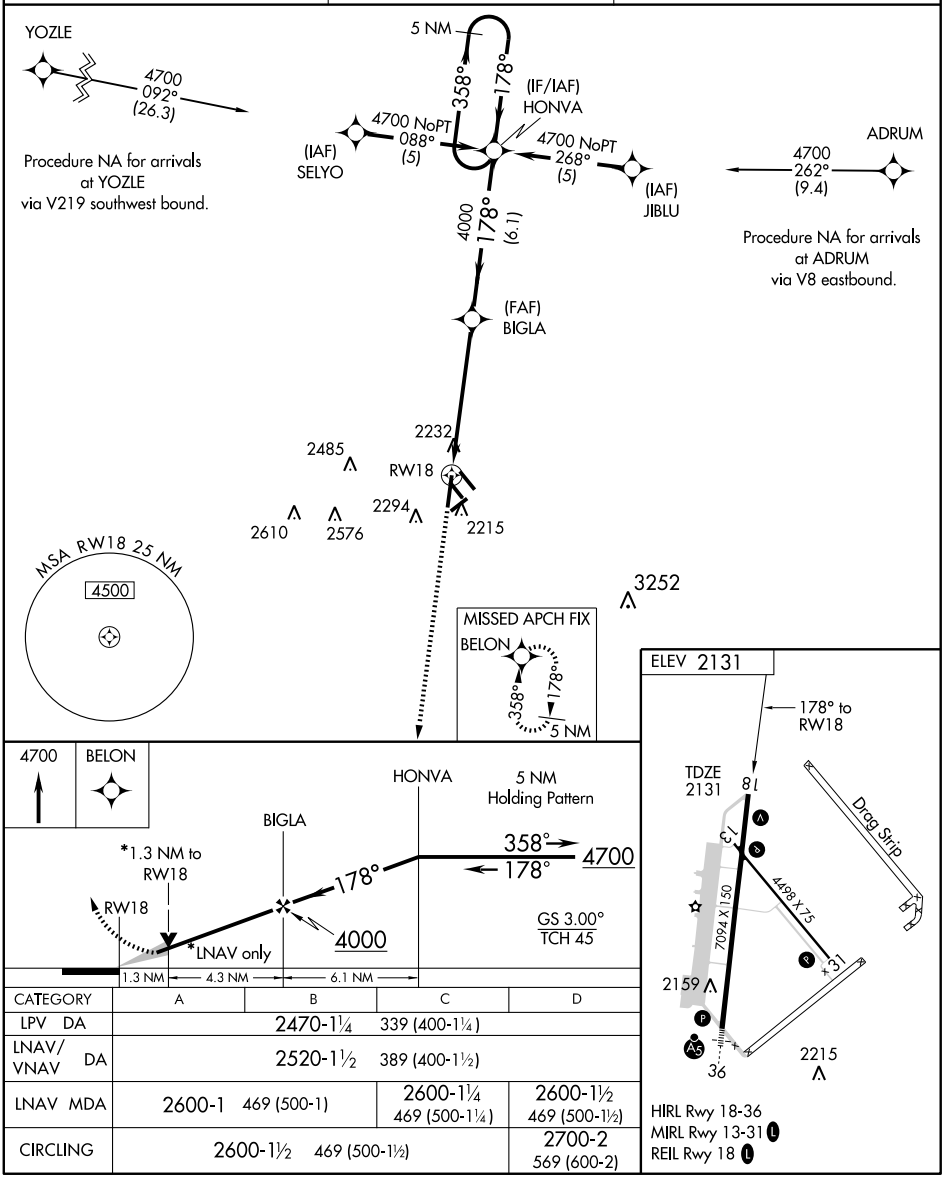
RNAV (GPS) RWY 18

KEARNEY RGNL (EAR)

Baro-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Brewster Field altimeter setting.

MISSED APPROACH: Climb to 4700 direct BELON and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2470-1¼ 339 (400-1¼)			
LNAV/VNAV DA	2520-1½ 389 (400-1½)			
LNAV MDA	2600-1 469 (500-1)		2600-1¼ 469 (500-1¼)	2600-1½ 469 (500-1½)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)

HIRL Rwy 18-36
MIRL Rwy 13-31 L
REIL Rwy 18 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7094
CH 90113	358°	TDZE	2131
W36A		Apt Elev	2131

RNAV (GPS) RWY 36

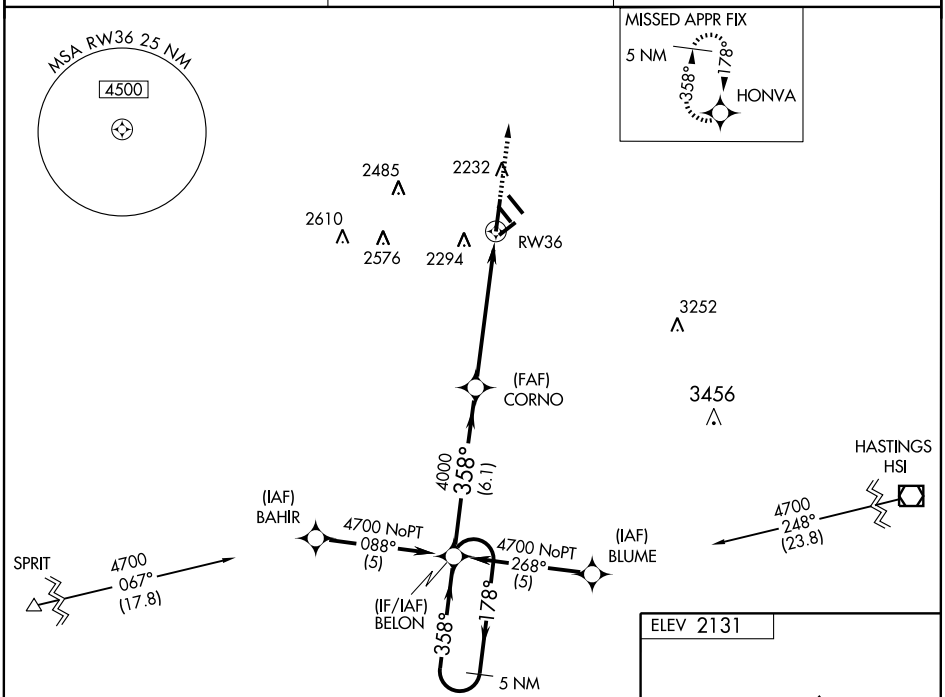
KEARNEY RGNL (EAR)

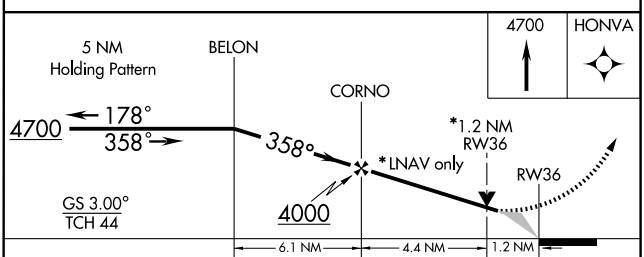
BARO-VNAV NA below -19°C (-2°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase all DAs/MDAs 80 feet. BARO VNAV and VDP NA when using Brewster Field altimeter setting. For inoperative MALSR, increase LPV visibilty all Cats to 1 mile, increase LNAV Cat D visibilty to 1¼ mile.

MALSR

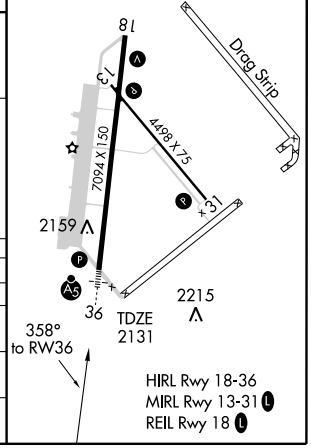
MISSED APPROACH: Climb to 4700 direct HONVA and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	2390-½ 259 (300-½)			
LNAV/VNAV DA	2580-1 449 (500-1)			
LNAV MDA	2540-½ 409 (500-½)		2540-¾ 409 (500-¾)	2540-1 409 (500-1)
CIRCLING	2600-1½ 469 (500-1½)			2700-2 569 (600-2)



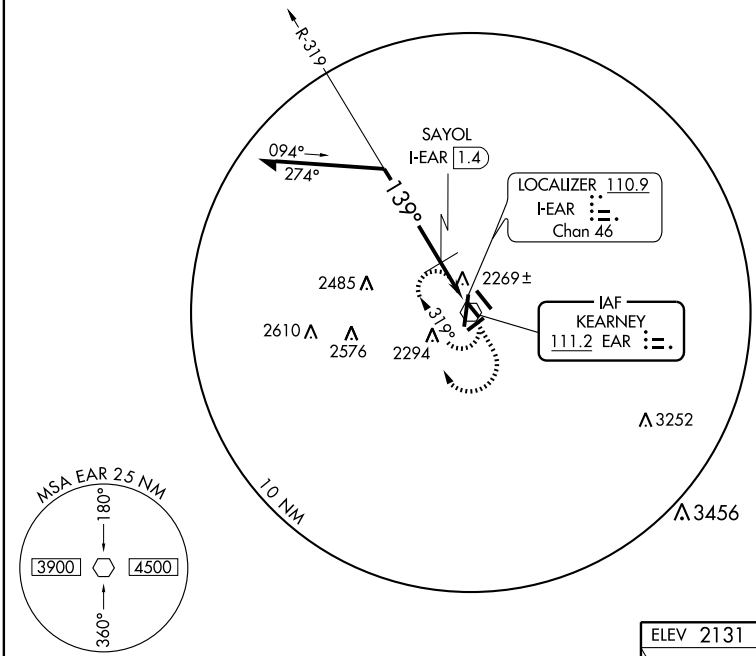
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

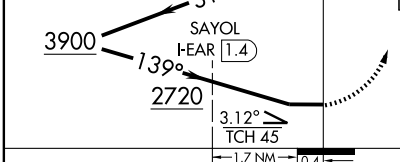
VOR EAR	APP CRS	Rwy Idg	4497
111.2	139°	TDZE	2130
		Apt Elev	2131

VOR RWY 13
KEARNEY RGNL (EAR)

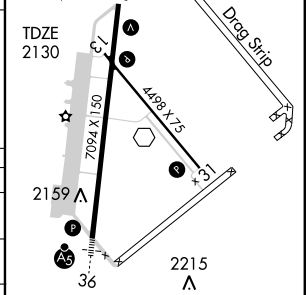
MISSED APPROACH: Climb to 3000 then climbing right turn to 3900 direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





3000	3900	EAR
		111.2



CATEGORY	A	B	C	D
S-13	2720-1	590 (600-1)	2720-1½ 590 (600-1½)	2720-1¾ 590 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
SAYOL FIX MINIMUMS				
S-13	2520-1	390 (400-1)		2520-1¼ 390 (400-1¼)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

Knots	60	90	120	150	180
Min:Sec					

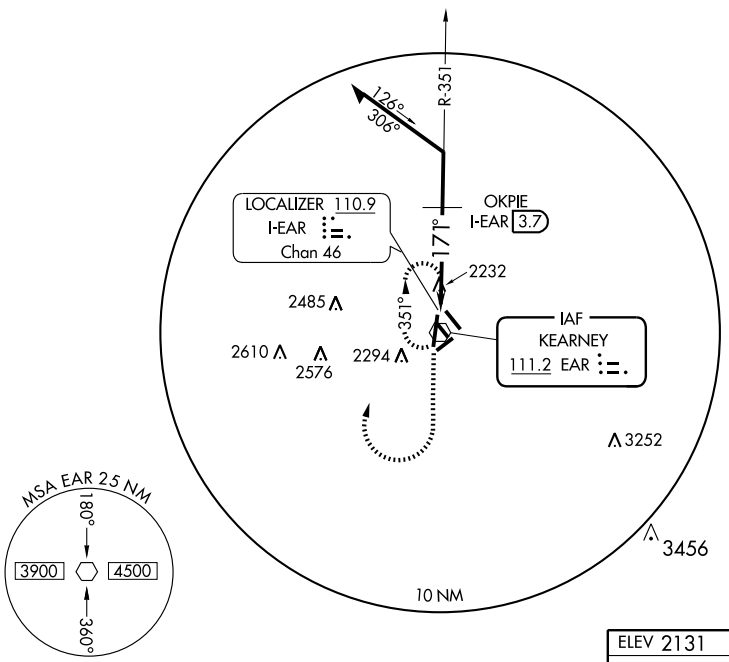
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

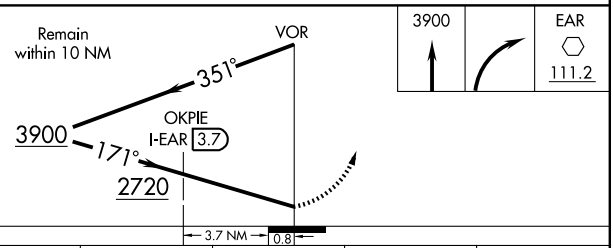
VOR EAR	APP CRS	Rwy Idg	7094
111.2	171°	TDZE	2131
		Apt Elev	2131

VOR RWY 18
KEARNEY RGNL (EAR)

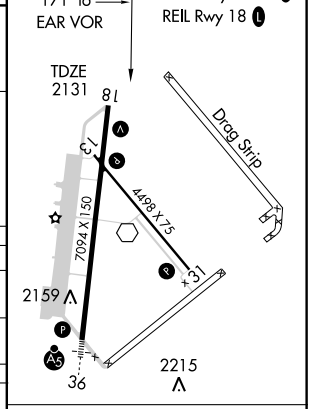
MISSED APPROACH: Climb to 3900 then right turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-18	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-1¾ 589 (600-1¾)
CIRCLING	2720-1	589 (600-1)	2720-1½ 589 (600-1½)	2720-2 589 (600-2)
OKPIE MINIMUMS				
S-18	2580-1	449 (500-1)	2580-1¼ 449 (500-1¼)	2580-1½ 449 (500-1½)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)



Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

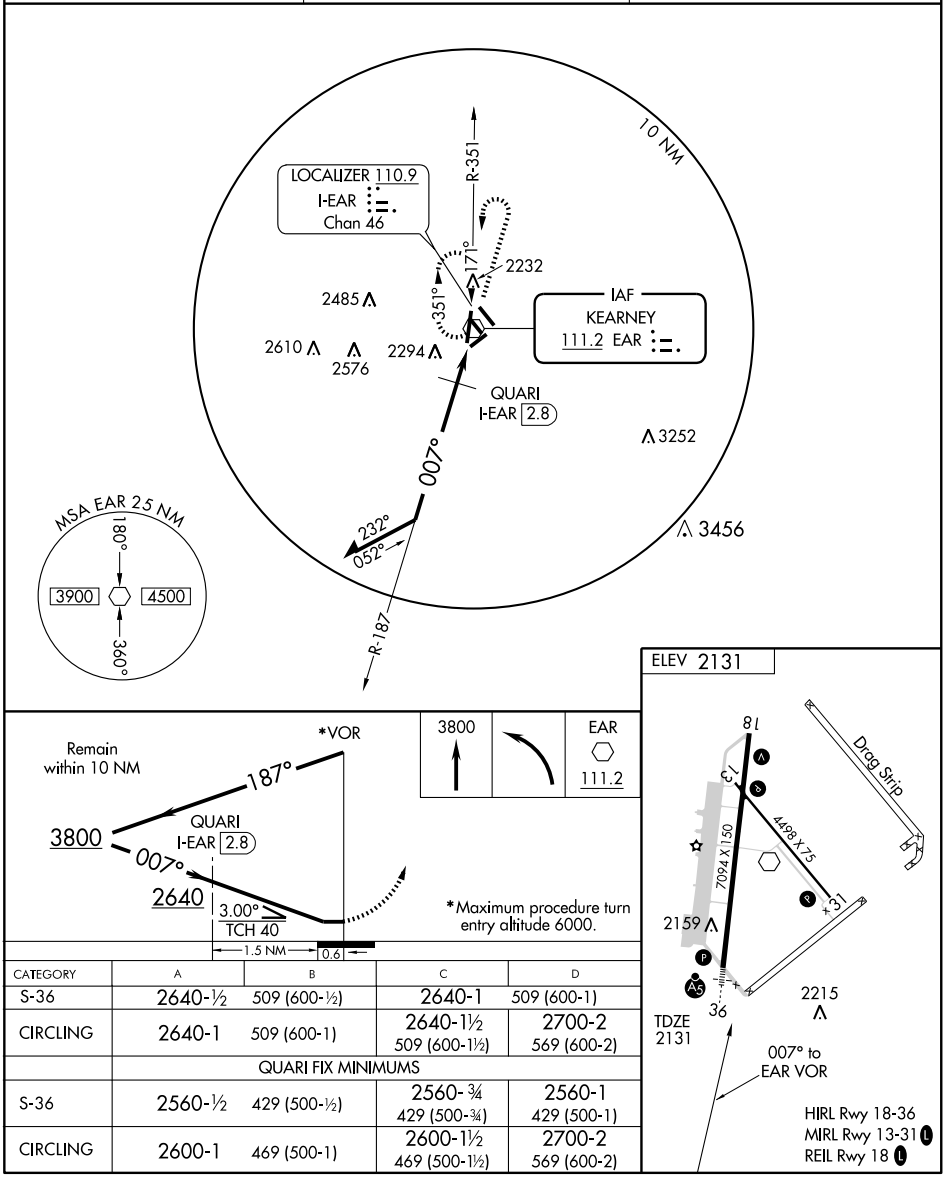
VOR EAR	APP CRS		
111.2	007°	Rwy Idg	7094
		TDZE	2131
		Apt Elev	2131

VOR RWY 36
KEARNEY RGNL (EAR)

MALSR

MISSED APPROACH: Climb to 3800 then left turn direct EAR VOR and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	123.0 (CTAF) L

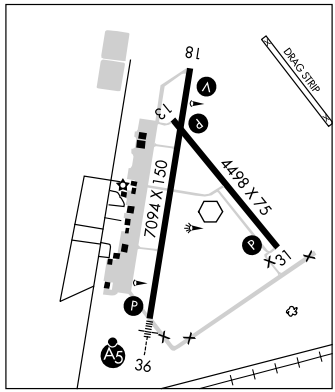


CATEGORY	A	B	C	D
S-36	2640-½	509 (600-½)	2640-1	509 (600-1)
CIRCLING	2640-1	509 (600-1)	2640-1½ 509 (600-1½)	2700-2 569 (600-2)
	QUARI FIX MINIMUMS			
S-36	2560-½	429 (500-½)	2560-¾ 429 (500-¾)	2560-1 429 (500-1)
CIRCLING	2600-1	469 (500-1)	2600-1½ 469 (500-1½)	2700-2 569 (600-2)

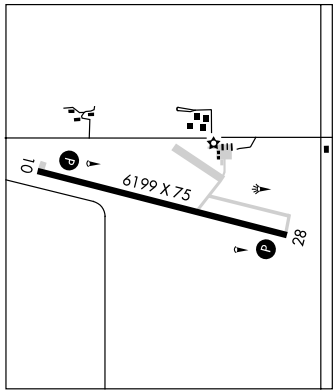
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

KARL STEFAN MEM (See NORFOLK)

KEARNEY RGNL (EAR) 4 NE UTC−6(−5DT) N40°43.62′ W99°00.41′ **OMAHA**
2131 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE EAR **H–5B, L–10H**
RWY 18–36: H7094X150 (ASPH) S–48, D–73, 2S–93 HIRL **IAP, AD**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 45′. Building.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 13–31: H4498X75 (CONC) S–30, D–38 MIRL
RWY 13: PAPI(P2L)—GA 3.0° TCH 43′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 44′.
AIRPORT REMARKS: Attended 1200–0200Z‡. Arpt CLOSED to air carrier ops with more than 30 passenger seats. Use caution when taxiing on apron due to several clsd areas. HIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 13–31, VASI Rwy 18, PAPI Rwy 13, Rwy 31 and Rwy 36, REIL Rwy 18 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: AWOS–3 123.875 (308) 237–5608.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.55 (COLUMBUS RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTINGS (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 279° 27.4 NM to fld. 1950/7E. **HIWAS.**
(L) VORW 111.2 EAR N40°43.54′ W99°00.31′ at fld. NOTAM FILE EAR.
ANOKE NDB (LOM) 422 EA N40°37.57′ W99°01.54′ 359° 6.1 NM to fld. Unmonitored.
ILS/DME 110.9 I–EAR Chan 46 Rwy 36 Class IE. LOM ANOKE NDB. GS and LOM unmonitored. ILS unmonitored.



KIMBALL MUNI/ROBERT E ARRAJ FLD (IBM) 3 S UTC−7(−6DT) N41°11.28′ W103°40.64′ **CHEYENNE**
4926 B **FUEL** 100LL, JET A NOTAM FILE IBM **H–5A, L–12F**
RWY 10–28: H6199X75 (CONC) S–30, D–45 MIRL 0.4% up W **IAP**
RWY 10: PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 28: PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended Mon–Sat 1500–0100Z‡. After hrs call arpt manager 308–235–8786 or 308–235–2654. ACTIVATE MIRL Rwy 10–28, PAPI Rwy 10 and Rwy 28—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.075 (308) 235–2516.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 125.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 267° 32.0 NM to fld. 4300/13E. **HIWAS.**



LEE BIRD N41°07.63′ W100°41.39′ **OMAHA**
RCO 122.5 (COLUMBUS RADIO) **H–5B, L–10H**

APP CRS	Rwy Idg	6199
095°	TDZE	4926
	Apt Elev	4926

RNAV (GPS) RWY 10

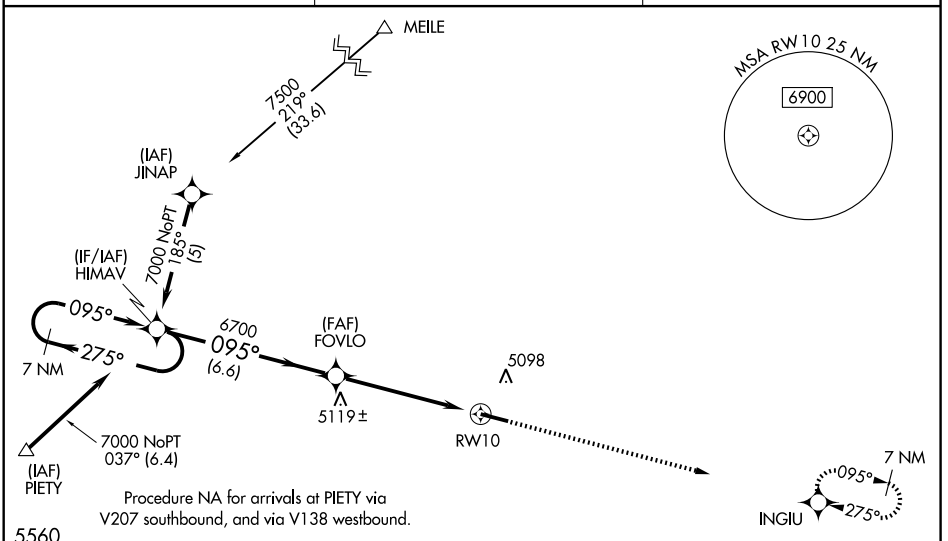
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

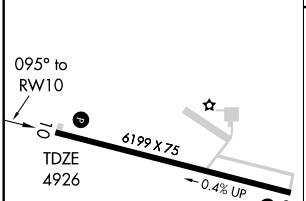
▼ ⚠ NA

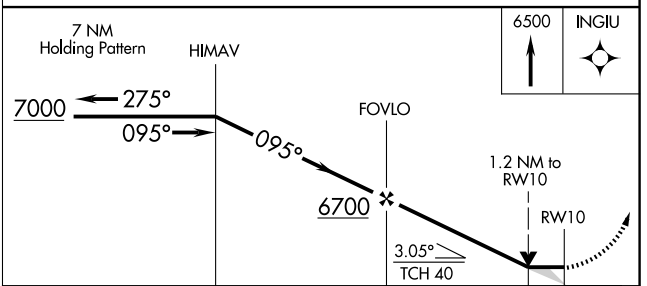
If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase all MDAs 160 feet. DME/DME RNP-0.3 NA. VDP NA with Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct INGIU and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5360-1 434 (500-1)		5360-1¼ 434 (500-1¼)	5360-1½ 434 (500-1½)
CIRCLING	5360-1 434 (500-1)	5420-1 494 (500-1)	5420-1½ 494 (500-1½)	5480-2 554 (600-2)

MIRL Rwy 10-28 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6199
CH 42503	275°	TDZE	4908
W28A		Apt Elev	4926

RNAV (GPS) RWY 28

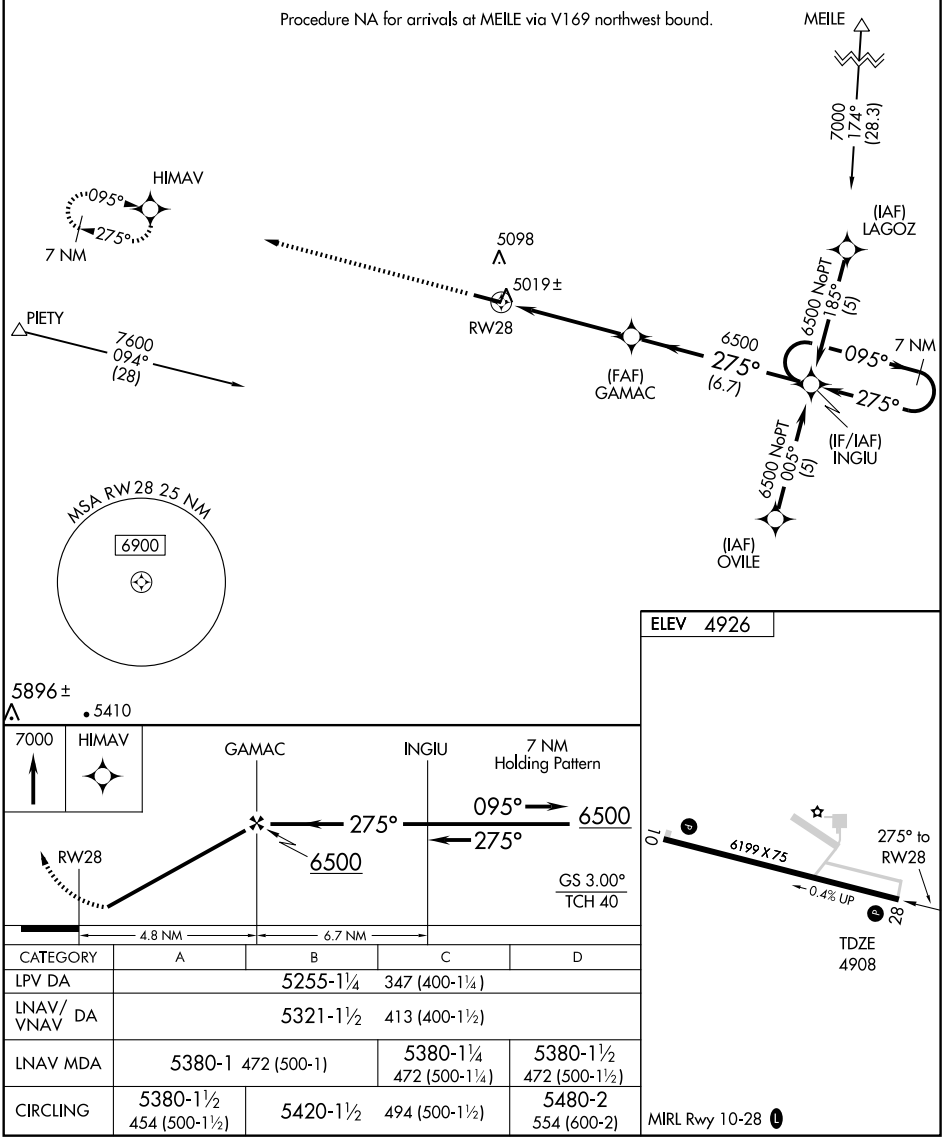
KIMBALL MUNI/ROBERT E. ARRAJ FIELD (IBM)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Sidney Muni/Lloyd W. Carr Field altimeter setting and increase DAs/MDAs 160 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). BARO-VNAV NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 7000 direct HIMAV and hold.

AWOS-3	DENVER CENTER	UNICOM
118.075	125.9 284.7	122.8 (CTAF) L

Procedure NA for arrivals at MEILE via V169 northwest bound.



CATEGORY	A	B	C	D
LPV DA	5255-1¼ 347 (400-1¼)			
LNAV/VNAV DA	5321-1½ 413 (400-1½)			
LNAV MDA	5380-1 472 (500-1)		5380-1¼ 472 (500-1¼)	5380-1½ 472 (500-1½)
CIRCLING	5380-1½ 454 (500-1½)	5420-1½ 494 (500-1½)		5480-2 554 (600-2)

MIRL Rwy 10-28 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LEXINGTON

JIM KELLY FLD (LXN) 2 NW UTC−6(−5DT) N40°47.43′ W99°46.55′

OMAHA
H–5B, L–10H
IAP

2413 B S4 **FUEL** 100LL, JET A+ NOTAM FILE LXN

RWY 14–32: H5489X100 (CONC) S–30 MIRL

RWY 14: PAPI(P2L). TCH 40′.

RWY 32: PAPI(P2L). TCH 40′. Railroad.

RWY 01–19: 3200X250 (TURF)

RWY 01: Railroad. **RWY 19:** Trees.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡. Rwy 01–19 not plowed winter months. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.

WEATHER DATA SOURCES: AWOS–3 121.025 (308) 324–5975.

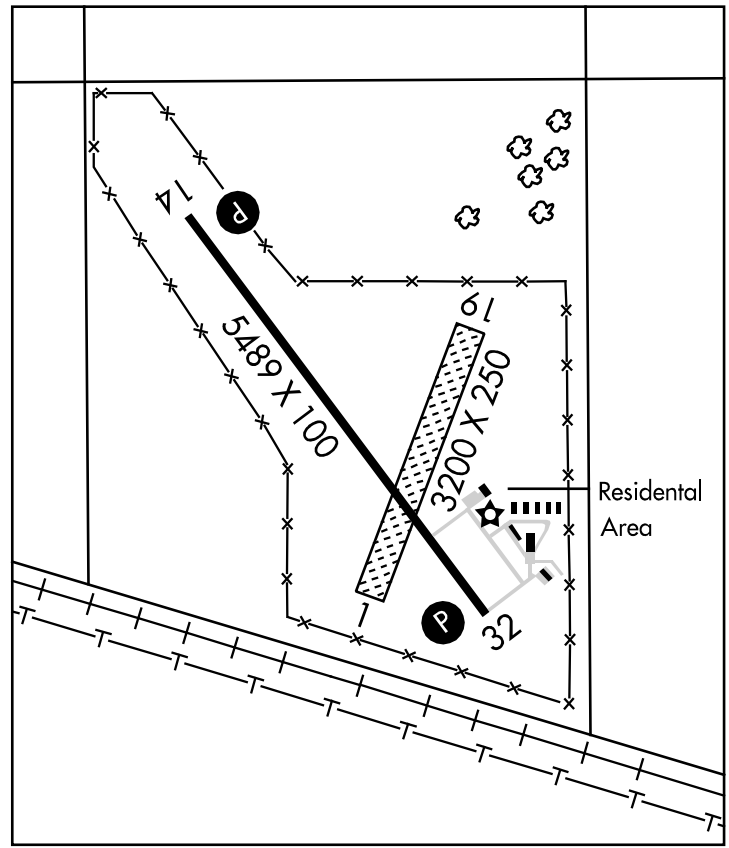
COMMUNICATIONS: CTAF/UNICOM 123.0

Ⓡ **DENVER CENTER APP/DEP CON** 132.7

RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.

NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 098° 46.8 NM to fld. 2964/11E.

DARR NDB (MHW) 326 RRX N40°50.67′ W99°51.37′ 124° 4.9 NM to fld. NOTAM FILE LXN.



WAAS	APP CRS	Rwy Idg	5489
CH 61203	136°	TDZE	2413
W14A		Apt Elev	2413

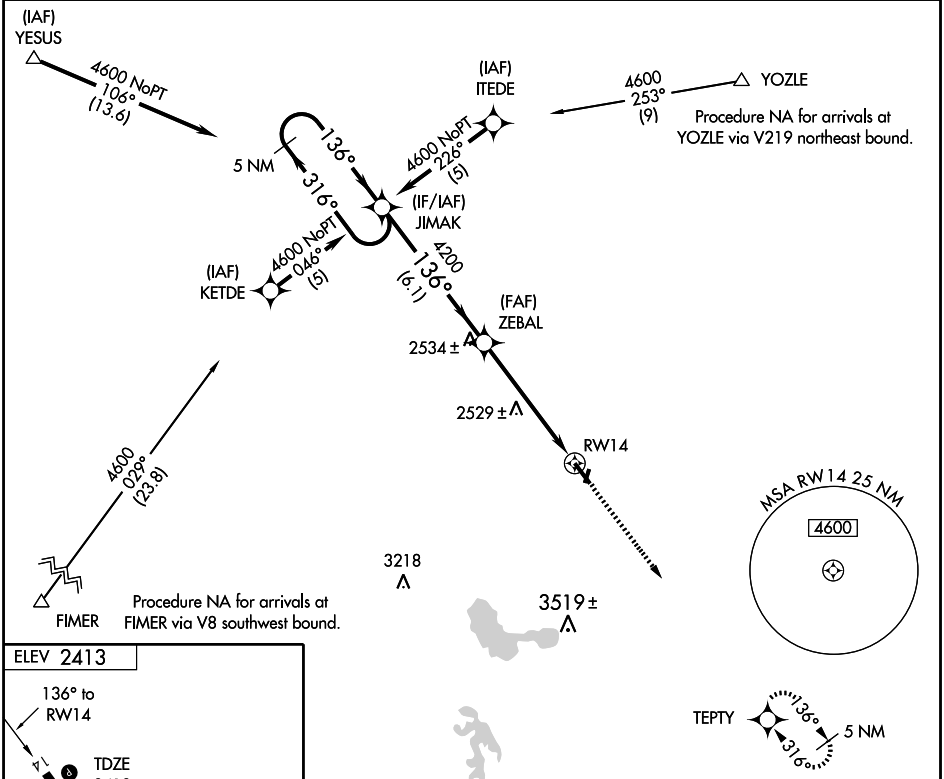
RNAV (GPS) RWY 14

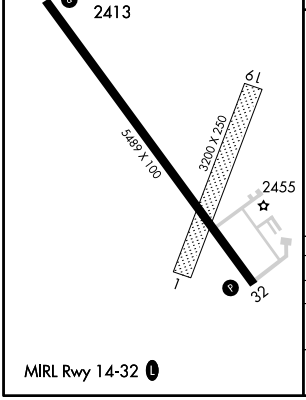
LEXINGTON/JIM KELLY FIELD (LXN)

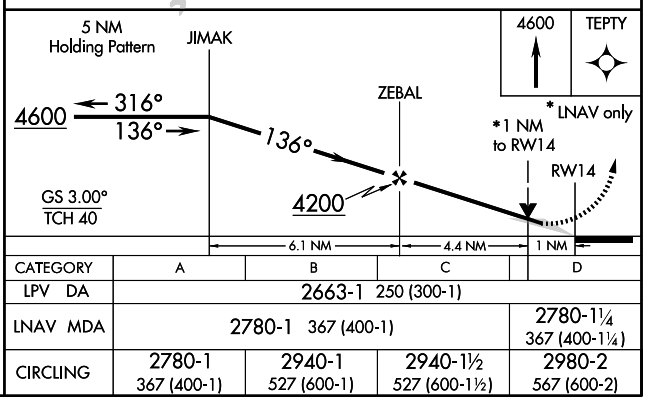
If local altimeter setting not received, use Brewster Field altimeter setting and increase DA to 2773 feet and all MDAs 80 feet.
VDP NA when using Brewster Field altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4600 direct TEPTY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2663-1 250 (300-1)			
LNAV MDA	2780-1 367 (400-1)			2780-1¼ 367 (400-1¼)
CIRCLING	2780-1 367 (400-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5489
CH 49003	316°	TDZE	2408
W32A		Apt Elev	2413

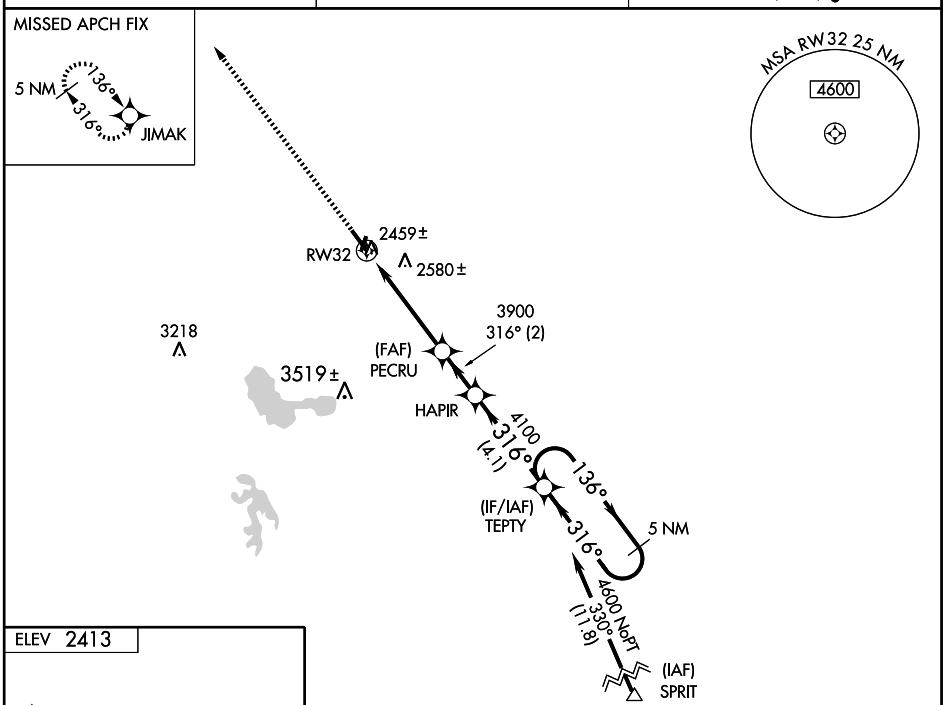
RNAV (GPS) RWY 32

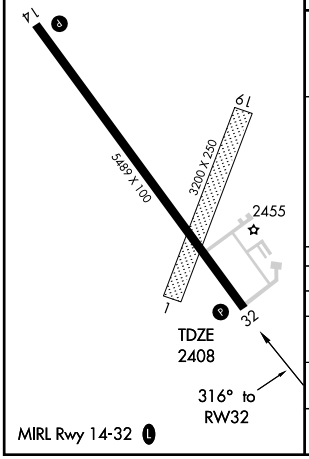
LEXINGTON/ JIM KELLY FIELD (LXN)

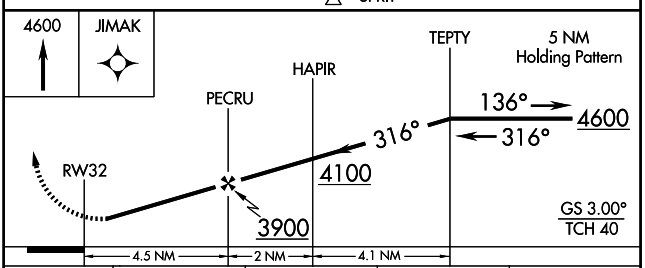
BARO-VNAV NA when using Brewster Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brewster Field altimeter setting and increase LPV DA to 2773, increase LNAV/VNAV DA to 2931 and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 4600 direct JIMAK and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2693-1 285 (300-1)			
LNAV/ VNAV DA	2729-1¼ 321 (400-1¼)			
LNAV MDA	2860-1 452 (500-1)		2860-1¼ 452 (500-1¼)	2860-1½ 452 (500-1½)
CIRCLING	2860-1 447 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

MIRL Rwy 14-32 (L)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR OZB	APP CRS	Rwy Idg	5489
109.0	105°	TDZE	2413
		Apt Elev	2413

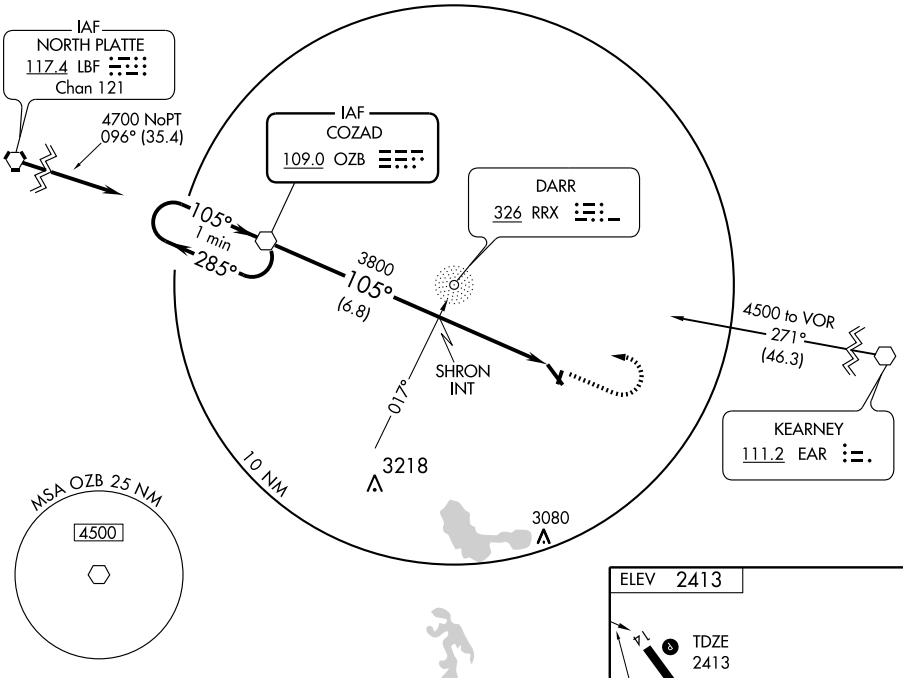
VOR RWY 14

LEXINGTON/JIM KELLY FIELD (LXN)

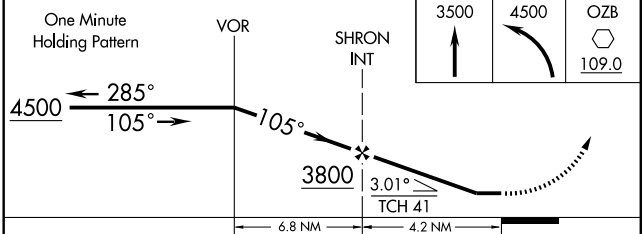
Circling to Rwy 1/19 NA at night.

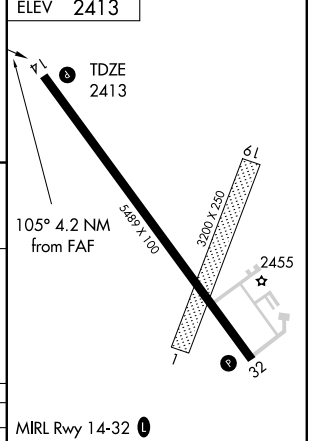
MISSED APPROACH: Climb to 3500 then climbing left turn to 4500 direct OZB VOR and hold.

AWOS-3	DENVER CENTER	UNICOM
121.025	132.7 397.85	123.0 (CTAF) L



ADF REQUIRED





MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	2840-1 427 (500-1)		2840-1¼ 427 (500-1¼)	2840-1½ 427 (500-1½)
CIRCLING	2840-1 427 (500-1)	2940-1 527 (600-1)	2940-1½ 527 (600-1½)	2980-2 567 (600-2)

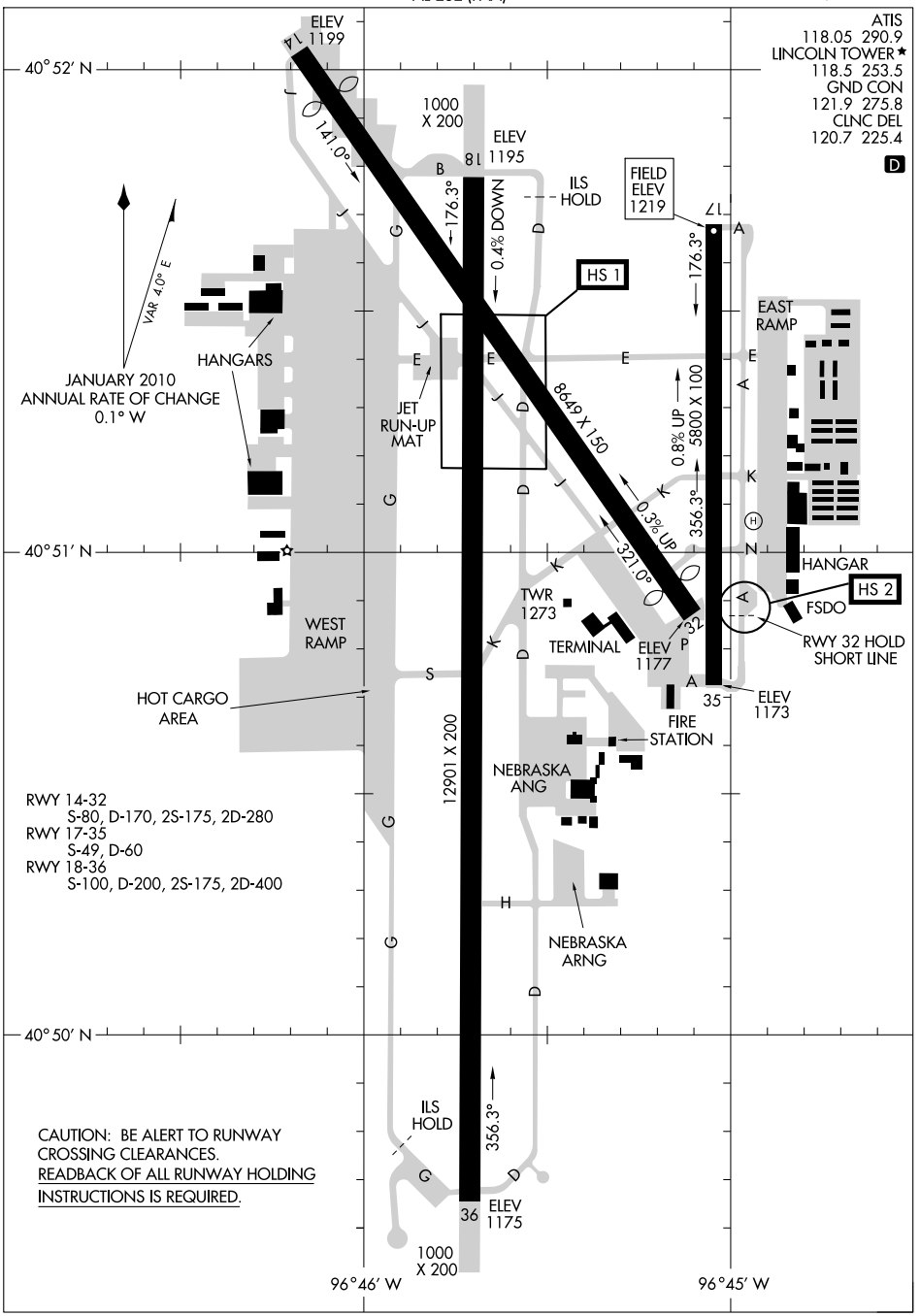
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-232 (FAA)

LINCOLN (LNK)
LINCOLN, NEBRASKA



ATIS
118.05 290.9
LINCOLN TOWER ★
118.5 253.5
GND CON
121.9 275.8
CLNC DEL
120.7 225.4

D

NC-2, 21 OCT 2010 to 18 NOV 2010

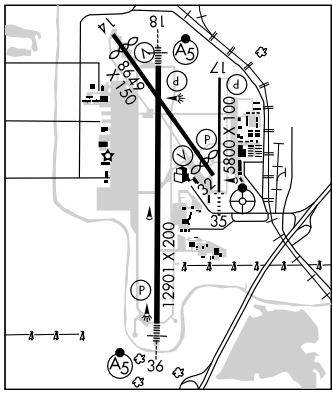
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

LINCOLN, NEBRASKA
LINCOLN (LNK)

10266

LINCOLN (LNK) 4 NW UTC−6(−5DT) N40°51.05′ W96°45.55′ **OMAHA**
1219 B S4 **FUEL** 100LL, JET A TPA—See Remarks ARFF Index—See Remarks **H–5C, L–10I**
NOTAM FILE LNK **IAP, AD**



RWY 18–36: H12901X200 (ASPH–CONC–GRVD) S–100, D–200, 2S–175, 2D–400 HIRL
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55′. Rgt tfc. 0.4% down.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
RWY 14–32: H8649X150 (ASPH–CONC–GRVD) S–80, D–170, 2S–175, 2D–280 MIRL
RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 48′. Thld dsplcd 363′.
RWY 32: VASI(V4L)—GA 3.0° TCH 50′. Thld dsplcd 470′. Pole. 0.3% up.
RWY 17–35: H5800X100 (ASPH–CONC–AFSC) S–49, D–60 HIRL 0.8% up S
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 44′.
RWY 35: ODALS. PAPI(P4L)—GA 3.0° TCH 30′. Rgt tfc.

RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–8649 TODA–8649 ASDA–8649 LDA–8286
RWY 17: TORA–5800 TODA–5800 ASDA–5400 LDA–5400
RWY 18: TORA–12901 TODA–12901 ASDA–12901 LDA–12901
RWY 32: TORA–8649 TODA–8649 ASDA–8286 LDA–7816
RWY 35: TORA–5800 TODA–5800 ASDA–5800 LDA–5800
RWY 36: TORA–12901 TODA–12901 ASDA–12901 LDA–12901

AIRPORT REMARKS: Attended continuously. Birds invof arpt. Rwy 18 designated calm wind rwy. Rwy 32 apch holdline on South A twy. TPA–2219 (1000), heavy military jet 3000 (1781). Class I, ARFF Index B. ARFF Index C level equipment provided. Rwy 18–36 touchdown and rollout rwy visual range avbl. When twr clsd MIRL Rwy 14–32 preset on low ints, HIRL Rwy 18–36 and Rwy 17–35 preset on med ints, ODALS Rwy 35 operate continuously on med ints, MALSR Rwy 18 and Rwy 36 operate continuously and REIL Rwy 14 and Rwy 17 operate continuously on low ints. VASI Rwy 14 and Rwy 32, PAPI Rwy 17, Rwy 35, Rwy 18 and Rwy 36 on continuously.
WEATHER DATA SOURCES: ASOS (402) 474–9214. LLWAS
COMMUNICATIONS: CTAF 118.5 **ATIS** 118.05 **UNICOM** 122.95
RCO 122.65 (COLUMBUS RADIO)
Ⓡ **APP/DEP CON** 124.0 (180°–359°) 124.8 (360°–179°) (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
TOWER 118.5 125.7 (1130–0600Z‡) **GND CON** 121.9 **CLNC DEL** 120.7
AIRSPACE: CLASS C svc 1130–0600Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
(H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 181° 4.4 NM to fld. 1370/9E
POTTS NDB (MHW/LOM) 385 LN N40°44.83′ W96°45.75′ 355° 6.2 NM to fld. Unmonitored when twr clsd.
ILS 111.1 I–OCZ Rwy 18. Class IB MM and OM unmonitored.
ILS 109.9 I–LNK Rwy 36 Class IA LOM POTTS NDB. MM unmonitored. LOM unmonitored when twr clsd.
COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not available at twr.

LOUP CITY MUNI (ØF4) 1 NW UTC−6(−5DT) N41°17.20′ W98°59.41′ **OMAHA**
2071 B **FUEL** 100LL NOTAM FILE OLU **L–10H, 12H**
RWY 16–34: H3200X60 (ASPH) S–12.5 MIRL
RWY 34: Trees.
RWY 04–22: 2040X100 (TURF)
RWY 04: Tree. **RWY 22:** Road.
AIRPORT REMARKS: Unattended. For svc call 308–745–1344/1244/0664.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 253° 29.3 NM to fld. 2010/7E.

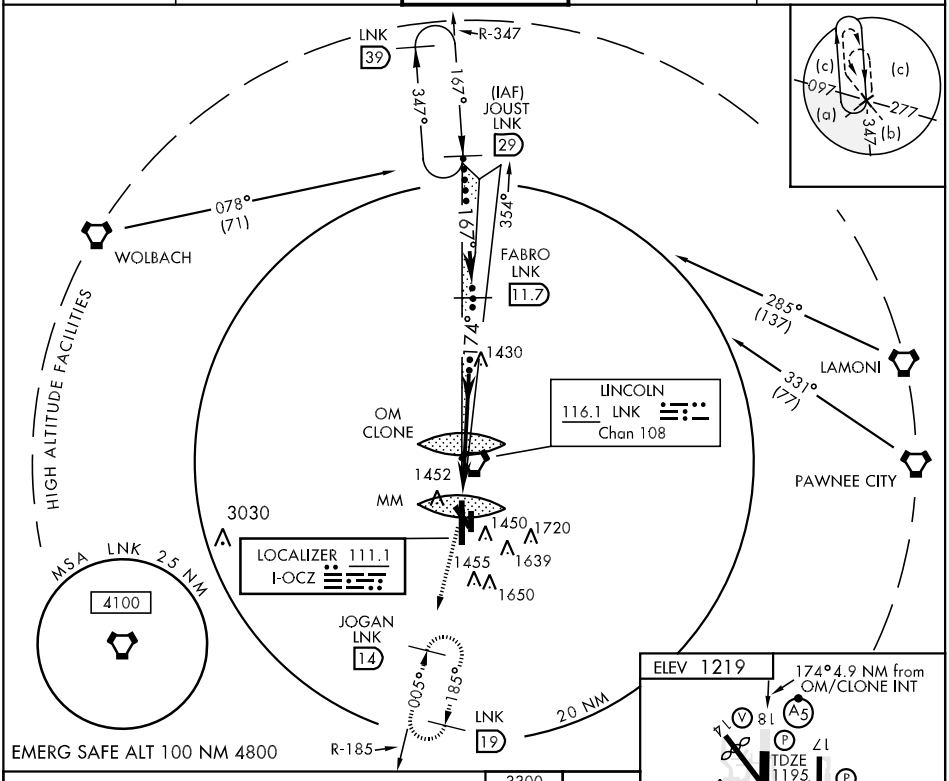
MARTIN FLD (See SO SIOUX CITY)

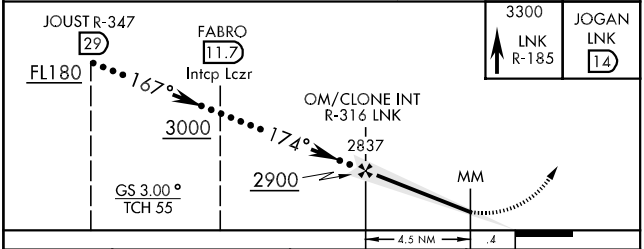
LOC I-OCZ	APCH CRS	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)
111.1	174°			

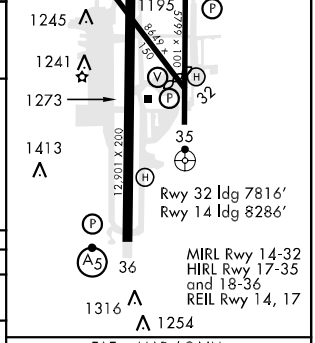
MALSR

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-ILS 18	1395-½ 200 (200-½)		
S-LOC 18	1720-1 525 (600-1)	1720-1¼ 525 (600-1¼)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

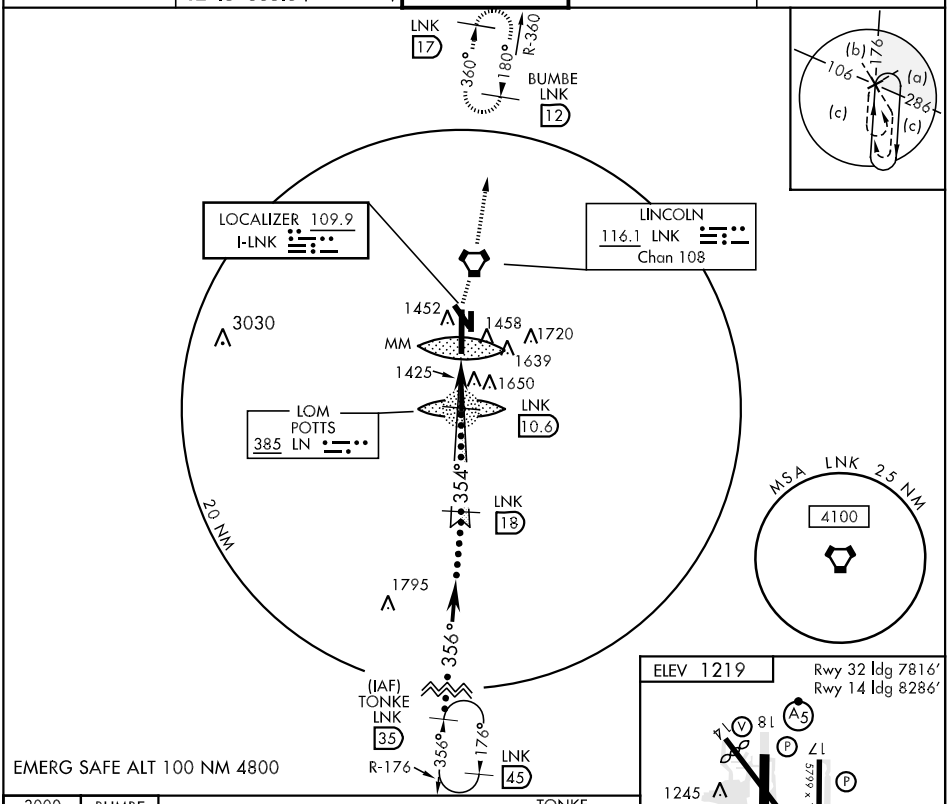
NC-2, 21 OCT 2010 to 18 NOV 2010

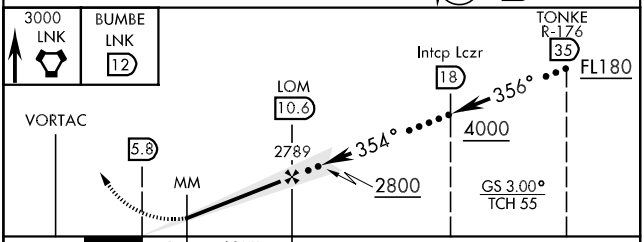
LOC I-LNK 109.9	APCH CRS 354°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)

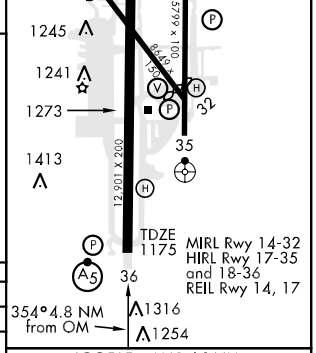
MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-ILS 36	1375/24 200 (200-½)		
S-LOC 36	1620/40 445 (500-¾)	1620/50 445 (500-1)	
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

LOC FAF to MAP 4.8 NM					
Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

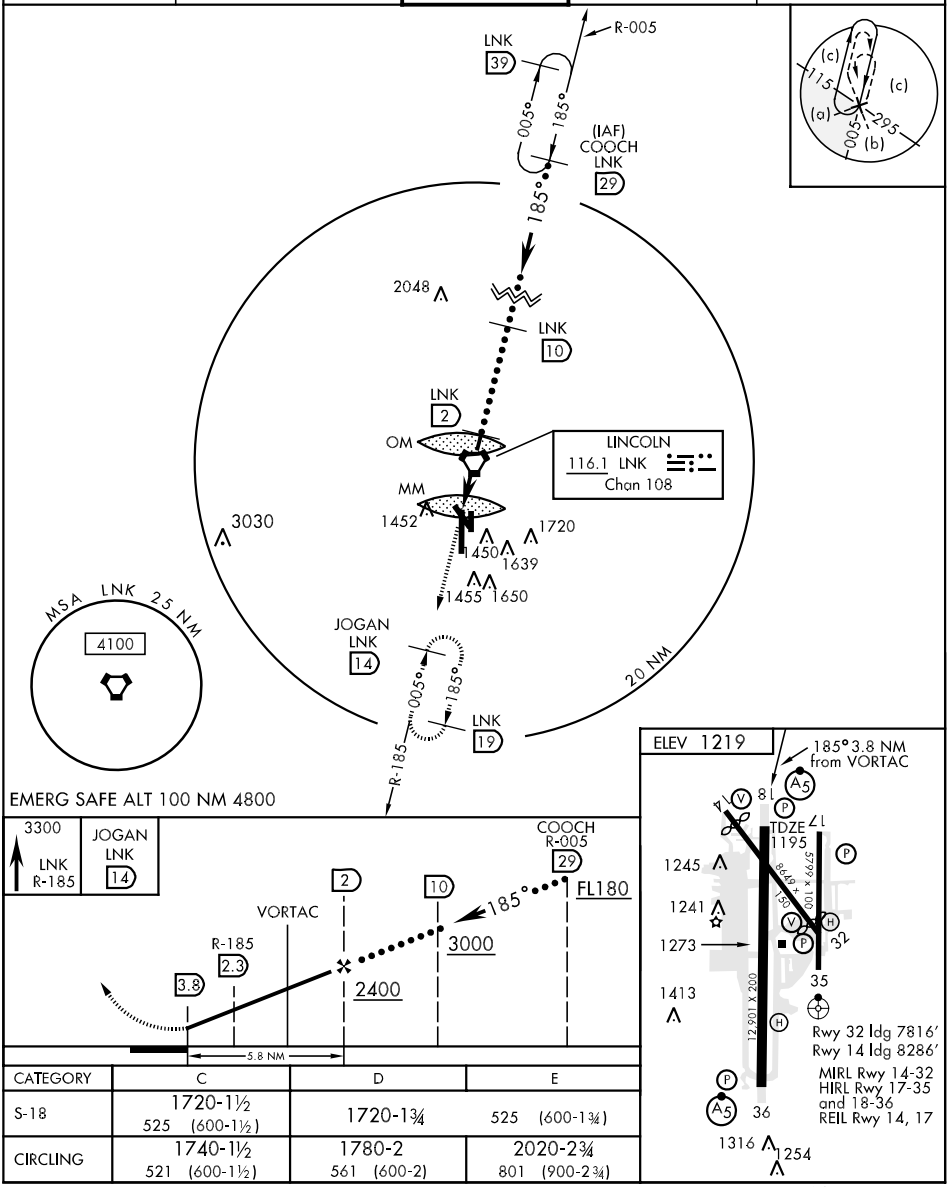
HI-VOR/DME or TACAN RWY 18

VORTAC LNK 116.1 Chan 108	APCH CRS 185°	Rwy ldg 12,901 TDZE 1195 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)

MALSR

MISSED APPROACH: Climb to 3300 via LNK VORTAC R-185 to JOGAN 14 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4



CATEGORY	C	D	E
S-18	1720-1½ 525 (600-1½)	1720-1¾	525 (600-1¾)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

HI-VOR/DME or TACAN RWY 18

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

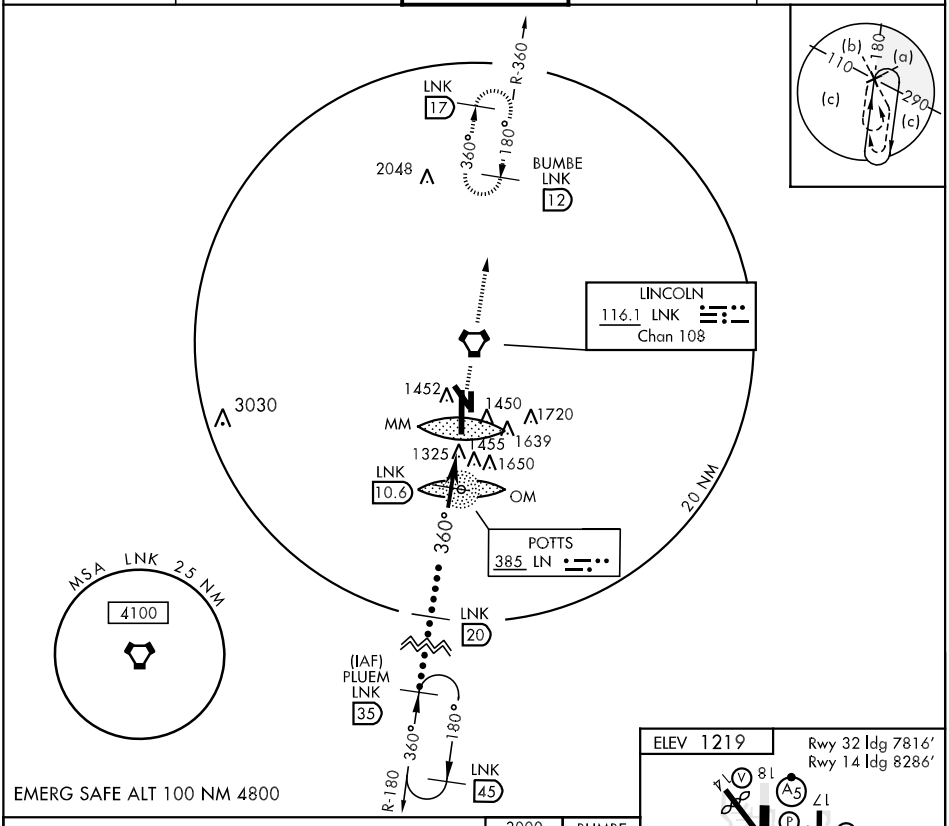
HI-VOR/DME or TACAN RWY 36

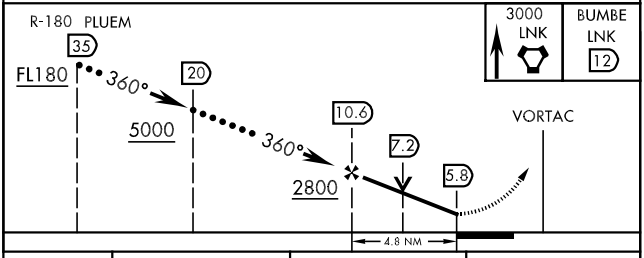
VORTAC LNK 116.1 Chan 108	APCH CRS 360°	Rwy ldg 12,901 TDZE 1175 Arpt Elev 1219	JAL-232 [USAF]	LINCOLN (KLNK)

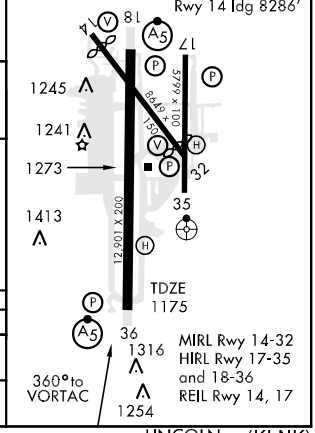
MALSR

MISSED APPROACH: Climb to 3000 direct LNK VORTAC then via LNK R-360 to BUMBE 12 DME and hold.

ATIS ★	LINCOLN APP CON	LINCOLN TOWER ★	GND CON	CLNC DEL
118.05 290.9	124.0 270.3 (170°-349°) 124.8 338.3 (350°-169°)	118.5 253.5	121.9 275.8	120.7 225.4







CATEGORY	C	D	E
S-36	1680/50 505 (600-1)		1680/60 505 (600-1¼)
CIRCLING	1740-1½ 521 (600-1½)	1780-2 561 (600-2)	2020-2¾ 801 (900-2¾)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-OCZ	APP CRS	Rwy Idg	12901
111.1	174°	TDZE	1195
		Apt Elev	1219

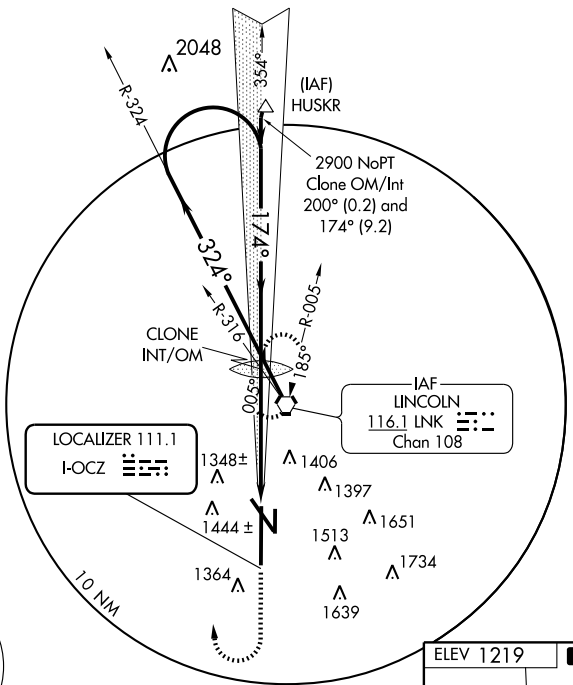
ILS or LOC RWY 18
LINCOLN (LNK)

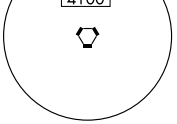
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

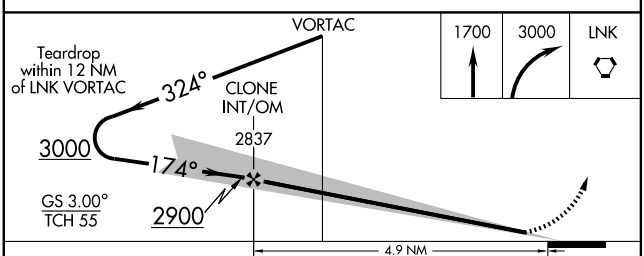
MALSR

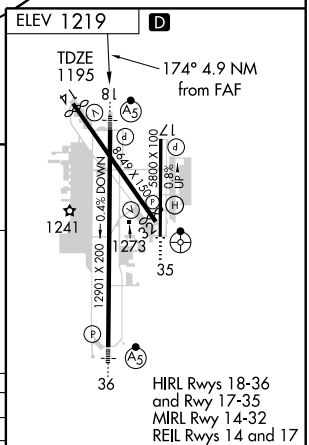
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95









CATEGORY	A	B	C	D
S-ILS 18		*1395/24 200 (200-½)		
S-LOC 18	1720/24 525 (600-½)		1720/50 525 (600-1)	1720/60 525 (600-1¼)
CIRCLING	1720-1 502 (600-1)		1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-LNK	APP CRS	Rwy Idg	12901
109.9	354°	TDZE	1175
		Apt Elev	1219

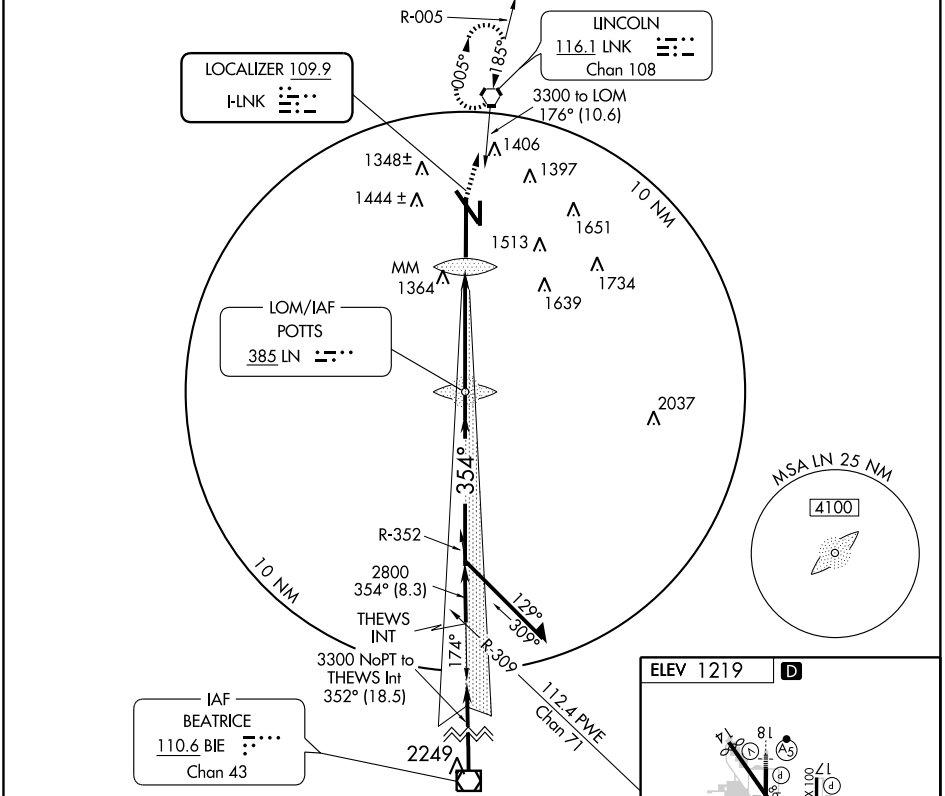
ILS or LOC RWY 36
LINCOLN (LNK)

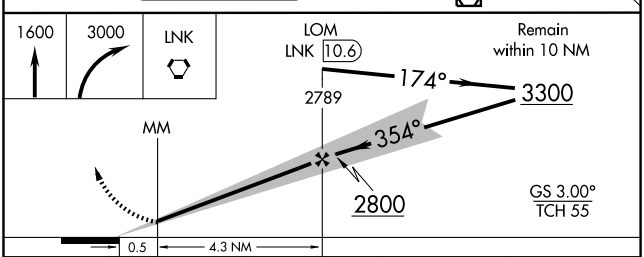
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

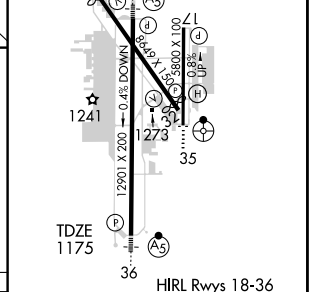
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON*	LINCOLN TOWER*	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 36		*1375/24 200 (200-½)		
S-LOC 36	1620/24 445 (500-½)		1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1 502 (600-1)		1740-1½ 522 (600-1½)	1780-2 562 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 14

LINCOLN (LNK)

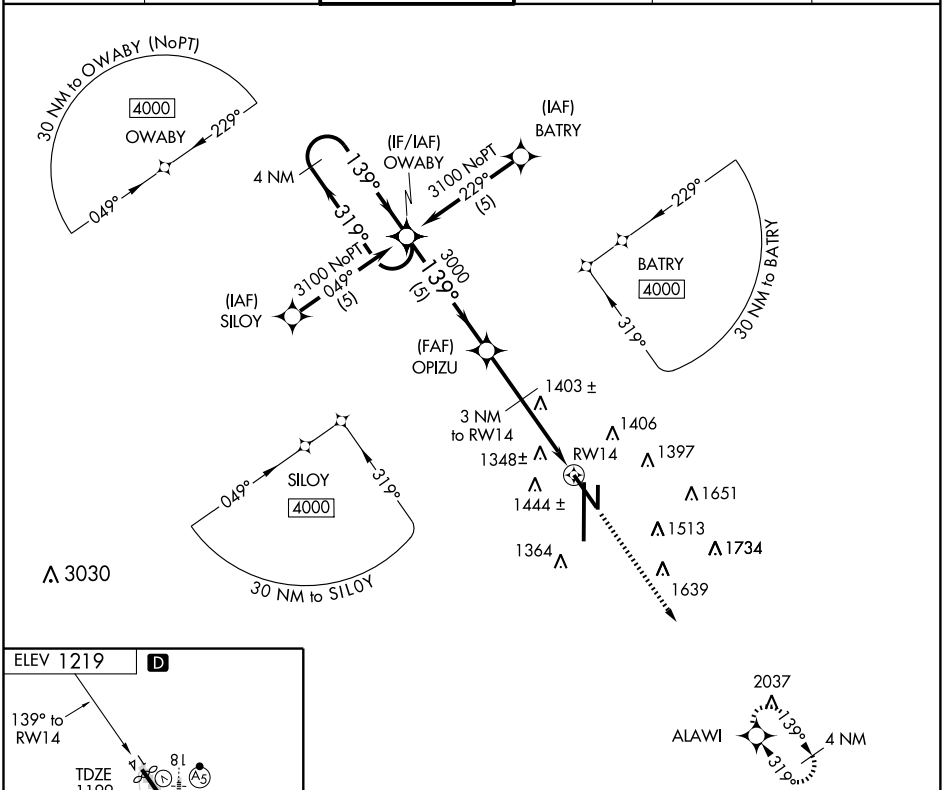
APP CRS	Rwy Idg	8276
139°	TDZE	1199
	Apt Elev	1219

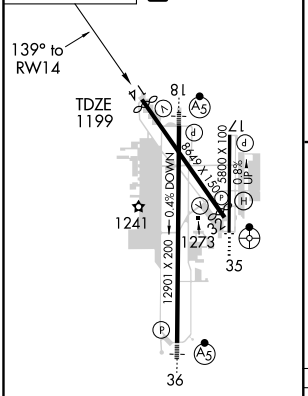
NA

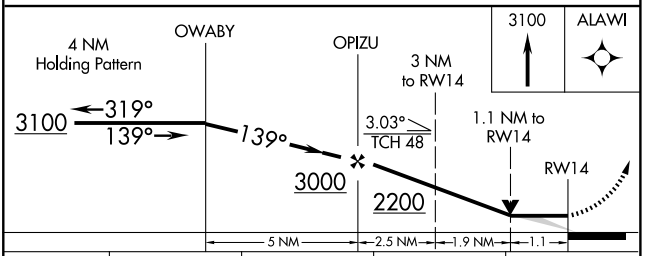
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct ALAWI WP and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5(CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
LNAV MDA	1600-1 401 (400-1)		1600-1¼ 401 (400-1¼)	
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1780-2 561 (600-2)

HIRL Rwys 18-36
and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12901
CH 50114	174°	TDZE	1195
W18A		Apt Elev	1219

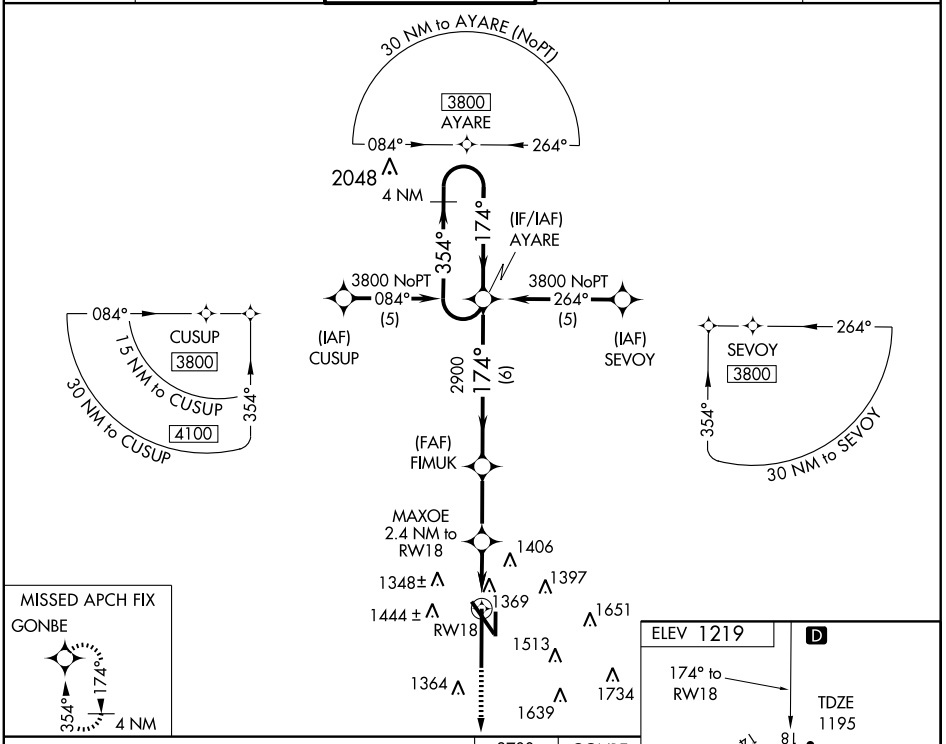
RNAV (GPS) RWY 18
LINCOLN (LNK)

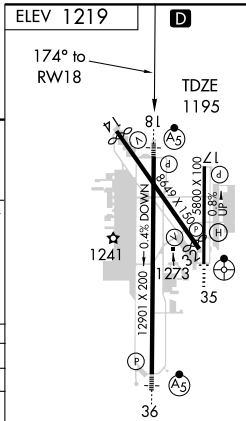
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet, increase all visibilities 1 mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

MALSR

MISSED APPROACH: Climb to 3700 direct GONBE and hold.

ATIS	LINCOLN APP CON ★	LINCOLN TOWER ★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	1445-24 250 (300-½)			
LNAV/VNAV DA	1720-60 525 (600-1¼)			
LNAV MDA	1720-24 525 (600-½)		1720-50 525 (600-1)	1720-60 525 (600-1¼)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

HIRL Rwys 18-36 and Rwy 17-35
MIRL Rwy 14-32
REIL Rwys 14 and 17

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	12901
CH 56214	354°	TDZE	1175
W36A		Apt Elev	1219

RNAV (GPS) RWY 36

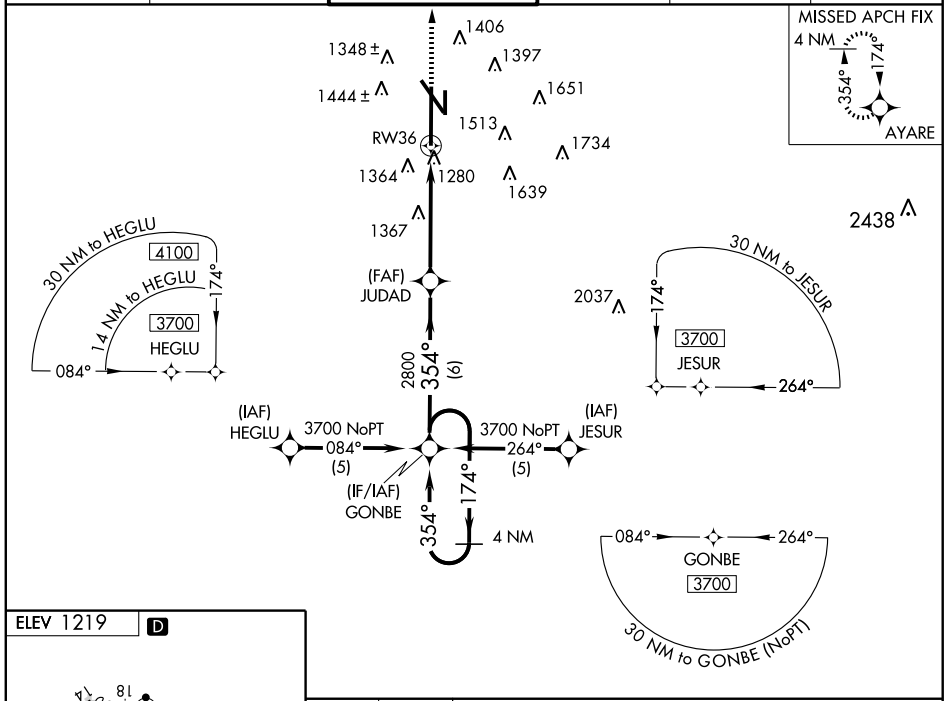
LINCOLN (LNK)

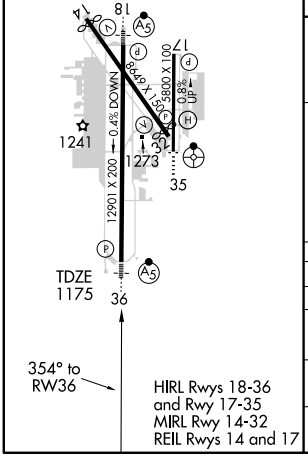
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beatrice altimeter setting and increase all DA 91 feet, all MDA 100 feet and all visibilities ¾ mile. Inoperative table does not apply when using Beatrice altimeter setting. Baro-VNAV and VDP NA when using Beatrice altimeter setting.

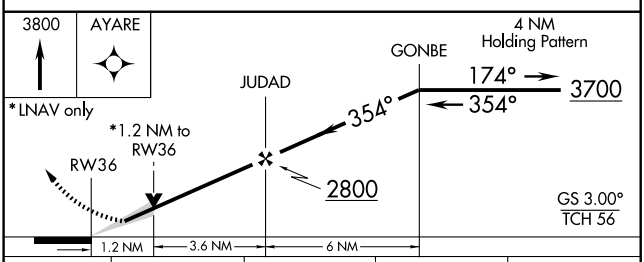
MALSR

MISSED APPROACH: Climb to 3800 direct AYARE and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	1493/24 318 (300-½)			
LNAV/VNAV DA	1669/60 494 (500-1¼)			
LNAV MDA	1620/24 445 (500-½)		1620/40 445 (500-¾)	1620/50 445 (500-1)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

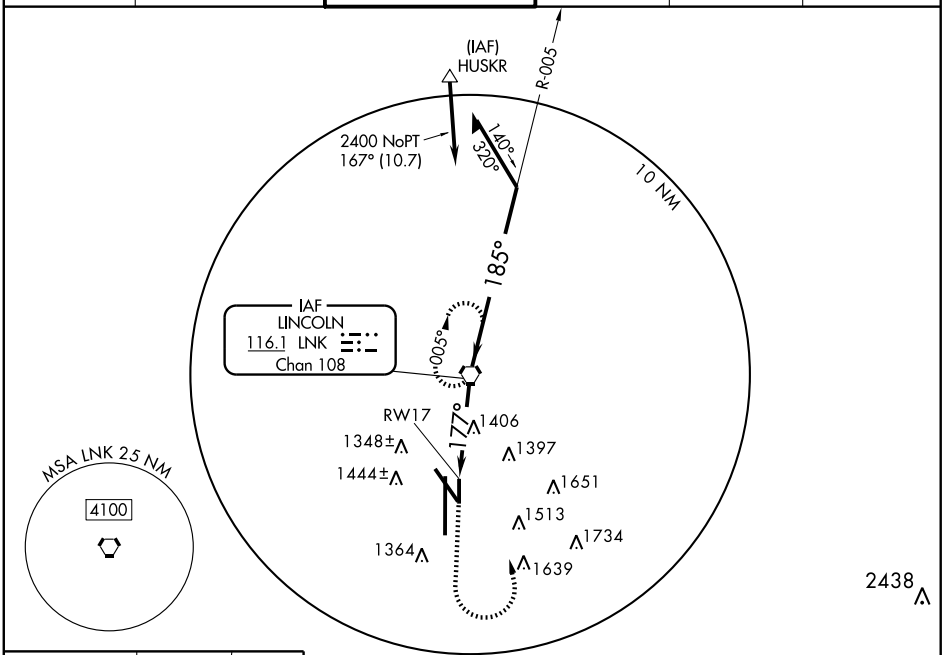
VORTAC LNK 116.1 Chan 108	APP CRS 177°	Rwy Idg 5400 TDZE 1219 Apt Elev 1219

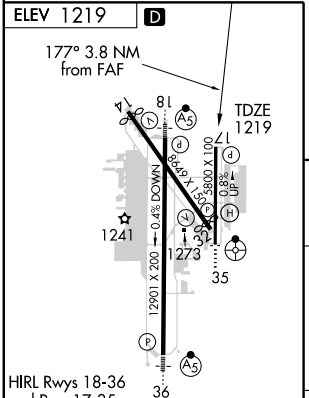
VOR or GPS RWY 17

LINCOLN (LNK)

MISSED APPROACH: Climb to 3000 then left turn direct LNK VORTAC and hold.

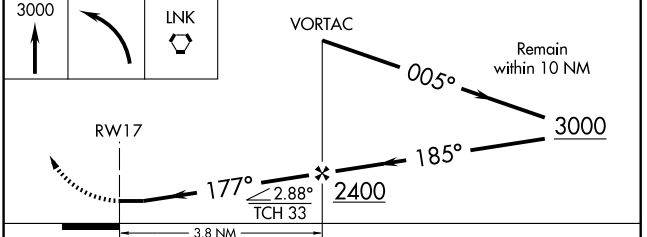
ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





HIRL Rwys 18-36 and Rwy 17-35
MIRL Rwys 14-32
REIL Rwys 14 and 17

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D
S-17	1720-1 502 (600-1)		1720-1½ 502 (600-1½)	
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1780-2 561 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LNK 116.1 Chan 108	APP CRS 185°	Rwy Idg 12901 TDZE 1195 Apt Elev 1219

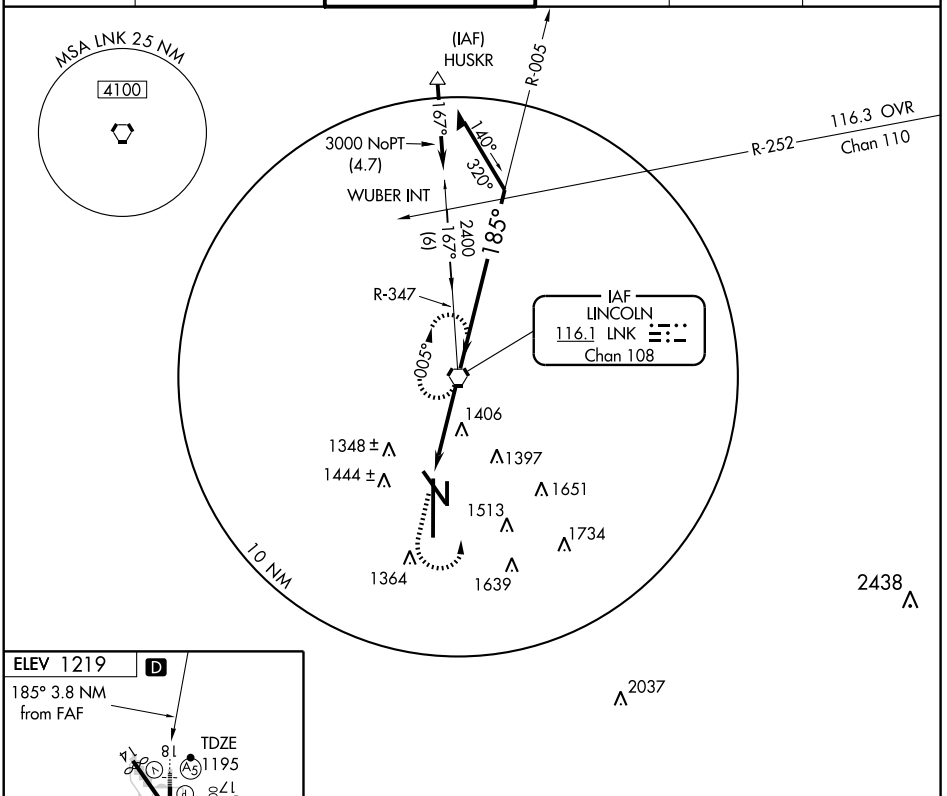
VOR RWY 18
LINCOLN (LNK)

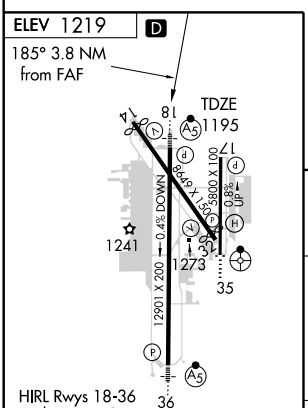
Inoperative table does not apply.

MALSR

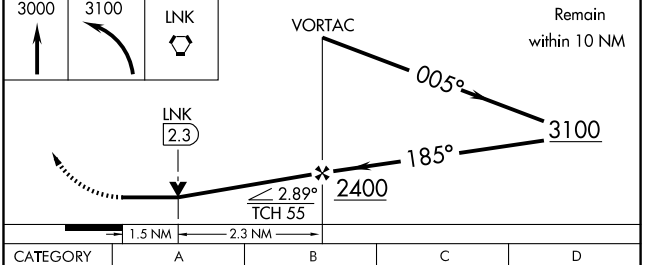
MISSED APPROACH: Climb to 3000 then climbing left turn to 3100 direct LNK VORTAC and hold.

ATIS	LINCOLN APP CON★	LINCOLN TOWER★	GND CON	CLNC DEL	UNICOM
118.05 290.9	124.0 270.3	118.5 (CTAF) 253.5	121.9 275.8	120.7 225.4	122.95





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



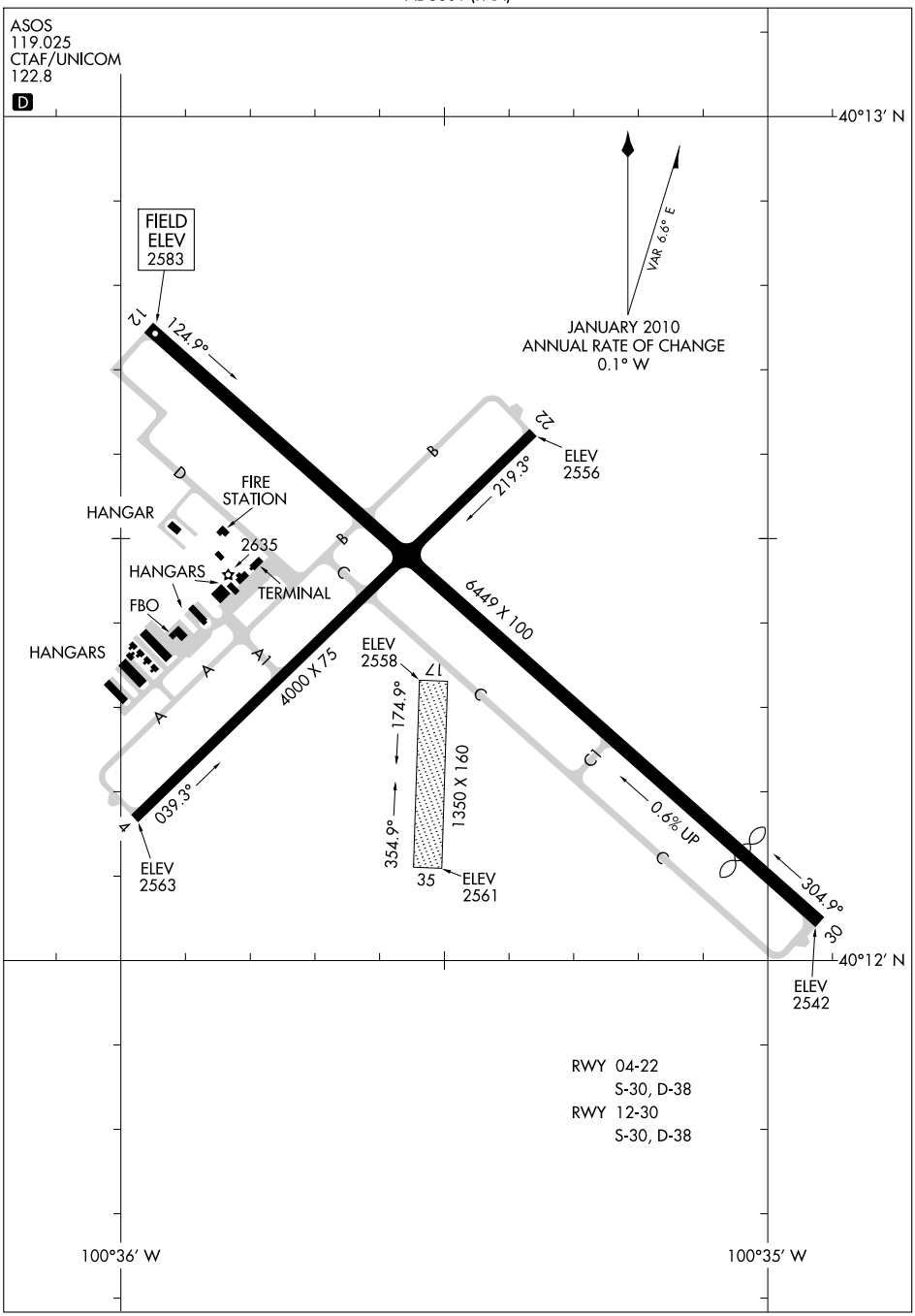
CATEGORY	A	B	C	D
S-18	1720-1 525 (600-1)		1720-1½ 525 (600-1½)	1720-1¾ 525 (600-1¾)
CIRCLING	1720-1 501 (600-1)		1740-1½ 521 (600-1½)	1820-2 601 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-5301 (FAA)

MC COOK BEN NELSON RGNL (MCK)
MC COOK, NEBRASKA



NC-2, 21 OCT 2010 to 18 NOV 2010

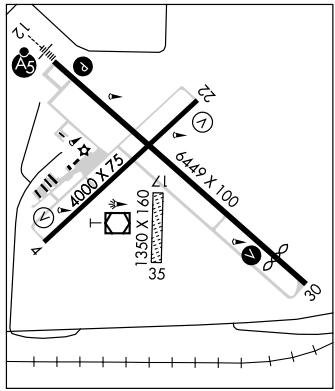
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

MC COOK, NEBRASKA
MC COOK BEN NELSON RGNL (MCK)

10210

MC COOK BEN NELSON RGNL (MCK) 2 E UTC−6(−5DT) N40°12.38′ W100°35.53′ OMAHA
2583 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK H–5B, L–10H
RWY 12–30: H6449X100 (CONC) S–30, D–38 MIRL 0.6% up NW IAP, AD
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42′. Thld dsplcd 750′. Rgt tfc.
RWY 04–22: H4000X75 (CONC) S–30, D–38 MIRL
RWY 04: VASI(V2L)—GA 3.0° TCH 26′. Rgt tfc. Pole.
RWY 22: VASI(V2L)—GA 3.0° TCH 26′. Tree.
RWY 17–35: 1350X160 (TURF)
RWY 35: Rgt. tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–6448 TODA–6448 ASDA–5698 LDA–5698
RWY 30: TORA–6448 TODA–6448 ASDA–6448 LDA–5698
AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 12 VASI restricted byd 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (308) 345–1193.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 132.7
AIRSPACE: CLASS E svc 1100–0500Z‡ except holidays.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCK.
(H) VORW/DME 115.3 MCK Chan 100 N40°12.23′ W100°35.65′ at fld. 2571/8E.
ILS/DME 110.95 I–MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

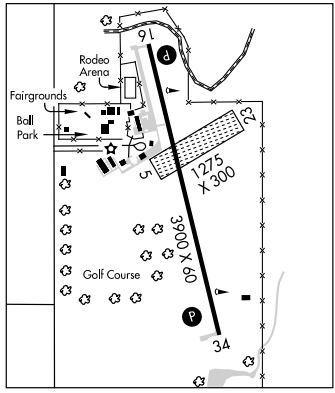


MILLARD (See OMAHA)

MILLER FLD (See VALENTINE)

MINDEN

PIONEER VILLAGE FLD (ØV3) 1 NE UTC−6(−5DT) N40°30.90′ W98°56.74′ OMAHA
2160 B **FUEL** 100LL, MOGAS NOTAM FILE OLU L–10H
RWY 16–34: H3900X60 (CONC) S–30, D–52 MIRL IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Fence.
RWY 34: PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 05–23: 1275X300 (TURF)
RWY 05: Tree. **RWY 23:** Fence.
AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 308–832–2809 or 832–2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163′ AGL, 3240′ MSL 9 NM ENE. Rwy 05–23 marked with yellow markers. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 250° 24.2 NM to fld. 1950/7E. **HIWAS.**



MODISETT (See RUSHVILLE)

LOC/DME I-MCK	APP CRS	Rwy Idg	6449
110.95	123°	TDZE	2583
Chan 46 (Y)		Apt Elev	2583

ILS or LOC/DME RWY 12

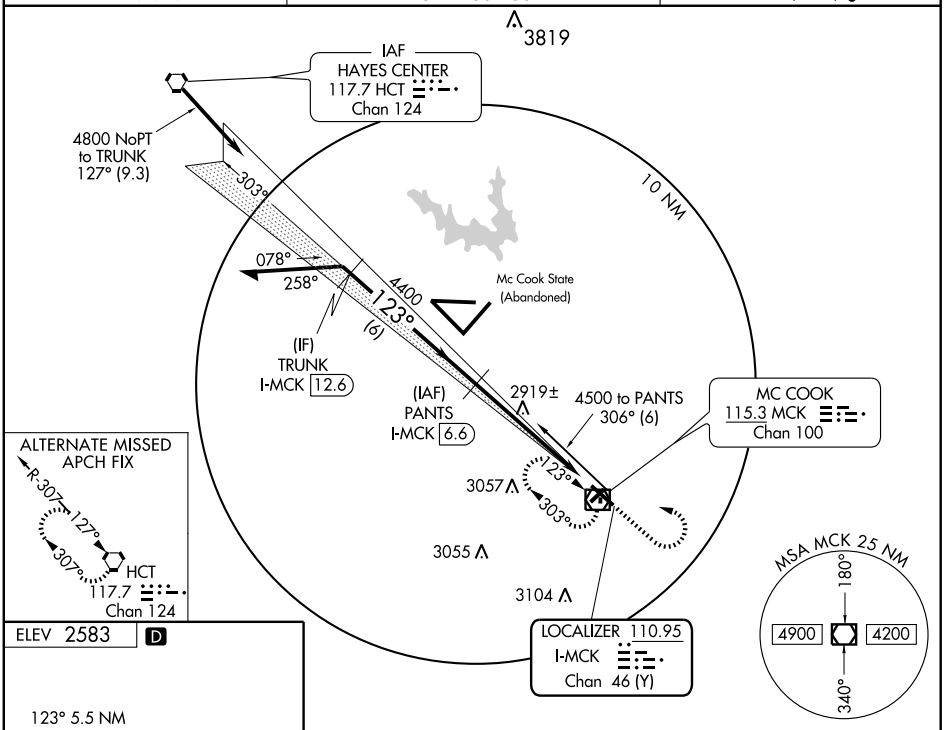
MC COOK BEN NELSON RGNL (MCK)

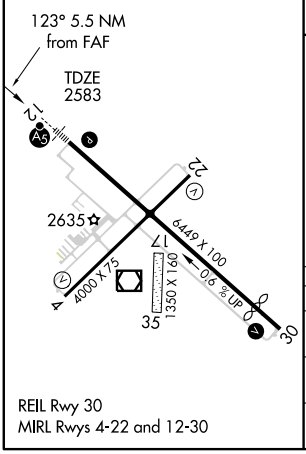
Circling to Rwy 22 NA at night. When local altimeter setting not received, use Imperial Muni altimeter setting and increase DA 213 feet and S-ILS 12 all visibilities ½ mile; increase all MDAs 220 feet and S-LOC 12 and circling visibilities Cats A and B ¼ mile, Cat C 1 mile. VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, when using Imperial Muni altimeter setting increase S-ILS 12 all visibilities to 1½, and S-LOC 12 Cat A visibility to 1.

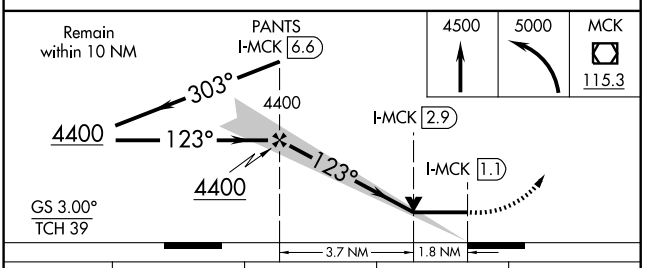
MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)







CATEGORY	A	B	C	D
S-ILS 12	2783-½ 200 (200-½)			NA
S-LOC 12	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	MEASURED DISTANCE
HUTCHINSON, KS			
HUTCHINSON MUNI (HUT)	13	04-22	5,250 feet
	17	04-22	3,200 feet
	22	13-31	3,400 feet
	31	17-35	2,800 feet
OLATHE, KS			
NEW CENTURY AIRCENTER (IXD)	18	04-22	2,700 feet
	36	04-22	3,650 feet
	22	18-36	3,300 feet

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WAAS	APP CRS	Rwy Idg	6449
CH 50118	123°	TDZE	2583
W12A		Apt Elev	2583

RNAV (GPS) RWY 12

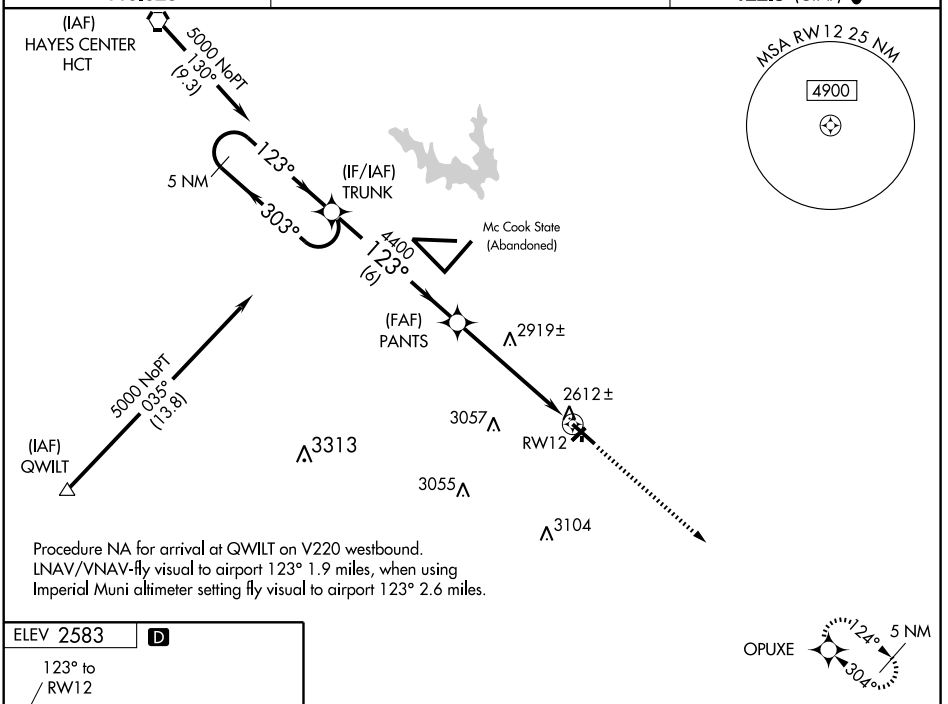
MC COOK BEN NELSON RGNL (MCK)

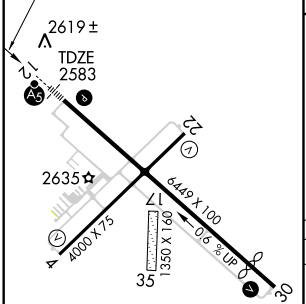
Circling to Rwy 22 NA at night. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to 1, when using Imperial Muni altimeter setting increase LPV all Cats visibility to 1¾ and LNAV visibility Cat A to 1. Inoperative table does not apply to LNAV/VNAV. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all DAs 213 feet, and LPV all Cats visibility ¾ mile, LNAV/VNAV Cat C visibility ½ mile; increase all MDAs 220 feet, and LNAV and circling visibility Cats A and B ¼ mile, Cat C 1 mile.

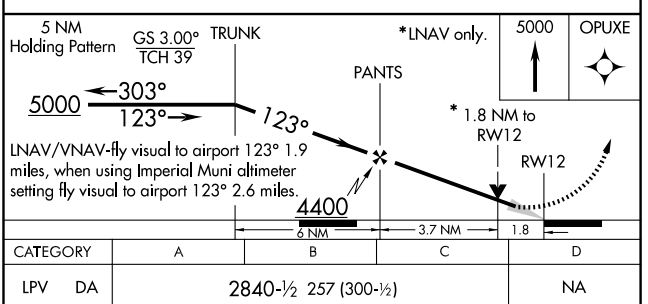
MALSR

MISSED APPROACH: Climb to 5000 direct OPUXE and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2840-½ 257 (300-½)			NA
LNAV/VNAV DA	3240-2 657 (700-2)			NA
LNAV MDA	3180-½ 597 (600-½)		3180-1 597 (600-1)	NA
CIRCLING	3180-1 597 (600-1)		3180-1½ 597 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4000
218°	TDZE	2565
	Apt Elev	2583

RNAV (GPS) RWY 22

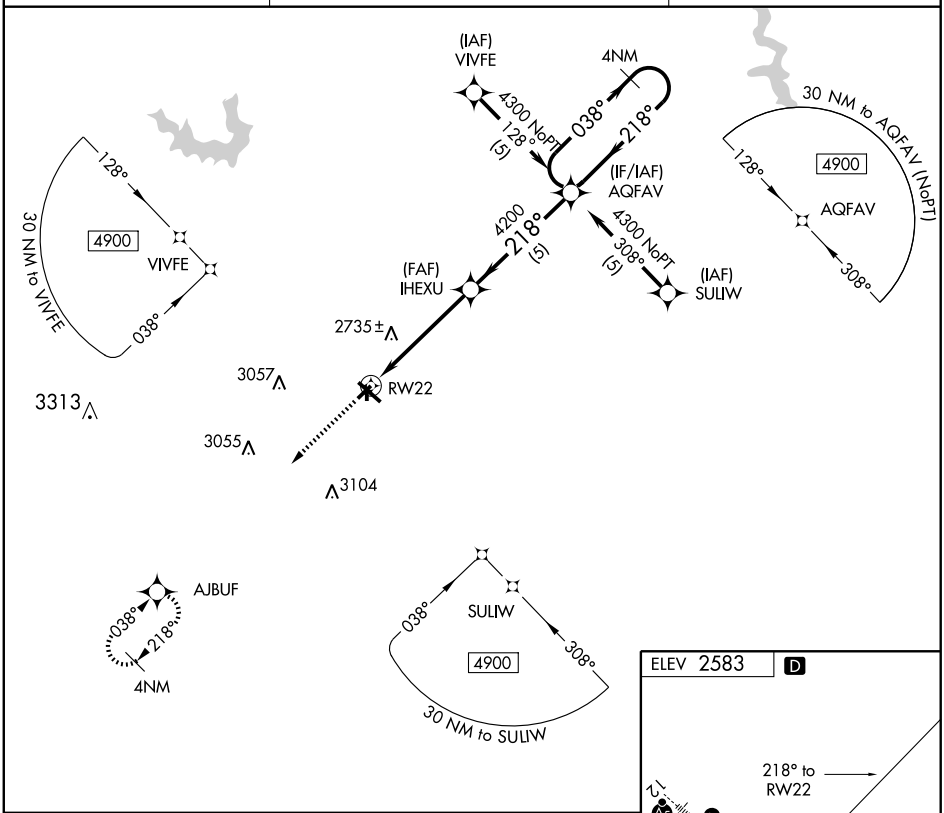
MC COOK BEN NELSON RGNL (MCK)

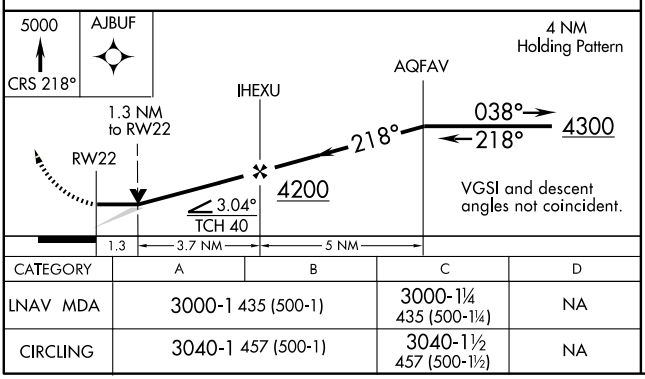
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

NA

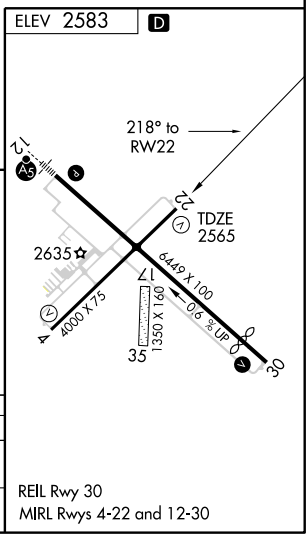
MISSED APPROACH: Climb to 5000 via 218° course to AJBUF and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3000-1 435 (500-1)		3000-1¼ 435 (500-1¼)	NA
CIRCLING	3040-1 457 (500-1)		3040-1½ 457 (500-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5699
CH 56218	304°	TDZE	2558
W30A		Apt Elev	2583

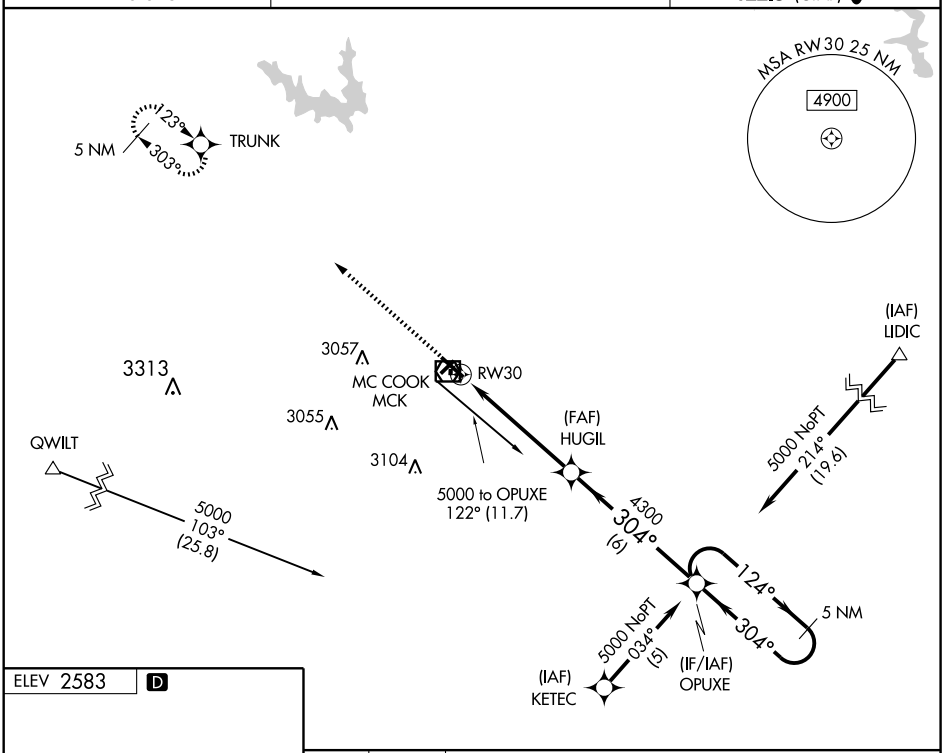
RNAV (GPS) RWY 30

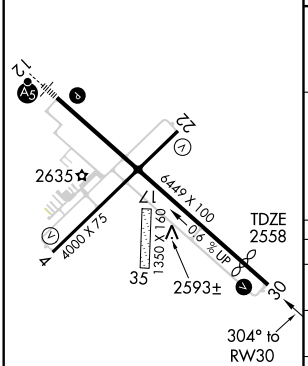
MC COOK BEN NELSON RGNL (MCK)

BARO-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. If local altimeter not received, use Imperial Muni altimeter setting and increase all DAs/MDAs 220 feet. BARO-VNAV and VDP NA when using Imperial Muni altimeter setting. Circling to Rwys 3 and 21 NA at night.

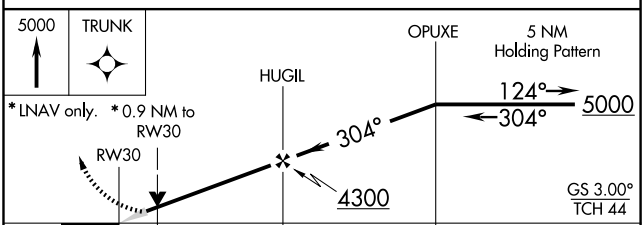
MISSED APPROACH: Climb to 5000 direct TRUNK and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L





REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
LPV DA	2810-1 252 (300-1)			NA
LNAV/VNAV DA	2820-1 262 (300-1)			NA
LNAV MDA	2860-1 302 (300-1)			NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCK	APP CRS	Rwy Idg	6449
115.3	137°	TDZE	2583
Chan 100		Apt Elev	2583

VOR RWY 12

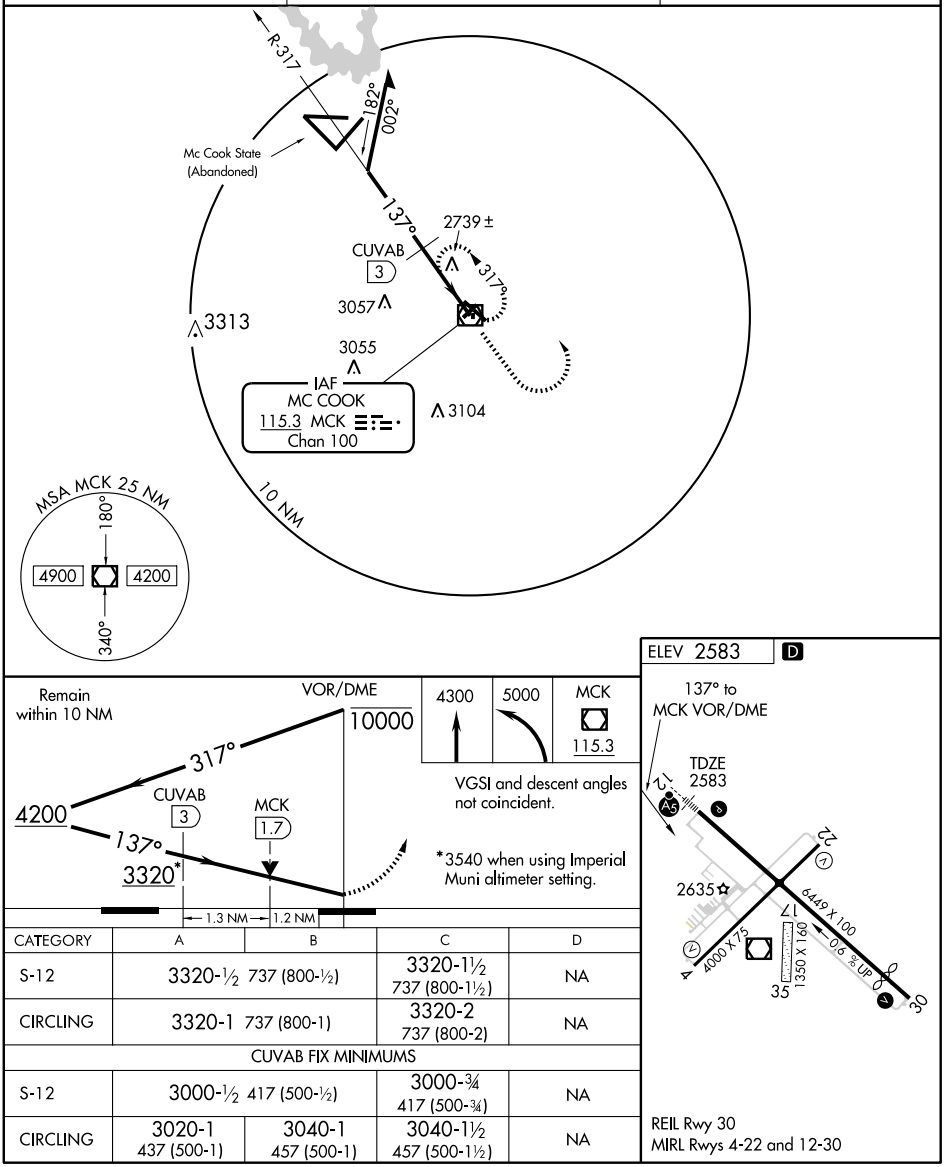
MC COOK BEN NELSON RGNL (MCK)

VDP NA when using Imperial altimeter setting. Inoperative table does not apply S-12 Cat C when using Imperial Muni altimeter setting. When local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet, and S-12 Cat A ¼ mile, Cat B ½ mile, Cat C 1½ mile; circling Cat A ¼ mile, Cat B ½ mile; Cat C 1 mile; CUVAB fix minimums S-12 and circling Cat C ½ mile.

MALSR

MISSED APPROACH: Climb to 4300 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-12	3320-½ 737 (800-½)		3320-1½ 737 (800-1½)	NA
CIRCLING	3320-1 737 (800-1)		3320-2 737 (800-2)	NA
CUVAB FIX MINIMUMS				
S-12	3000-½ 417 (500-½)		3000-¾ 417 (500-¾)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCK	APP CRS	Rwy Idg	4000
115.3	210°	TDZE	2565
Chan 100		Apt Elev	2580

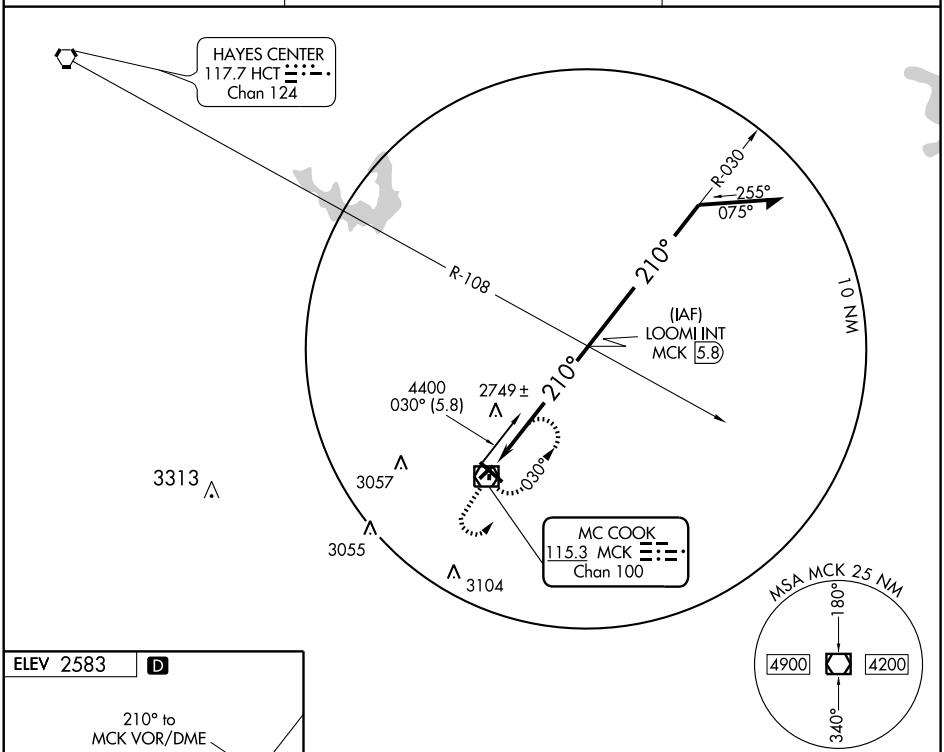
VOR RWY 22

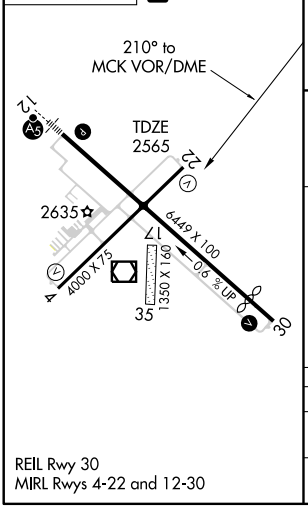
MC COOK BEN NELSON RGNL (MCK)

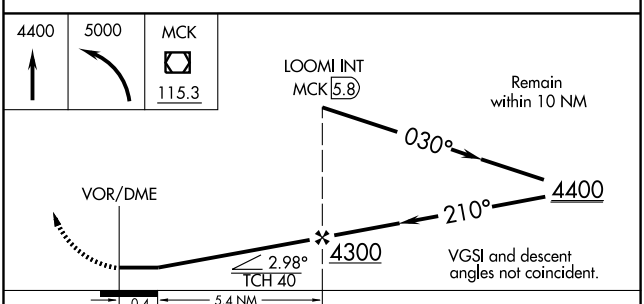
T
NA

MISSED APPROACH: Climb to 4400 then climbing left turn to 5000 direct MCK VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-22	3060-1	495 (500-1)	3060-1¼ 495 (500-1¼)	NA
CIRCLING	3060-1	477 (500-1)	3060-1½ 477 (500-1½)	NA

REIL Rwy 30
MIRL Rwys 4-22 and 12-30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME MCK 115.3 Chan 100	APP CRS 294°	Rwy Idg 5699 TDZE 2558 Apt Elev 2583

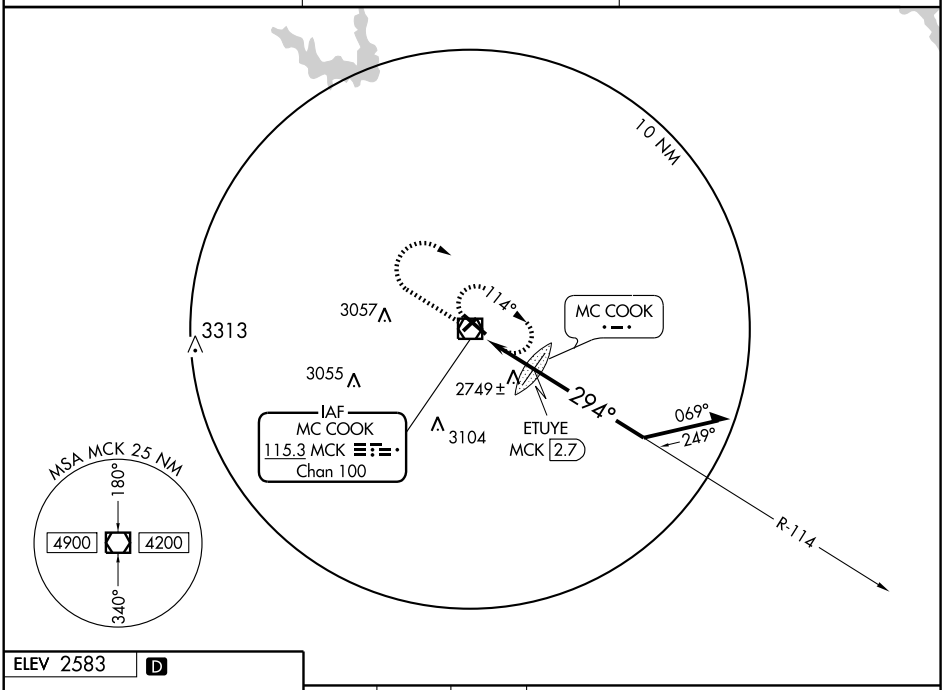
VOR RWY 30

MC COOK BEN NELSON RGNL (MCK)

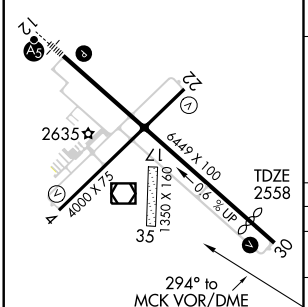
If local altimeter setting not received, use Imperial Muni altimeter setting and increase all MDAs 220 feet. VDP NA when using Imperial Muni altimeter setting.

MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct MCK VOR/DME and hold.

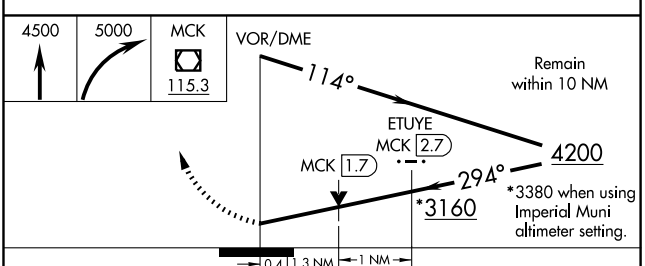
ASOS	DENVER CENTER	UNICOM
119.025	132.7 397.85	122.8 (CTAF) L



ELEV 2583 D



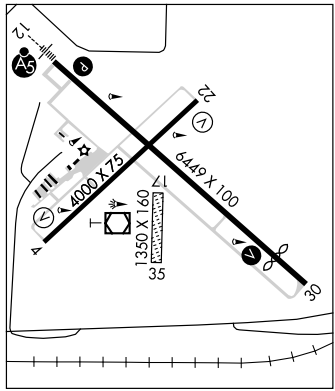
REIL Rwy 30
MIRL Rwys 4-22 and 12-30



CATEGORY	A	B	C	D
S-30	3160-1 602 (600-1)		3160-1¾ 602 (600-1¾)	NA
CIRCLING	3160-1 577 (600-1)		3160-1¾ 577 (600-1¾)	NA
ETUYE FIX MINIMUMS (DME or FM REQUIRED)				
S-30	3000-1 442 (500-1)		3000-1¼ 442 (500-1¼)	NA
CIRCLING	3020-1 437 (500-1)	3040-1 457 (500-1)	3040-1½ 457 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MC COOK BEN NELSON RGNL (MCK) 2 E UTC−6(−5DT) N40°12.38′ W100°35.53′ OMAHA
2583 B S4 **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE MCK H–5B, L–10H
RWY 12–30: H6449X100 (CONC) S–30, D–38 MIRL 0.6% up NW IAP, AD
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 38′. Tree.
RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 42′. Thld dsplcd 750′. Rgt tfc.
RWY 04–22: H4000X75 (CONC) S–30, D–38 MIRL
RWY 04: VASI(V2L)—GA 3.0° TCH 26′. Rgt tfc. Pole.
RWY 22: VASI(V2L)—GA 3.0° TCH 26′. Tree.
RWY 17–35: 1350X160 (TURF)
RWY 35: Rgt. tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–6448 TODA–6448 ASDA–5698 LDA–5698
RWY 30: TORA–6448 TODA–6448 ASDA–6448 LDA–5698
AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Rwy 12 VASI restricted byd 5° right and 8° left of inbound centerline. ACTIVATE VASI Rwy 30 and PAPI Rwy 12 and MALSR Rwy 12—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (308) 345–1193.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.6 (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 132.7
AIRSPACE: CLASS E svc 1100–0500Z‡ except holidays.
RADIO AIDS TO NAVIGATION: NOTAM FILE MCK.
(H) VORW/DME 115.3 MCK Chan 100 N40°12.23′ W100°35.65′ at fld. 2571/8E.
ILS/DME 110.95 I–MCK Chan 46(Y) Rwy 12 LOC/DME unmonitored.

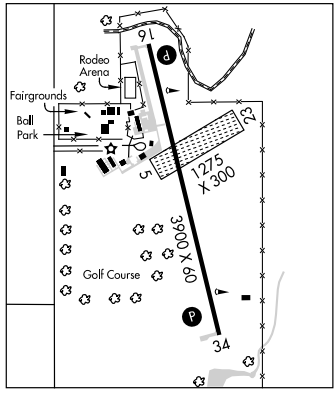


MILLARD (See OMAHA)

MILLER FLD (See VALENTINE)

MINDEN

PIONEER VILLAGE FLD (ØV3) 1 NE UTC−6(−5DT) N40°30.90′ W98°56.74′ OMAHA
2160 B **FUEL** 100LL, MOGAS NOTAM FILE OLU L–10H
RWY 16–34: H3900X60 (CONC) S–30, D–52 MIRL IAP
RWY 16: PAPI(P2L)—GA 3.0° TCH 40′. Fence.
RWY 34: PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 05–23: 1275X300 (TURF)
RWY 05: Tree. **RWY 23:** Fence.
AIRPORT REMARKS: Attended 1300–2300Z‡. For svc after hrs call 308–832–2809 or 832–2772. Rwy 16 unlighted pivot irrigation system rotates through approach area during irrigation season. Rwy 05 CLOSED for take offs. Ultralight activity on and invof arpt. Tower 1163′ AGL, 3240′ MSL 9 NM ENE. Rwy 05–23 marked with yellow markers. ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE HSI.
HASTING (L) VOR/DME 108.8 HSI Chan 25 N40°36.27′ W98°25.78′ 250° 24.2 NM to fld. 1950/7E. **HIWAS.**



MODISETT (See RUSHVILLE)

WAAS	APP CRS	Rwy Idg	3900
Ch 53714	159°	TDZE	2160
W16A		Apt Elev	2160

RNAV (GPS) RWY 16

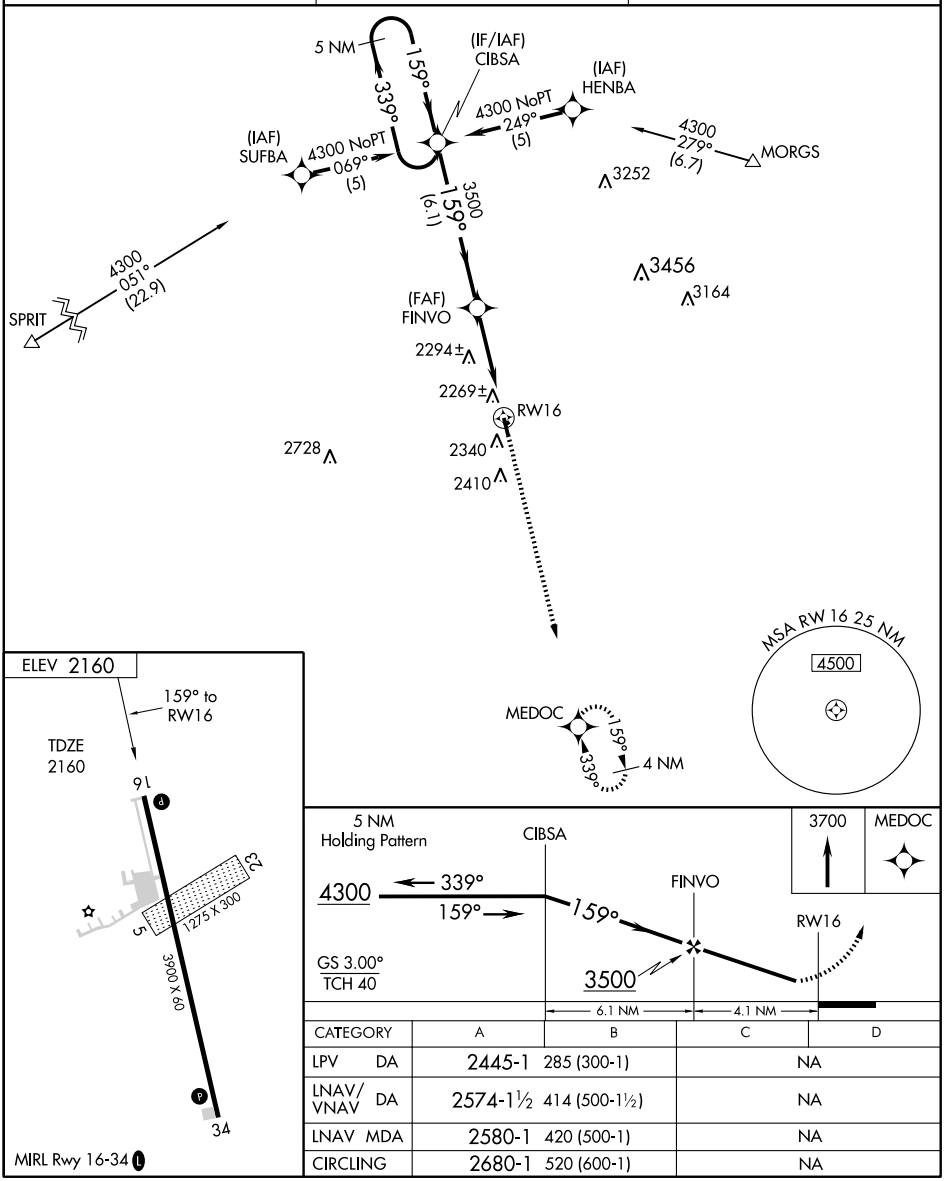
MINDEN/PIONEER VILLAGE FIELD (ØV3)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all cats visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3700 direct MEDOC and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2445-1	285 (300-1)	NA	
LNAV/VNAV DA	2574-1½	414 (500-1½)	NA	
LNAV MDA	2580-1	420 (500-1)	NA	
CIRCLING	2680-1	520 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3900
339°	TDZE	2160
	Apt Elev	2160

RNAV (GPS) RWY 34

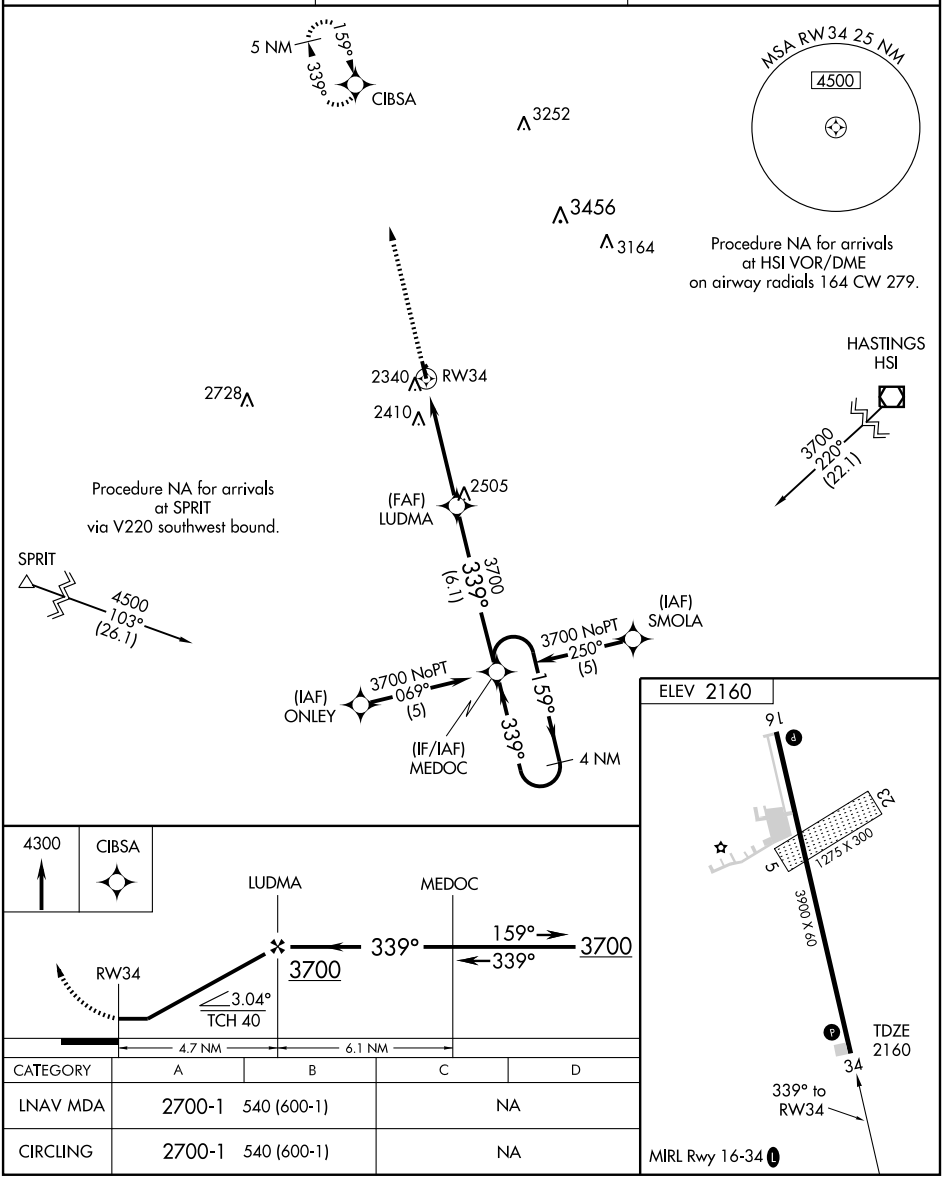
MINDEN/ PIONEER VILLAGE FIELD (ØV3)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Kearney altimeter setting; when not received, use Holdrege altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climb to 4300 direct CIBSA and hold.

KEARNEY AWOS-3	MINNEAPOLIS CENTER	UNICOM
123.875	119.4 278.8	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2700-1	540 (600-1)	NA	
CIRCLING	2700-1	540 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR EAR	APP CRS	Rwy Idg	3900
111.2	338°	TDZE	2160
		Apt Elev	2160

VOR RWY 34

MINDEN/PIONEER VILLAGE FIELD (ØV3)

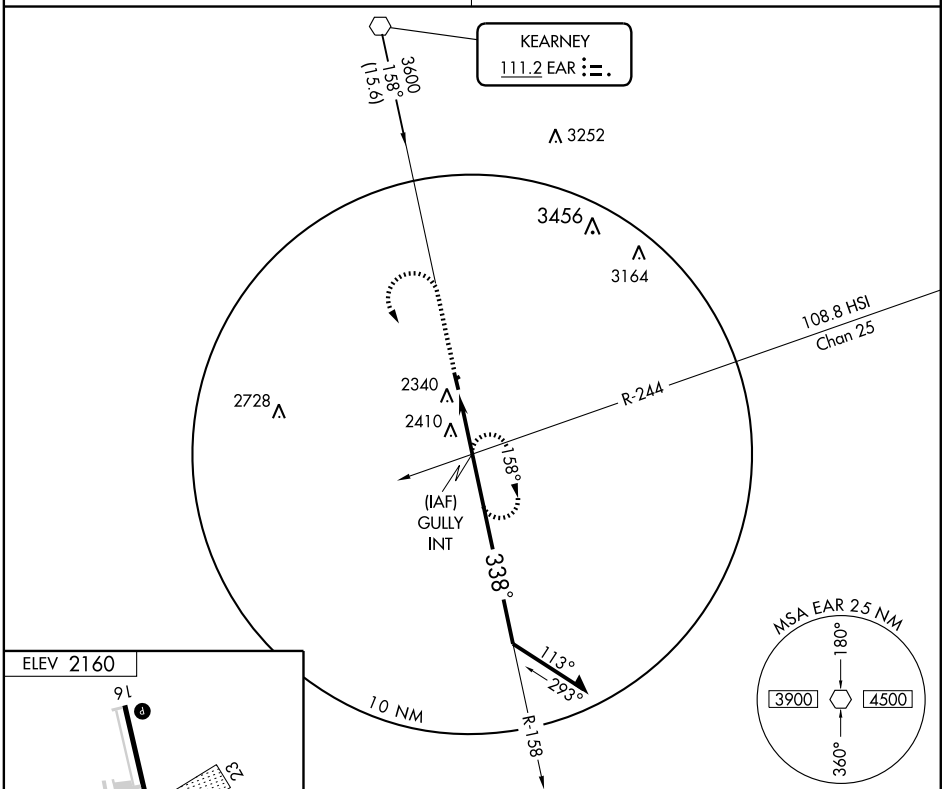
NA

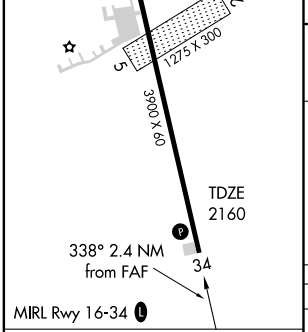
Use Kearney altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 via EAR R-158 to GULLY Int and hold.

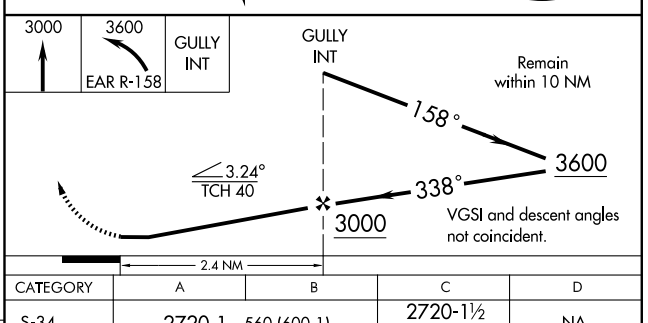
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.7 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48



CATEGORY	A	B	C	D
S-34	2720-1	560 (600-1)	2720-1½ 560 (600-1½)	NA
CIRCLING	2760-1	600 (700-1)	2760-1½ 600 (700-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MULLEN

HOOKER CO (MHN) 1 W UTC−7(−6DT) N42°03.00′ W101°04.03′ **CHEYENNE**

3260 NOTAM FILE OLU

RWY 09–27: H2525X25 (ASPH) S–4

RWY 09: Thld dsplcd 100′. Hill. **RWY 27:** Thld dsplcd 125′. Hill.

AIRPORT REMARKS: Unattended. Rwy 09–27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

NEBRASKA CITY MUNI (AFK) 4 S UTC−6(−5DT) N40°36.33′ W95°51.07′ **OMAHA**

1165 B S2 **FUEL** 100LL, JET A NOTAM FILE AFK **L–10I**

RWY 15–33: H4500X75 (CONC) S–30 MIRL **IAP**

RWY 15: PAPI(P2L)—GA 3.0° TCH 52′.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52′.

RWY 05–23: 2550X150 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0200Z‡. For fuel call 402–873–7116. For svc/information call 402–873–7116. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS–3 128.325 (402) 873–7375.

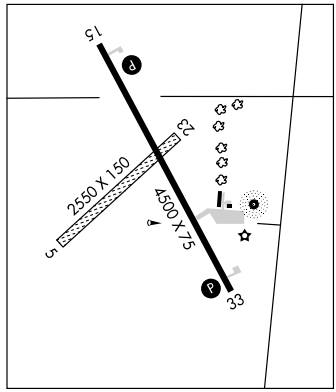
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **OMAHA APP/DEP CON** 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 027° 28.8 NM to fld. 1360/5E. **HIWAS.**

NDB (MHW) 347 AFK N40°36.33′ W095°51.65′ at fld.



NELIGH

ANTELOPE CO (4V9) 1 SW UTC−6(−5DT) N42°06.74′ W98°02.39′ **OMAHA**

1774 B **FUEL** 100LL NOTAM FILE OLU **L–12H**

RWY 01–19: H3700X60 (CONC) MIRL **IAP**

RWY 01: PAPI(P2L)—GA 3.0° TCH 41′. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41′. Trees.

RWY 13–31: H3310X50 (ASPH) S–4 LIRL

RWY 13: Thld dsplcd 405′. Road.

RWY 31: Thld dsplcd 405′. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–3310 TODA–3310 ASDA–3310 LDA–2905

RWY 31: TORA–3310 TODA–3310 ASDA–3310 LDA–2905

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 13–31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z‡ ACTIVATE LIRL Rwy 13–31—CTAF.

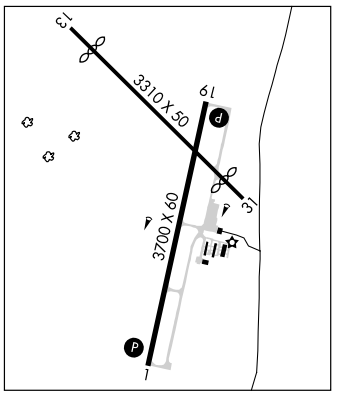
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ 116° 36.0 NM to fld. 2030/10E. **HIWAS.**

COMM/WEATHER REMARKS: Unicom not monitored.



NORFOLK N41°59.28′ W97°26.08′ NOTAM FILE OFK. **OMAHA**

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem. **L–12H**

VOR/DME unusable:

150°–210° byd 30 NM blo 4000′ 255°–150° byd 34 NM blo 3300′

VOR unusable 210°–255° byd 34 NM blo 3500′;

DME unusable 210°–255° byd 34 NM blo 4000′

RCO 122.15 (COLUMBUS RADIO)

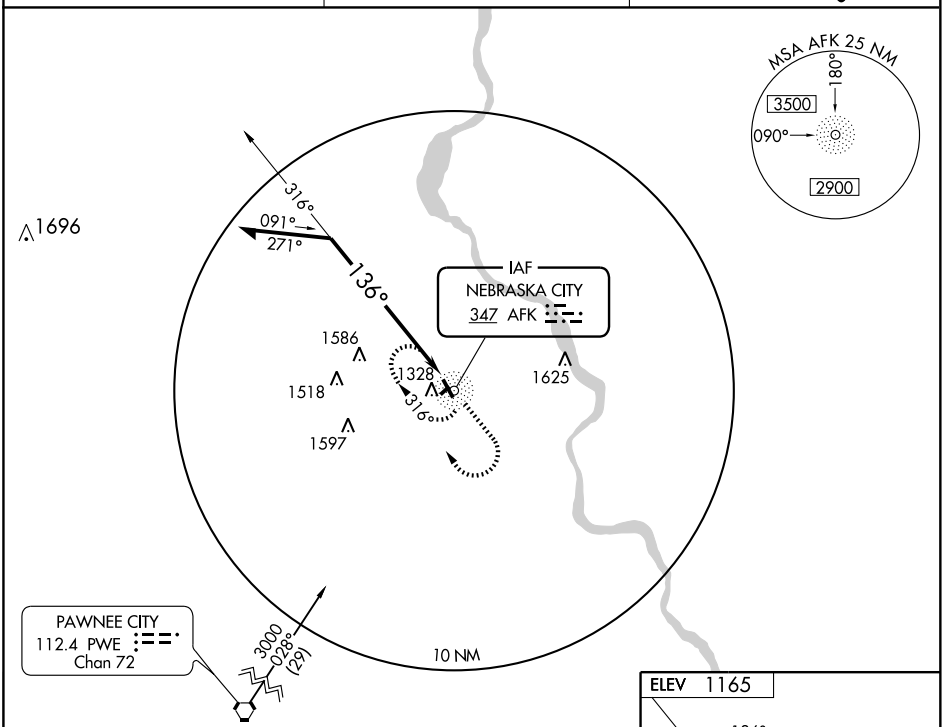
NDB AFK	APP CRS	Rwy Idg	4500
347	136°	TDZE	1161
		Apt Elev	1165

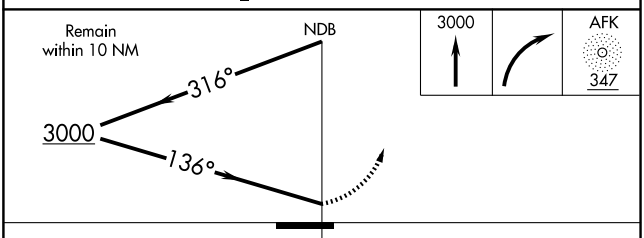
NDB RWY 15
NEBRASKA CITY MUNI (AFK)

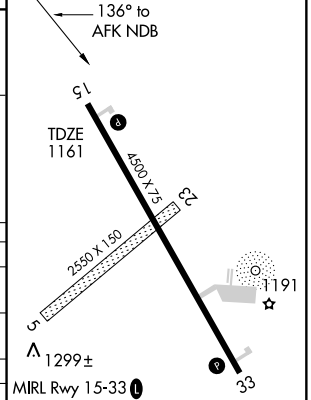
T NA — Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1860-1	699 (700-1)	NA	
CIRCLING	1860-1	695 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-15	1980-1 819 (900-1)	1980-1 ¼ 819 (900-1 ¼)	NA	
CIRCLING	1980-1 815 (900-1)	1980-1¼ 815 (900-1 ¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB AFK	APP CRS	Rwy Idg	4500
347	344°	TDZE	1161
		Apt Elev	1165

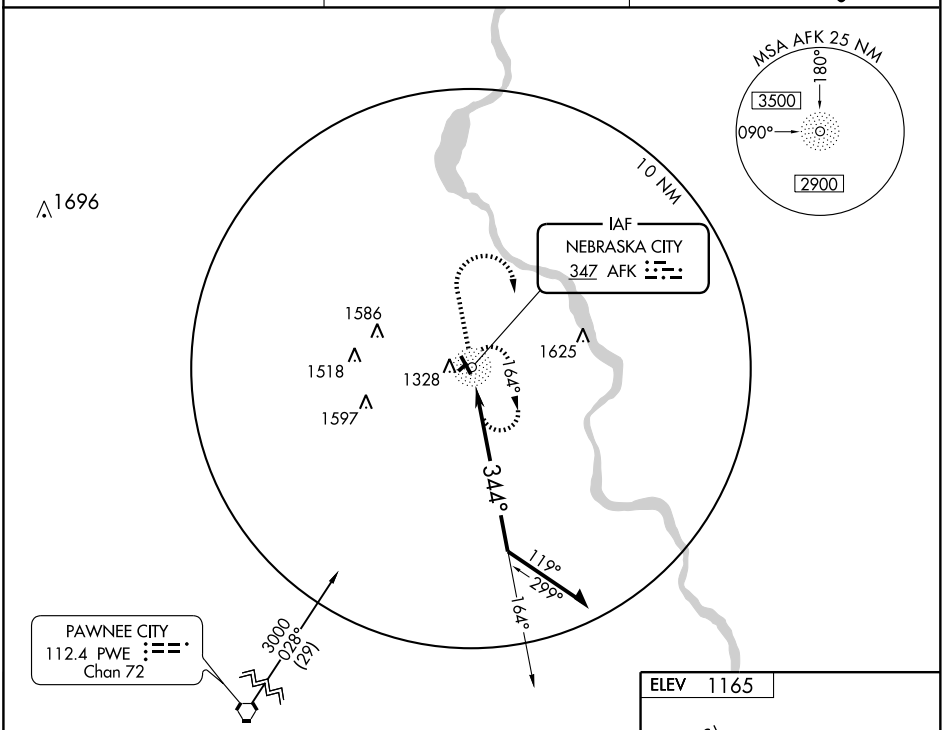
NDB RWY 33

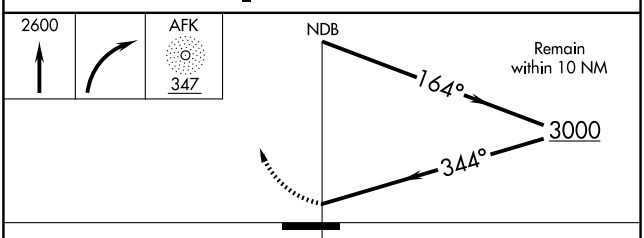
NEBRASKA CITY MUNI (AFK)

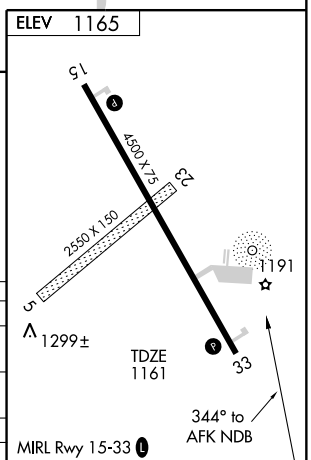
T NA — Obtain local altimeter setting on CTAF; when not received, use Omaha altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct AFK NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1840-1	679 (700-1)	NA	
CIRCLING	1840-1	675 (700-1)	NA	
OMAHA ALTIMETER SETTING MINIMUMS				
S-33	1960-1 799 (800-1)	1960-1 ¼ 799 (800-1¼)	NA	
CIRCLING	1960-1 795 (800-1)	1960-1¼ 795 (800-1¼)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 86407	146°	TDZE	1162
W15A		Apt Elev	1165

RNAV (GPS) RWY 15

NEBRASKA CITY MUNI (AFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

MISSED APPROACH: Climb to 3000 direct OJEKE and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at OVR VORTAC via V138 northeast bound, and arrivals at PWE VORTAC via V71 southeast bound.

OMAHA OVR

4000 193° (22.2)

MSA RW15 25 NM

3500

2229

(IAF) KALDE

4 NM

146°

326°

3000 NoPT 236° (5)

(IF/IAF) JUPMO

3000 NoPT 056° (5)

(IAF) JADIB

2800 146° (6.3)

4000 284° (23)

VIKKI

(FAF) IGUSE

MISSED APCH FIX

OJEKE

147°

327°

4 NM

1279±

1586

1518

1269±

1328

RW15

1625

1597

4000 005° (32.6)

PAWNEE CITY PWE

ELEV 1165

146° to RW15

3000 | OJEKE

* LNAV only

4 NM Holding Pattern

JUPMO

IGUSE

3000

326°

146°

146°

*1.2 NM to RW15

RW15

2800

GS 3.00°

TCH 52

6.3 NM | 3.7 NM | 1.2 NM

TDZE 1162

4500 X 75

2550 X 150

1191

1299±

33

MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1539-1¼	377 (400-1¼)	NA	
LNAV MDA	1580-1	418 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 45707	327°	TDZE	1162
W33A		Apt Elev	1165

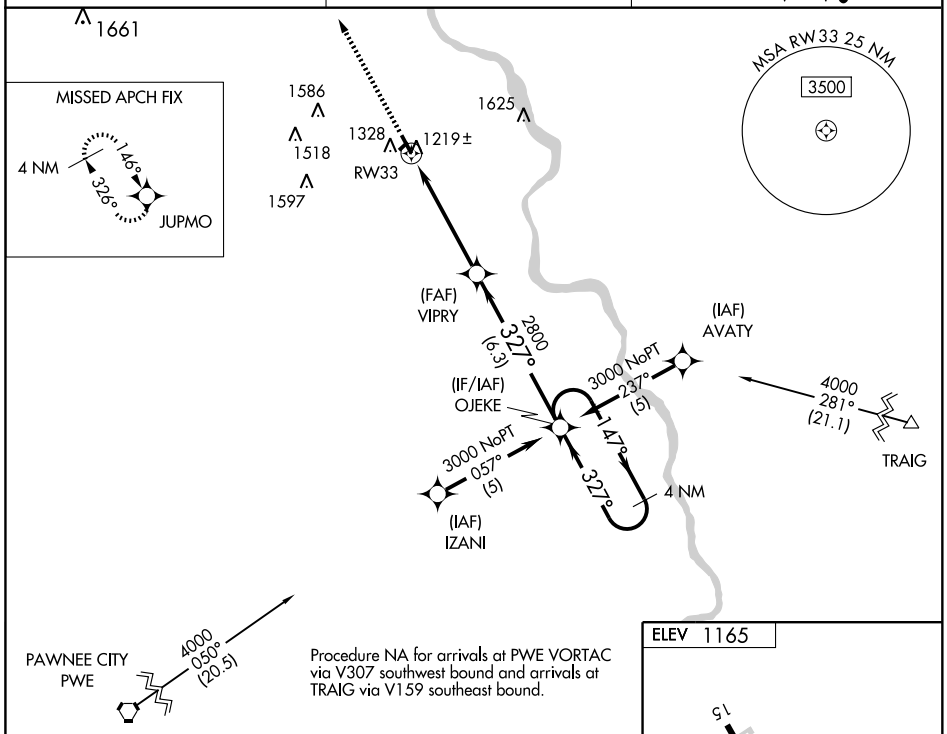
RNAV (GPS) RWY 33

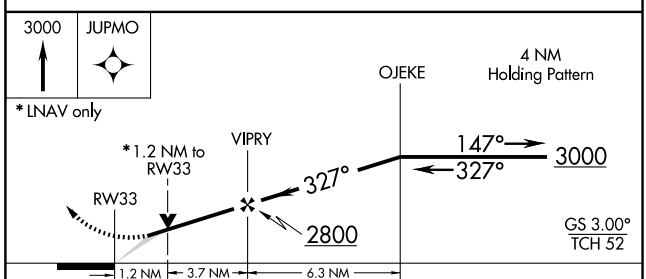
NEBRASKA CITY MUNI (AFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Omaha altimeter setting. When local altimeter setting not received, use Omaha altimeter setting and increase all DA 122 feet and all MDA 140 feet, and increase LPV and LNAV/VNAV visibility ½ mile all Cats.

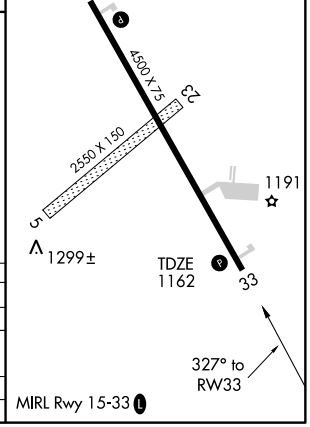
MISSED APPROACH: Climb to 3000 direct JUPMO and hold.

AWOS-3	OMAHA APP CON	UNICOM
128.325	120.1 354.05	122.7 (CTAF)





CATEGORY	A	B	C	D
LPV DA	1412-¾	250 (300-¾)	NA	
LNAV/VNAV DA	1526-1¼	364 (400-1¼)	NA	
LNAV MDA	1600-1	438 (500-1)	NA	
CIRCLING	1640-1	475 (500-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MULLEN

HOOKER CO (MHN) 1 W UTC−7(−6DT) N42°03.00′ W101°04.03′ **CHEYENNE**

3260 NOTAM FILE OLU

RWY 09–27: H2525X25 (ASPH) S–4

RWY 09: Thld dsplcd 100′. Hill. **RWY 27:** Thld dsplcd 125′. Hill.

AIRPORT REMARKS: Unattended. Rwy 09–27 NSTD markings, numbers only, dsplcd thlds marked with white tires.

COMMUNICATIONS: CTAF 122.9

NEBRASKA CITY MUNI (AFK) 4 S UTC−6(−5DT) N40°36.33′ W95°51.07′ **OMAHA**

1165 B S2 **FUEL** 100LL, JET A NOTAM FILE AFK **L–10I**

RWY 15–33: H4500X75 (CONC) S–30 MIRL **IAP**

RWY 15: PAPI(P2L)—GA 3.0° TCH 52′.

RWY 33: PAPI(P2L)—GA 3.0° TCH 52′.

RWY 05–23: 2550X150 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0200Z‡. For fuel call 402–873–7116. For svc/information call 402–873–7116. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS–3 128.325 (402) 873–7375.

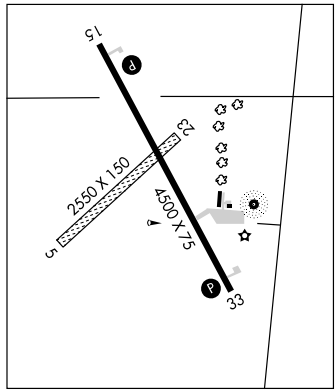
COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **OMAHA APP/DEP CON** 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 027° 28.8 NM to fld. 1360/5E. **HIWAS.**

NDB (MHW) 347 AFK N40°36.33′ W095°51.65′ at fld.



NELIGH

ANTELOPE CO (4V9) 1 SW UTC−6(−5DT) N42°06.74′ W98°02.39′ **OMAHA**

1774 B **FUEL** 100LL NOTAM FILE OLU **L–12H**

RWY 01–19: H3700X60 (CONC) MIRL **IAP**

RWY 01: PAPI(P2L)—GA 3.0° TCH 41′. Hill.

RWY 19: PAPI(P2L)—GA 3.5° TCH 41′. Trees.

RWY 13–31: H3310X50 (ASPH) S–4 LIRL

RWY 13: Thld dsplcd 405′. Road.

RWY 31: Thld dsplcd 405′. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA–3310 TODA–3310 ASDA–3310 LDA–2905

RWY 31: TORA–3310 TODA–3310 ASDA–3310 LDA–2905

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Rwy 13–31 Twy turn off lgts only. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF; after 0200Z‡ ACTIVATE LIRL Rwy 13–31—CTAF.

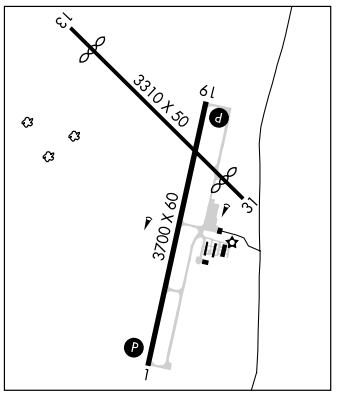
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS APP/DEP CON 128.0

RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.

O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ 116° 36.0 NM to fld. 2030/10E. **HIWAS.**

COMM/WEATHER REMARKS: Unicom not monitored.



NORFOLK N41°59.28′ W97°26.08′ NOTAM FILE OFK. **OMAHA**

(L) VOR/DME 109.6 OFK Chan 33 at Karl Stefan Mem. **L–12H**

VOR/DME unusable:

150°–210° byd 30 NM blo 4000′ 255°–150° byd 34 NM blo 3300′

VOR unusable 210°–255° byd 34 NM blo 3500′;

DME unusable 210°–255° byd 34 NM blo 4000′

RCO 122.15 (COLUMBUS RADIO)

WAAS	APP CRS	Rwy Idg 3700
CH 72914	008°	TDZE 1774
W01A		Apt Elev 1774

RNAV (GPS) RWY 1

NELIGH/ANTELOPE COUNTY (4V9)

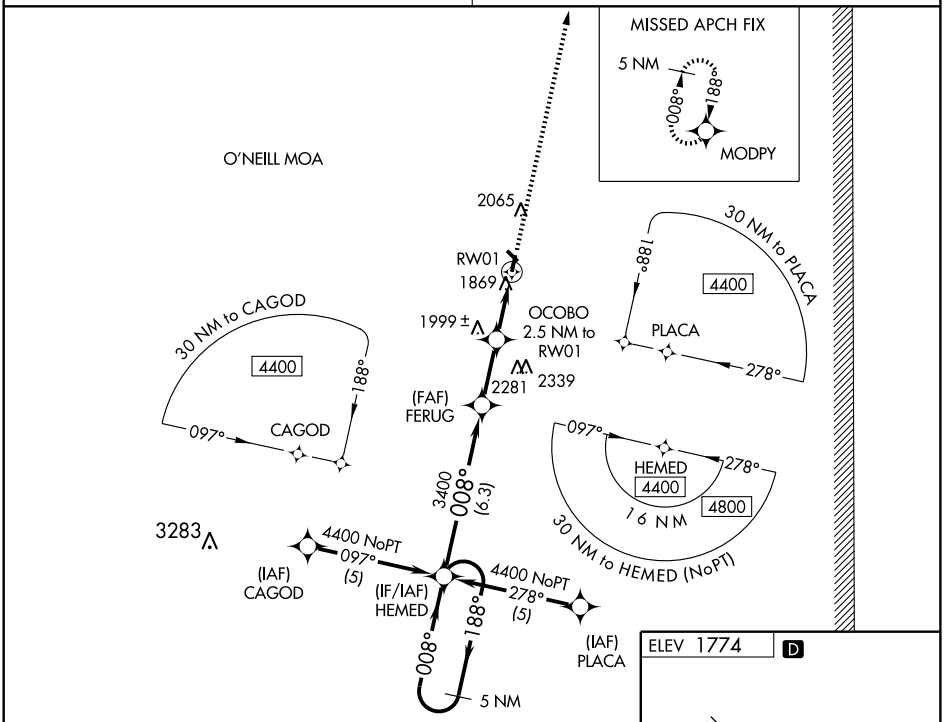
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Albion altimeter setting; when not received, use Norfolk altimeter setting and increase all DA/MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

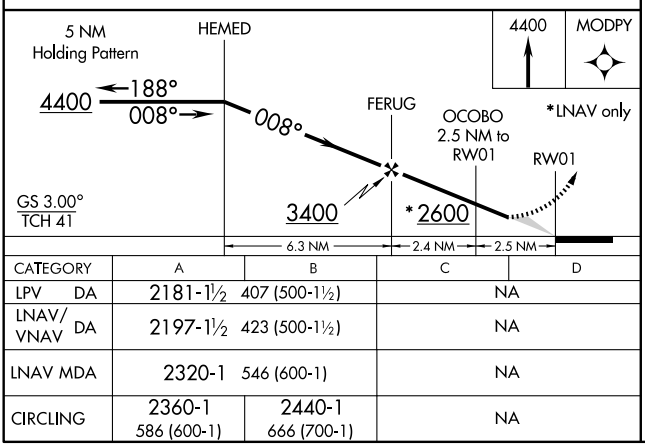
NA

MISSED APPROACH: Climb to 4400 direct MODPY and hold.

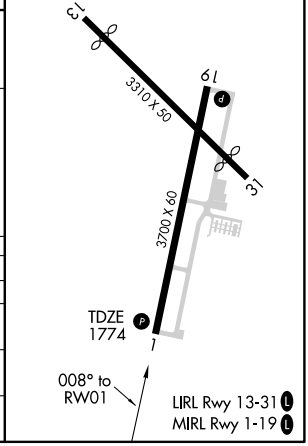
MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2181-1½	407 (500-1½)	NA	
LNAV/VNAV DA	2197-1½	423 (500-1½)	NA	
LNAV MDA	2320-1	546 (600-1)	NA	
CIRCLING	2360-1 586 (600-1)	2440-1 666 (700-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 19

NELIGH/ ANTELOPE COUNTY (4V9)

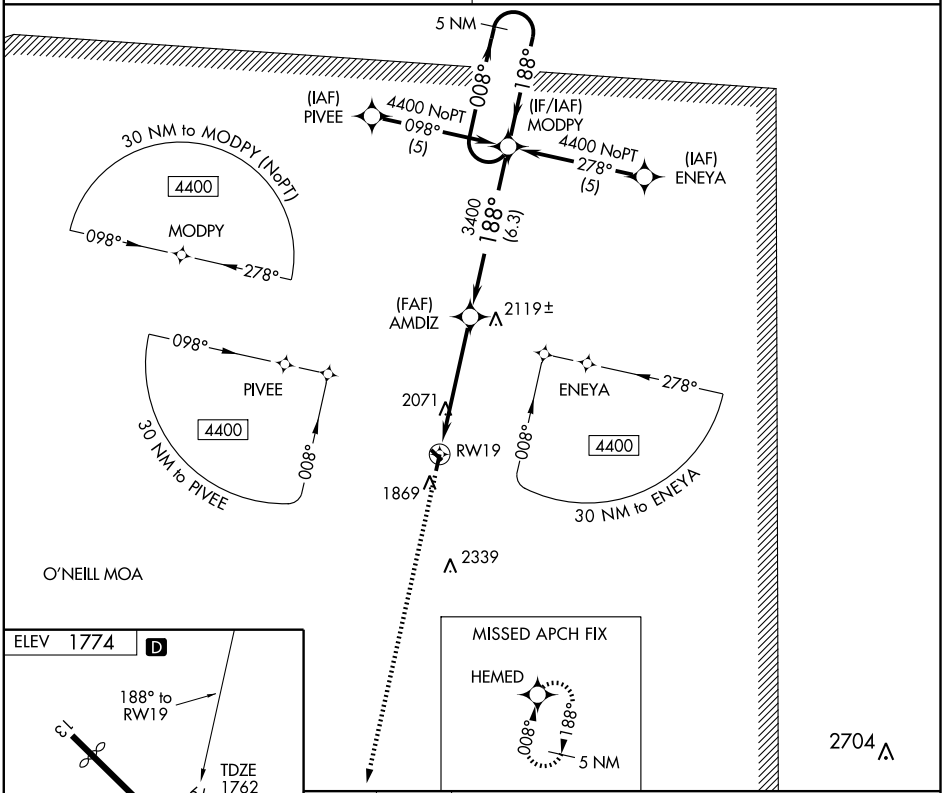
APP CRS	Rwy Idg	3700
188°	TDZE	1762
	Apt Elev	1774

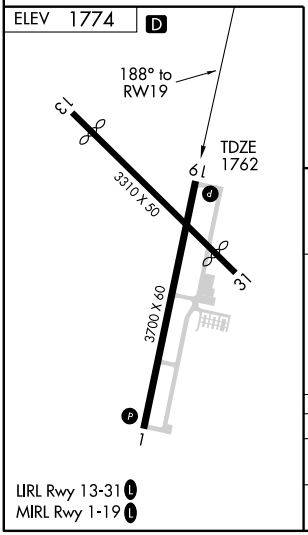
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Albion altimeter setting, when not received, use Norfolk altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 4400 direct HEMED and hold.

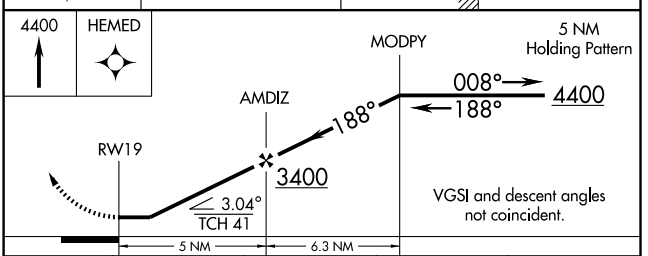
MINNEAPOLIS CENTER
128.0 385.5

UNICOM
122.8 (CTAF) L





LIRL Rwy 13-31 L
MIRL Rwy 1-19 L



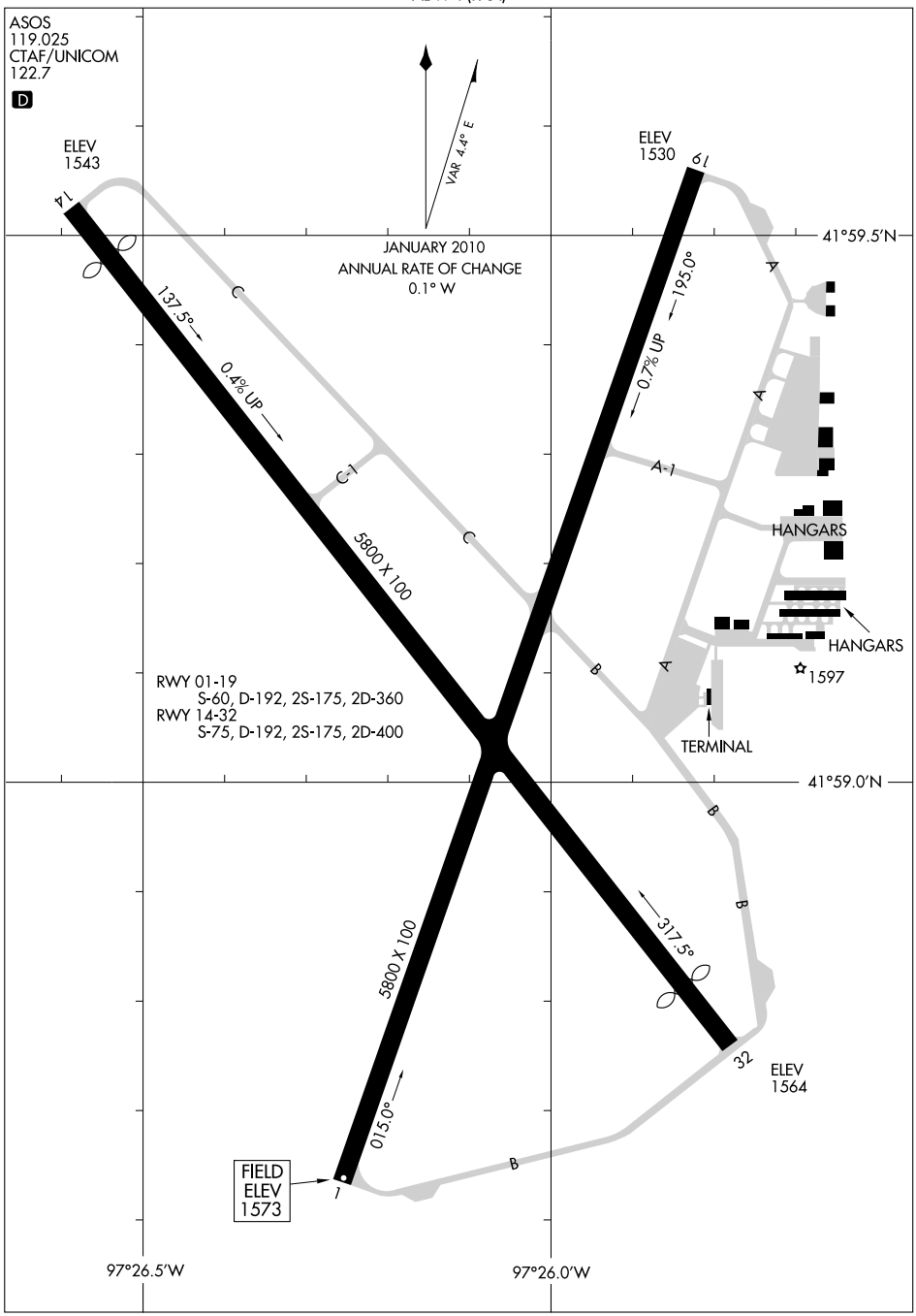
CATEGORY	A	B	C	D
LNAV MDA	2380-1 618 (700-1)		NA	
CIRCLING	2380-1 606 (700-1)	2440-1 666 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORFOLK/KARL STEFAN MEMORIAL (OFK)
NORFOLK, NEBRASKA

AL-974 (FAA)



AIRPORT DIAGRAM

NORFOLK, NEBRASKA
NORFOLK/KARL STEFAN MEMORIAL (OFK)

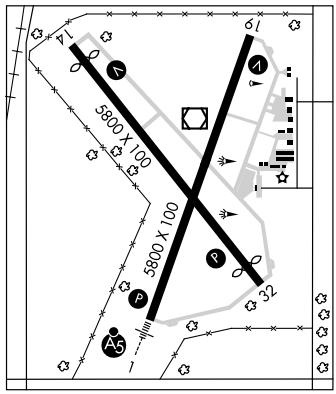
10210

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

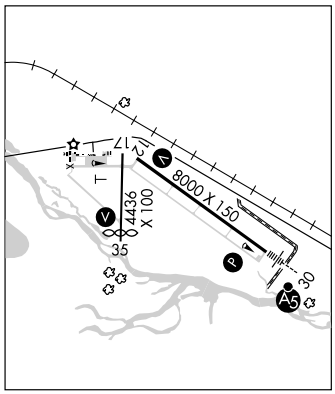
NORFOLK

KARL STEFAN MEM (OFK) 3 SW UTC−6(−5DT) N41°59.13′ W97°26.11′ **OMAHA**
1573 B S4 **FUEL** 100LL, JET A NOTAM FILE OFK **H–5C, L–12H**
RWY 01–19: H5800X100 (ASPH–PFC) S–60, D–192, 2S–175, 2D–360 HIRL 0.7% up S **IAP, AD**
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 19: VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 14–32: H5800X100 (ASPH–PFC) S–75, D–192, 2S–175, 2D–400 MIRL 0.4% up SE
RWY 14: VASI(V4L)—GA 3.0° TCH 33′. Thld dsplcd 283′. Railroad.
RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32′. Thld dsplcd 357′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5443 TODA–5800 ASDA–5443 LDA–5160
RWY 32: TORA–5517 TODA–5800 ASDA–5517 LDA–5160
AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call 402–841–5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01–19, and MIRL Rwy 14–32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (402) 644–4480.
COMMUNICATIONS: CTAF/UNICOM 122.7
NORFOLK RCO 122.15 (COLUMBUS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28′ W97°26.08′ at fld. NOTAM FILE OFK.
CARSY NDB (LOM) 510 OF N41°53.26′ W97°28.82′ 014° 6.2 NM to fld. NOTAM FILE OFK.
ILS 111.5 I–OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



NORTH OMAHA (See OMAHA)

NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC−6(−5DT) **OMAHA**
N41°07.57′ W100°41.02′ **H–5B, L–10H, 12G**
2777 B S4 **FUEL** 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks **IAP, AD**
NOTAM FILE LBF
RWY 12–30: H8000X150 (CONC–GRVD) S–75, D–110, 2S–139, 2D–190 HIRL
RWY 12: VASI(V4L)—GA 3.0° TCH 55′.
RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55′.
RWY 17–35: H4436X100 (ASPH) S–28, D–48, 2D–86 MIRL
RWY 17: Road.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37′. Thld dsplcd 301′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4436 TODA–4436 ASDA–4135 LDA–4135
RWY 35: TORA–4436 TODA–4436 ASDA–4436 LDA–4135
AIRPORT REMARKS: Attended 1200–0500Z‡. 5 foot dike +3′ fence 100′ from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308–532–1900, ARFF Index B equipment provided. All Category D acft (with speeds of 141–166 knots) operating on Rwy 12–30 must maintain a TPA of 1,500′ TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.425 (308) 534–1617.
COMMUNICATIONS: CTAF/UNICOM 123.0
LEE BIRD RCO 122.5 (COLUMBUS RADIO)
Ⓡ **DENVER CENTER APP/DEP CON** 132.7 **CLNC DEL** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
(L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 020° 5.5 NM to fld. 2964/11E. **HIWAS.**
PANBE NDB (LOM) 416 LB N41°04.10′ W100°34.35′ 296° 6.1 NM to fld. Unmonitored.
ILS 111.5 I–LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.



ILS or LOC RWY 1

NORFOLK /KARL STEFAN MEMORIAL (OFK)

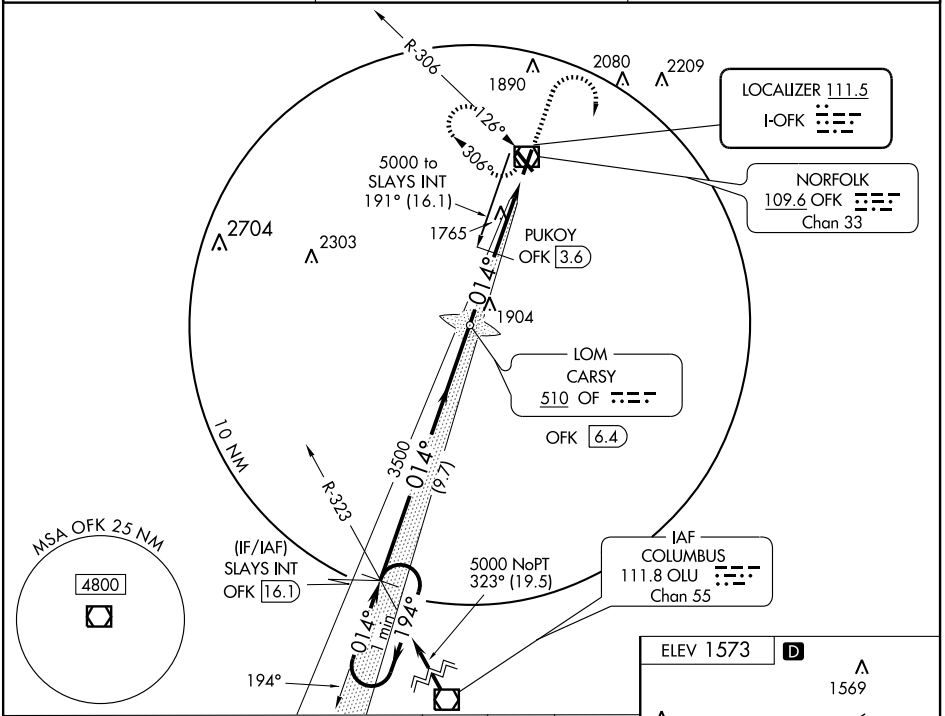
LOC I-OFK	APP CRS	Rwy Idg	5800
111.5	014°	TDZE	1573
		Apt Elev	1573

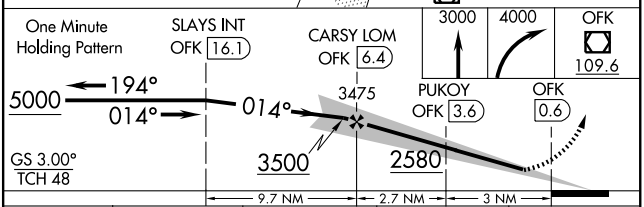
T NA DME from OFK VOR/DME. If local altimeter setting not recieved, use Columbus Muni altimeter and increase all DAs/MDAs 100 feet.

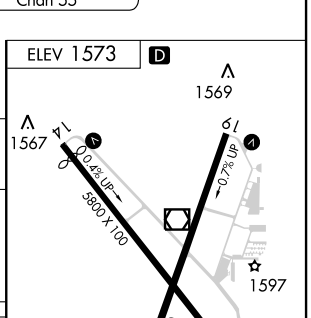
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS-1	1773-½ 200 (200-½)			NA
S-LOC-1	2160-½ 587 (600-½)		2160-1 587 (600-1)	NA
CIRCLING	2160-1 587 (600-1)		2160-1½ 587 (600-1½)	NA
DME MINIMUMS				
S-LOC-1	2020-½ 447 (500-½)		2020-¾ 447 (600-¾)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5800
CH 50120	014°	TDZE	1573
W01A		Apt Elev	1573

RNAV (GPS) RWY 1

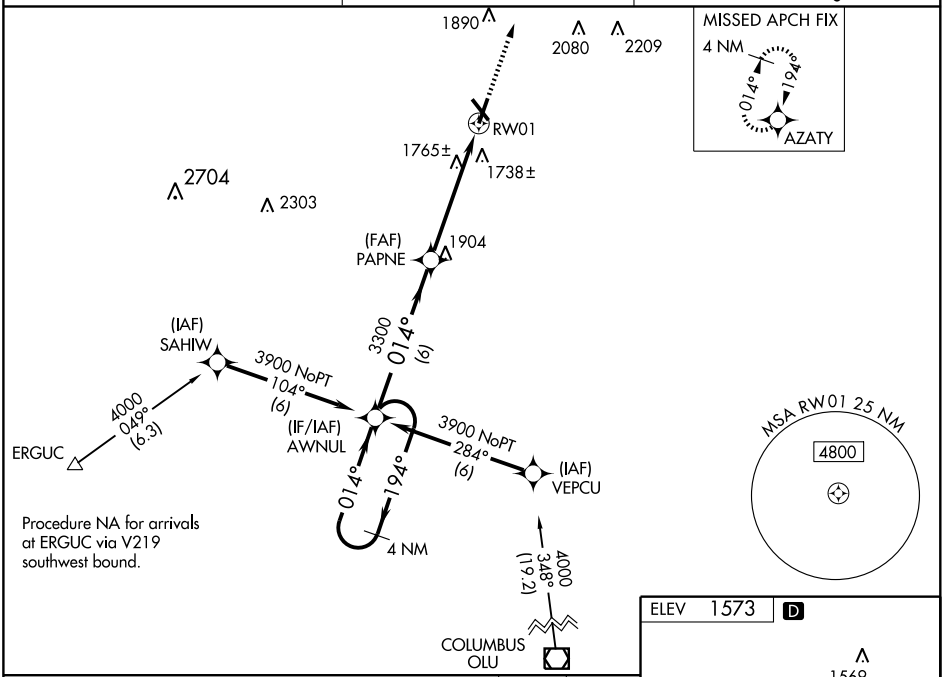
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

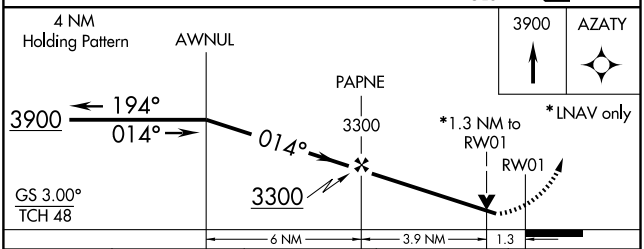
T A For inoperative MALSR, increase LPV all Cats visibility to 1¼ , and LNAV Cat A/B visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting. For inoperative MALSR when using Wayne altimeter setting, increase LPV all Cats visibility to 1½ .

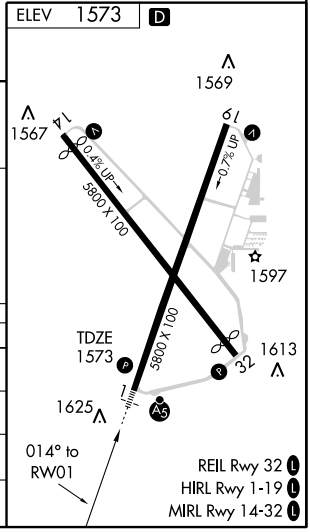
MALSR (AS)

MISSED APPROACH: Climb to 3900 direct AZATY and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1950-¾ 377 (400-¾)			NA
LNAV/VNAV DA	2100-1¼ 527 (600-1¼)			NA
LNAV MDA	2020-¾ 447 (500-¾)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 62915 W14A	APP CRS 137°	Rwy ldg 5160 TDZE 1544 Apt Elev 1573

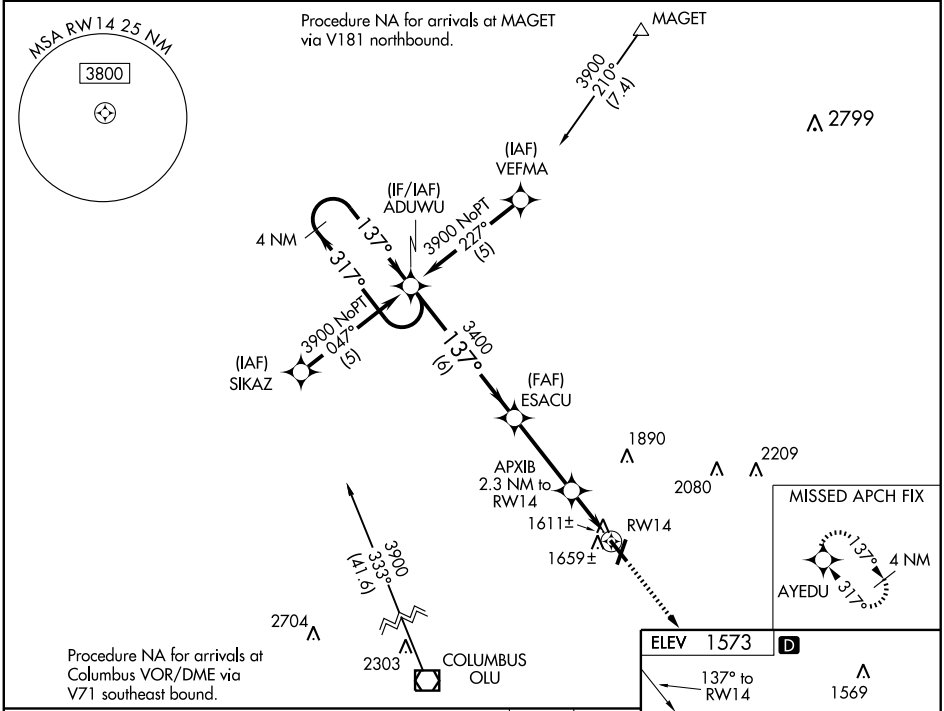
RNAV (GPS) RWY 14

NORFOLK/KARL STEFAN MEMORIAL (OFK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct AYEDU and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1825-1 281 (300-1)			NA
LNAV/VNAV DA	1929-1½ 385 (400-1½)			NA
LNAV MDA	1920-1 376 (400-1)			NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

REIL Rwy 32 L
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5800
CH 56220	194°	TDZE	1543
W19A		Apt Elev	1573

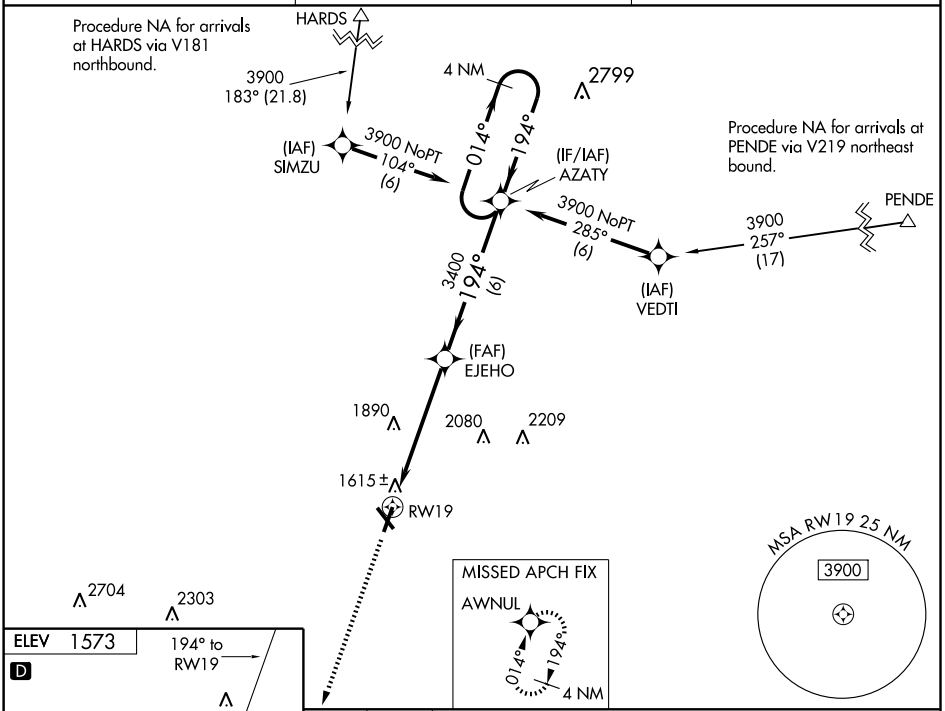
RNAV (GPS) RWY 19

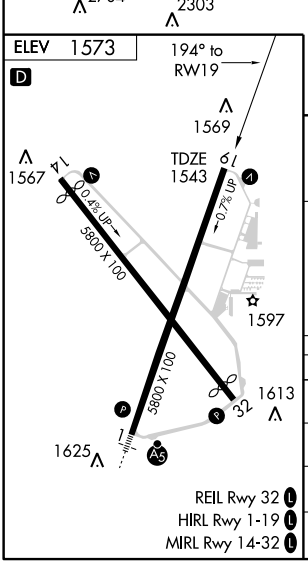
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

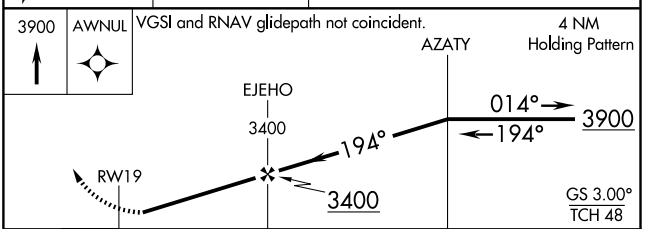
T A Baro-VNAV NA when using Wayne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV/Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct AWNUL and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1820-1 277 (300-1)			
LNAV/VNAV DA	1900-1¼ 357 (400-1¼)			
LNAV MDA	2180-1 637 (700-1)		2180-1¾ 637 (700-1¾)	2180-2 637 (700-2)
CIRCLING	2180-1 607 (700-1)		2180-1¾ 607 (700-1¾)	2180-2 607 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86415 W32A	APP CRS 317°	Rwy Idg 5160 TDZE 1560 Apt Elev 1573

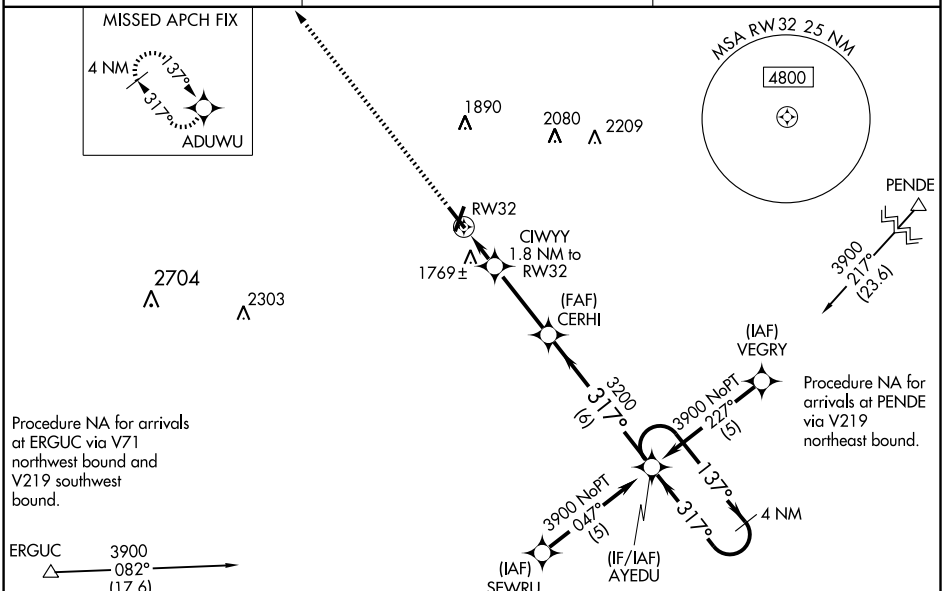
RNAV (GPS) RWY 32

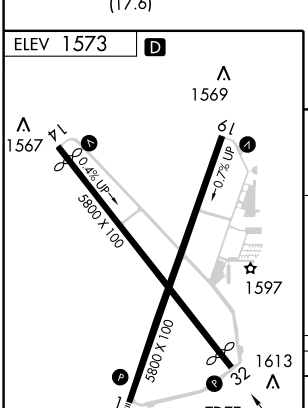
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

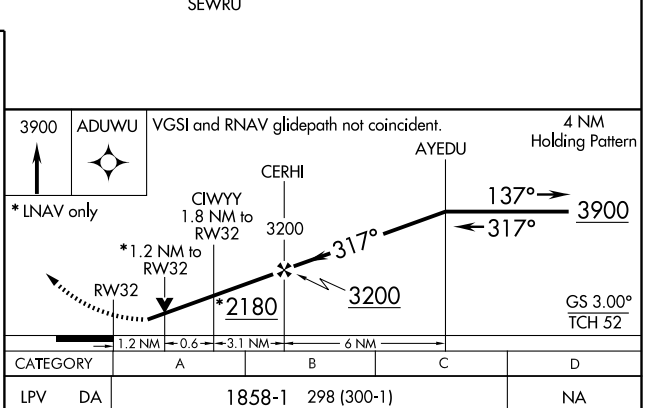
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wayne altimeter setting and increase all DA/MDA 80 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Wayne altimeter setting.

MISSED APPROACH: Climb to 3900 direct ADUWU and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1858-1 298 (300-1)			NA
LNAV/VNAV DA	2091-1¾ 531 (600-1¾)			NA
LNAV MDA	2020-1 460 (500-1)		2020-1¼ 460 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK	APP CRS	Rwy Idg	5800
109.6	007°	TDZE	1573
Chan 33		Apt Elev	1573

VOR RWY 1

NORFOLK/ KARL STEFAN MEMORIAL (OFK)

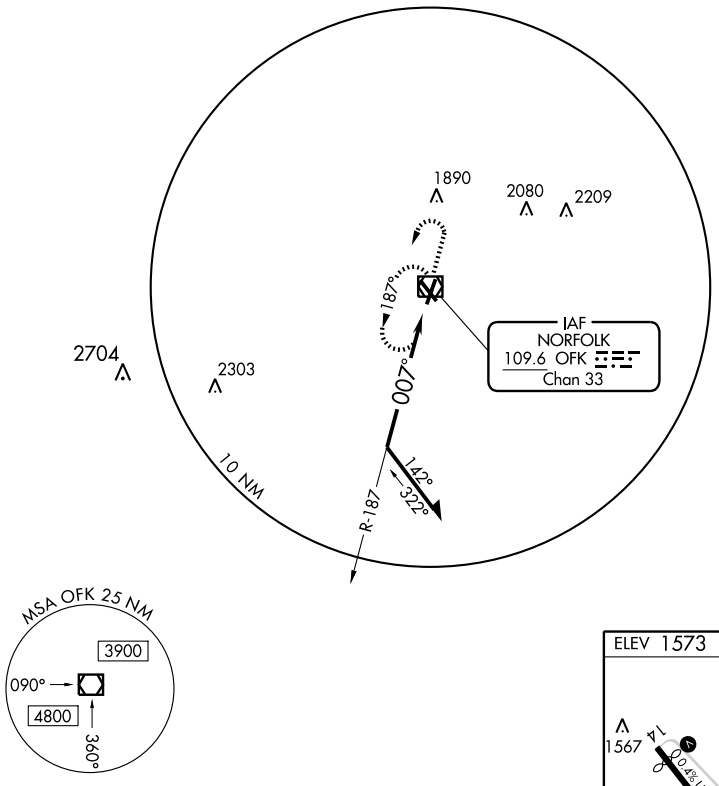
NA

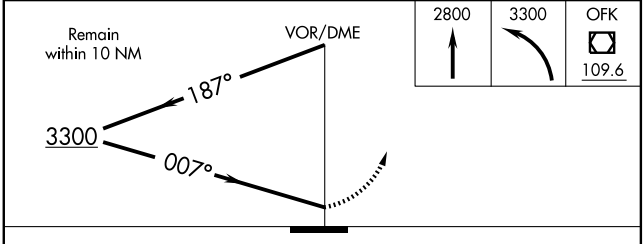
For inoperative MALSR, increase S-1 and Cat A. and B visibiliy to 1 mile.

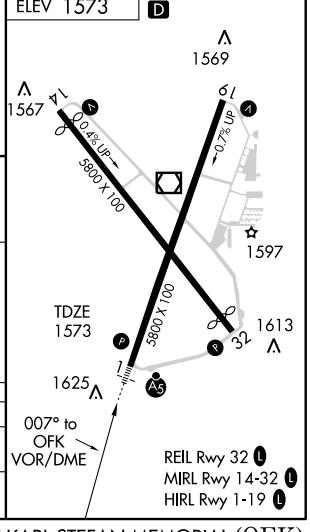
MALSR

MISSED APPROACH: Climb to 2800, then climbing left turn to 3300 direct OFK VOR/DME and hold.

ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-1	2220-¾	647 (700-¾)	2220-1¼ 647 (700-1¼)	NA
CIRCLING	2220-1	647 (700-1)	2220-1¾ 647 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK 109.6 Chan 33	APP CRS 125°	Rwy Idg 5160 TDZE 1543 Apt Elev 1573

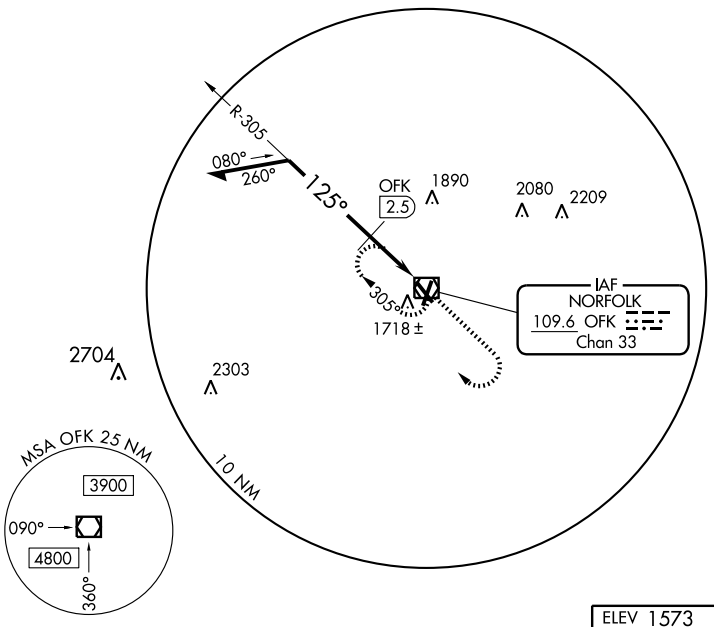
VOR RWY 14

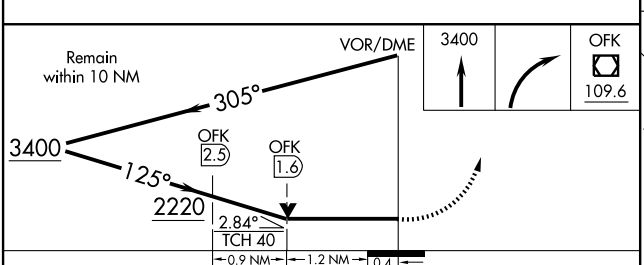
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

NA

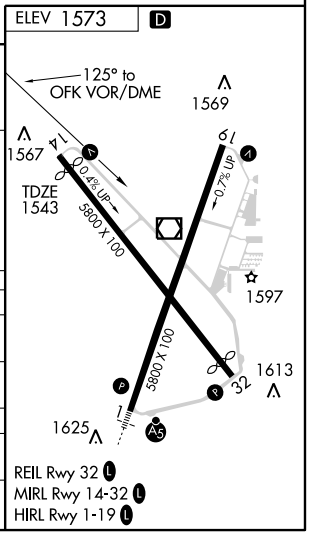
MISSED APPROACH: Climb to 3400, then right turn direct OFK VOR/DME and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L





CATEGORY	A	B	C	D
S-14	2220-1	677 (700-1)	2220-2 677 (700-2)	NA
CIRCLING	2220-1	647 (700-1)	2220-2 647 (700-2)	NA
DME MINIMUMS				
S-14	1980-1	437 (500-1)	1980-1¼ 437 (500-1¼)	NA
CIRCLING	2080-1	507 (600-1)	2080-1½ 507 (600-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK 109.6 Chan 33	APP CRS 192°	Rwy Idg 5800 TDZE 1544 Apt Elev 1573

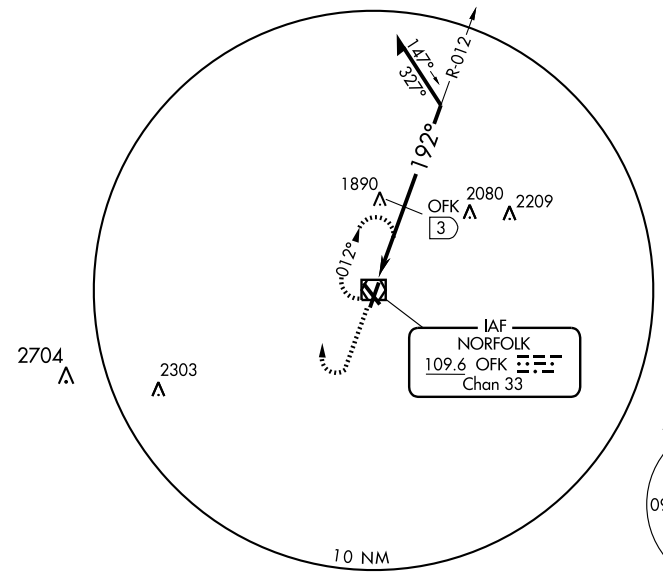
VOR RWY 19

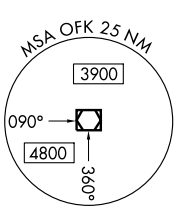
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

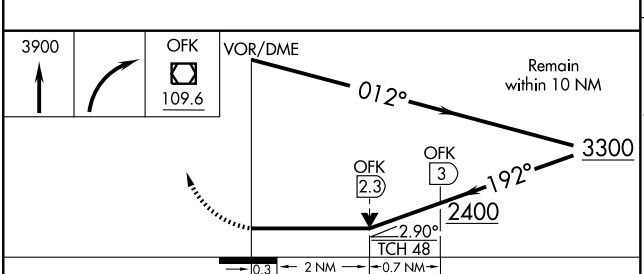
NA

MISSED APPROACH: Climb to 3900 then right turn to OFK VOR/DME and hold.

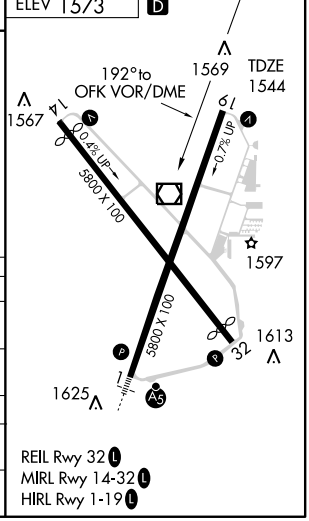
ASOS	COLUMBUS RADIO	UNICOM
119.025	122.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-19	2400-1 856 (900-1)	2400-1¼ 856 (900-1¼)	2400-2½ 856 (900-2½)	NA
CIRCLING	2400-1 827 (900-1)	2400-1¼ 827 (900-1¼)	2400-2½ 827 (900-2½)	NA
DME MINIMUMS				
S-19	2200-1 656 (700-1)		2200-1¾ 656 (700-1¾)	NA
CIRCLING	2200-1 627 (700-1)		2200-1¾ 627 (700-1¾)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME OFK 109.6 Chan 33	APP CRS 320°	Rwy Idg 5160 TDZE 1564 Apt Elev 1573

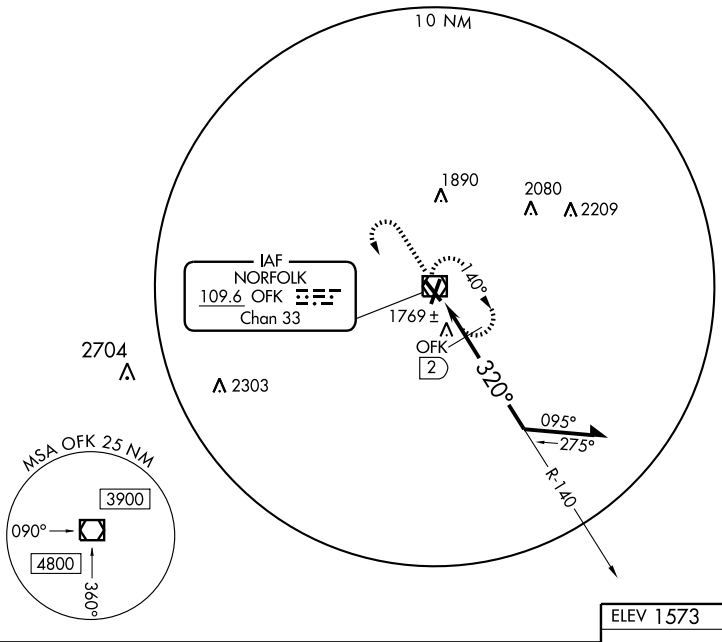
VOR RWY 32

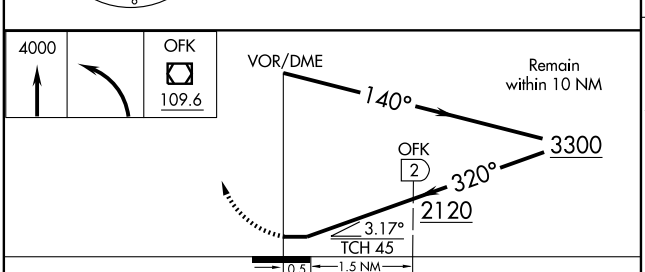
NORFOLK/ KARL STEFAN MEMORIAL (OFK)

NA

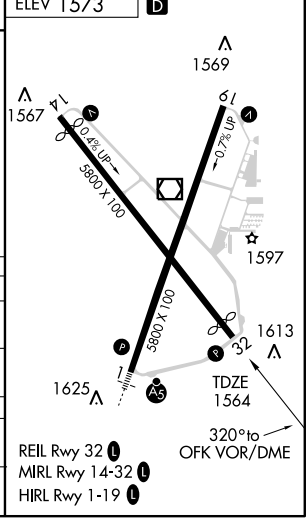
MISSED APPROACH: Climb to 4000 then left turn direct OFK VOR/DME and hold.

ASOS 119.025	COLUMBUS RADIO 122.15	UNICOM 122.7 (CTAF) L





CATEGORY	A	B	C	D
S-32	2120-1 556 (600-1)		2120-1½ 556 (600-1½)	NA
CIRCLING	2120-1 547 (600-1)		2120-1½ 547 (600-1½)	NA
DME MINIMUMS				
S-32	2020-1 456 (500-1)		2020-1¼ 456 (500-1¼)	NA
CIRCLING	2080-1 507 (600-1)		2080-1½ 507 (600-1½)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)
AL-292 (FAA)
NORTH PLATTE, NEBRASKA

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

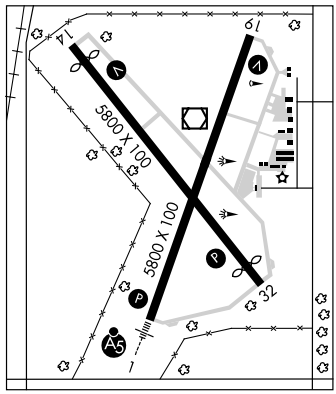
AIRPORT DIAGRAM

NORTH PLATTE, NEBRASKA
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

10210

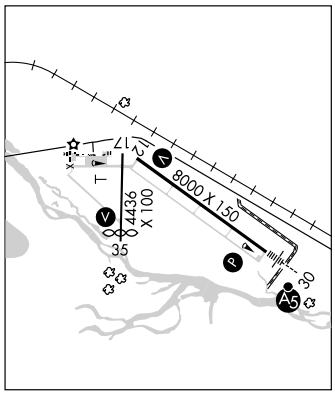
NORFOLK

KARL STEFAN MEM (OFK) 3 SW UTC−6(−5DT) N41°59.13′ W97°26.11′ **OMAHA**
1573 B S4 **FUEL** 100LL, JET A NOTAM FILE OFK **H–5C, L–12H**
RWY 01–19: H5800X100 (ASPH–PFC) S–60, D–192, 2S–175, 2D–360 HIRL 0.7% up S **IAP, AD**
RWY 01: MALSR. PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 19: VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 14–32: H5800X100 (ASPH–PFC) S–75, D–192, 2S–175, 2D–400 MIRL 0.4% up SE
RWY 14: VASI(V4L)—GA 3.0° TCH 33′. Thld dsplcd 283′. Railroad.
RWY 32: REIL. PAPI(P4L)—GA 3.5° TCH 32′. Thld dsplcd 357′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–5443 TODA–5800 ASDA–5443 LDA–5160
RWY 32: TORA–5517 TODA–5800 ASDA–5517 LDA–5160
AIRPORT REMARKS: Attended dalgt hrs. For svc after hrs call 402–841–5130. Rwy 19 designated as the calm wind rwy and all rwys have left hand tfc only. ACTIVATE HIRL Rwy 01–19, and MIRL Rwy 14–32, MALSR Rwy 01, VASI Rwy 19 and Rwy 14 and PAPI Rwy 01 and Rwy 32 and REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 119.025 (402) 644–4480.
COMMUNICATIONS: CTAF/UNICOM 122.7
NORFOLK RCO 122.15 (COLUMBUS RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
NORFOLK (L) VOR/DME 109.6 OFK Chan 33 N41°59.28′ W97°26.08′ at fld. NOTAM FILE OFK.
CARSY NDB (LOM) 510 OF N41°53.26′ W97°28.82′ 014° 6.2 NM to fld. NOTAM FILE OFK.
ILS 111.5 I–OFK Rwy 01 Class IE. LOM CARSY NDB. ILS unmonitored.



NORTH OMAHA (See OMAHA)

NORTH PLATTE RGNL AIRPORT LEE BIRD FLD (LBF) 3 E UTC−6(−5DT) **OMAHA**
N41°07.57′ W100°41.02′ **H–5B, L–10H, 12G**
2777 B S4 **FUEL** 100LL, JET A OX 2, 3, 4 TPA—See Remarks ARFF Index—See Remarks **IAP, AD**
NOTAM FILE LBF
RWY 12–30: H8000X150 (CONC–GRVD) S–75, D–110, 2S–139, 2D–190 HIRL
RWY 12: VASI(V4L)—GA 3.0° TCH 55′.
RWY 30: MALSR. PAPI (P4L)—GA 3.0° TCH 55′.
RWY 17–35: H4436X100 (ASPH) S–28, D–48, 2D–86 MIRL
RWY 17: Road.
RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 37′. Thld dsplcd 301′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 17: TORA–4436 TODA–4436 ASDA–4135 LDA–4135
RWY 35: TORA–4436 TODA–4436 ASDA–4436 LDA–4135
AIRPORT REMARKS: Attended 1200–0500Z‡. 5 foot dike +3′ fence 100′ from approach end Rwy 35. Waterfowl on and invof the arpt. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 308–532–1900, ARFF Index B equipment provided. All Category D acft (with speeds of 141–166 knots) operating on Rwy 12–30 must maintain a TPA of 1,500′ TPA 4277 (1500) when in the tfc pattern. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, VASI Rwy 12 and Rwy 35, PAPI Rwy 30, MALSR Rwy 30 and REIL Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 118.425 (308) 534–1617.
COMMUNICATIONS: CTAF/UNICOM 123.0
LEE BIRD RCO 122.5 (COLUMBUS RADIO)
Ⓡ **DENVER CENTER APP/DEP CON** 132.7 **CLNC DEL** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
(L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 020° 5.5 NM to fld. 2964/11E. **HIWAS.**
PANBE NDB (LOM) 416 LB N41°04.10′ W100°34.35′ 296° 6.1 NM to fld. Unmonitored.
ILS 111.5 I–LBF Rwy 30 Class IC. LOM PANBE NDB. LOM unmonitored.



LOC I-LBF	APP CRS	Rwy Idg	8000
111.5	297°	TDZE	2771
		Apt Elev	2777

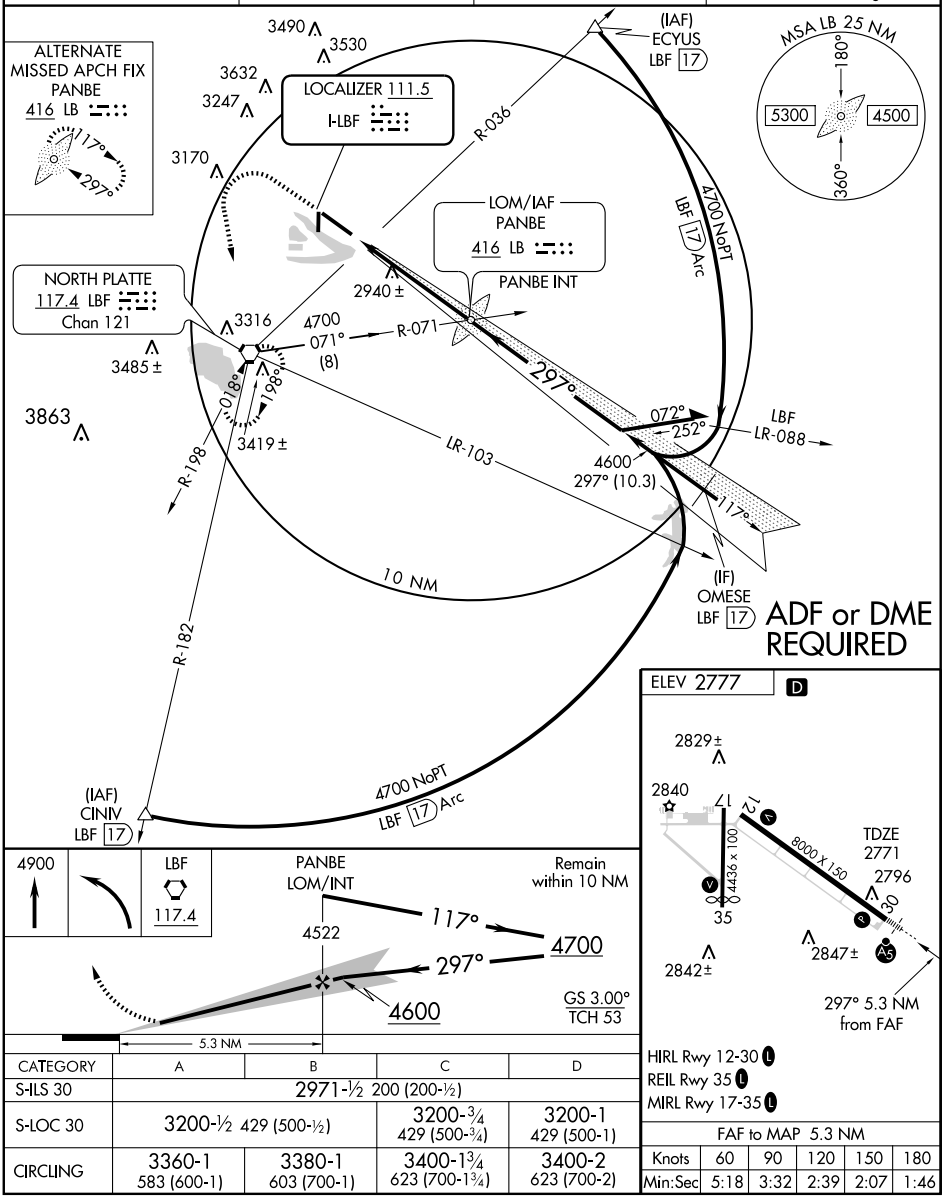
ILS or LOC RWY 30

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

MALSR

MISSED APPROACH: Climb to 4900 then left turn direct LBF VORTAC and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 30	2971-½ 200 (200-½)			
S-LOC 30	3200-½ 429 (500-½)		3200-¾ 429 (500-¾)	3200-1 429 (500-1)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
117°	TDZE	2777
	Apt Elev	2779

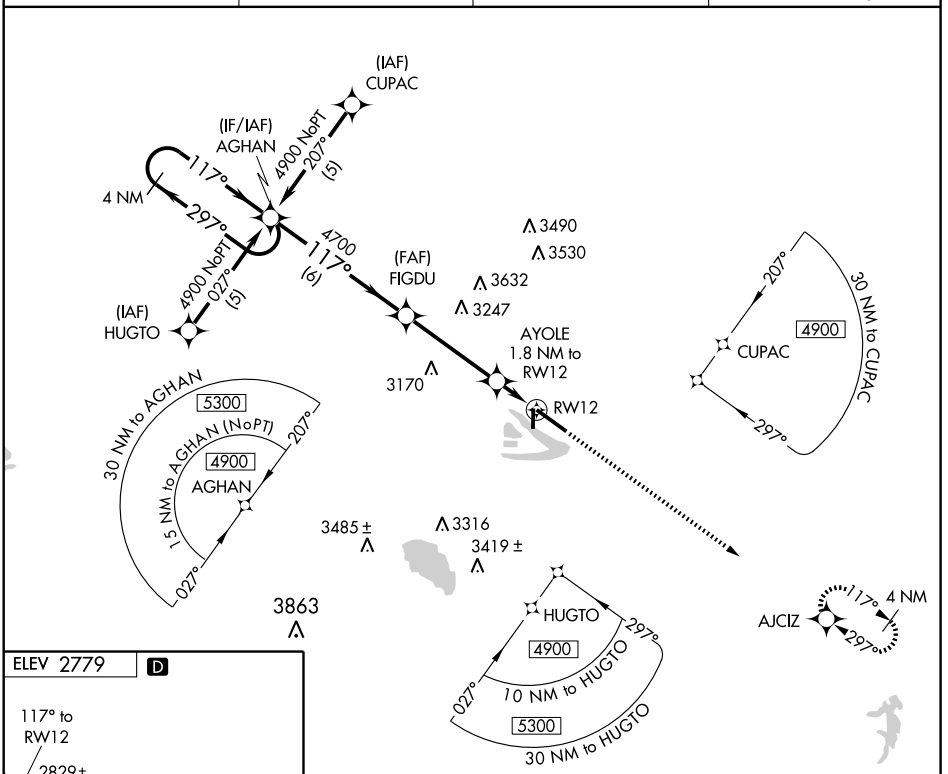
RNAV (GPS) RWY 12

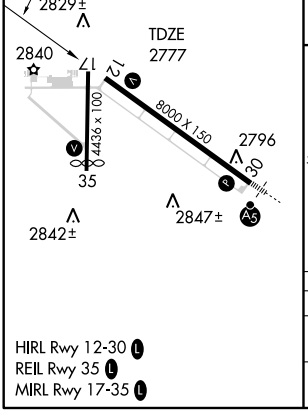
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

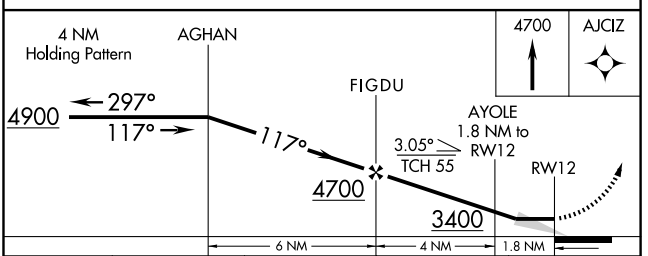
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4700 direct AJCIZ and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3280-1 503 (600-1)		3280-1½ 503 (600-1½)	
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 60915 W30A	APP CRS 297°	Rwy Idg 8000	TDZE 2771	Apt Elev 2779

RNAV (GPS) RWY 30

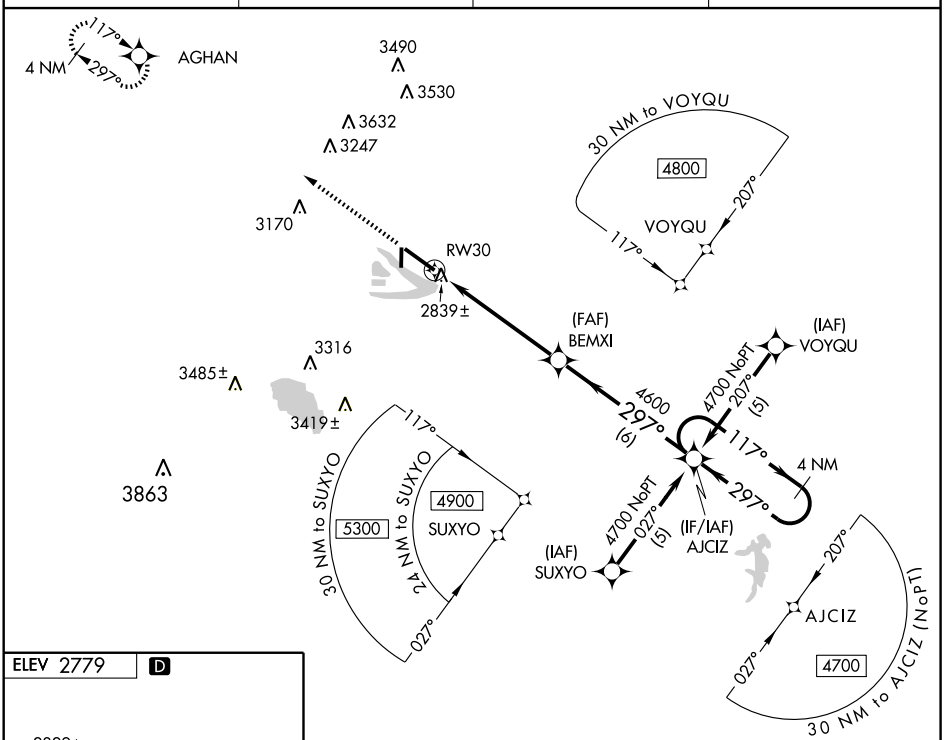
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

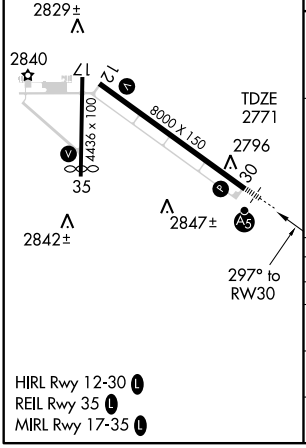
Baro VNAV NA below -20°C (-4°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV visibility to 1 all Cats.

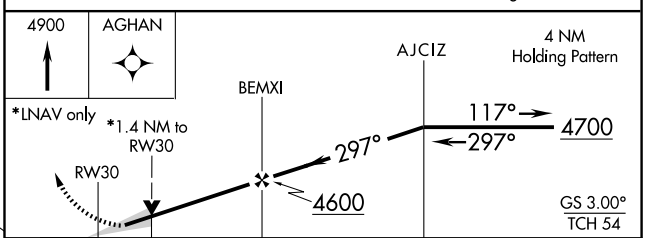
MALSR

MISSED APPROACH: Climb to 4900 direct AGHAN and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	3053-½ 282 (300-½)			
LNAV/VNAV DA	3180-1 409 (500-1)			
LNAV MDA	3280-½ 509 (600-½)		3280-1 509 (600-1)	
CIRCLING	3360-1 581 (600-1)	3380-1 601 (700-1)	3400-1¾ 621 (700-1¾)	3400-2 621 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4135
352°	TDZE	2776
	Apt Elev	2777

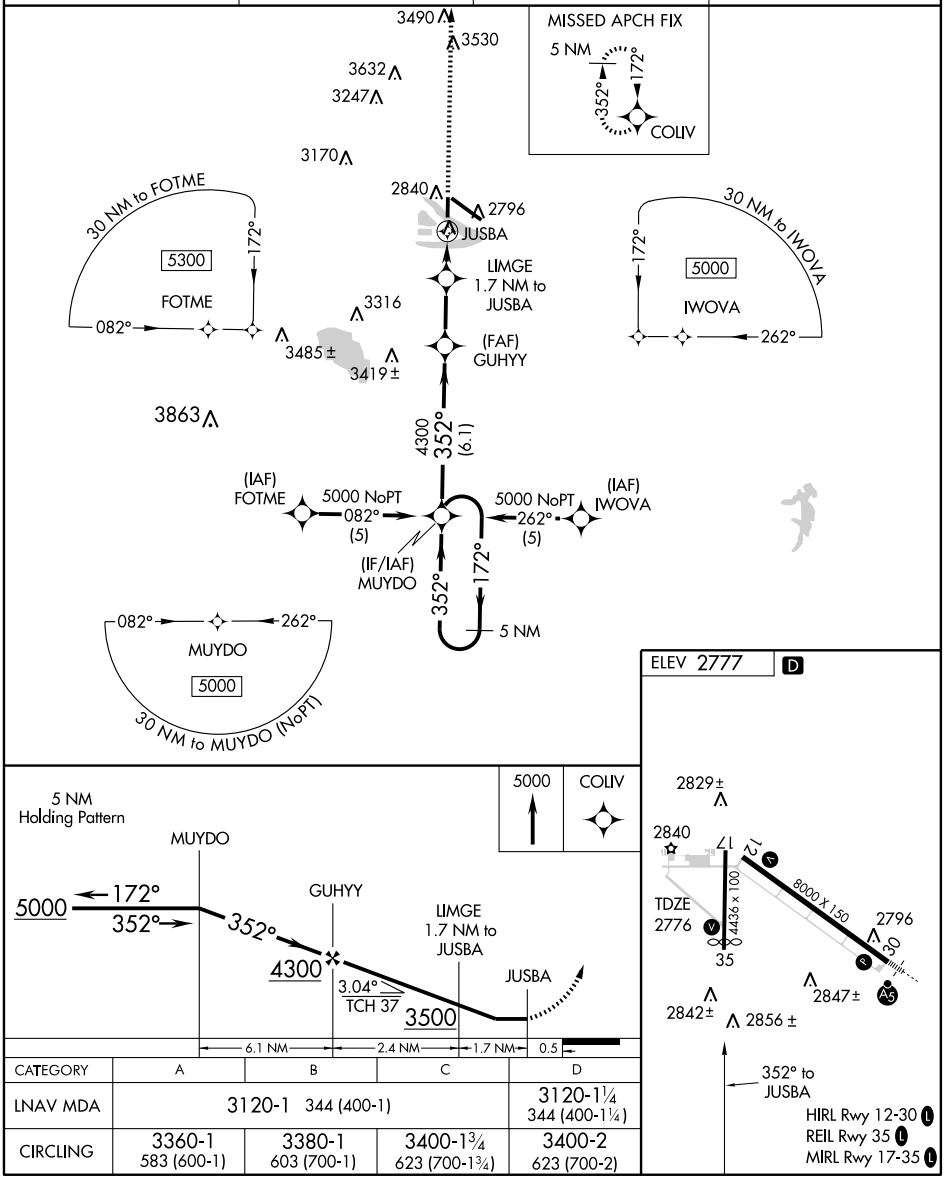
RNAV (GPS) RWY 35

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct COLIV and hold.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3120-1 344 (400-1)			3120-1¼ 344 (400-1¼)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC LBF	APP CRS	Rwy Idg	4135
117.4	018°	TDZE	2776
Chan 121		Apt Elev	2777

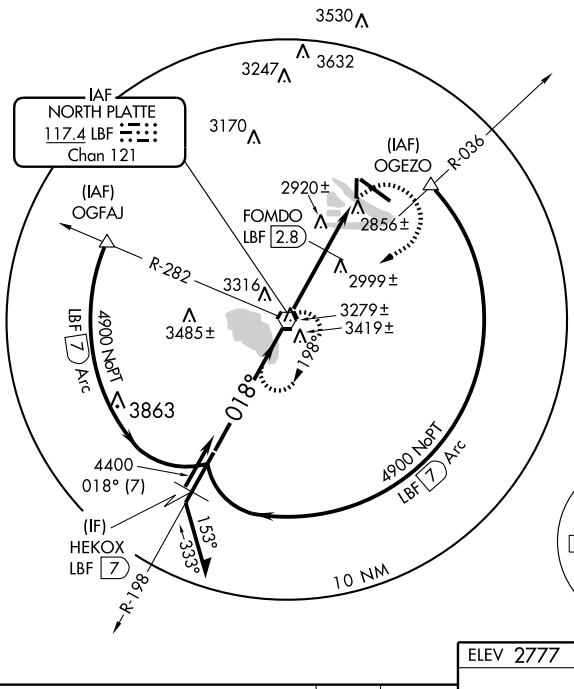
VOR RWY 35

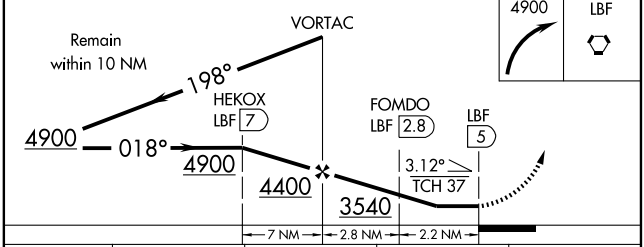
NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

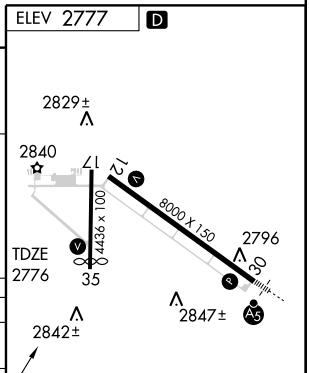
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 4900 direct LBF VORTAC and hold, continue climb-in-hold to 4900.

ASOS	DENVER CENTER	CLNC DEL	UNICOM
118.425	132.7 397.85	132.7	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-35	3540-1 764 (800-1)	3540-1¼ 764 (800-1¼)	3540-2¼ 764 (800-2¼)	3540-2½ 764 (800-2½)
CIRCLING	3540-1 763 (800-1)	3540-1¼ 763 (800-1¼)	3540-2¼ 763 (800-2¼)	3540-2½ 763 (800-2½)
FOMDO FIX MINIMUMS				
S-35	3220-1 444 (500-1)		3220-1¼ 444 (500-1¼)	3220-1½ 444 (500-1½)
CIRCLING	3360-1 583 (600-1)	3380-1 603 (700-1)	3400-1¾ 623 (700-1¾)	3400-2 623 (700-2)

HIRL Rwy 12-30 L
REIL Rwy 35 L
MIRL Rwy 17-35 L

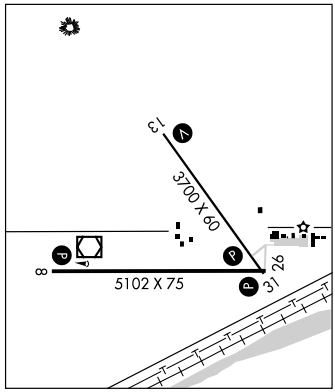
FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

OFFUTT AFB (OFF)(KOFF) AF 8 SE UTC−6(−5DT) N41°07.16′ W95°54.51′ **OMAHA**
1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp. **H–5C, L–10I, 12I**
RWY 12–30: H11702X300 (CONC) PCN 54 R/C/W/T HIRL **DIAP, AD**
RWY 12: ALSF1. PAPI(P4L)–GA 3.0° TCH 42′. Thld dsplcd 1008′.
RWY 30: ALSF1. PAPI(P4L)–GA 2.80° TCH 56′. Thld dsplcd 1090′.
MILITARY SERVICE: LGT JASU (M32A–86) (AM32A–95) **FUEL** J8 **FLUID** W SP PRESAIR LHOX LOX **OIL** O–148–156 SOAP **TRAN ALERT** Opr 1200–0530Z‡ daily. Tran acft not allowed when tran alert not avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, ctc am ops. PPR all acft, ctc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150′ rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12–30 150′ wide, signs and lgt installed for 300′ wide. 1000′ distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500′, overhead 3000′ & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271–3207/3240, C402–294–3207/3240, fax DSN 272–4175, C402–232–4175.
COMMUNICATIONS: SFA **ATIS** 126.025 273.5 **PTD** 379.4.
Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)
TOWER 123.7 279.625 **GND CON** 121.7 289.4
COMD POST (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272–1996, C402–232–1996. Full Wx svc avbl H24 DSN 271–3459, C402–294–3459. Transient brief svc avbl via 15 OWS DSN 576–9755, C618–256–9755. **AG** See Global HF Systems listing in FIH.)
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE OFF.
(L) TACAN Chan 54 OFF (111.7) N41°07.03′ W95°54.00′ at fld. 1090/5E. No NOTAM maintenance period Thu 1300–1500Z‡. TACAN unusable: 300°–330° byd 15 NM blo 4,000′ 330°–300° byd 30 NM blo 5,000′.
ILS 109.5 I–OFF Rwy 30. No NOTAM maintenance period Mon–Tue 1300–1500Z‡.
ILS 111.7 I–ATB Rwy 12 Class I. No NOTAM maintenance period Wed–Fri 1300–1500Z‡.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

OGALLALA

SEARLE FLD (OGA) 2 W UTC−7(−6DT) N41°07.17′ W101°46.18′ **CHEYENNE**
3279 B S4 **FUEL** 100LL, JET A+ OX 1 NOTAM FILE OGA **H–5B, L–10G, 12G**
RWY 08–26: H5102X75 (CONC) S–12.5, D–12.5 MIRL 0.3% up W **IAP**
RWY 08: PAPI (P2L)–GA 3.0° TCH 42′.
RWY 26: PAPI (P2L)–GA 3.0° TCH 49′.
RWY 13–31: H3700X60 (CONC) S–12.5, D–12.5 MIRL 0.9% up NW
RWY 13: VASI(V4L)—GA 3.5° TCH 40′. Pole.
RWY 31: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For attendant after hrs call 308–284–4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. ACTIVATE MIRL Rwy 13–31 and Rwy 08–26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.275 (308)284–6573.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 265° 46.6 NM to fld. 2964/11E. **HIWAS.**
(T) VORW/DME 110.2 SAE Chan 39 N41°07.15′ W101°46.56′ at fld. NOTAM FILE OGA.
DME portion unusable 270°–030° byd 15 NM.



WAAS	APP CRS	Rwy Idg	5102
CH 57903	079°	TDZE	3260
W08A		Apt Elev	3278

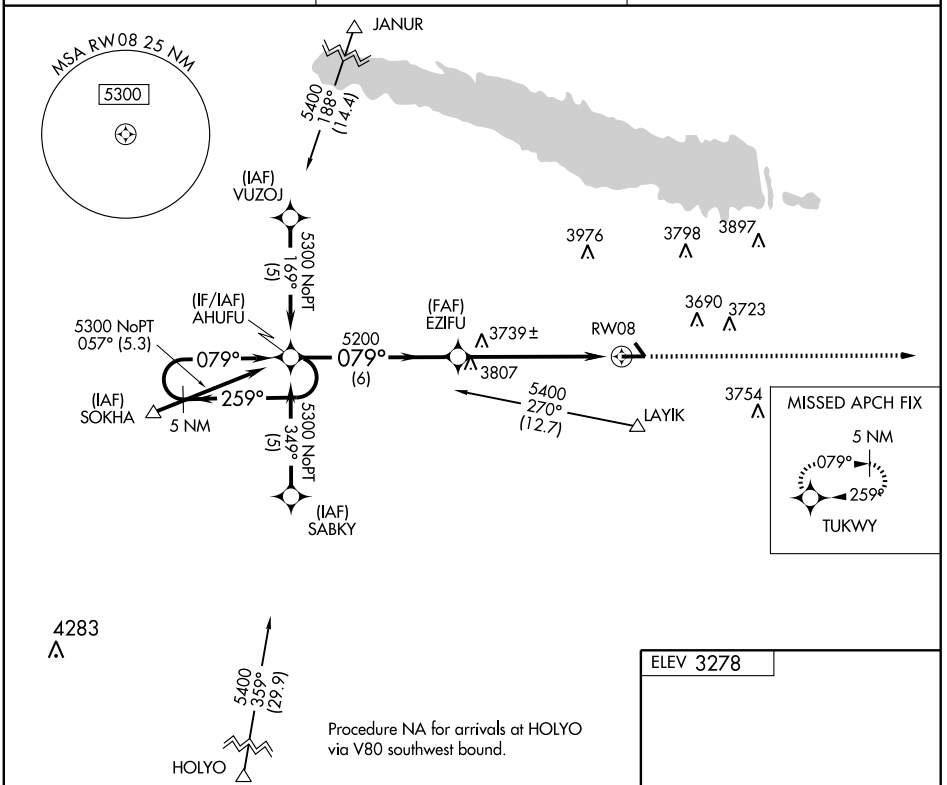
RNAV (GPS) RWY 8

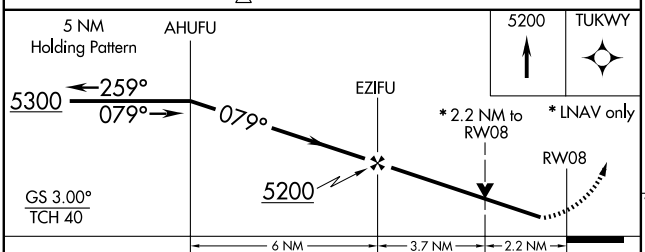
OGALLALA/SEARLE FIELD (OGA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Imperial altimeter setting.

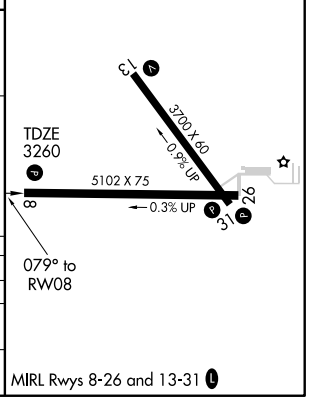
MISSED APPROACH: Climb to 5200 direct TUKWY and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3510-1 250 (300-1)			NA
LNAV MDA	4000-1 740 (800-1)		4000-2 740 (800-1)	NA
CIRCLING	4000-1 722 (800-1)		4000-2 722 (800-1)	NA



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5102
CH 53303	259°	TDZE	3254
W26A		Apt Elev	3278

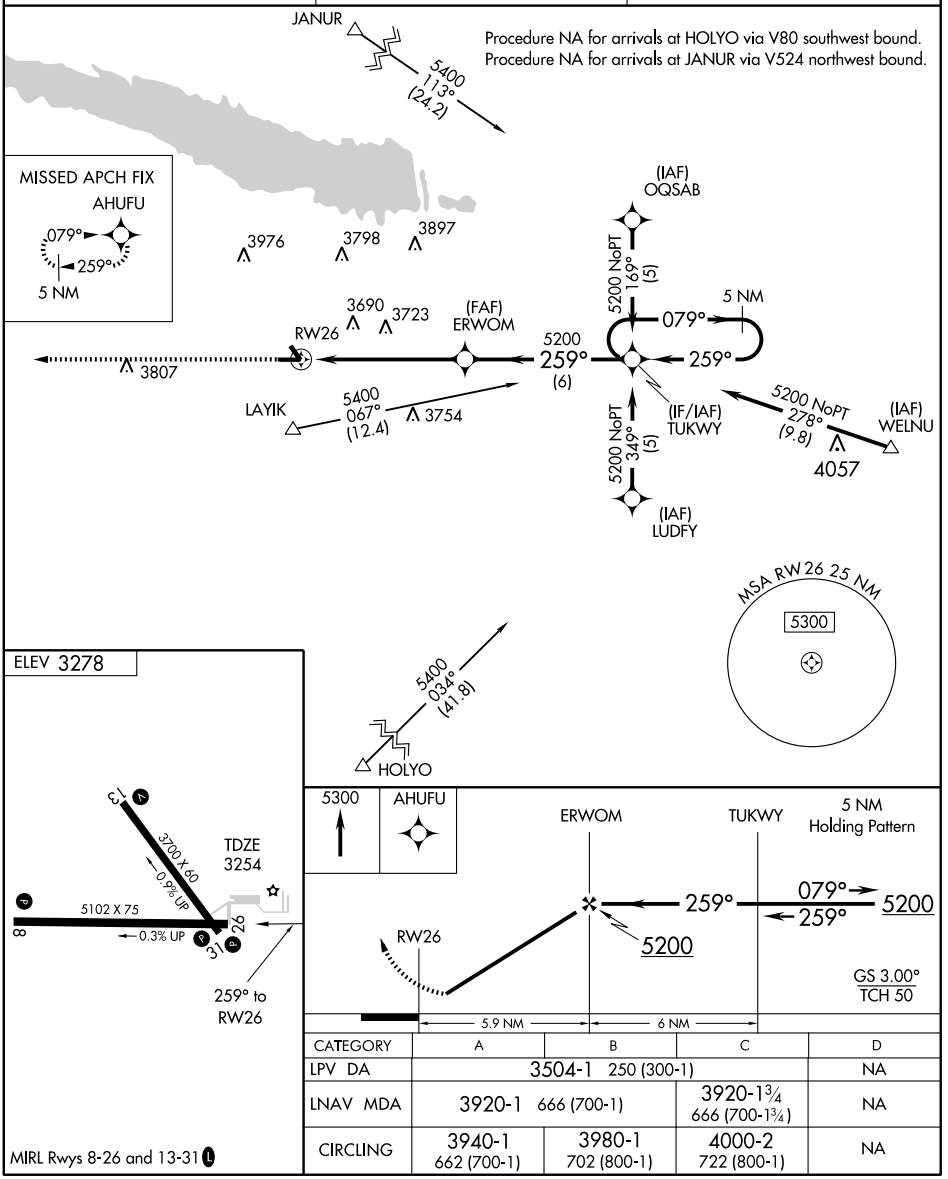
RNAV (GPS) RWY 26

OGALLALA/SEARLE FIELD (OGA)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Imperial altimeter setting and increase all DAs/MDAs 100 feet.

MISSED APPROACH: Climb to 5300 direct AHUFU and hold.

AWOS-3	DENVER CENTER	UNICOM
121.275	132.7 397.85	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3504-1 250 (300-1)			NA
LNAV MDA	3920-1 666 (700-1)		3920-1¾ 666 (700-1¾)	NA
CIRCLING	3940-1 662 (700-1)	3980-1 702 (800-1)	4000-2 722 (800-1)	NA

MIRL Rwys 8-26 and 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAE 110.2 Chan 39	APP CRS 072°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

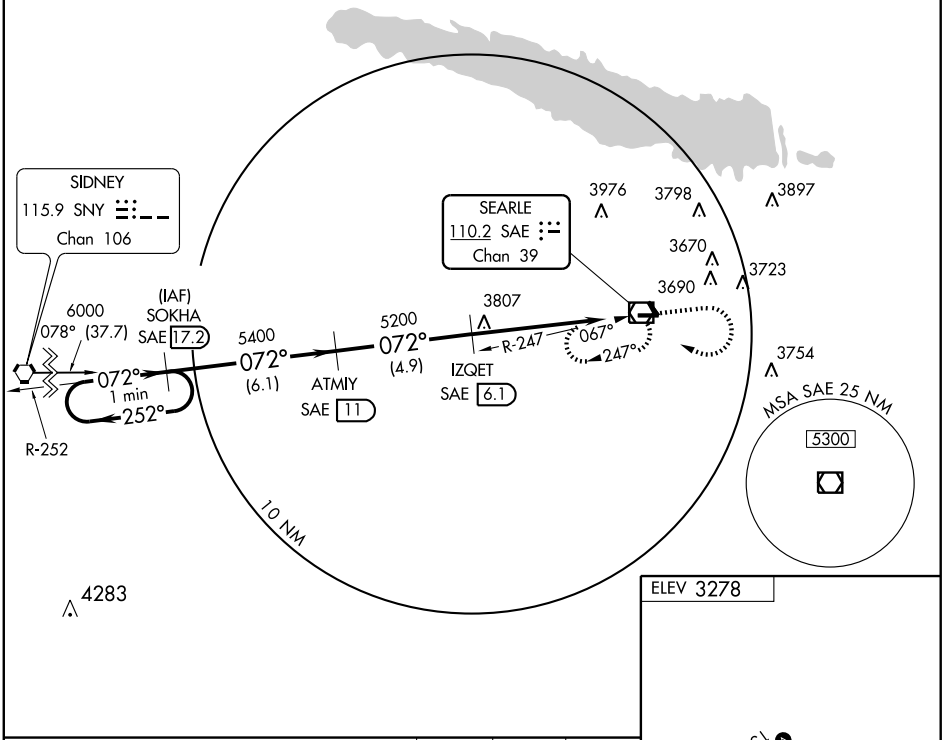
VOR/DME RWY 8

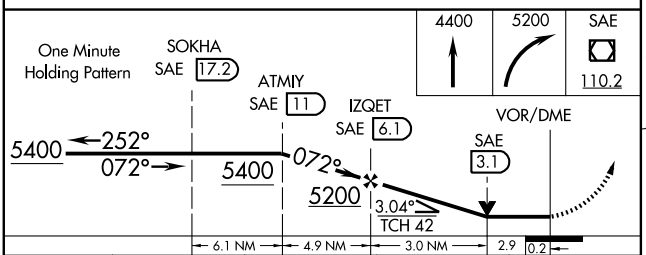
OGALLALA/SEARLE FIELD (OGA)

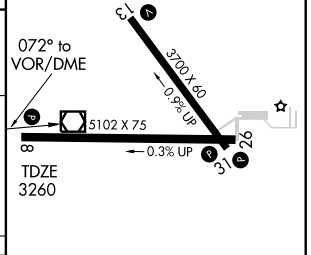
T
A NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 5200 direct SAE VOR/DME and hold

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	4080-1 820 (900-1)	4080-1¼ 820 (900-1¼)	NA	NA
CIRCLING	4080-1 802 (900-1)	4080-1¼ 802 (900-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAE 110.2 Chan 39	APP CRS 263°	Rwy Idg 5102 TDZE 3254 Apt Elev 3278

VOR/DME RWY 26

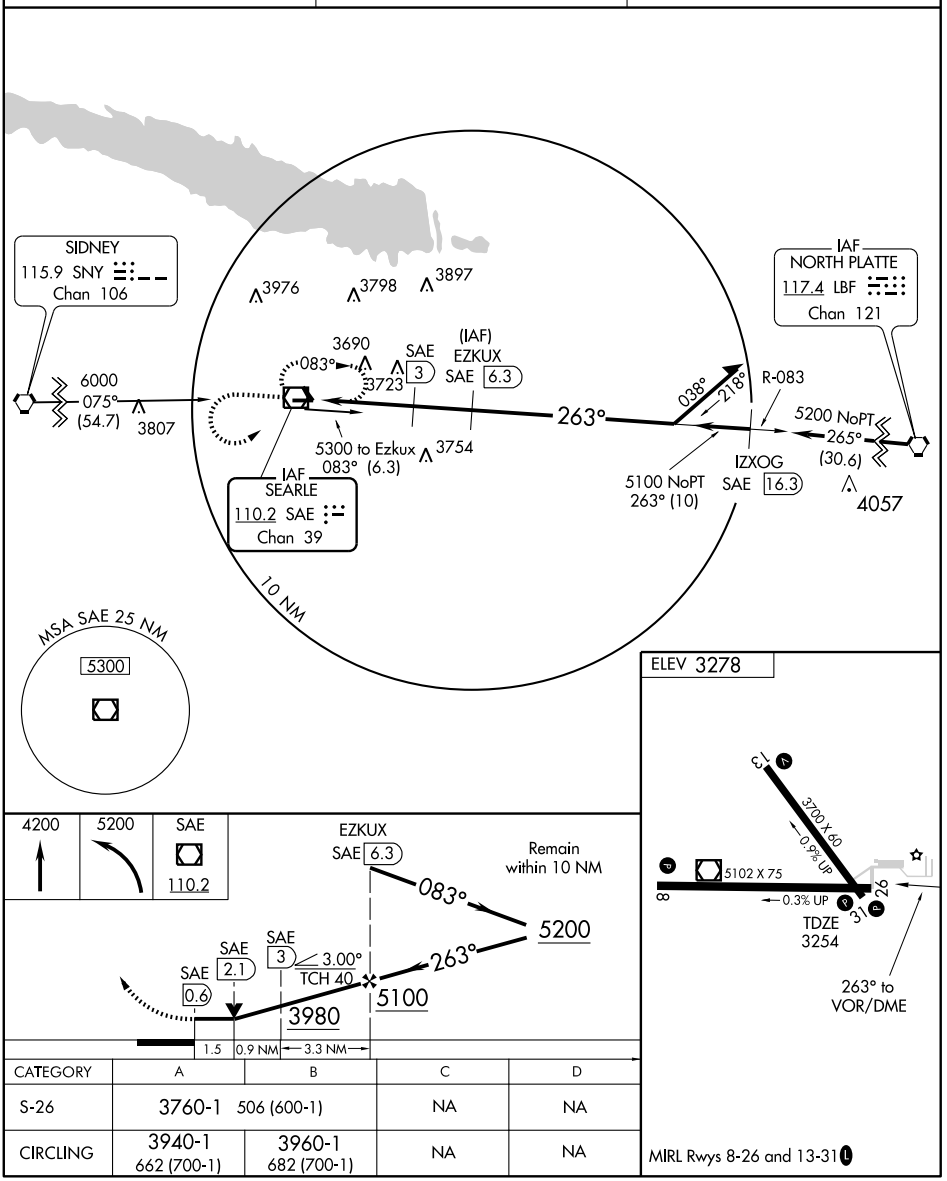
OGALLALA/SEARLE FIELD (OGA)

T
A NA

MISSED APPROACH: Climb to 4200 then climbing left turn to 5200 direct SAE VOR/DME and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-26	3760-1 506 (600-1)		NA	NA
CIRCLING	3940-1 662 (700-1)	3960-1 682 (700-1)	NA	NA

MIRL Rwys 8-26 and 13-31 L

VOR/DME SAE 110.2 Chan 39	APP CRS 067°	Rwy Idg 5102 TDZE 3260 Apt Elev 3278

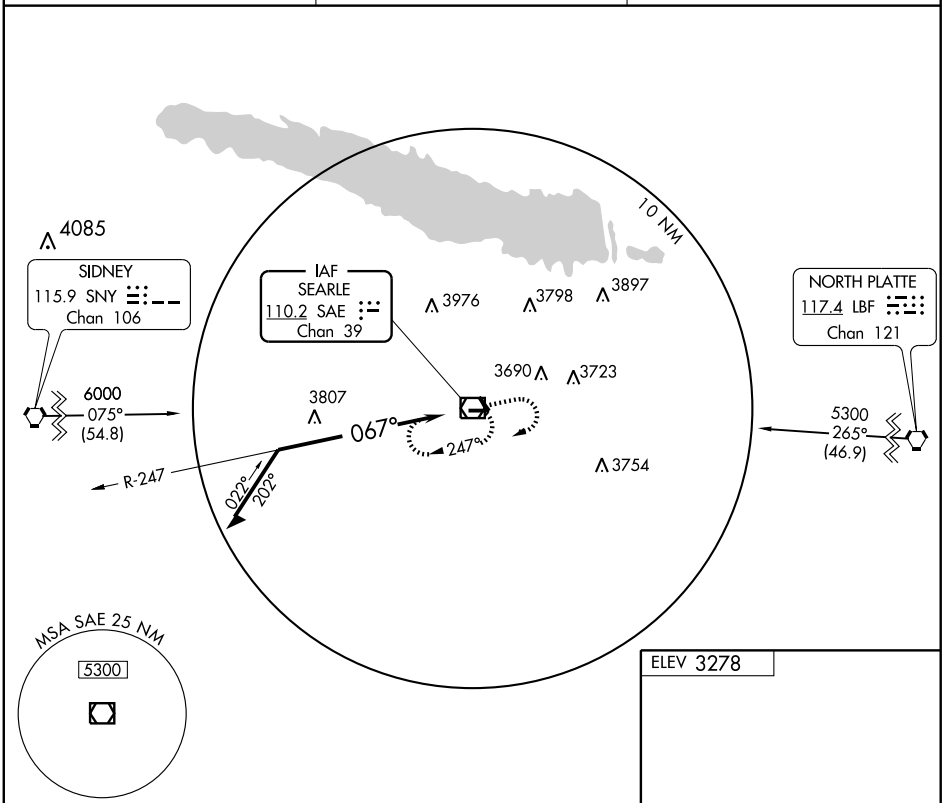
VOR RWY 8

OGALLALA/SEARLE FIELD (OGA)

NA

MISSED APPROACH: Climb to 5300 then right turn to SAE VOR/DME and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-8	4120-1 860 (900-1)	4120-1¼ 860 (900-1¼)	NA	NA
CIRCLING	4120-1 842 (900-1)	4120-1¼ 842 (900-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME SAE 110.2 Chan 39	APP CRS 263°	Rwy Idg 5102 TDZE 3254 Apt Elev 3278

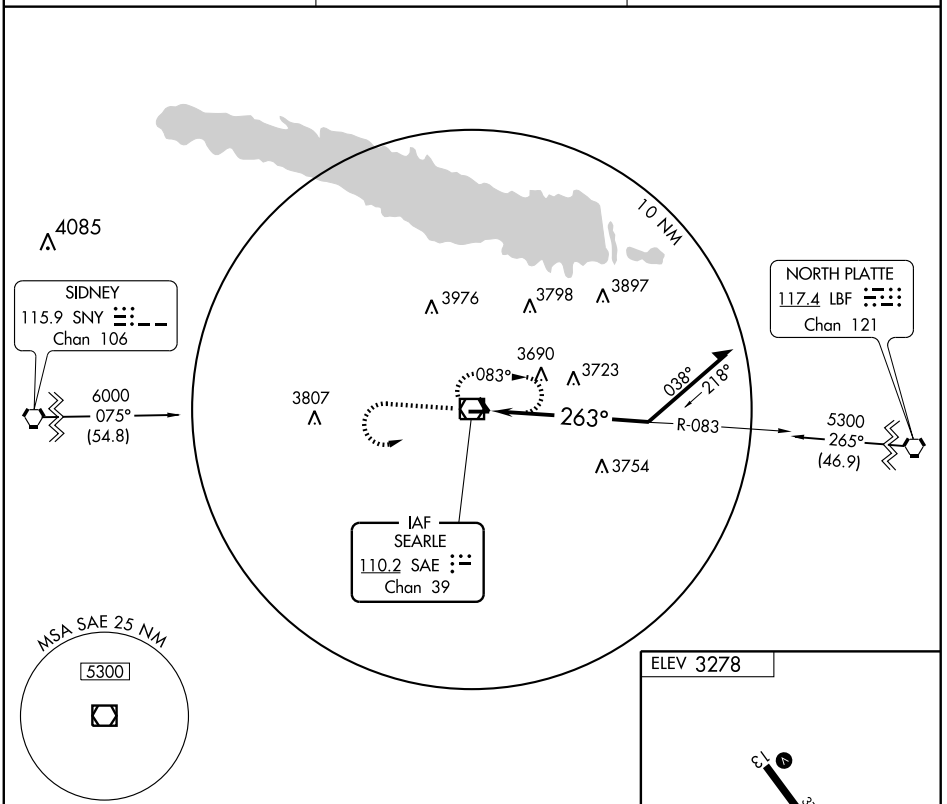
VOR RWY 26

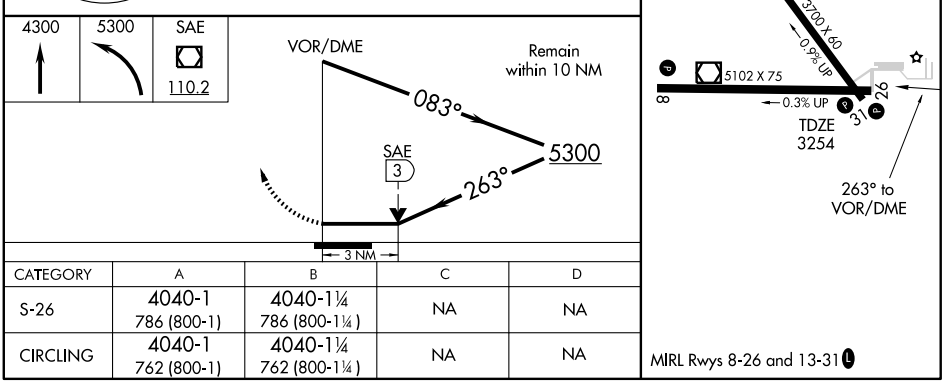
OGALLALA/SEARLE FIELD (OGA)

NA

MISSED APPROACH: Climb to 4300 then climbing left turn to 5300 direct SAE VOR/DME and hold.

AWOS-3 121.275	DENVER CENTER 132.7 397.85	UNICOM 122.8 (CTAF) L



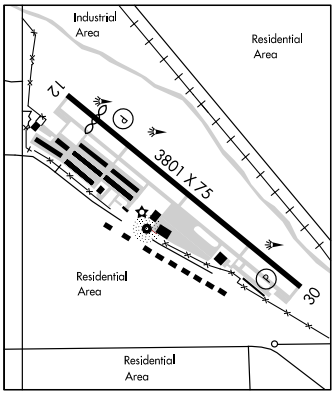


CATEGORY	A	B	C	D
S-26	4040-1 786 (800-1)	4040-1¼ 786 (800-1¼)	NA	NA
CIRCLING	4040-1 762 (800-1)	4040-1¼ 762 (800-1¼)	NA	NA

MIRL Rwys 8-26 and 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MILLARD (MLE) 7 SW UTC−6(−5DT) N41°11.76′ W96°06.74′ **OMAHA**
1051 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—2000(949) LRA NOTAM FILE MLE **L–10I, 12I**
RWY 12–30: H3801X75 (CONC) S–12.5, D–12.5 MIRL **IAP**
RWY 12: REIL. PAPI(P2L)—GA 3.08° TCH 39′. Thld dsplcd 212′. Road.
RWY 30: PAPI(P2L)—GA 3.08° TCH 39′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3801 TODA–3801 ASDA–3801 LDA–3588
RWY 30: TORA–3801 TODA–3801 ASDA–3588 LDA–3801
AIRPORT REMARKS: Attended 1200–0400Z‡. For svc after 0400Z‡ call 402–895–4974 between 1200–0400Z‡. Deer on and invof arpt. Military jet overflying at 3000′ MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (402) 895–6778.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **OMAHA APP/DEP CON** 120.1 **CLNC DEL** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 268° 17.1 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 371 MLE N41°11.69′ W96°06.84′ at fld. NOTAM FILE MLE.

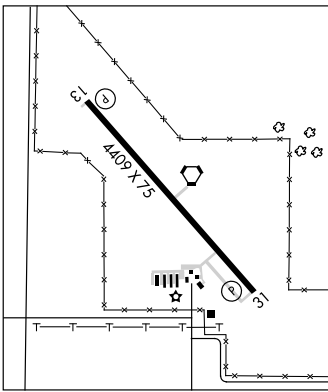


NORTH OMAHA (3NO) 7 NW UTC−6(−5DT) N41°22.10′ W96°01.35′ **OMAHA**
1322 S2 **FUEL** 100LL NOTAM FILE OLU
RWY 17–35: H2480X40 (CONC) S–28 LIRL (NSTD)
RWY 17: Trees. **RWY 35:** Thld dsplcd 600′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. For svc other hrs call 402–571–7585. No touch and go ldgs allowed. Rwy 17–35 56′ either side of conc usable turf. Rwy 17–35 CLOSED to acft 8000 lbs and over. Rwy 17–35 NSTD LIRL, lgts located 66′ from rwy edge; 6 thld lights each end.
COMMUNICATIONS: CTAF/UNICOM 122.8

O'NEILL N42°28.23′ W98°41.22′ NOTAM FILE ONL. **OMAHA**
(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni–John L Baker Fld. 2030/10E. **HIWAS.** **H–5B, L–12H**
RCO 122.45 (COLUMBUS RADIO)

O'NEILL

THE O'NEILL MUNI–JOHN L BAKER FLD (ONL) 2 NW UTC−6(−5DT) N42°28.17′ W98°41.24′ **OMAHA**
2031 B S4 **FUEL** 100LL, JET A+ NOTAM FILE ONL **L–12H**
RWY 13–31: H4409X75 (CONC) S–30 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300–0000Z‡. For after hrs svc call 402–336–7588. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (402) 336–4834. **HIWAS** 113.9 ONL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (COLUMBUS RADIO)
MINNEAPOLIS CENTER APP/DEP 128.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.
(H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ at fld. 2030/10E. **HIWAS.**



NDB MLE	APP CRS	Rwy Idg	3588
371	130°	TDZE	1051
		Apt Elev	1051

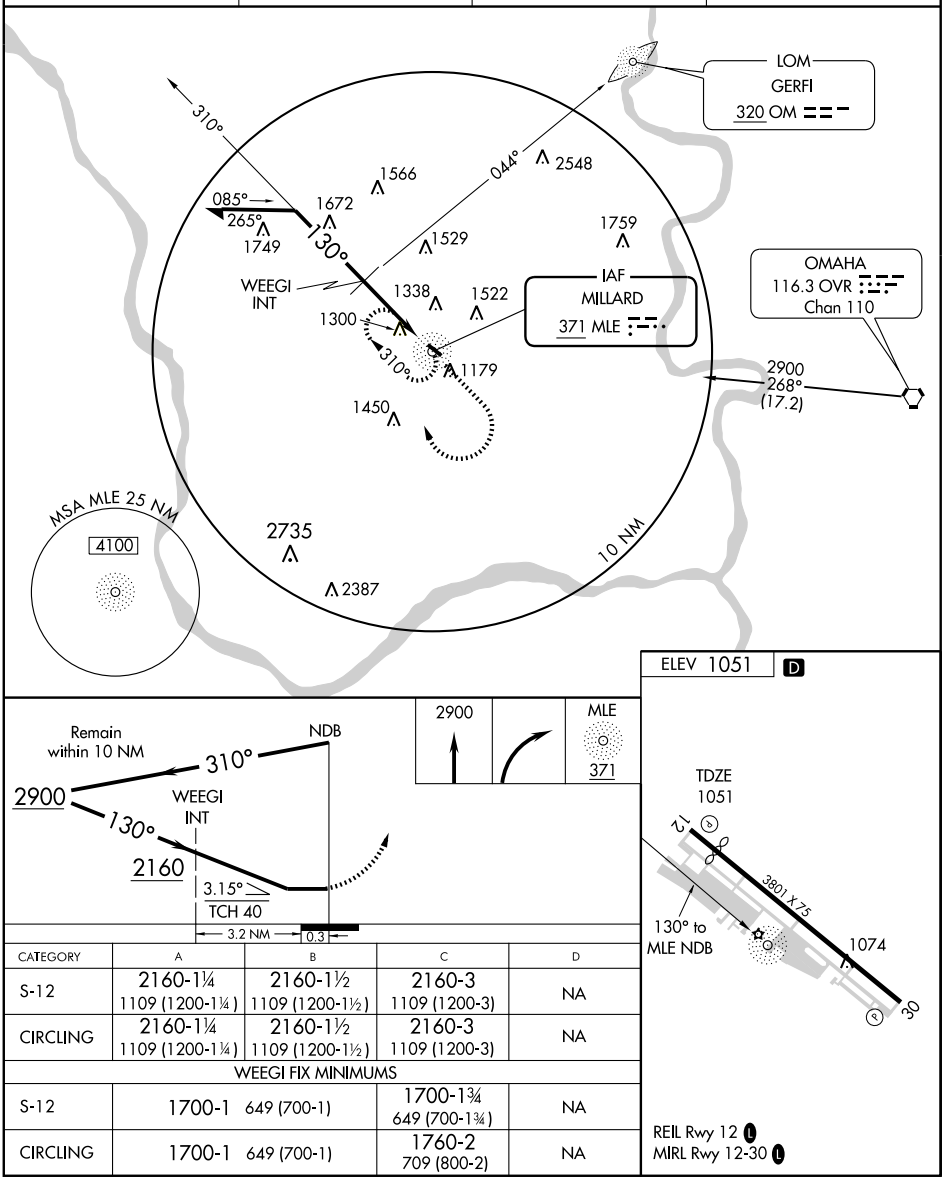
NDB RWY 12

OMAHA/MILLARD (MLE)

NA

MISSED APPROACH: Climb to 2900 then right turn direct MLE NDB and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-12	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
CIRCLING	2160-1¼ 1109 (1200-1¼)	2160-1½ 1109 (1200-1½)	2160-3 1109 (1200-3)	NA
WEEGI FIX MINIMUMS				
S-12	1700-1 649 (700-1)		1700-1¾ 649 (700-1¾)	NA
CIRCLING	1700-1 649 (700-1)		1760-2 709 (800-2)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3588
CH 78402	123°	TDZE	1051
W12A		Apt Elev	1051

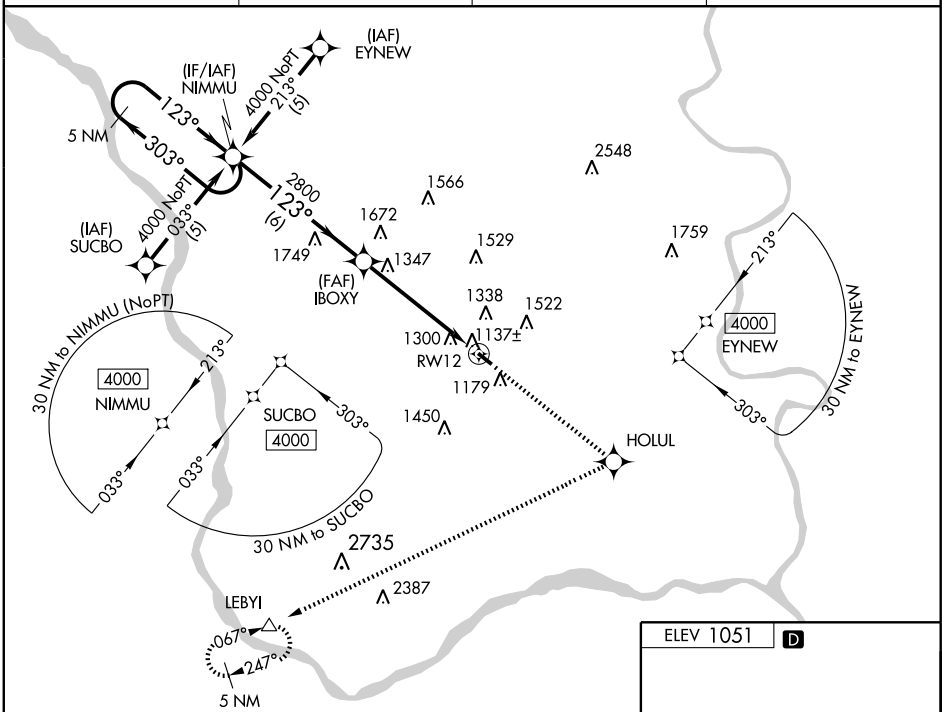
RNAV (GPS) RWY 12

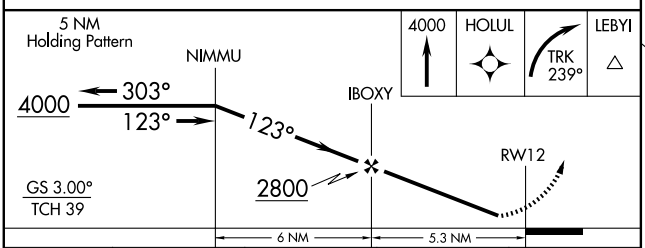
OMAHA/ MILLARD (MLE)

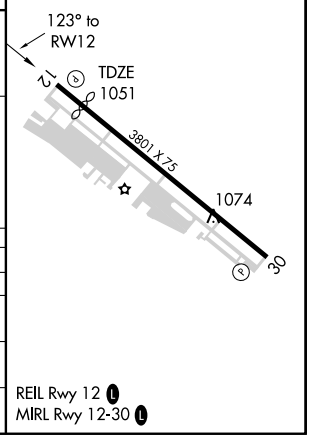
▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all DAs/MDAs 80 feet. BARO-VNAV NA when using ▲ Council Bluffs Muni altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 95°C (203°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct HOLUL and right turn via 239° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1387-1¼ 336 (400-1¼)			NA
LNAV/ VNAV DA	1668-2 617 (700-1)			NA
LNAV MDA	1660-1 609 (700-1)		1660-1¾ 609 (700-1¾)	NA
CIRCLING	1700-2 649 (700-2)		1760-2 709 (800-2)	NA

REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

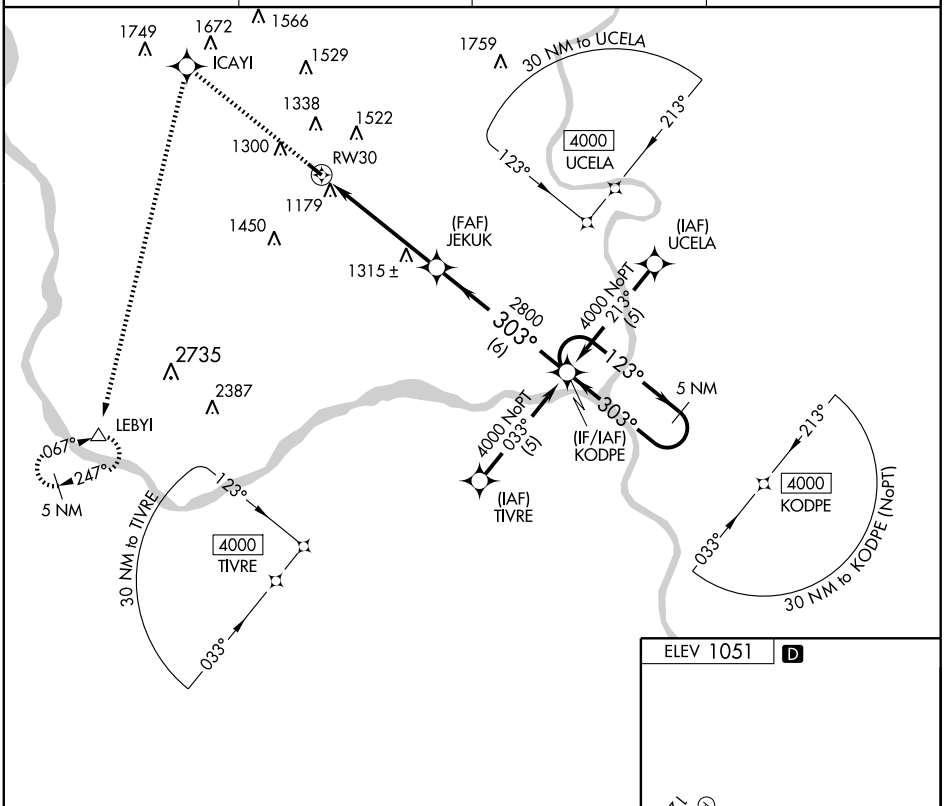
OMAHA/MILLARD (MLE)

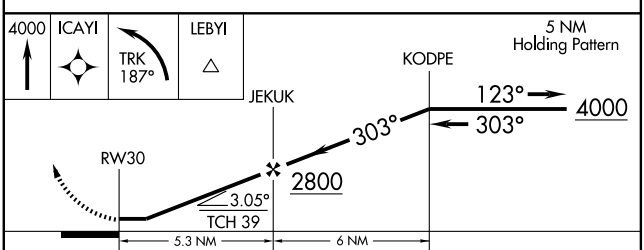
APP CRS	Rwy Idg	3801
303°	TDZE	1050
	Apt Elev	1051

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Council Bluffs Muni altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA.

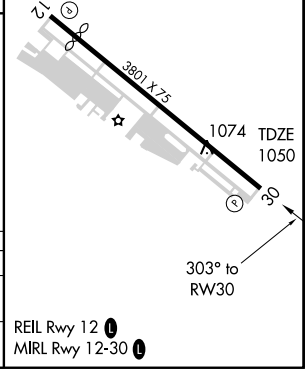
MISSED APPROACH: Climb to 4000 direct ICAYI and left turn via 187° track to LEBYI and hold.

AWOS-3	OMAHA APP CON	CLNC DEL	UNICOM
118.25	120.1 354.05	125.4	123.0 (CTAF) L





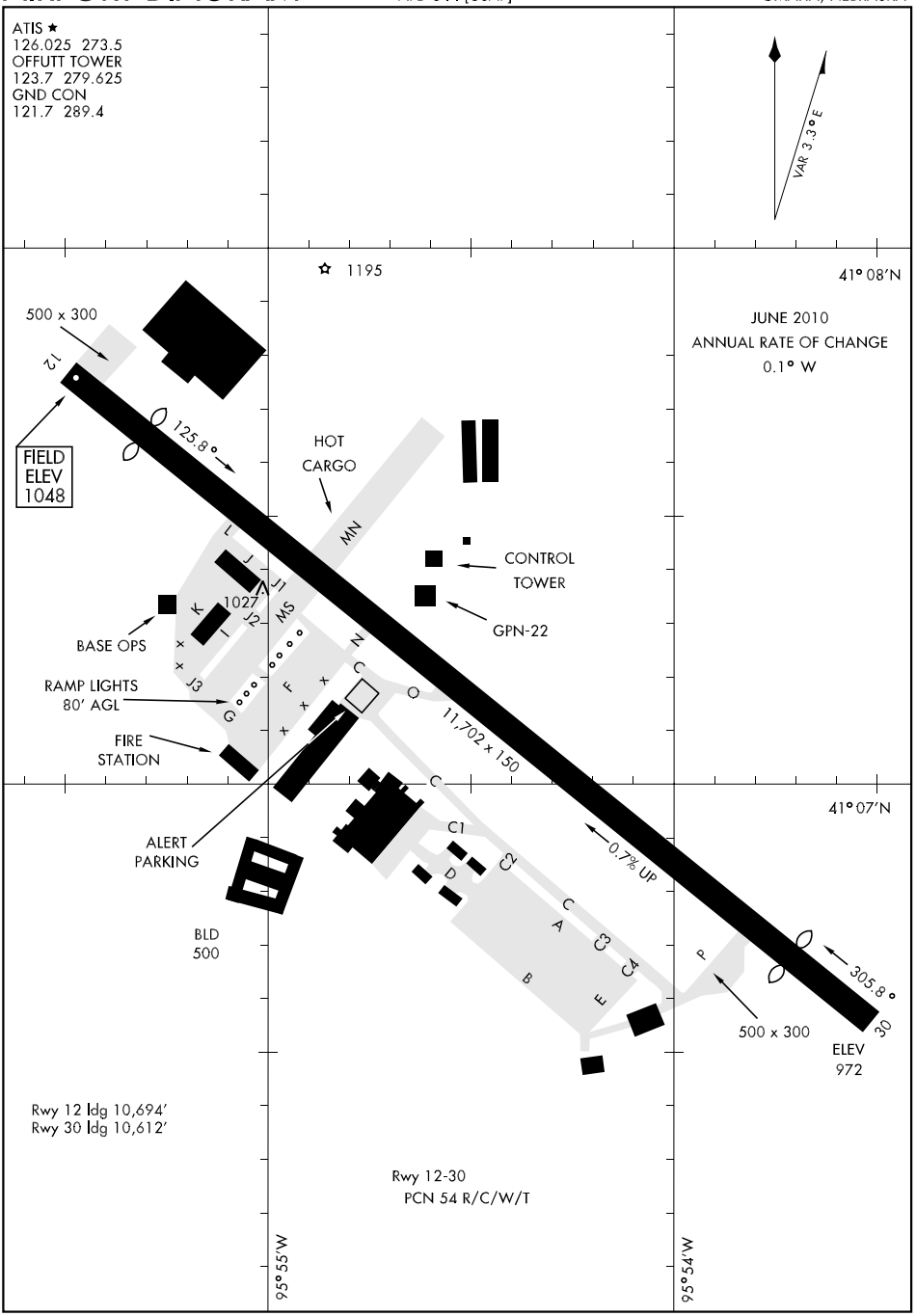
CATEGORY	A	B	C	D
LNAV MDA	1620-1 570 (600-1)		1620-1½ 570 (600-1½)	NA
CIRCLING	1700-1 649 (700-1)		1760-2 709 (800-2)	NA



REIL Rwy 12 L
MIRL Rwy 12-30 L

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

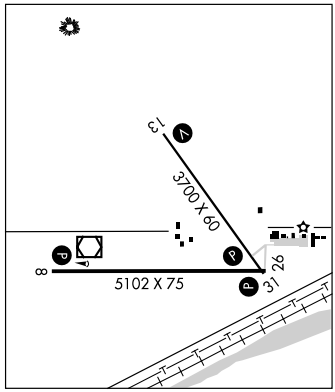


NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

OFFUTT AFB (OFF)(KOFF) AF 8 SE UTC−6(−5DT) N41°07.16′ W95°54.51′ **OMAHA**
1048 B TPA—See Remarks AOE NOTAM FILE OFF Not insp. **H–5C, L–10I, 12I**
RWY 12–30: H11702X300 (CONC) PCN 54 R/C/W/T HIRL **DIAP, AD**
RWY 12: ALSF1. PAPI(P4L)–GA 3.0° TCH 42′. Thld dsplcd 1008′.
RWY 30: ALSF1. PAPI(P4L)–GA 2.80° TCH 56′. Thld dsplcd 1090′.
MILITARY SERVICE: LGT JASU (M32A–86) (AM32A–95) **FUEL** J8 **FLUID** W SP PRESAIR LHOX LOX **OIL** O–148–156 SOAP **TRAN ALERT** Opr 1200–0530Z‡ daily. Tran acft not allowed when tran alert not avbl.
MILITARY REMARKS: See FLIP AP/1 Supplementary Arpt Information. **RSTD:** PPR, minimum 24 hr notice rqr and no more than 7 days prior, ctc am ops. PPR all acft, ctc AM OPS. Pavement byd rwy edge stripes not stressed for acft. All acft must complete 180° turn inside the 150′ rwy width, all others must turn at end of pavement byd thld. Quiet hr policy in effect. Acft with distinguished visitors and passengers contact command post at least 30 min prior to ETA and when 60 NM out. **CAUTION:** Numerous unlit obstacles on afld. Rwy 12 0.7 percent downgrade, high embankment apch end turbulence and high variable crosswinds during south to southwest SFC winds. Numerous lgt acft at Millard arpt on apch for Rwy 12. Rwy 12–30 150′ wide, signs and lgt installed for 300′ wide. 1000′ distance remaining mark on both rwy missing. **TFC PAT:** All patterns are south of rwy centerline, rectangular 2500′, overhead 3000′ & remain 5 NM. **MISC:** Rwy grooved. Afld management issues no COMSEC for transient crews. Temporary storage limited to secret. 55 wing command post will provide temporary storage of top secret. AM OPS DSN 271–3207/3240, C402–294–3207/3240, fax DSN 272–4175, C402–232–4175.
COMMUNICATIONS: SFA **ATIS** 126.025 273.5 **PTD** 379.4.
Ⓡ **OMAHA APP/DEP CON** 120.1 354.05 (West) 124.5 263.0 (East)
TOWER 123.7 279.625 **GND CON** 121.7 289.4
COMD POST (Call sign RAYMOND 21) 311.0 321.0 **PMSV METRO** 227.4 Augmented ASOS in use, DSN 272–1996, C402–232–1996. Full Wx svc avbl H24 DSN 271–3459, C402–294–3459. Transient brief svc avbl via 15 OWS DSN 576–9755, C618–256–9755. **AG** See Global HF Systems listing in FIH.)
AIRSPACE: CLASS C svc continuous ctc **APP CON**
RADIO AIDS TO NAVIGATION: NOTAM FILE OFF.
(L) TACAN Chan 54 OFF (111.7) N41°07.03′ W95°54.00′ at fld. 1090/5E. No NOTAM maintenance period Thu 1300–1500Z‡. TACAN unusable: 300°–330° byd 15 NM blo 4,000′ 330°–300° byd 30 NM blo 5,000′.
ILS 109.5 I–OFF Rwy 30. No NOTAM maintenance period Mon–Tue 1300–1500Z‡.
ILS 111.7 I–ATB Rwy 12 Class I. No NOTAM maintenance period Wed–Fri 1300–1500Z‡.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima.

OGALLALA

SEARLE FLD (OGA) 2 W UTC−7(−6DT) N41°07.17′ W101°46.18′ **CHEYENNE**
3279 B S4 **FUEL** 100LL, JET A+ OX 1 NOTAM FILE OGA **H–5B, L–10G, 12G**
RWY 08–26: H5102X75 (CONC) S–12.5, D–12.5 MIRL 0.3% up W **IAP**
RWY 08: PAPI (P2L)–GA 3.0° TCH 42′.
RWY 26: PAPI (P2L)–GA 3.0° TCH 49′.
RWY 13–31: H3700X60 (CONC) S–12.5, D–12.5 MIRL 0.9% up NW
RWY 13: VASI(V4L)—GA 3.5° TCH 40′. Pole.
RWY 31: PAPI(P2L)—GA 3.0° TCH 40′. Pole.
AIRPORT REMARKS: Attended Mon–Fri 1430–2330Z‡. For attendant after hrs call 308–284–4447/3848. Recharge bottled aviators breathing oxygen for pressured aircraft. Rwy 08 designated as calm wind rwy. ACTIVATE MIRL Rwy 13–31 and Rwy 08–26 and PAPI Rwy 08, Rwy 26 and Rwy 31 and VASI Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.275 (308)284–6573.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **DENVER CENTER APP/DEP CON** 132.7
RADIO AIDS TO NAVIGATION: NOTAM FILE LBF.
NORTH PLATTE (L) VORTACW 117.4 LBF Chan 121 N41°02.92′ W100°44.83′ 265° 46.6 NM to fld. 2964/11E. **HIWAS.**
(T) VORW/DME 110.2 SAE Chan 39 N41°07.15′ W101°46.56′ at fld. NOTAM FILE OGA.
DME portion unusable 270°–030° byd 15 NM.



LOC I-OFF	APCH CRS	Rwy ldg 10,612 THRE 972 Arpt Elev 1048
109.5	304°	

HI-ILS or LOC/DME RWY 30

JAL-544 [USAF] OFFUTT AFB (KOFF)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 and vis to 1⅛ miles.

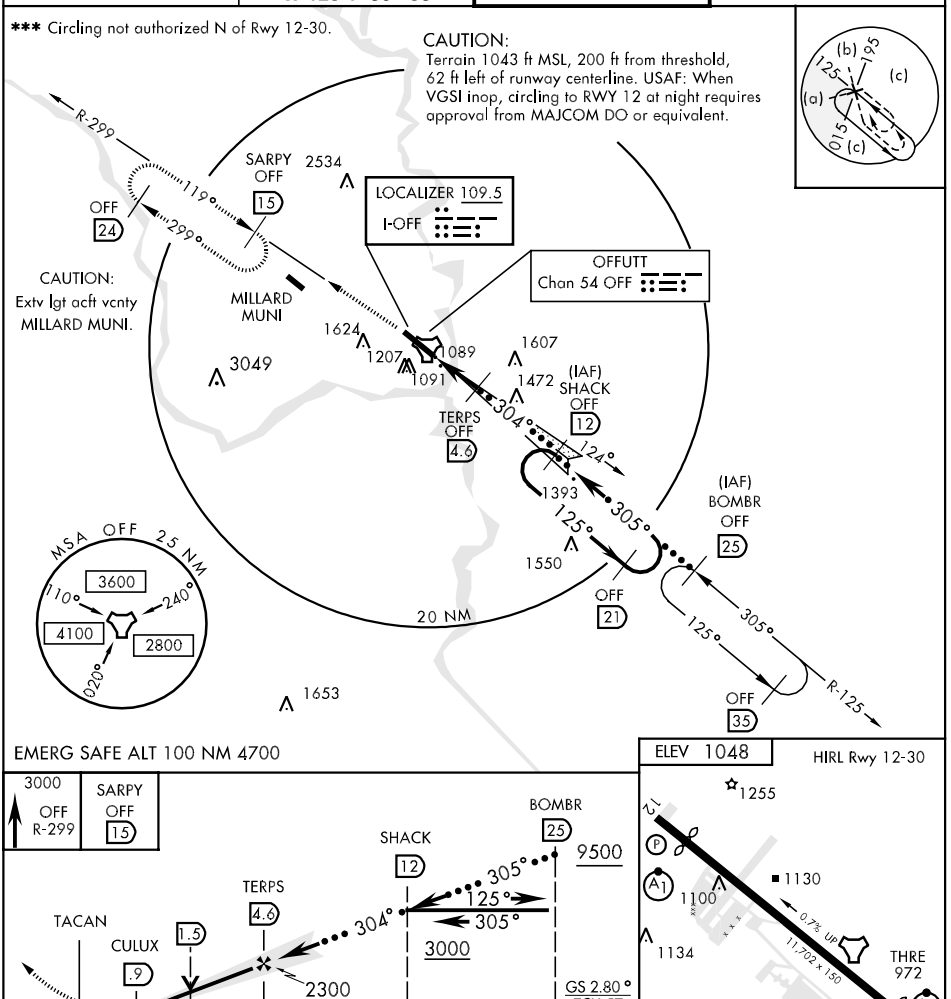
ALSF-1

MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.

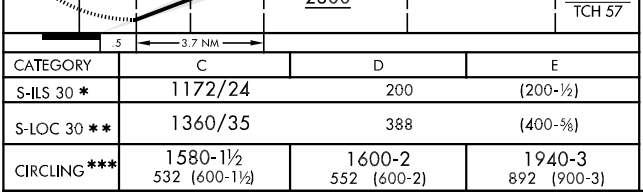
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

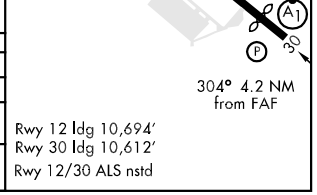
*** Circling not authorized N of Rwy 12-30.

CAUTION:
Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700





CATEGORY	C	D	E
S-ILS 30 *	1172/24	200	(200-½)
S-LOC 30 **	1360/35	388	(400-⅝)
CIRCLING ***	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,694 THRE 1039 Arpt Elev 1048

JAL-544 [USAF]

OFFUTT AFB (KOFF)

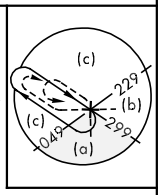
* When ALS inop, increase CAT CDE vis to 1¾ miles.
** Circling not authorized N of Rwy 12-30.

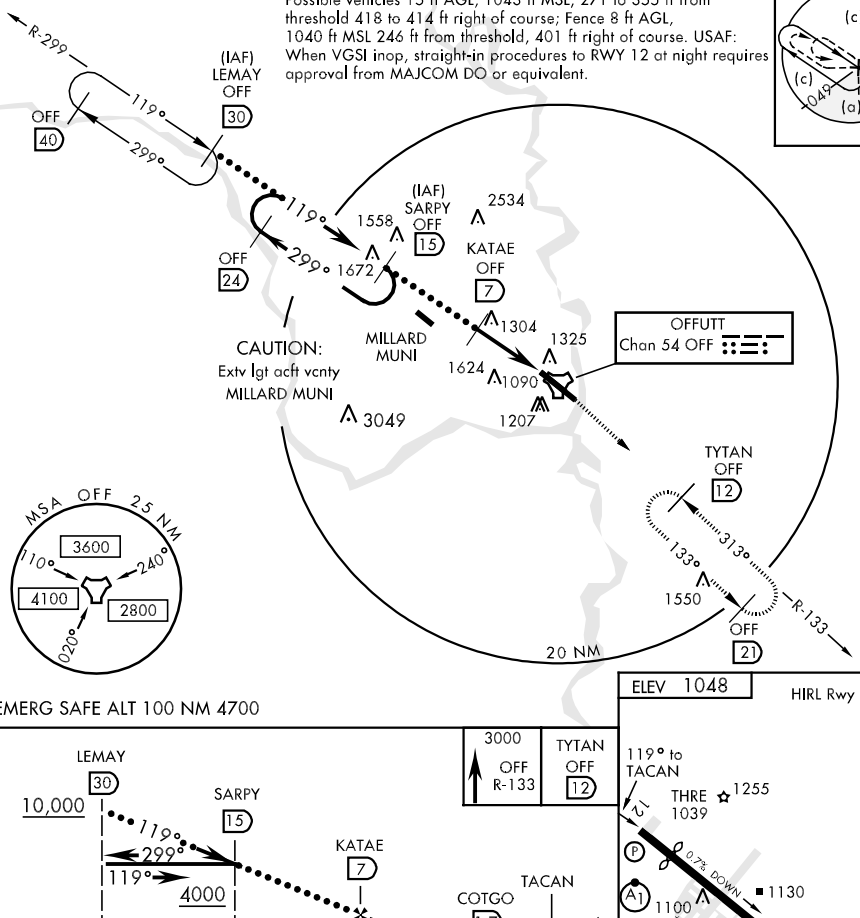
ALSF-1

MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold

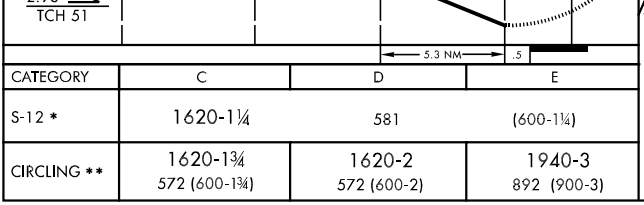
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

CAUTION: Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course. Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

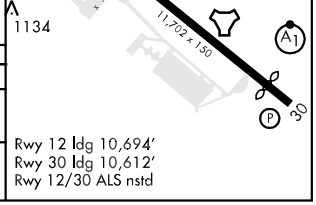




EMERG SAFE ALT 100 NM 4700



3000 OFF R-133	TYTAN OFF 12



CATEGORY	C	D	E
S-12 *	1620-1¼	581	(600-1¼)
CIRCLING **	1620-1¾ 572 (600-1¾)	1620-2 572 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

HI-TACAN RWY 30

TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,612 THRE 972 Arpt Elev 1048	JAL-544 [USAF]	OFFUTT AFB (KOFF)

* When ALS inop, increase CAT CDE RVR to 60, vis to 1⅛ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

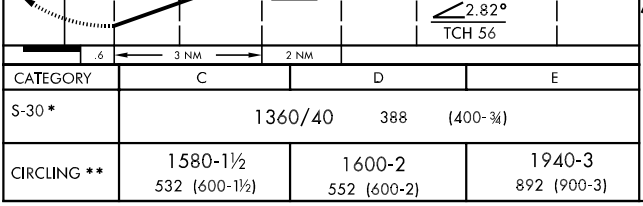
CAUTION:
Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.

(a) 133° 023°
(b) 203°
(c)
(c)

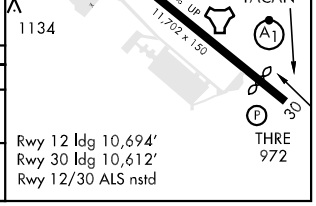
R-299
SARPY OFF 15
OFF 24
119°
299°
2534
OFFUTT Chan 54 OFF
CAUTION:
Extv lgt acft vcnty MILLARD MUNI.
MILLARD MUNI
1624
CIMAK OFF 4
1050
1207
3049
1317
1094
1101
WOLFE OFF 6
(IAF) TYTAN OFF 12
1543
133°
313°
1550
(IAF) LOOKR OFF 25
OFF 21
20 NM
133°
313°
R-133
OFF 35
1653
MSA OFF 25 NM
3600
110°
240°
4100
2800
020°

EMERG SAFE ALT 100 NM 4700

3000 OFF R-299
SARPY OFF 15



ELEV 1048
HIRL Rwy 12-30



CATEGORY	C	D	E
S-30 *	1360/40 388 (400-¾)		
CIRCLING **	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

OMAHA ATIS
120.4
★ OFFUTT AFB ATIS
126.025 273.5
OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
HOWRY
N41°22.01' W096°51.23'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 10000
BOYSS
N41°15.88'
W096°16.41'
GEEZR
N41°12.65'
W095°58.51'
EPPLEY AIRFIELD
OFFUTT AFB
OMAHA
116.3 OVR
Chan 110
N41°10.04'
W95°44.20'
LINCOLN
116.1 LNK
Chan 108
O'NEILL
113.9 ONL
Chan 86
N42°28.23'
W98°41.22'
L-12, H-5
COLUMBUS
111.8 OLU
Chan 55
N41°27.00'
W97°20.45'
GRAND ISLAND
112.0 GRI
Chan 57
N40°59.04'
W98°18.89'
L-10-12
WOLBACH
114.8 OBH
Chan 95
N41°22.54'
W98°21.22'
L-12, H-5
R-308
R-340
R-276
R-057
R-054
4000
096°
(27)
4000
060°
(14)
10000
095°
(23)
10000
083°
(68)
10000
063°
(70)
10000
125°
(86)
120°
130°
52
23
25
11
(NARRATIVE ON FOLLOWING PAGE)
RADAR REQUIRED
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 12

LOC I-ATB	APCH CRS	Rwy ldg 10,694 THRE 1039 Arpt Elev 1048
111.7	124°	

AL-544 [USAF]

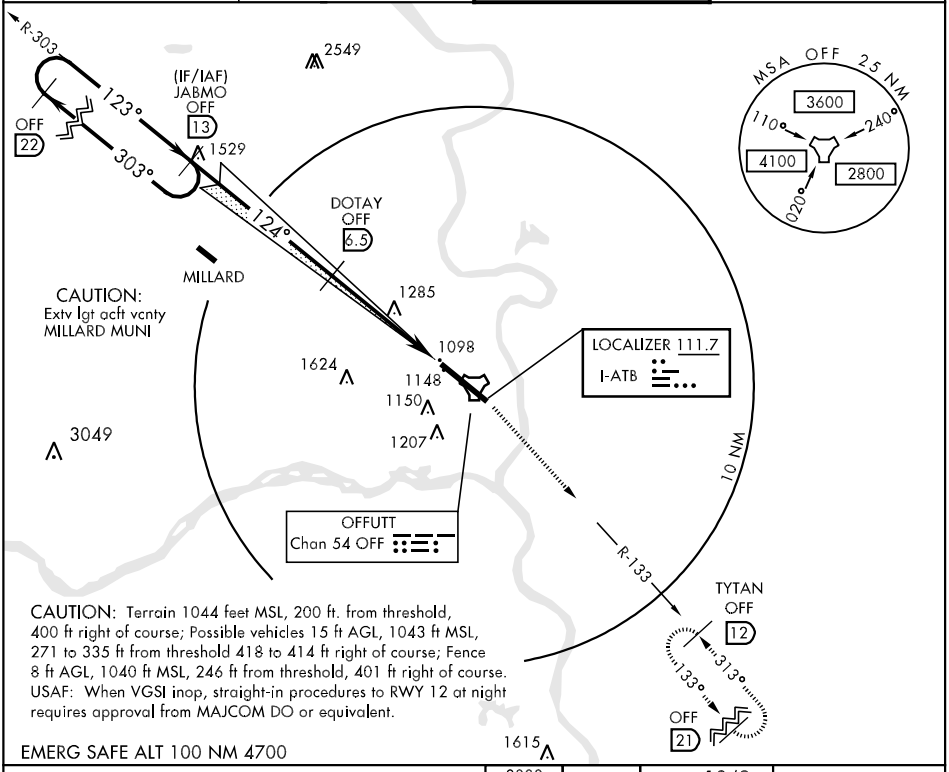
OFFUTT AFB (KOFF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.

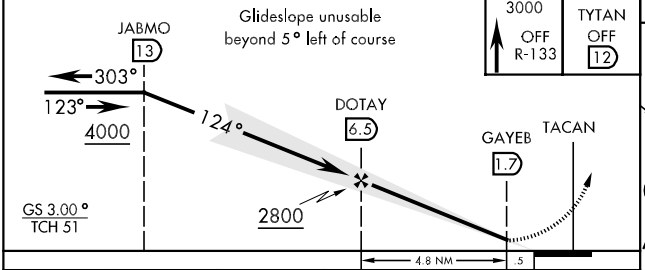
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4



CAUTION: Terrain 1044 feet MSL, 200 ft. from threshold, 400 ft right of course; Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 335 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL, 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4700

1615

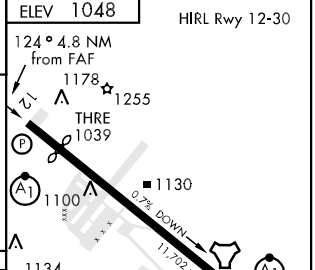


3000
OFF
R-133

TYTAN
OFF
12

ELEV 1048

HIRL Rwy 12-30



CATEGORY	A	B	C	D	E
S-ILS 12	1289/50		250	(300-1)	
S-LOC 12 *	1580/50	541 (600-1)	1580/60	541	(600-1⅛)
CIRCLING **	1580-1	532 (600-1)	1580-1⅛ 532 (600-1⅛)	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

NC-2, 21 OCT 2010 to 18 NOV 2010

ILS or LOC/DME RWY 30

OFFUTT AFB (KOFF)

LOC I-OFF 109.5	APCH CRS 304°	Rwy ldg 10,612 THRE 972 Arpt Elev 1048	AL-544 [USAF]

▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE increase RVR to 60 and vis to 1⅛ miles.

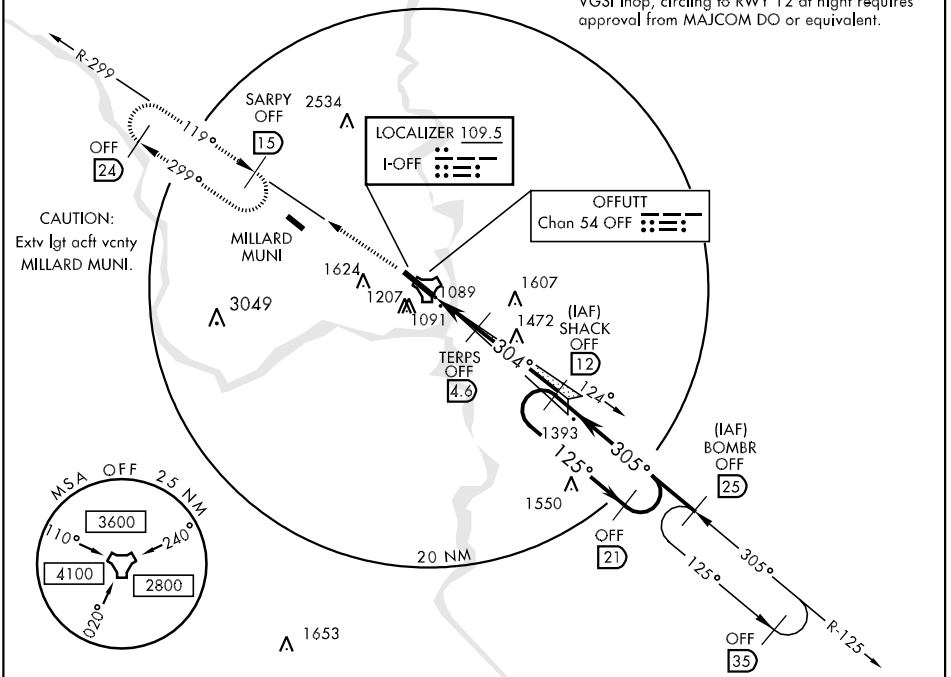
ALSF-1

MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.

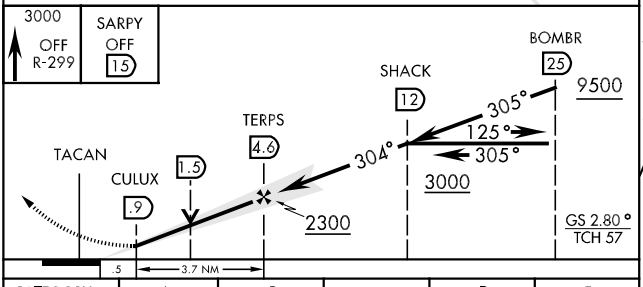
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

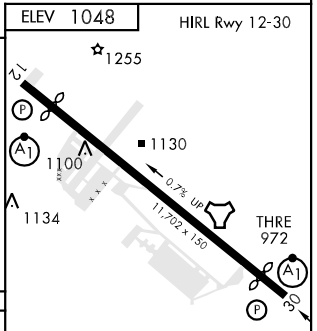
*** Circling not authorized N of Rwy 12-30.

CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700



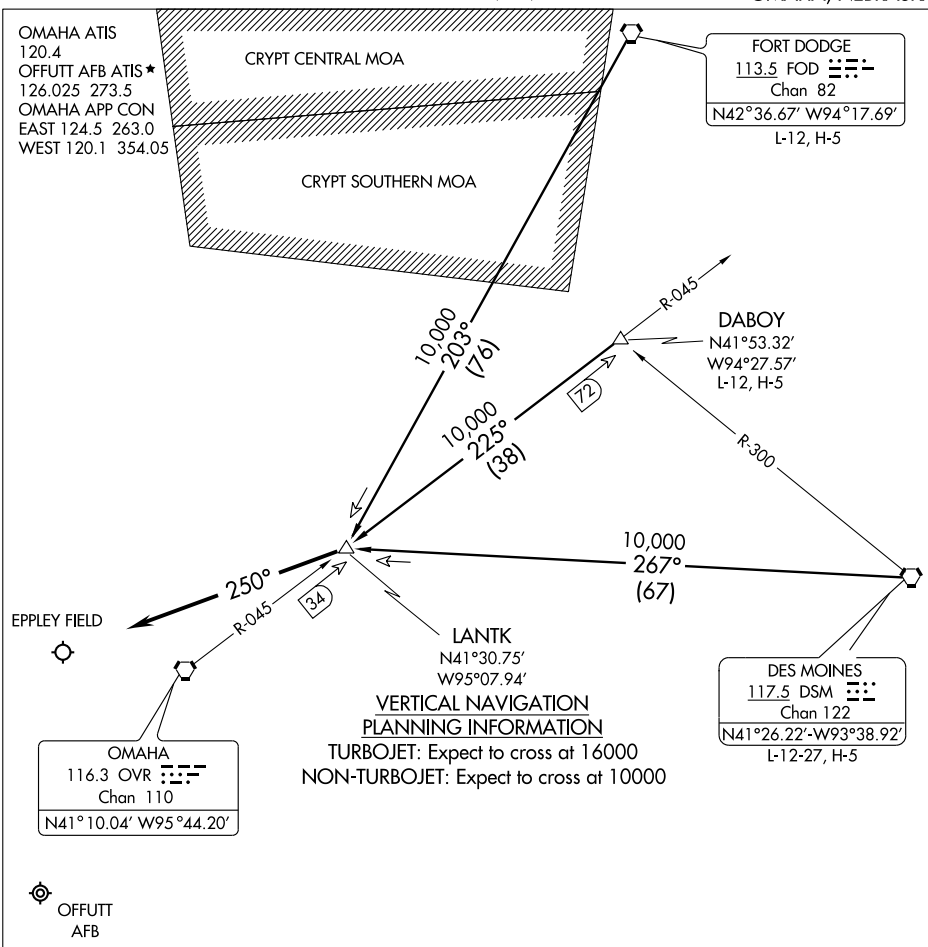


CATEGORY	A	B	C	D	E
S-ILS 30 *	1172/24		200	(200-½)	
S-LOC 30 **	1360/24 388 (400-½)		1360/35	388	(400-⅝)
CIRCLING ***	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

NC-2, 21 OCT 2010 to 18 NOV 2010

LANTK ONE ARRIVAL



Note: Chart not to scale.

RADAR REQUIRED

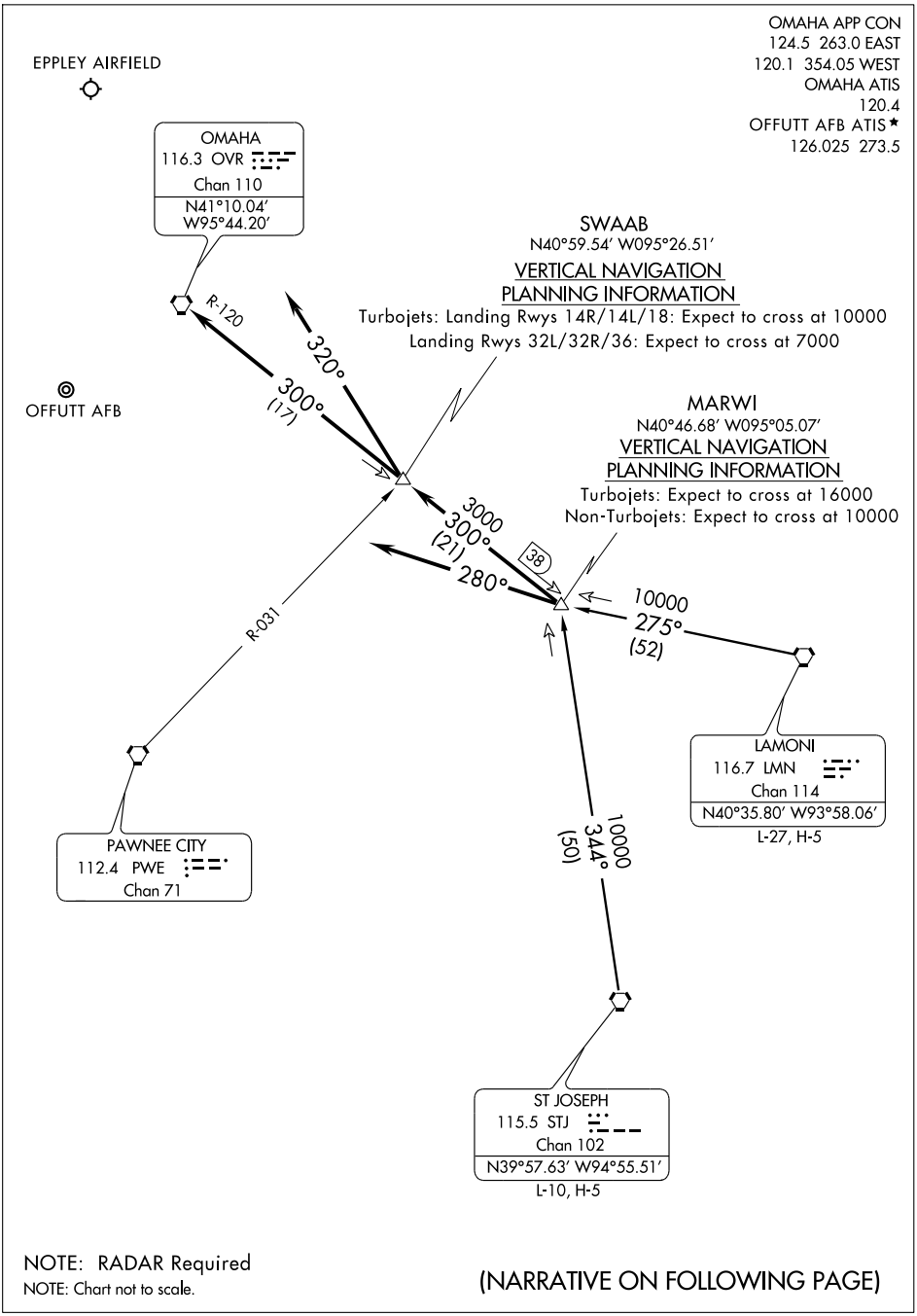
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence . . . .
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

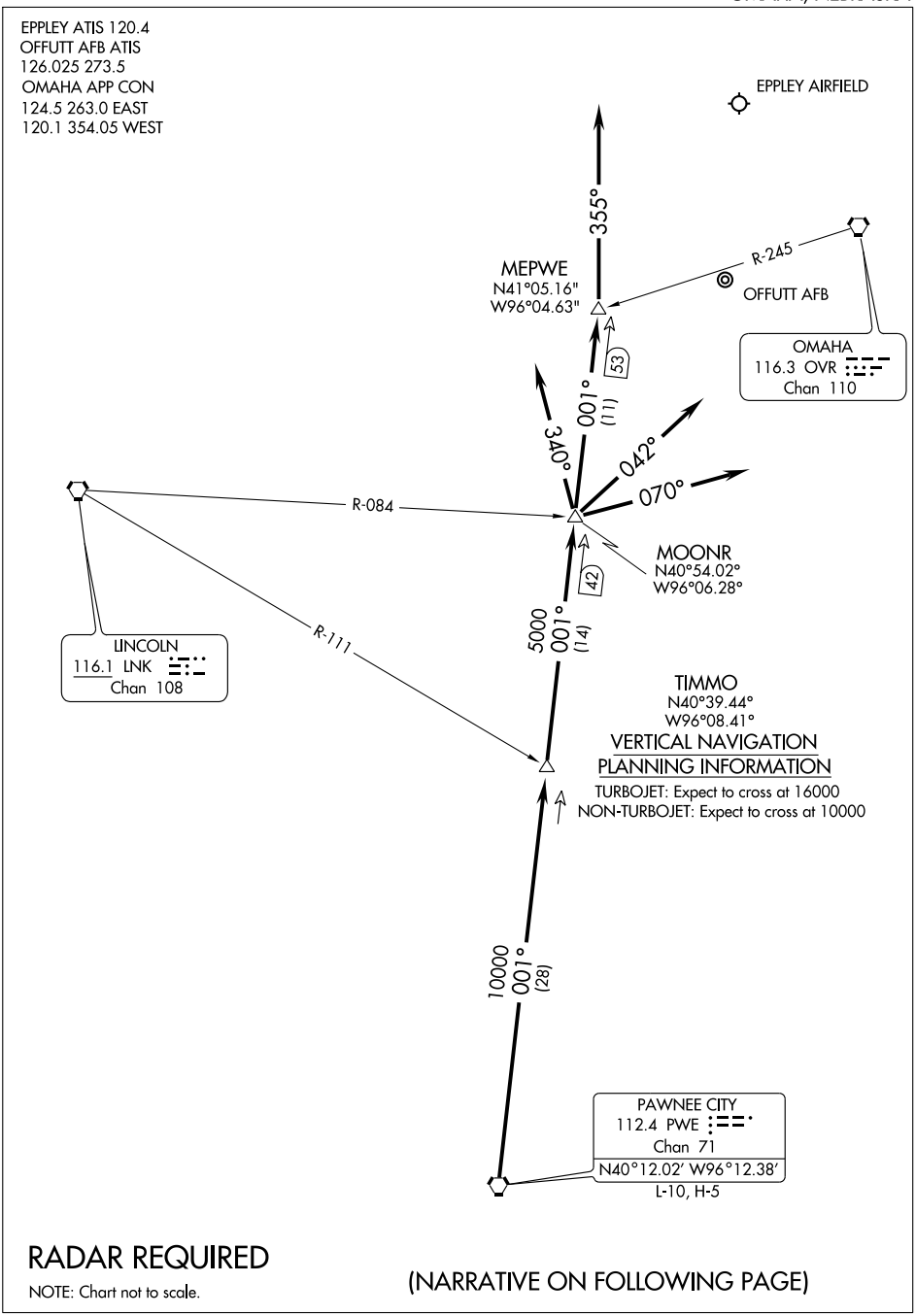
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

(PWE.PWE1) 07298

NC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

From over PWE VORTAC via PWE R-001 to TIMMO INT/28 DME TO MOONR INT/42 DME. Thence . . . .

. . . . EPPLEY AIRFIELD (OMA): Runways 14L/R, 18: To MEPWE INT/53 DME, depart MEPWE INT via heading 355°, expect radar vectors to final approach course. Runways 32L/R, 36: Depart MOONR INT via heading 042°, expect radars vectors to final approach course.
. . . . OFFUT AFB (OFF): Runway 12: Depart MOONR INT via heading 340°, expect radar vectors to final approach course. Runway 30: Depart MOONR INT via heading 070°, expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 12

APCH CRS **124°** | Rwy ldg **10,694** THRE **1039** Arpt Elev **1048**

AL-544 [USAF]

OFFUTT AFB (KOFF)

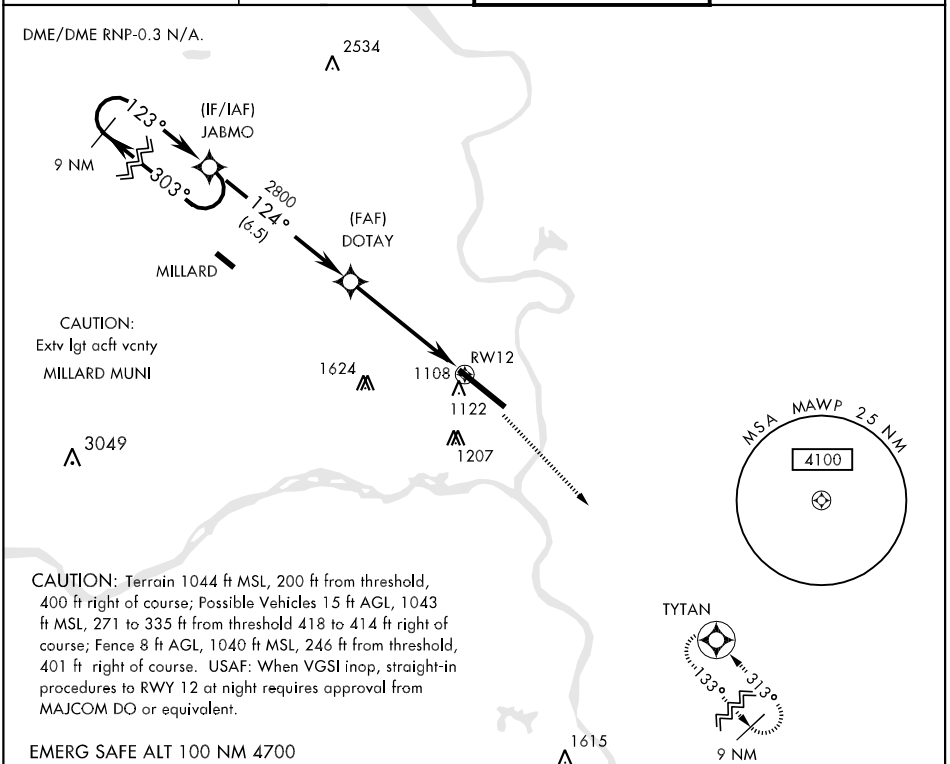
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to1 mile, CAT CDE vis to 1⅝miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 direct TYTAN and hold.

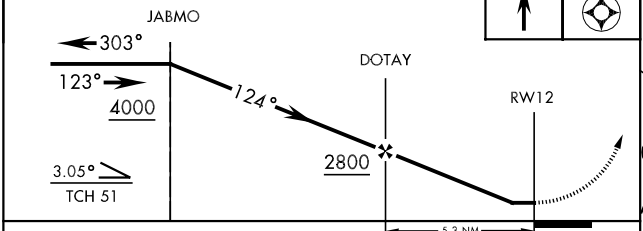
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

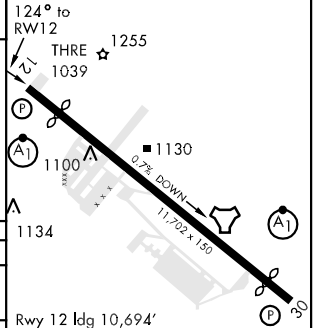
DME/DME RNP-0.3 N/A.



CAUTION: Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course; Possible Vehicles 15 ft AGL, 1043 ft MSL, 271 to 335 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL, 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
LNAV MDA *	1600/50 561 (600-1)		1600-1¼ 561 (600-1¼)		
CIRCLING **	1600-1 552 (600-1)		1600-1⅝ 552 (600-1⅝)	1600-2 552 (600-2)	1940-3 892 (900-3)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 30

APCH CRS 304° | Rwy ldg 10,612 | THRE 972 | Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

MISSED APPROACH: Climb to 3000 direct SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

DME/DME RNP-0.3 N/A.

2534

9 NM 119° 299° SARPY

MSA MAWP 25 NM 4100

MILLARD

CAUTION:
Extv lgt acft vcnty
MILLARD MUNI

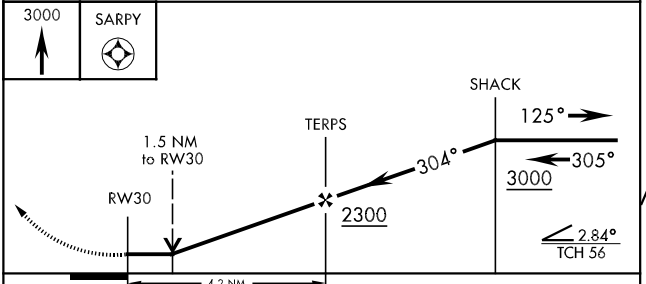
1390 1624 1043 RW30 1207 1089 1344 1607 3049 1472

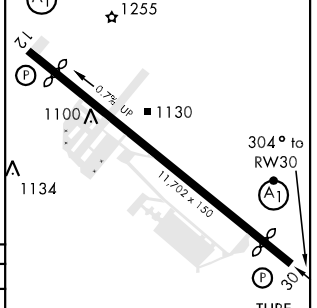
(FAF) TERPS 2300 304° (7.4) (IF/IAF) SHACK 125° 305° 9 NM

CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.

EMERG SAFE ALT 100 NM 4700

ELEV 1048 HIRL Rwy 12-30





Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

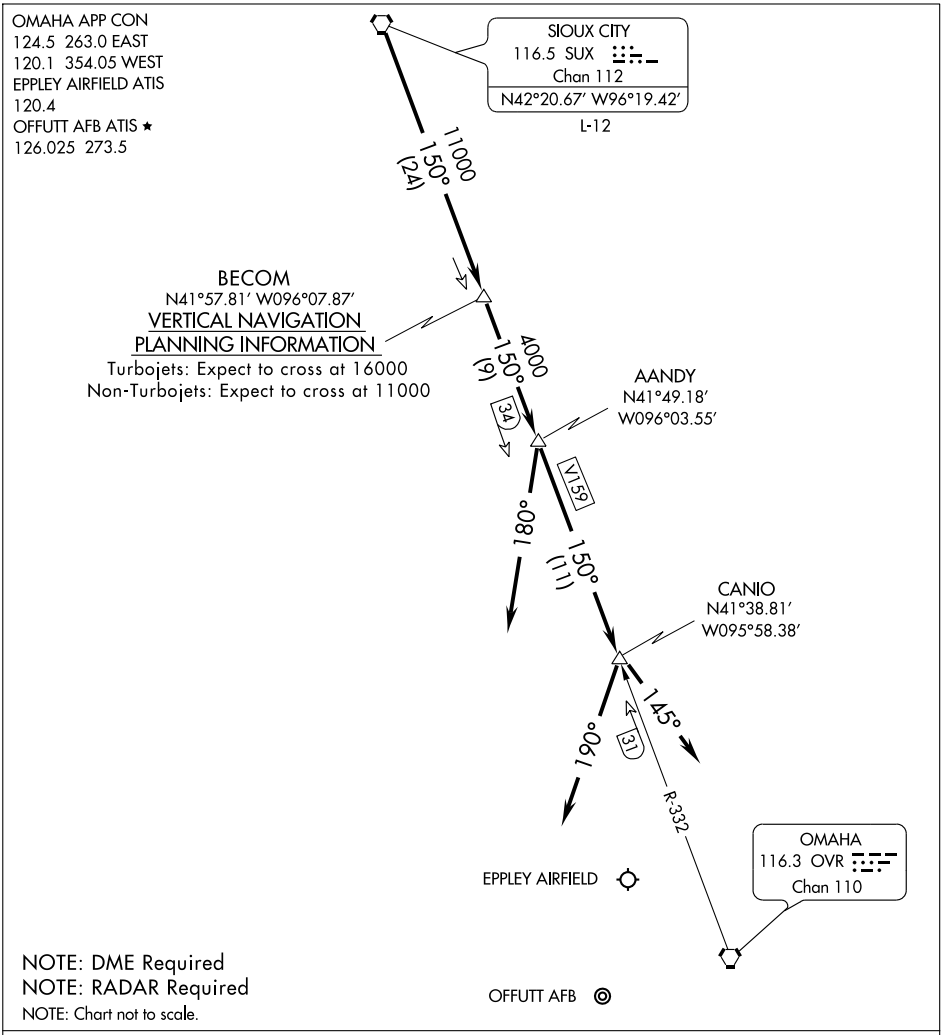
CATEGORY	A	B	C	D	E
LNAV MDA *	1480/24 508 (500-½)		1480/55 508 (500-1)		
CIRCLING **	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

SIOUX CITY ONE ARRIVAL

OMAHA, NEBRASKA

(SUX.SUX1) 09071

NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 12

TACAN OFF Chan 54	APCH CRS 119°	Rwy ldg 10,694 THRE 1039 Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

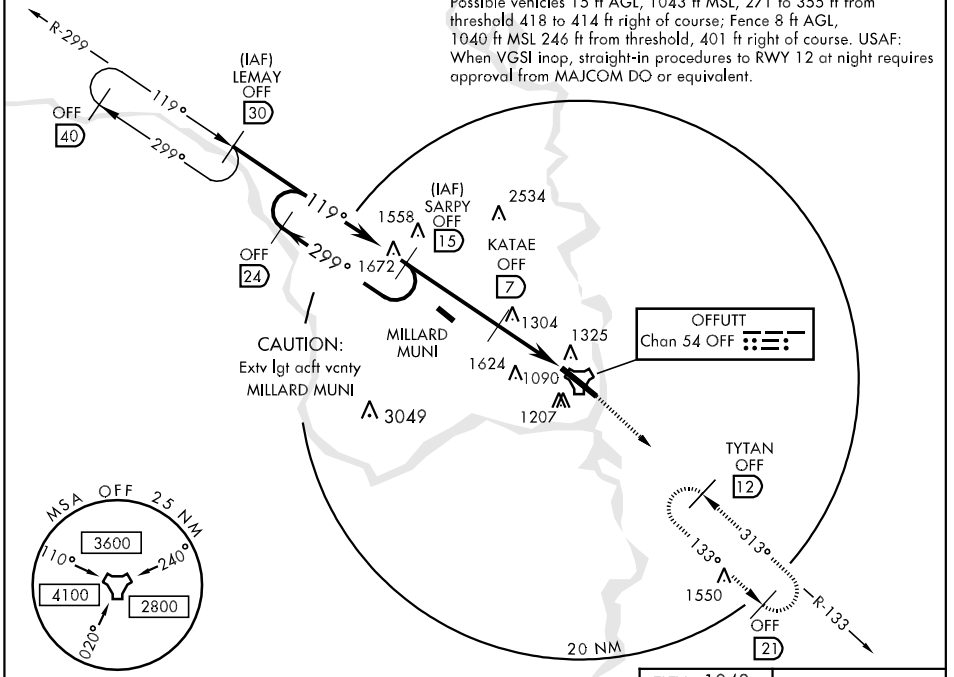
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

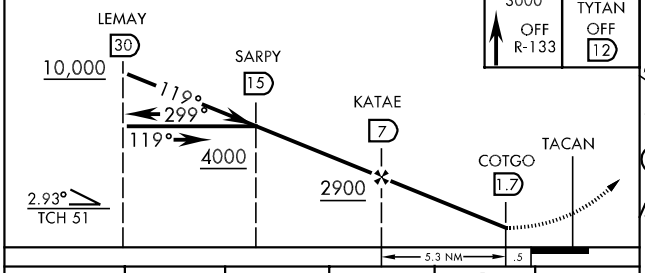
MISSED APPROACH: Climb to 3000 via OFF TACAN R-133 to TYTAN and hold.

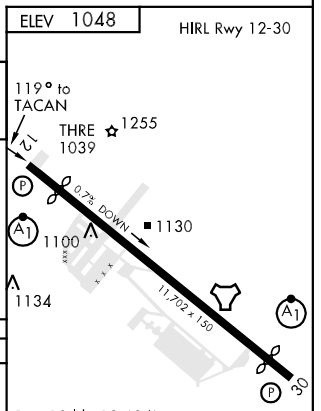
ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

CAUTION: Terrain 1044 ft MSL, 200 ft from threshold, 400 ft right of course. Possible vehicles 15 ft AGL, 1043 ft MSL, 271 to 355 ft from threshold 418 to 414 ft right of course; Fence 8 ft AGL, 1040 ft MSL 246 ft from threshold, 401 ft right of course. USAF: When VGSI inop, straight-in procedures to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700





CATEGORY	A	B	C	D	E
S-12 *	1620/50 581 (600-1)		1620-1¼ 581 (600-1¼)		
CIRCLING **	1620-1 572 (600-1)		1620-1¾ 572 (600-1¾)	1620-2 572 (600-2)	1940-3 892 (900-3)

Rwy 12 ldg 10,694'
Rwy 30 ldg 10,612'
Rwy 12/30 ALS nstd

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 30

TACAN OFF Chan 54	APCH CRS 313°	Rwy ldg 10,612 THRE 972 Arpt Elev 1048

AL-544 [USAF]

OFFUTT AFB (KOFF)

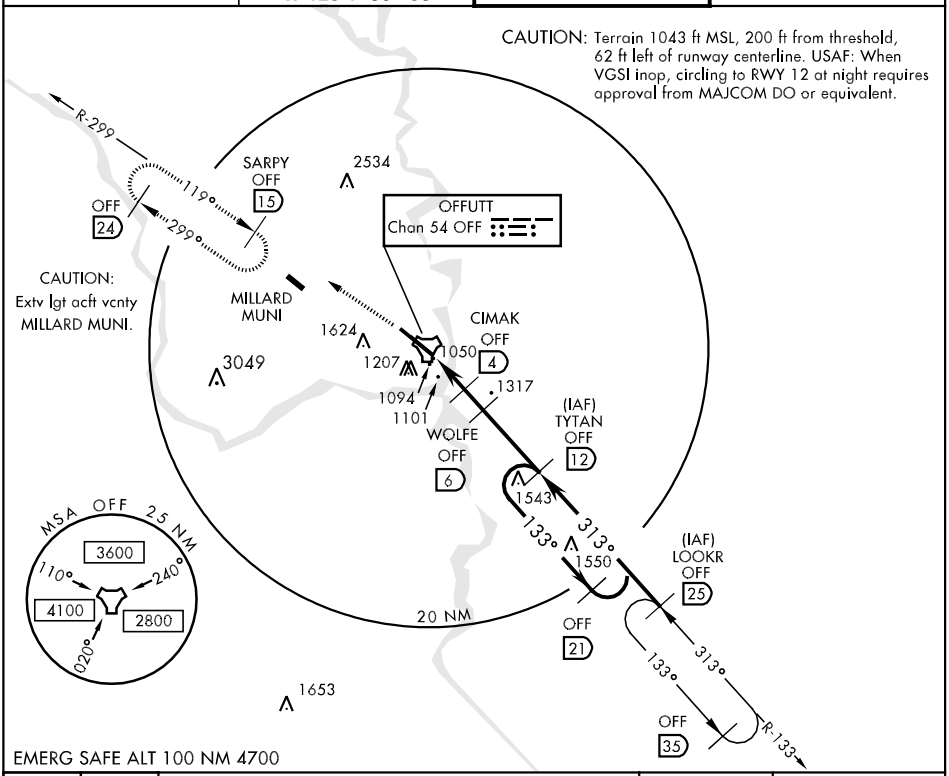
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling not authorized N of Rwy 12-30.

ALSF-1

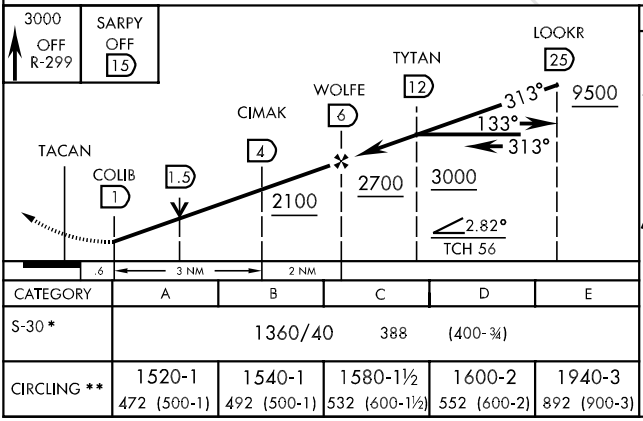
MISSED APPROACH: Climb to 3000 via OFF TACAN R-299 to SARPY and hold.

ATIS ★	OMAHA APP CON	OFFUTT TOWER	GND CON
126.025 273.5	E 124.5 263.0 W 120.1 354.05	123.7 279.625	121.7 289.4

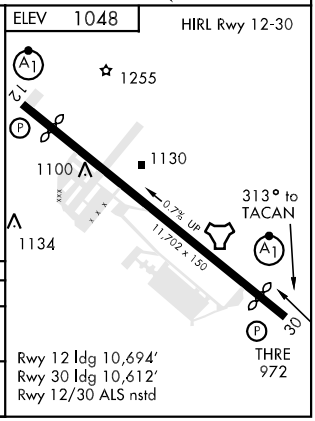
CAUTION: Terrain 1043 ft MSL, 200 ft from threshold, 62 ft left of runway centerline. USAF: When VGSI inop, circling to RWY 12 at night requires approval from MAJCOM DO or equivalent.



EMERG SAFE ALT 100 NM 4700



CATEGORY	A	B	C	D	E
S-30 *	1360/40 388 (400-¾)				
CIRCLING **	1520-1 472 (500-1)	1540-1 492 (500-1)	1580-1½ 532 (600-1½)	1600-2 552 (600-2)	1940-3 892 (900-3)



NC-2, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

OMAHA/EPPLEY AIRFIELD (OMA)
OMAHA, NEBRASKA

ATIS
120.4
OMAHA TOWER
132.1 256.9
GND CON
121.9
CLNC DEL
119.9

D

VAR 3.3° E

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

41° 19′ N

U.S. POST OFFICE

FIELD ELEV 984

14R

14L

ELEV 984

ELEV 981

18

ILS HOLD

141.1°

176.9°

ILS HOLD

CARGO B

CARGO A

LIGHT CARGO

U.S. CUSTOM

FIRE STATION

NORTH RAMP

HS 1

HS 2

HS 3

TWR 1077

TERMINAL RAMP

TERMINAL

TERMINAL RAMP

SOUTH RAMP

8153 X 150

9499 X 150

8500 X 150

FBO

GENERAL AVIATION PARKING

41° 18′ N

ILS HOLD

321.1°

ELEV 981

32R

ILS HOLD

321.1°

ILS HOLD

356.9°

ELEV 979

36

ELEV 980

32L

RWY 14L-32R
S-100, D-209, 2S-175, 2D-345
RWY 14R-32L
S-100, D-184, 2S-175, 2D-346
RWY 18-36
S-150, D-175, 2S-175, 2D-260

NOTE: Group IV and larger aircraft with a wingspan of greater than 158 feet are prohibited from using taxiway E east of runway 18/36 due to the location of the runway 36 ILS glideslope antenna.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

95° 54′ W

95° 53′ W

NC-2, 21 OCT 2010 to 18 NOV 2010

OMAHA

EPPLEY AIRFIELD (OMA) 3 NE UTC−6(−5DT) N41°18.19′ W95°53.64′ OMAHA

984 B S4 **FUEL** 100LL, JET A OX 4 LRA Class I, ARFF Index C NOTAM FILE OMA H–5C, L–10I, 12I IAP, AD

RWY 14R–32L: H9499X150 (CONC–ASPH–GRVD) S–100, D–184, 2S–175, 2D–346 HIRL CL

RWY 14R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 55′.

RWY 32L: MALSR. PAPI(P4R)—GA 3.0° TCH 52′.

RWY 18–36: H8153X150 (ASPH–CONC–GRVD) S–150, D–175, 2S–175, 2D–260 HIRL

RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. Thld dsplcd 139′.

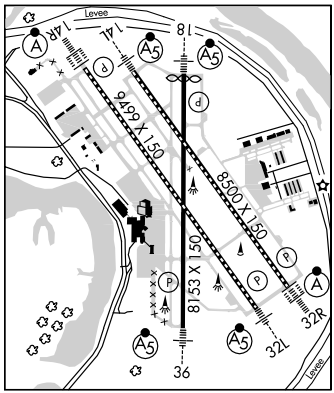
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 57′.

RWY 14L–32R: H8500X150 (CONC) S–100, D–209, 2S–175, 2D–345

HIRL CL

RWY 14L: MALSR.

RWY 32R: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 50′. Rgt tfc.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 14L:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 14R:	TORA–9502	TODA–9502	ASDA–9502	LDA–9502
RWY 18:	TORA–8153	TODA–8153	ASDA–8153	LDA–8013
RWY 32L:	TORA–9502	TODA–9502	ASDA–9502	LDA–9502
RWY 32R:	TORA–8500	TODA–8500	ASDA–8500	LDA–8500
RWY 36:	TORA–8153	TODA–8153	ASDA–8153	LDA–8153

AIRPORT REMARKS: Attended continuously. Birds on and invof of arpt. Rwy 18–36 south 3305 feet asphalt remainder 4848 feet concrete. Noise mitigation procedures prohibit VFR patterns for military turbojet acft between 0500–1200Z‡. Use caution for mowers adjacent to movement area from Mar thru Oct. Rwy 32R touchdown, midfield and rollout rwy visual range avbl. Rwy 18 touchdown rwy visual range avbl. Rwy 14R touchdown, midpoint and rollout rwy visual range avbl. Group IV and larger acft with a wingspan greater than 158′ are prohibited from using Twy 'E' east of Rwy 18–36 due to the location of the Rwy 36 ILS glideslope antenna. Flight Notification Service (ADCUS) avbl.

WEATHER DATA SOURCES: ASOS (402) 344–0324. **HIWAS** 116.3 OVR. LLWAS.

COMMUNICATIONS: D-ATIS 120.4 **UNICOM** 122.95

OMAHA RCO 122.35 (COLUMBUS RADIO)

OMAHA RCO 122.1R 116.3T (FORT DODGE RADIO)

Ⓡ **OMAHA APP/DEP CON** 120.1 (West) 124.5 (East)

OMAHA TOWER 132.1 **GND CON** 121.9 **CLNC DEL** 119.9

AIRSPACE: CLASS C svc ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 311° 10.8 NM to fld. 1300/8E. **HIWAS.**

GERFI NDB (MHW/LOM) 320 OM N41°22.01′ W95°57.38′ 139° 4.8 NM to fld.

FLICK NDB (LOM) 513 PP N41°24.11′ W95°53.64′ 175° 5.9 NM to fld. Unmonitored.

RIKKY NDB (LOM) 426 EN N41°13.18′ W95°49.08′ 320° 6.1 NM to fld.

ILS/DME 110.9 I–PPY Chan 46 Rwy 18 Class IB LOM FLICK NDB. LOM and MM Unmonitored.

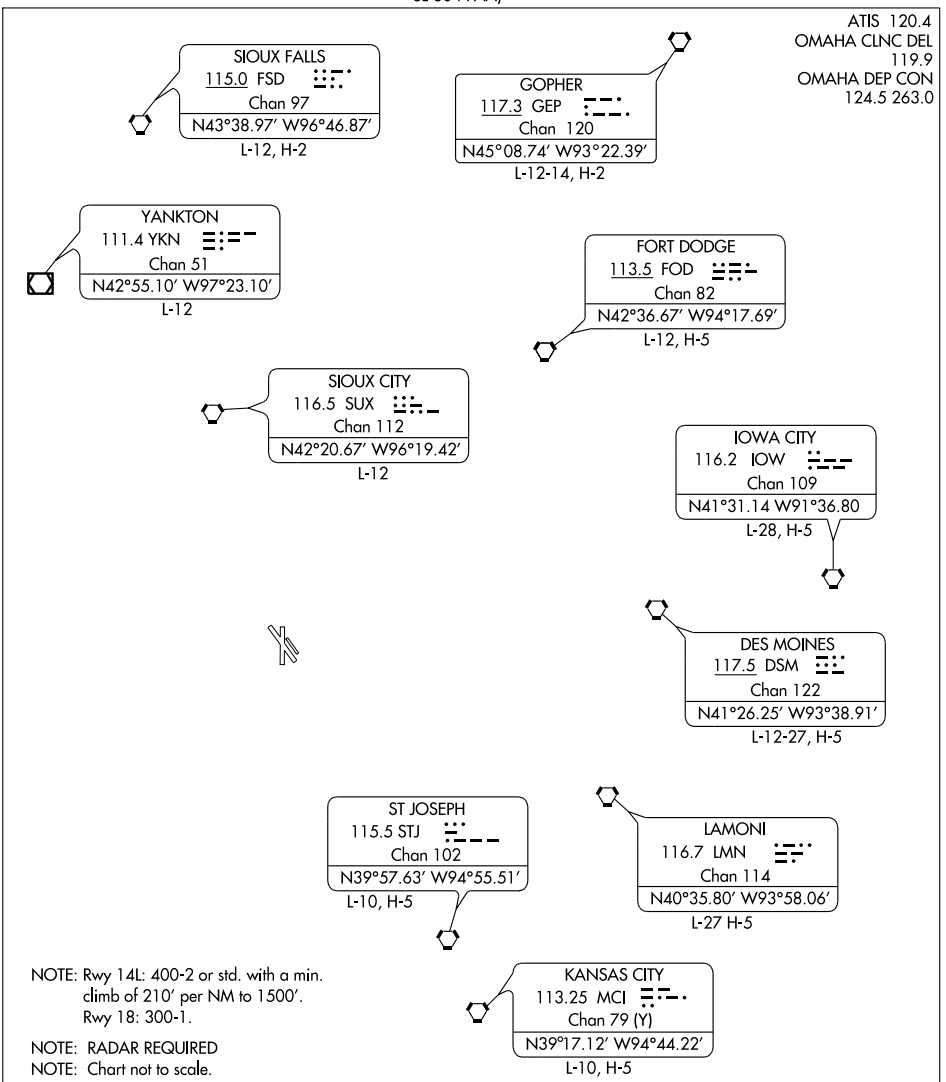
ILS 110.3 I–OMA Rwy 14R. Class IIIE. LOM GERFI NDB.

ILS 111.9 I–ENF Rwy 32L. LOM RIKKY NDB. LOM and MM unmonitored. LOC unusable byd 25° left of centerline.

ILS/DME 111.15 I–EDI Chan 48 Rwy 32R. Class IIIE.

ILS/DME 110.7 I–OGN Chan 44 Rwy 36.

ILS/DME 111.75 I–RAY Chan 54(Y) Rwy 14L. Class IE.



NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210′ per NM to 1500′. Rwy 18: 300-1.

NOTE: RADAR REQUIRED

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

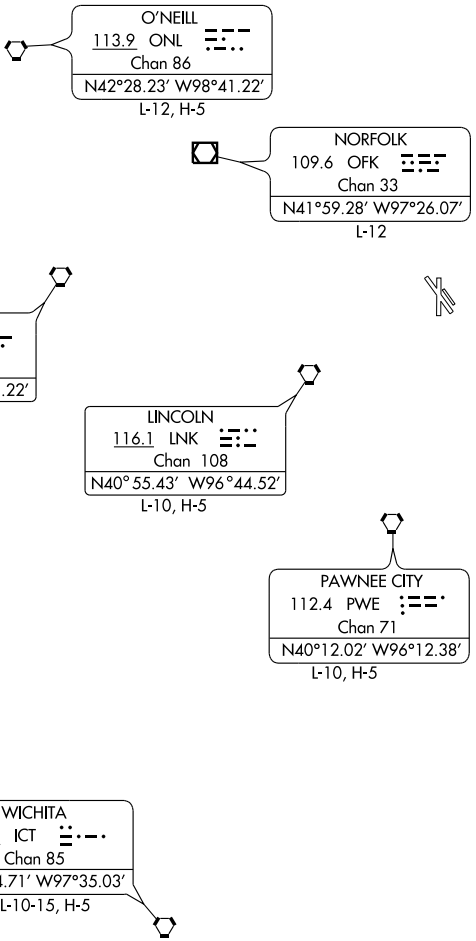
All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000′. Turbojet aircraft maintain 5000′ or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

ATIS 120.4
OMAHA CLNC DEL
119.9
OMAHA DEP CON
120.1 354.05



NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

NOTE: Rwy 14L: 400-2 or std. with a min. climb of 210' per NM to 1500'.
Rwy 18: 300-1.

DEPARTURE ROUTE DESCRIPTION

All aircraft expect radar vectors to assigned fix/route. Propellor driven aircraft maintain 4000'. Turbojet aircraft maintain 5000' or assigned lower altitude. All aircraft expect clearance to filed altitude/flight level ten minutes after departure.

TAKE-OFF ALL RUNWAYS: Maintain runway heading or as assigned by ATC.

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DODGE CITY, KS		
DODGE CITY RGNL (DDC)	HS 1	Ramp is in close proximity to rwys.
GARDEN CITY, KS		
GARDEN CITY RGNL (GCK)	HS 1	Back taxi required for full length Rwy 12.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
	HS 3	Twy A leads to int or Rwy 30.
GRAND ISLAND, NE		
CENTRAL NEBRASKA RGNL (GRI)	HS 1	Twy B crosses Rwy 17.
	HS 2	Twy C crosses Rwy 17 at the ramp.
HUTCHINSON, KS		
HUTCHINSON MUNI (HUT)	HS 1	Complex twy/rwy crossings.
	HS 2	Close proximity rwy boundary markings.
LIBERAL, KS		
LIBERAL MID-AMERICA RGNL (LBL)	HS 1	Multiple rwys and twys intersect in small area.
	HS 2	Rwy 17-35 in close proximity to ramp non-movement area at Twy C.
LINCOLN, NE		
LINCOLN (LNK)	HS 1	Complex int of rwys and twys.
	HS 2	Apch holding position on twy near run up area.
MANHATTAN, KS		
MANHATTAN RGNL (MHK)	HS 1	Terminal ramp at Twy D intersects with Rwy 03-21.
	HS 2	Twy A intersects with Rwy 13-31.
OLATHE, KS		
JOHNSON COUNTY EXECUTIVE (OJC)	HS 1	Twy crosses rwy.
	HS 2	Unusual holding position.
OLATHE, KS		
NEW CENTURY AIRCENTER (IXD)	HS 1	Complex twy/rwy int.
	HS 2	Military ramp near twy.
	HS 3	Complex twy/rwy ints in area of limited twr visibility.
OMAHA, NE		
EPPLEY AIRFIELD (OMA)	HS 1	Complex twy int.
	HS 2	Rwy safety area in close proximity to ramp.
	HS 3	Rwy safety area in close proximity to ramp.
SALINA, KS		
SALINA MUNI (SLN)	HS 1	Twy E int departures Rwy 17-35.
	HS 2	Twy B intersects Rwy 12-30 and Rwy 17-35. Close proximity rwy boundary hold markings.
TOPEKA, KS		
FORBES FIELD (FOE)	HS 1	Twy A turns southwest to access the apch end of Rwy 03.
	HS 2	Twy A turns south to apch end Rwy 03. Not visible from twr.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

21 OCT 2010 to 18 NOV 2010

HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
TOPEKA, KS		
PHILIP BILLARD MUNI (TOP)	HS 1	Ramp area and twy int in close proximity to rwys.
WICHITA, KS		
WICHITA MID-CONTINENT (ICT)	HS 1	Confusing ramp exit/entrance.
	HS 2	Twy/rwy crossing.
	HS 3	Confusing twy/rwy int.

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

OMAHA ATIS
120.4
★ OFFUTT AFB ATIS
126.025 273.5
OMAHA APP CON
124.5 263.0 EAST
120.1 354.05 WEST
HOWRY
N41°22.01' W096°51.23'
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: Expect to cross at 16000
Non-Turbojets: Expect to cross at 10000
BOYSS
N41°15.88'
W096°16.41'
GEEZR
N41°12.65'
W095°58.51'
EPPLEY AIRFIELD
OFFUTT AFB
OMAHA
116.3 OVR
Chan 110
N41°10.04'
W95°44.20'
LINCOLN
116.1 LNK
Chan 108
O'NEILL
113.9 ONL
Chan 86
N42°28.23'
W98°41.22'
L-12, H-5
COLUMBUS
111.8 OLU
Chan 55
N41°27.00'
W97°20.45'
GRAND ISLAND
112.0 GRI
Chan 57
N40°59.04'
W98°18.89'
L-10-12
WOLBACH
114.8 OBH
Chan 95
N41°22.54'
W98°21.22'
L-12, H-5
R-308
R-340
R-276
R-057
R-054
4000
096°
(27)
4000
060°
(14)
10000
095°
(23)
10000
083°
(68)
10000
063°
(70)
10000
125°
(86)
120°
130°
52
23
25
11
(NARRATIVE ON FOLLOWING PAGE)
RADAR REQUIRED
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

GRAND ISLAND TRANSITION (GRI.HOWRY1): From over GRI VORTAC via GRI R-063 to HOWRY INT.

O'NEIL TRANSITION (ONL.HOWRY1): From over ONL VORTAC via ONL R-125 and OLU R-308 to OLU VOR/DME, then via OLU R-095 to HOWRY INT.

WOLBACH TRANSITION (OBH.HOWRY1): From over OBH VORTAC via OBH R-083 to HOWRY INT.

From over HOWRY INT via OVR R-276 to BOYSS INT/OVR 25 DME. Thence . . . .

. . . . Landing Eppley Airfield:
Runways 14L/14R/18: Depart BOYSS INT via heading 060°. Expect radar vectors to final approach course.
Runways 32L/32R/36: Depart BOYSS INT via OVR R-276 to GEEZR INT/OVR 11 DME, then via heading 130°. Expect radar vectors to final approach course.

. . . . Landing Offutt AFB:
Runway 12: Expect radar vectors to final approach course.
Runway 30: Depart BOYSS INT via heading 120°. Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-RAY	APP CRS	Rwy Idg 8500
111.75	139°	TDZE 984
Chan 54 (Y)		Apt Elev 984

ILS or LOC/DME RWY 14L

OMAHA/ EPPLEY AIRFIELD (OMA)

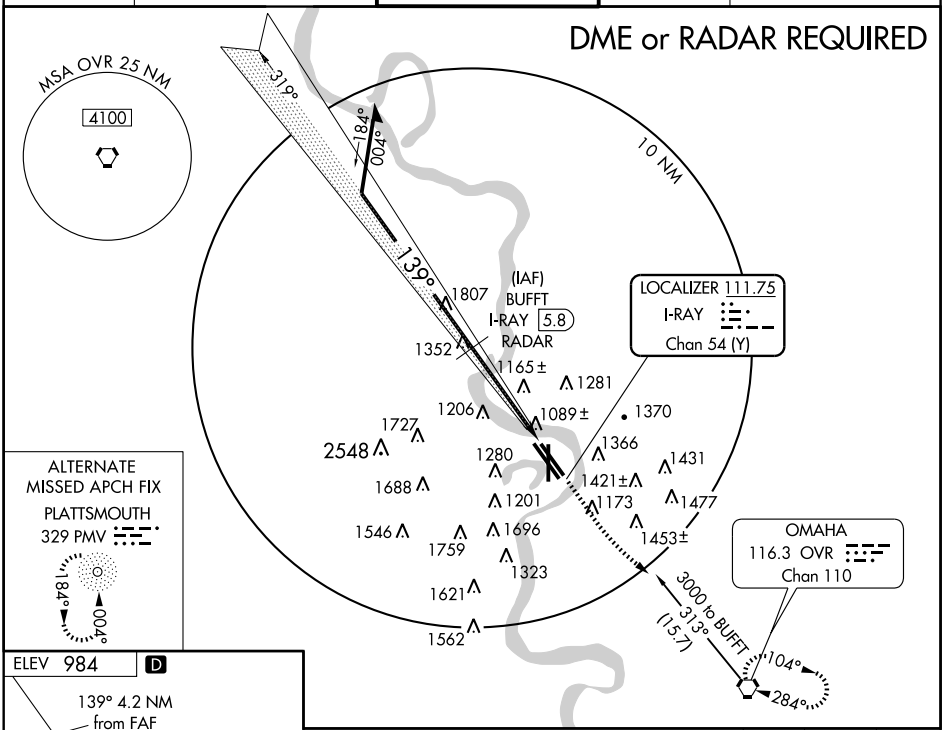
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
Disregard outer marker indication.

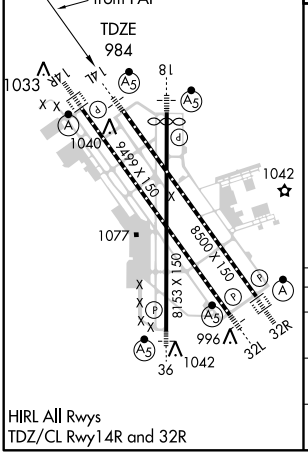
MALSR

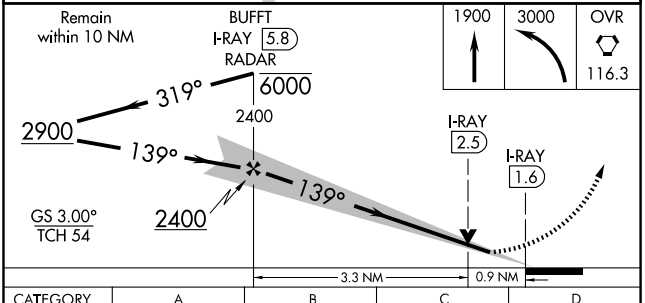
MISSED APPROACH: Climb to 1900, then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 14L	*1184-24 200 (200-½)			
S-LOC 14L	1340-24 356 (400-½)			1340-40 356 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-OMA	APP CRS	Rwy Idg 9499
110.3	139°	TDZE 984
		Apt Elev 984

ILS or LOC/DME RWY 14R

OMAHA/EPPLEY AIRFIELD (OMA)

ALSF-2

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED

NOTE: Procedure Turn entry at GERFI (OM)
LOM maximum altitude 6000'.

319° 184° 004° (IF) OTSEE OVR 22.1 RADAR 10 NM 2400 139° (6.3) 1807 ZATAR OVR 15.9

LOM/IAF GERFI 320 OM

OVR 15.6 / RADAR

1352 FILER OVR 14.1 1099± 1281 1165± 1370 1727 1206 IM 1366 1280 1431 2548 1421±Λ 1477 1688 1201 1173 1759 1696 1453± 1546 1323 1621 1562

LOCALIZER 110.3 I-OMA

OMAHA 116.3 OVR Chan 110

MSA OVR 25 NM 4100

3100 to OM LOM 312° (15.6) 104° 284° R-104

LOM RIKKY 426 EN

ELEV 984 D

139° 4.2 NM from FAF

TDZE 984

1033 1040 1042 1077 996 1042 36 14L 14R 8L 32L 32R 9499 X 150 8500 X 150 8153 X 150

HIRL All Rwys
TDZ/CL Rwy 14R and 32R

Remain within 10 NM

OM LOM OVR 15.6 /RADAR

319° 139° 2900 ZATAR OVR 15.9 FILER OVR 14.1 2400 *1800 GS 3.00° TCH 57

1900 3000 OVR 116.3

IM OVR 11.7 * LOC only

1.8 NM 2.2 NM 0.1

CATEGORY	A	B	C	D
S-ILS 14R	1184/18 200 (200-½)			
S-LOC 14R	1360/24 376 (400-½)			1360/40 376 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-PPY	APP CRS	Rwy Idg	8013
110.9	175°	TDZE	981
Chan 46		Apt Elev	984

ILS or LOC/DME RWY 18

OMAHA/EPPLEY AIRFIELD (OMA)

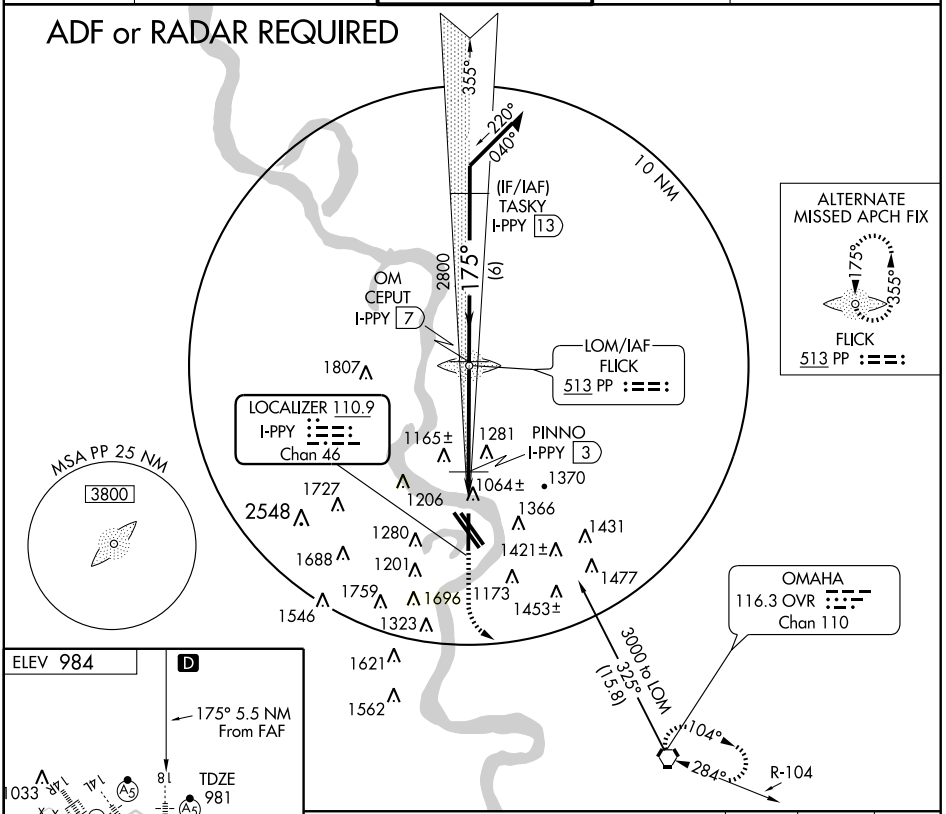
T A For inoperative MALSR, increase S-LOC 18 Cat D visibility to RVR 5000.
** S-ILS 18 RVR 1800 authorized with the use of FD or AP or HUD to DA.

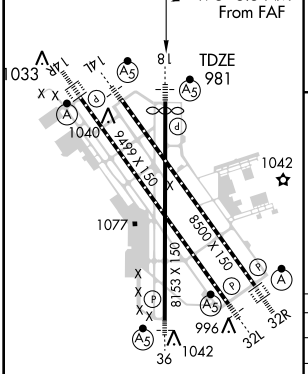
MALSR (A5)

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct OVR VORTAC and hold.

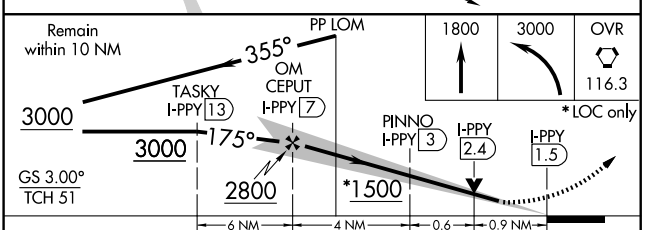
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF or RADAR REQUIRED





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 18**	1181/24 200 (200-½)			
S-LOC 18	1320/24 339 (400-½)			1320/40 339 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-ENF	APP CRS	Rwy Idg / TDZE / Apt Elev
111.9	319°	9499 / 980 / 984

ILS or LOC RWY 32L

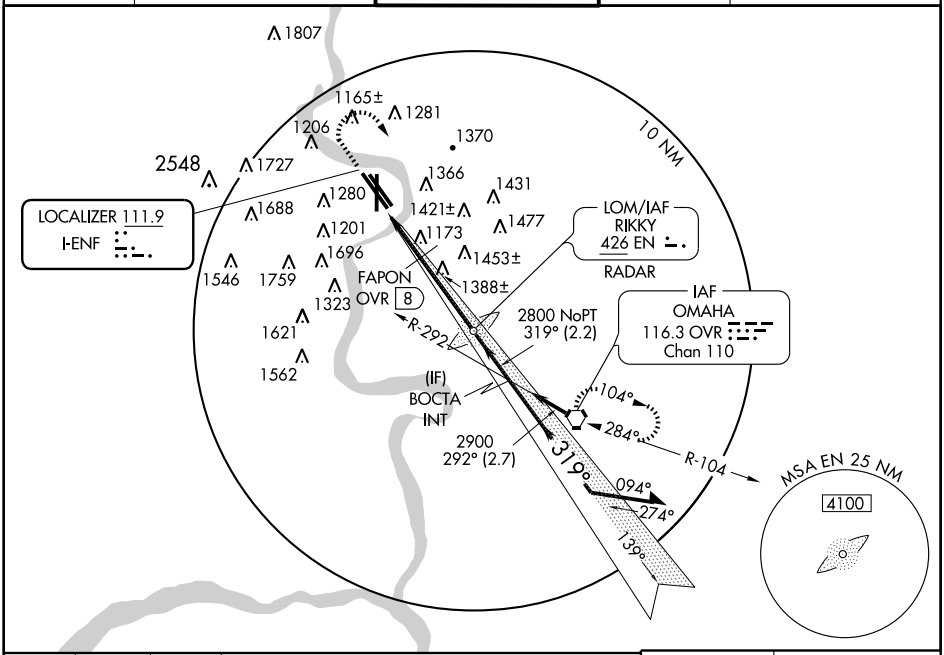
OMAHA/EPPLEY AIRFIELD (OMA)

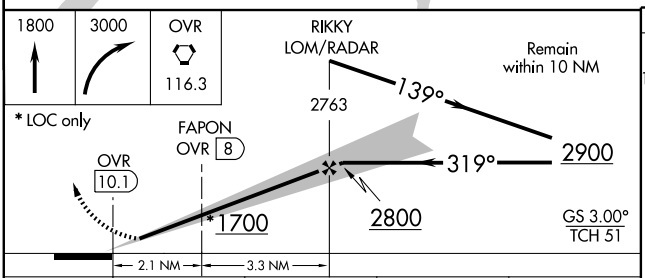
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct OVR VORTAC and hold.

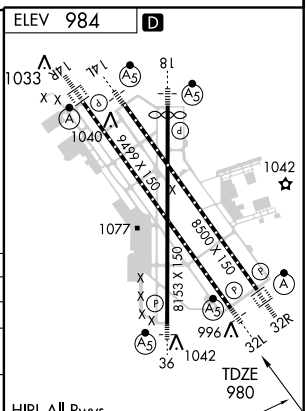
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





CATEGORY	A	B	C	D
S-ILS 32L	**1180/24 200 (200-½)			
S-LOC 32L	1700/24 720 (800-½)		1700-1½ 720 (800-1½)	1700-1¾ 720 (800-1¾)
CIRCLING	1700-1 716 (800-1)		1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)
FAPON FIX MINIMUMS				
S-LOC 32L	1620/24 640 (700-½)		1620/60 640 (700-1¼)	1620-1½ 640 (700-1½)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

ELEV 984 D



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

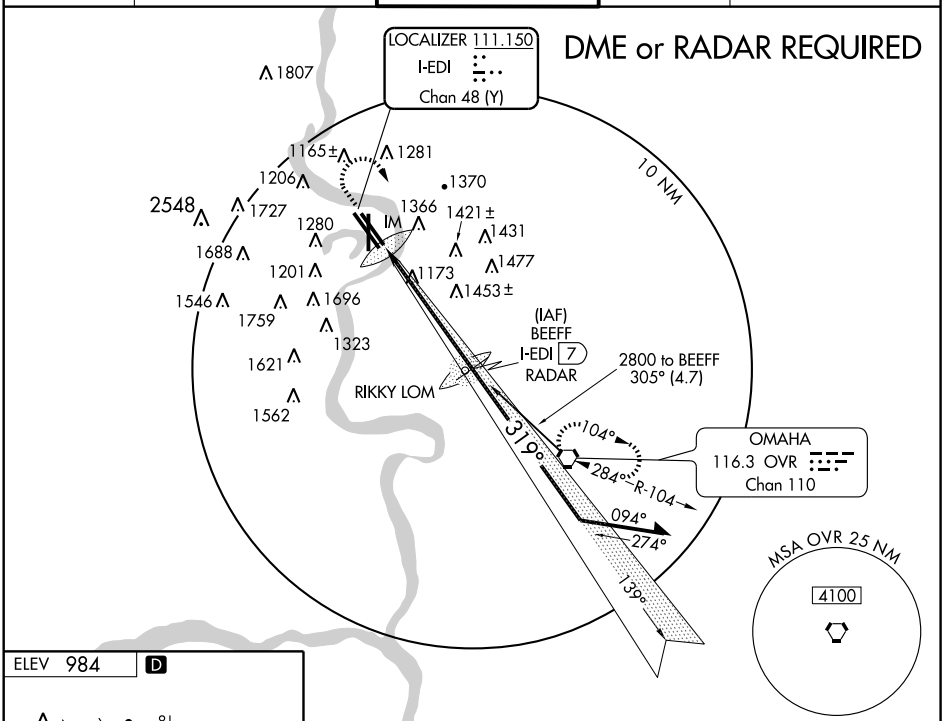
ILS or LOC RWY 32R

OMAHA/ EPPLEY AIRFIELD (OMA)

ALSF-2

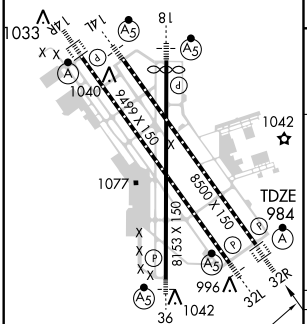
MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



NC-2, 21 OCT 2010 to 18 NOV 2010

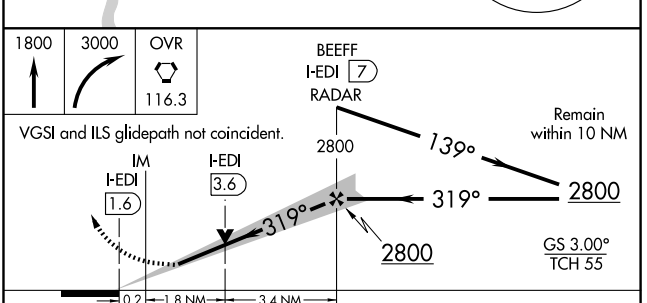
NC-2, 21 OCT 2010 to 18 NOV 2010



HIRL All Rwys
TDZ/CL Rwy 14R and 32R

319° 5.5 NM from FAF

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32R	1184/18 200 (200-½)			
S-LOC 32R	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1680-1 696 (700-1)		1680-2 696 (700-2)	1680-2¼ 696 (700-2¼)

LOC I-OMA	APP CRS	Rwy Idg	9499
110.3	139°	TDZE	984
		Apt Elev	984

ILS RWY 14R (CAT II)

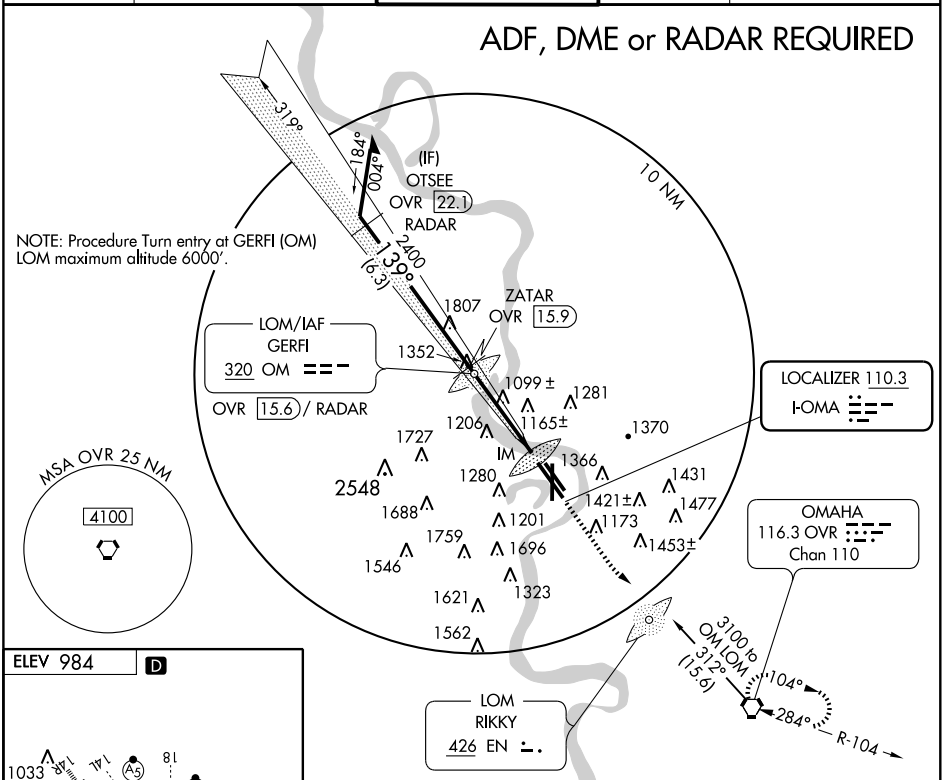
OMAHA/EPPLEY AIRFIELD (OMA)

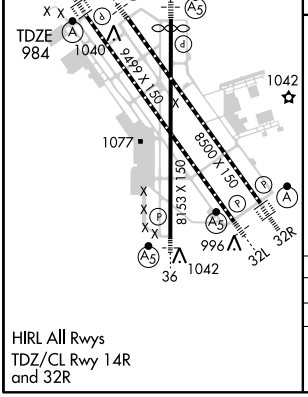
ALSF-2

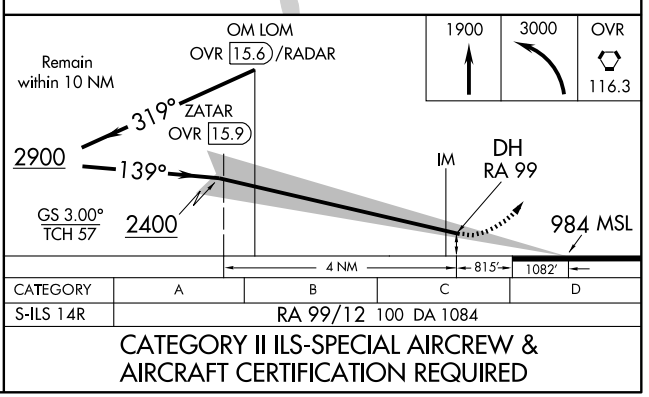
MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

ADF, DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 14R	RA 99/12 100 DA 1084			

HIRL All Rwys
TDZ/CL Rwy 14R
and 32R

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC I-OMA	APP CRS	Rwy Idg	9499
110.3	139°	TDZE	984
		Apt Elev	984

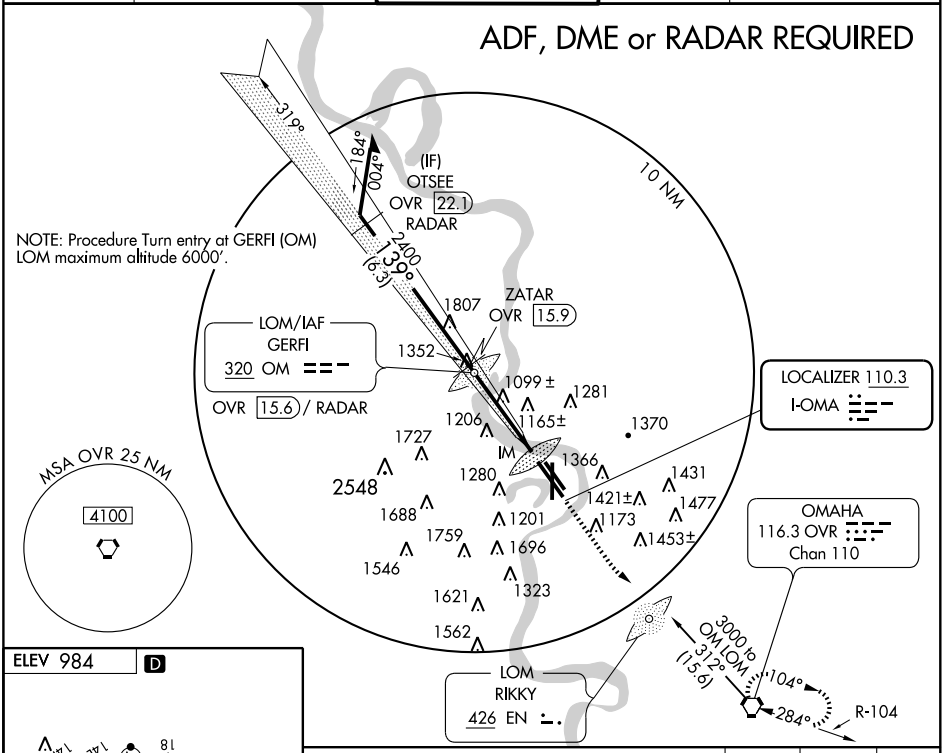
ILS RWY 14R (CAT III)
OMAHA/EPPLEY AIRFIELD (OMA)

ALSF-2

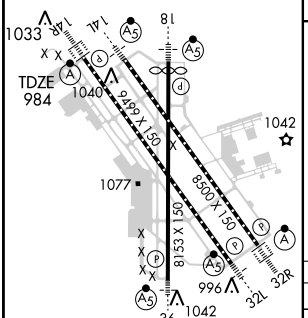
MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9

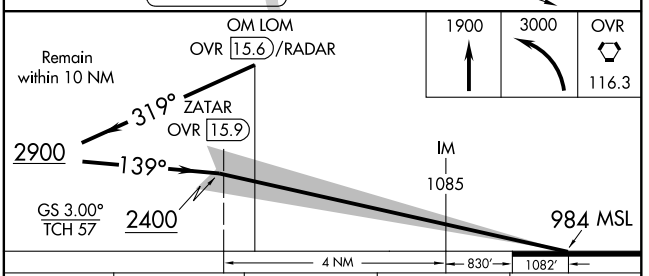
ADF, DME or RADAR REQUIRED



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R
and 32R



CATEGORY	A	B	C	D
S-ILS 14R	CAT IIIa RVR 07			
S-ILS 14R	CAT IIIb RVR 06			
S-ILS 14R	CAT IIIc NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

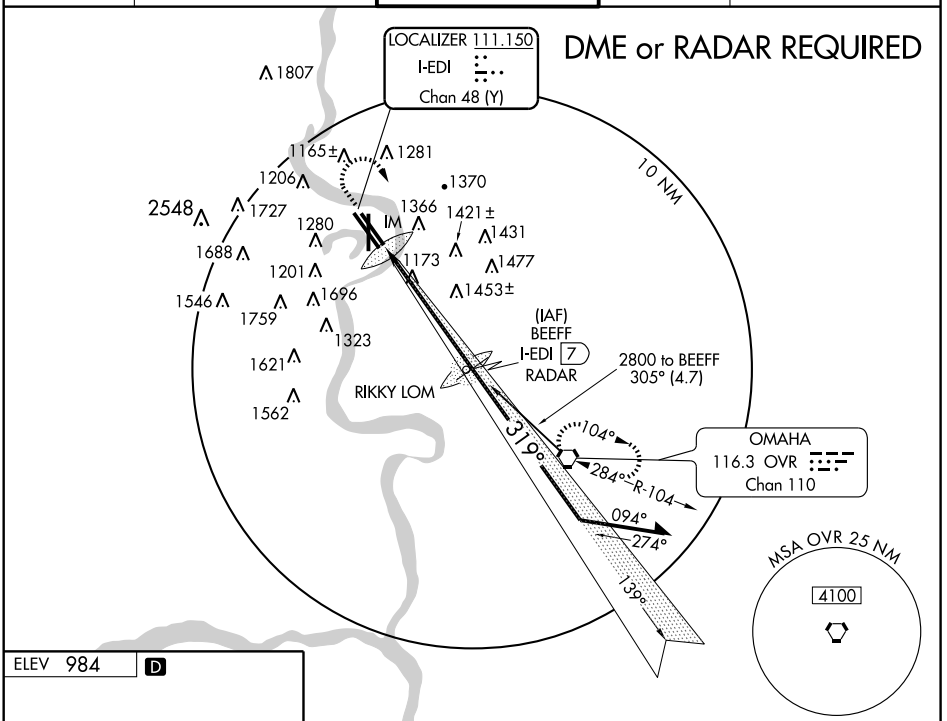
ILS RWY 32R (CAT II)

OMAHA/ EPPLEY AIRFIELD (OMA)

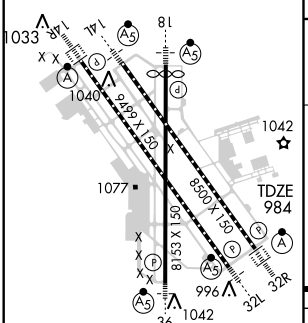
ALSF-2

MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

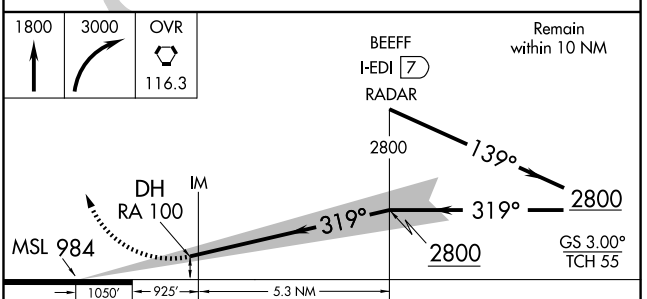
ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



ELEV 984 D



HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R	RA 100/12 100 DA 1084			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-EDI	APP CRS	Rwy Idg	8500
111.15	319°	TDZE	984
Chan 48 (Y)		Apt Elev	984

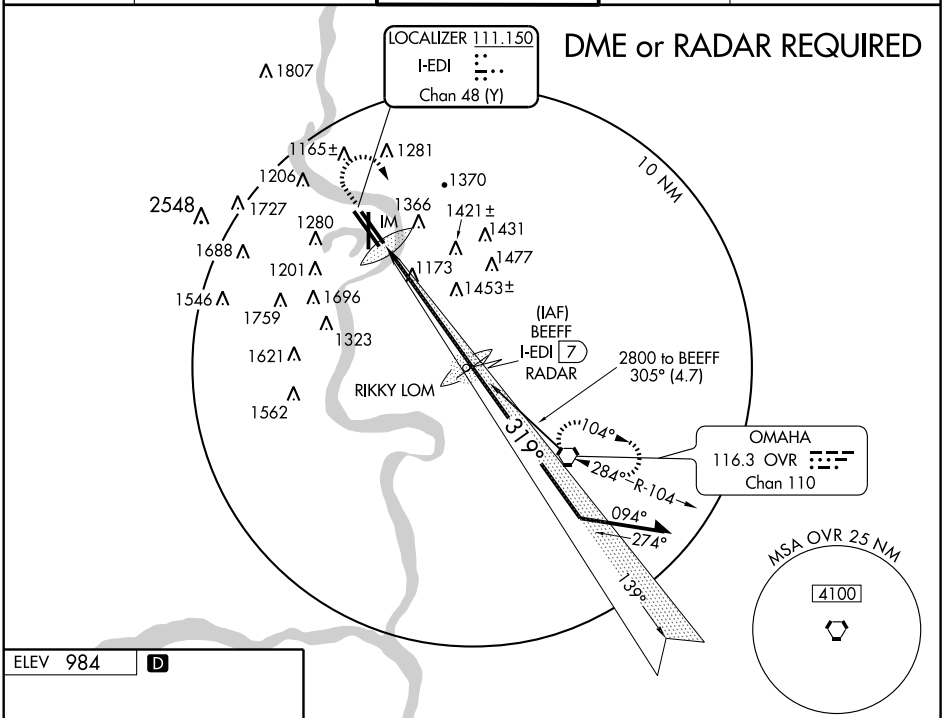
ILS RWY 32R (CAT III)

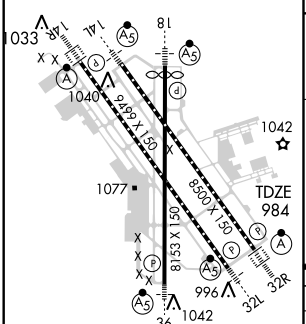
OMAHA/ EPPLEY AIRFIELD (OMA)

ALSF-2

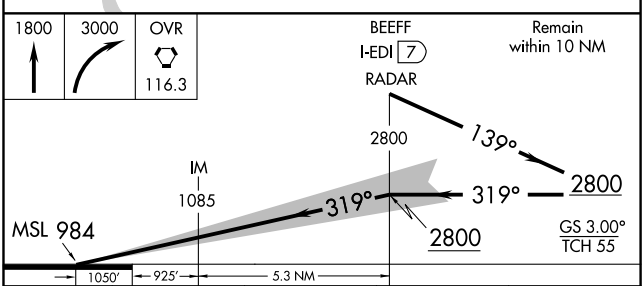
MISSED APPROACH: Climb to 1800, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





HIRL All Rwys
TDZ/CL Rwy 14R and 32R



CATEGORY	A	B	C	D
S-ILS 32R		CAT IIIa	RVR 07	
S-ILS 32R		CAT IIIb	RVR 06	
S-ILS 32R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-OGN	APP CRS	Rwy Idg	8153
110.7	355°	TDZE	979
Chan 44		Apt Elev	984

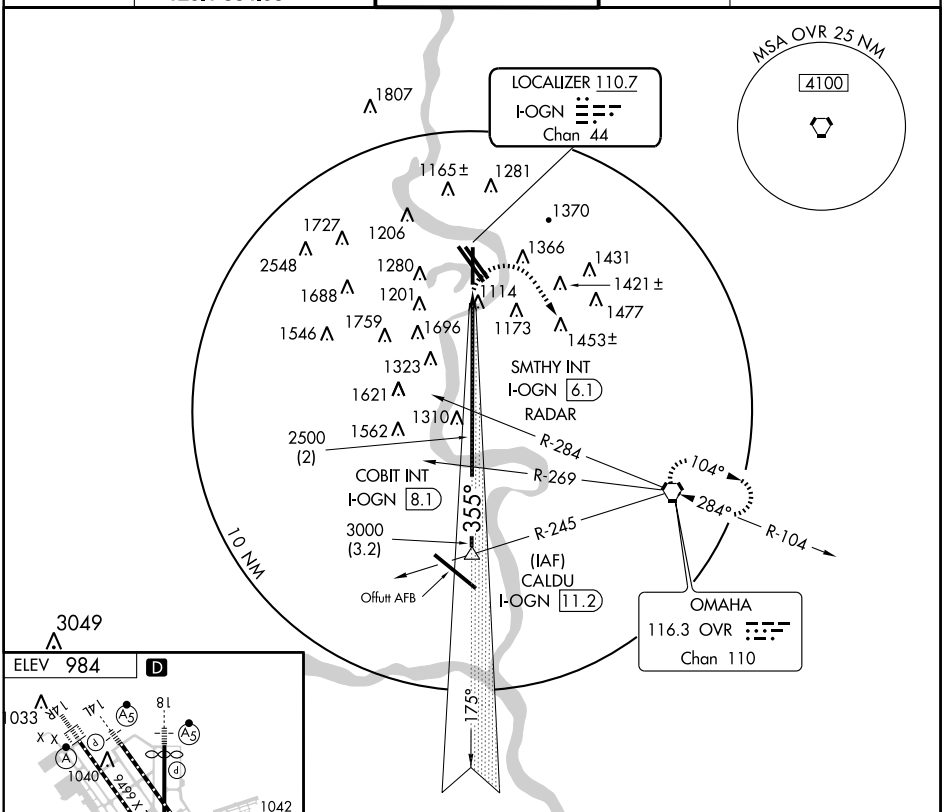
ILS RWY 36

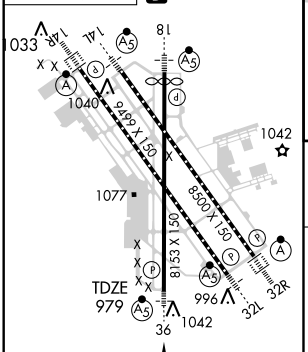
OMAHA/ EPPLEY AIRFIELD (OMA)

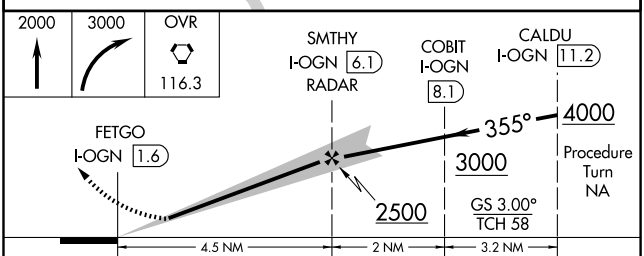
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







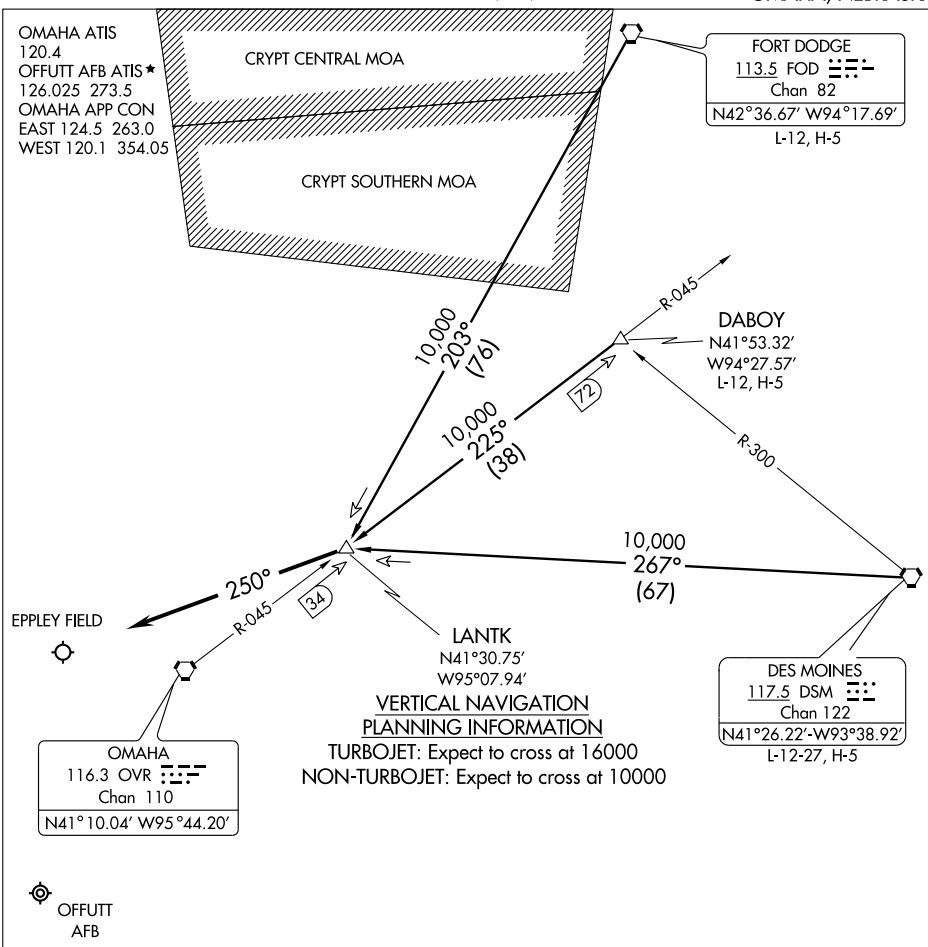
FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
S-ILS 36		1179-½	200 (200-½)	
S-LOC 36	1380-½	401 (400-½)	1380-¾	401 (400-¾)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LANTK ONE ARRIVAL



Note: Chart not to scale.

RADAR REQUIRED

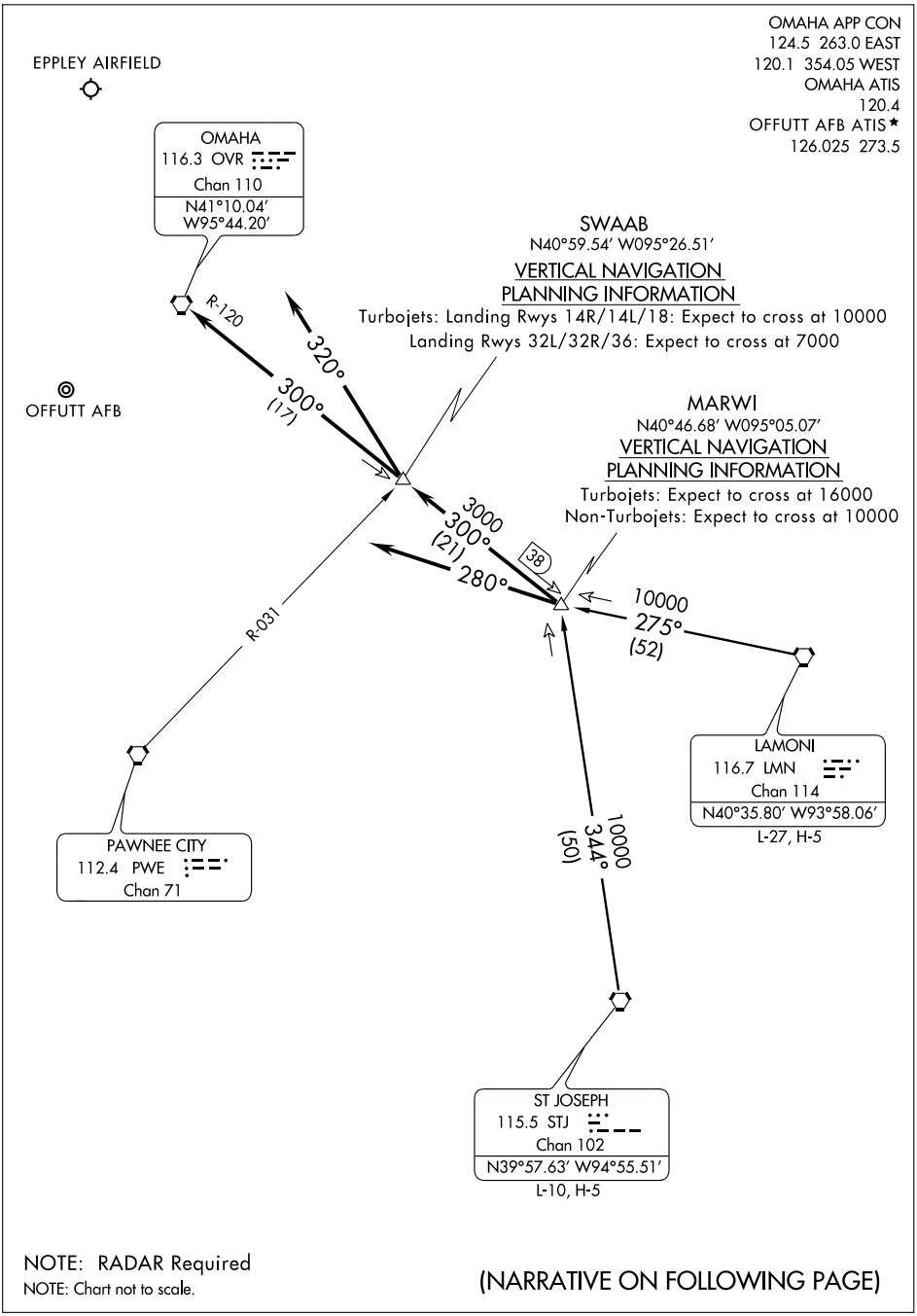
FORT DODGE TRANSITION (FOD.LANTK1): From over FOD VORTAC via FOD R-203 to LANTK INT. Thence. . . .

DABOY TRANSITION (DABOY.LANTK1): (DME REQUIRED) From over DABOY/72 DME via OVR R-045 to LANTK/OVR 34 DME. Thence. . . .

DES MOINES TRANSITION (DSM.LANTK1): From over DSM VORTAC via DSM R-267 to LANTK INT. Thence. . . .

. . . .From over LANTK INT/OVR 34 DME fly heading 250° and expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010



NOTE: RADAR Required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-2, 21 OCT 2010 to 18 NOV 2010

ARRIVAL DESCRIPTION

LAMONI TRANSITION (LMN.MARWI1): From over LMN VORTAC via LMN R-275 to MARWI INT.
ST. JOSEPH TRANSITION (STJ.MARWI1): From over STJ VORTAC via STJ R-344 to MARWI INT.

LANDING EPPLEY AIRFIELD:
Runways 14L/14R/18: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME then via heading 320°. Thence . . . .
Runways 32L/32R/36: Depart MARWI INT via OVR R-120 to SWAAB INT/ OVR 17 DME, then via OVR R-120 to OVR VORTAC. Thence . . . .

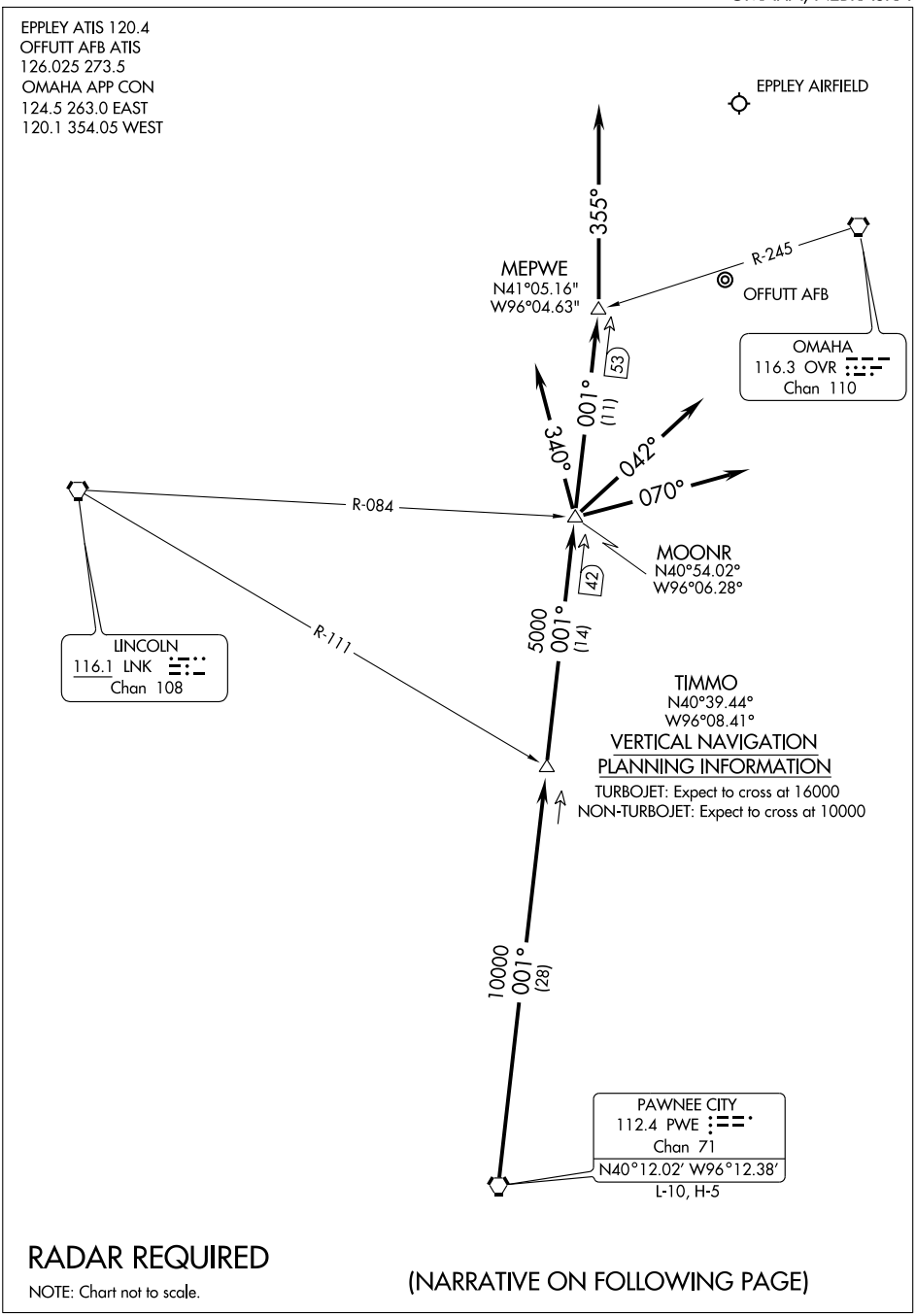
LANDING OFFUTT AFB:
Depart MARWI INT via heading 280°. Thence . . . .

. . . . Expect radar vectors to final approach course.

NC-2, 21 OCT 2010 to 18 NOV 2010

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA



RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PAWNEE CITY ONE ARRIVAL

OMAHA, NEBRASKA

(PWE.PWE1) 07298

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8500
Ch 56699	139°	TDZE	984
W14B		Apt Elev	984

RNAV (GPS) RWY 14L

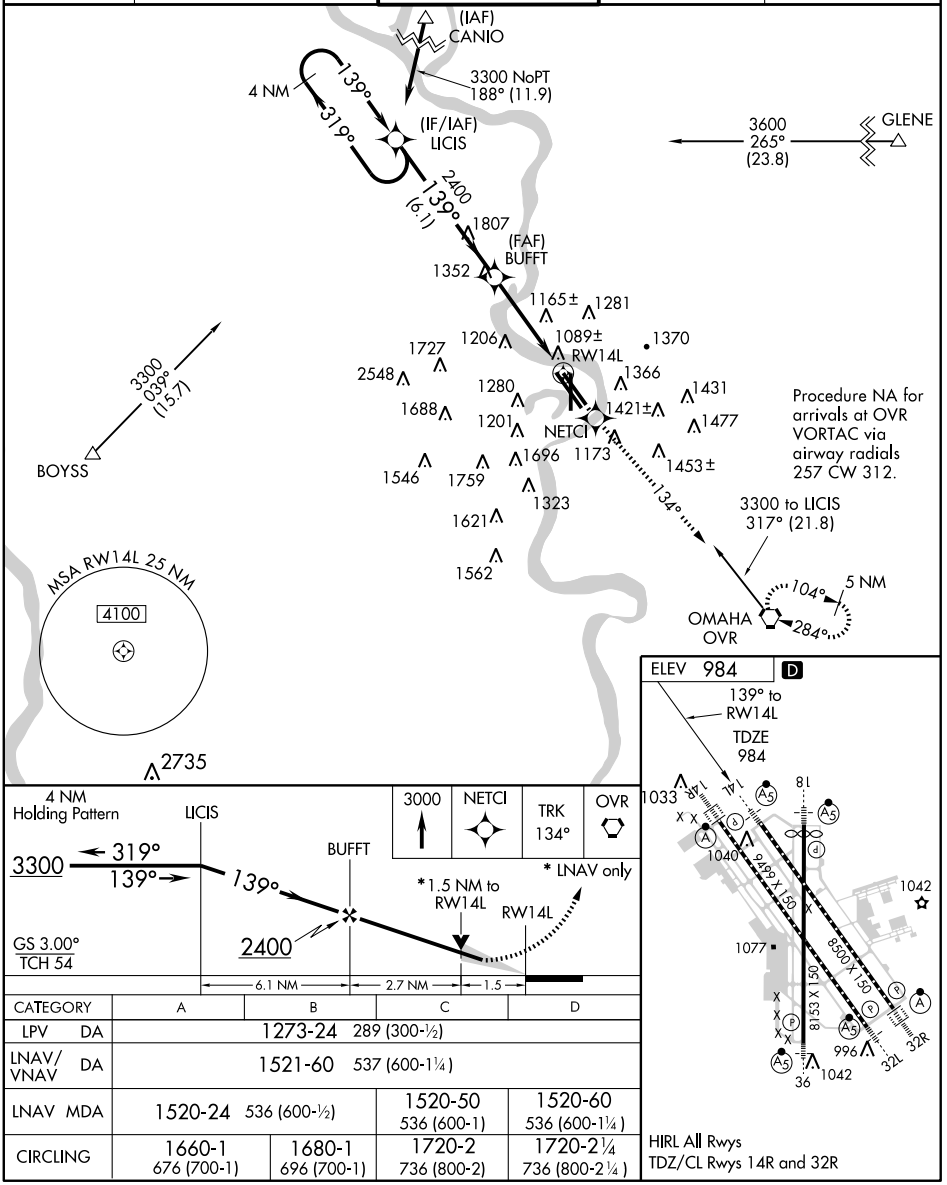
OMAHA/ EPPLEY FIELD (OMA)

For inoperative MALSR, increase LPV visibility all Cats to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct NETCI and via 134° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



CATEGORY	A	B	C	D
LPV DA	1273-24 289 (300-½)			
LNAV/ VNAV DA	1521-60 537 (600-1¼)			
LNAV MDA	1520-24 536 (600-½)		1520-50 536 (600-1)	1520-60 536 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9499
Ch 56217	139°	TDZE	984
W14A		Apt Elev	984

RNAV (GPS) RWY 14R

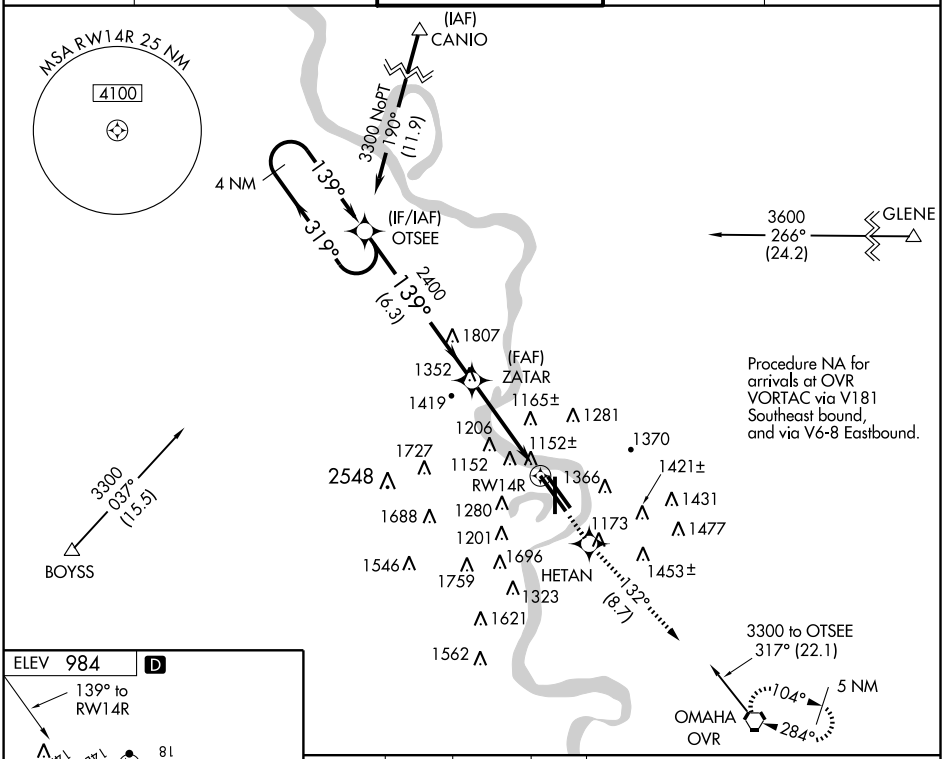
OMAHA/ EPPLEY AIRFIELD (OMA)

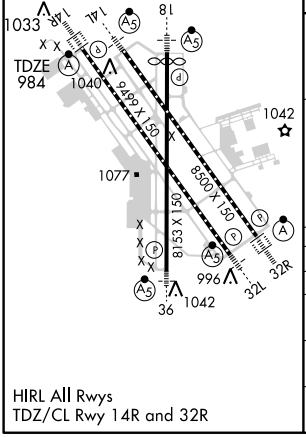
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

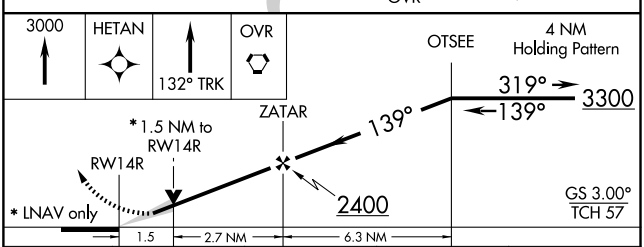
ALSF2

MISSED APPROACH: Climb to 3000 direct HETAN and via 132° track to OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY		A	B	C	D
LPV	DA	1273/24 289 (300-½)			
LNAV/ VNAV	DA	1471/60 487 (500-1¼)			
LNAV MDA		1500/24 516 (600-½)		1500/50 516 (600-1)	1500/60 516 (600-1¼)
CIRCLING		1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8013
Ch 65617	175°	TDZE	981
W18A		Apt Elev	984

RNAV (GPS) RWY 18

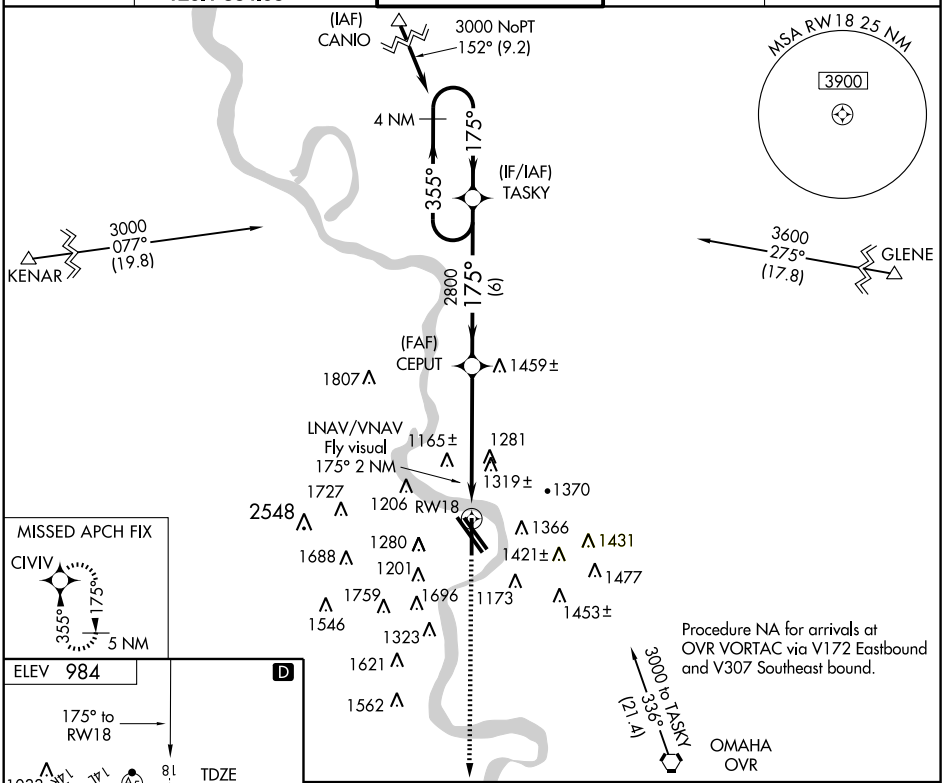
OMAHA/EPPLEY AIRFIELD (OMA)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct CIVIV and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



CATEGORY	A	B	C	D
LPV DA	1261-24 280 (300-½)			
LNAV/VNAV DA	1681-2 700 (700-2)			1681-2¼ 700 (700-2¼)
LNAV MDA	1580/24 599 (600-½)		1580/50 599 (600-1)	1580/60 599 (600-1¼)
CIRCLING	1660-1 676 (700-1)	1680-1 696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

HIRL All Rwys
TDZ/CL Rwy 14R and 32R

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	9499
Ch 60917	319°	TDZE	980
W32A		Apt Elev	984

RNAV (GPS) RWY 32L

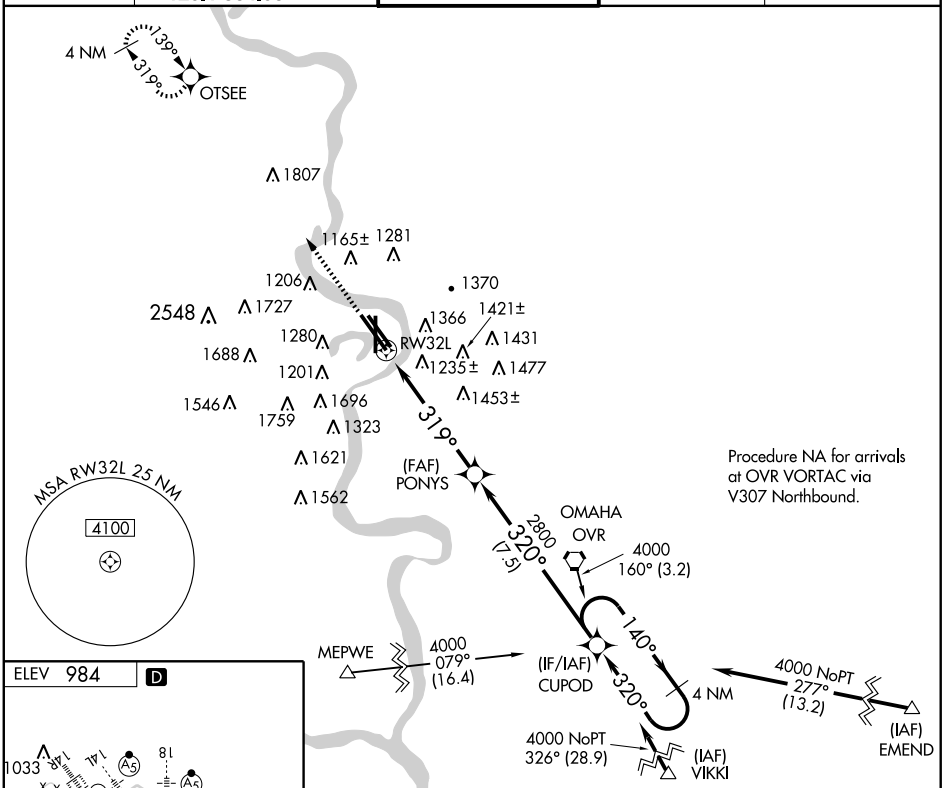
OMAHA/ EPPLEY FIELD (OMA)

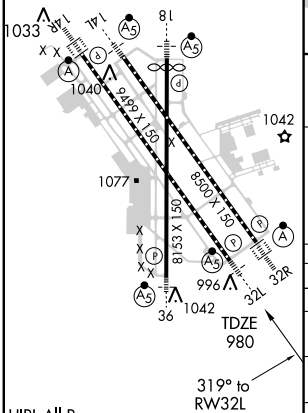
Baro-VNAV NA below -16°C (4°F). For inoperative MALSR increase LPV visibility all Cats to RVR 5000. DME/DME RNP-0.3 NA.

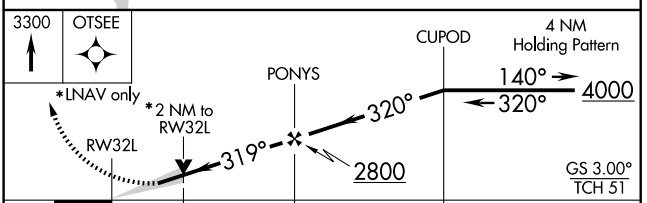
MALSR

MISSED APPROACH: Climb to 3300 direct OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1277-24 297 (300-½)			
LNAV/ VNAV DA	1683-2 703 (700-2)			
LNAV MDA	1680/24 700 (700-½)		1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-2½ 696 (700-2½)		1720-2 ½ 736 (800-2½)	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS Ch 90599 W32B	APP CRS 319°	Rwy Idg 8500 TDZE 984 Apt Elev 984

RNAV (GPS) RWY 32R

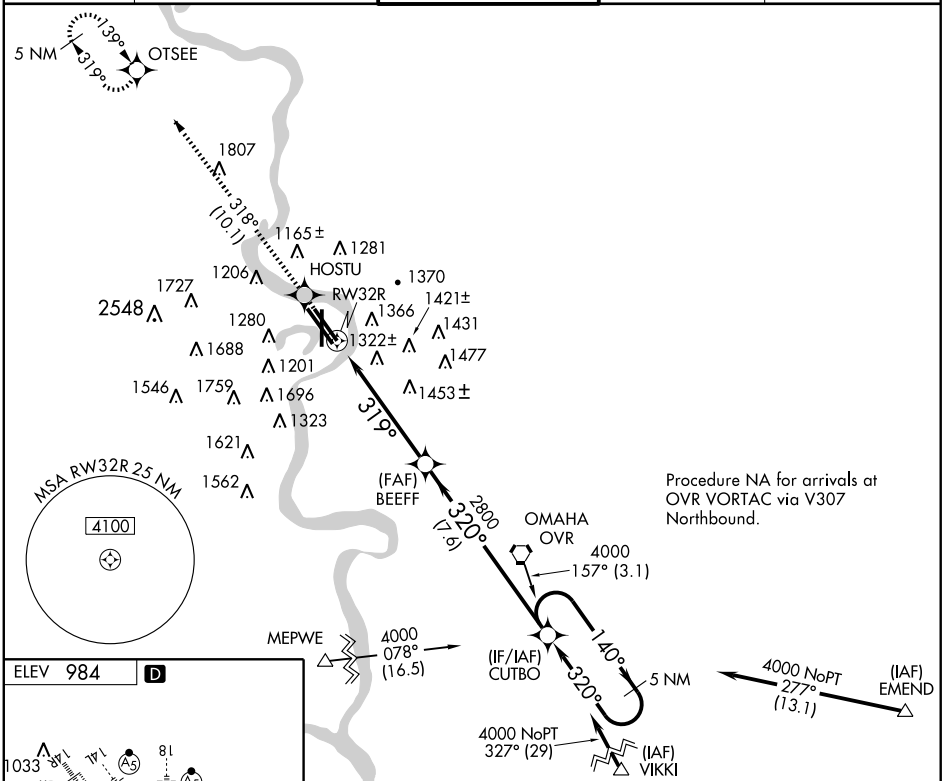
OMAHA/ EPPLEY FIELD (OMA)

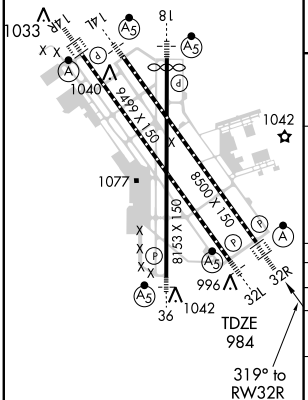
Baro-VNAV NA below -16°C (4°F). For inoperative ALSF, increase LPV visibility all Cats. to RVR 6000. DME/DME RNP-0.3 NA.

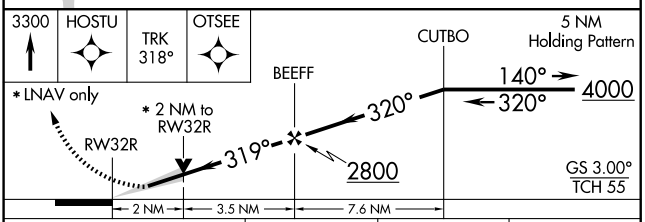
ALSF

MISSED APPROACH: Climb to 3300 direct HOSTU and via 318° track to OTSEE and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9







CATEGORY	A	B	C	D
LPV DA	1326/40 342 (400-¾)			
LNAV/ VNAV DA	1690-2 706 (800-2)			
LNAV MDA	1680/24 696 (700-½)		1680-1½ 696 (700-1½)	1680-1¾ 696 (700-1¾)
CIRCLING	1700-2½ 716 (800-2½)			

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 8153
Ch 70317	355°	TDZE 979
W36A		Apt Elev 984

RNAV (GPS) RWY 36

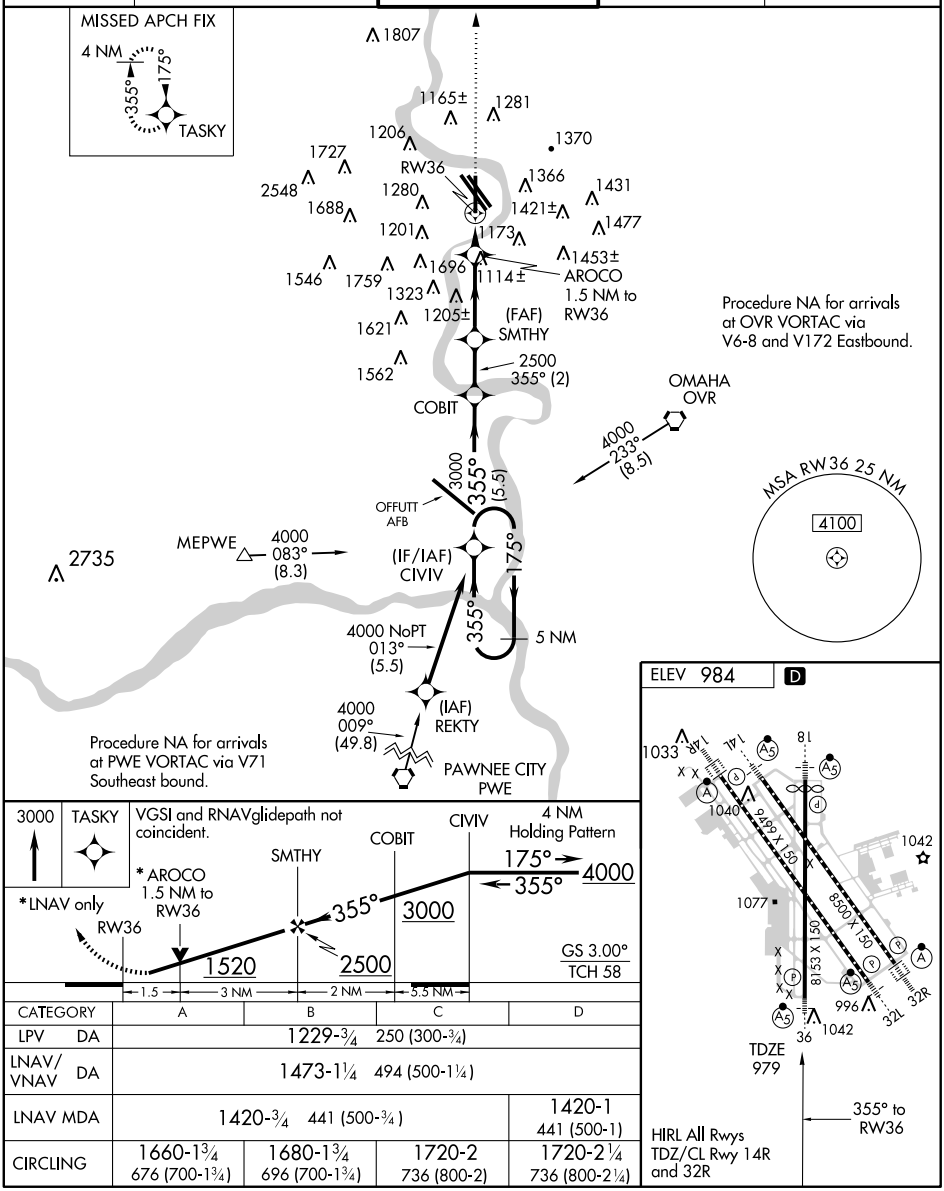
OMAHA/EPPLEY AIRFIELD (OMA)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV Cats. A and B visibility to 1 mile. Inoperative table does not apply to LPV.

MALSR

MISSED APPROACH: Climb to 3000 direct TASKY and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9



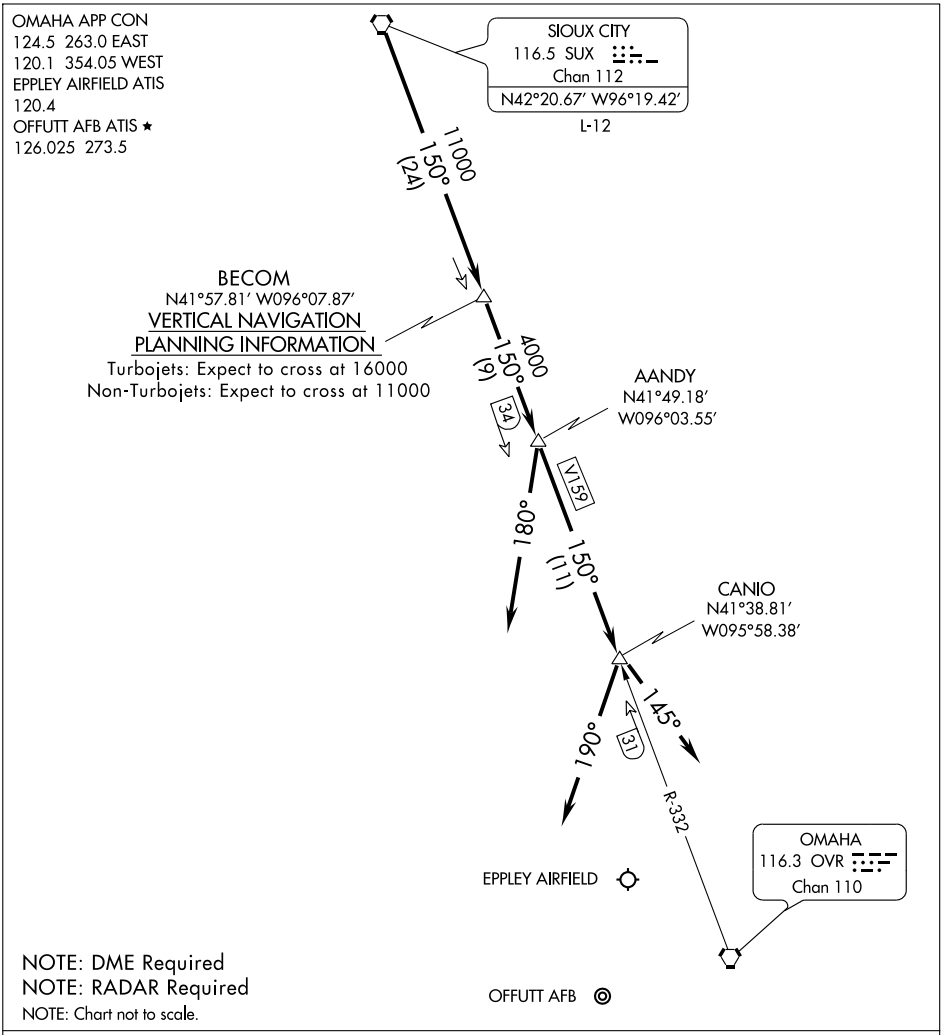
CATEGORY	A	B	C	D
LPV DA	1229-¾ 250 (300-¾)			
LNAV/VNAV DA	1473-1¼ 494 (500-1¼)			
LNAV MDA	1420-¾ 441 (500-¾)			1420-1 441 (500-1)
CIRCLING	1660-1¾ 676 (700-1¾)	1680-1¾ 696 (700-1¾)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SIOUX CITY ONE ARRIVAL

ST-304 (FAA)

OMAHA, NEBRASKA



From over SUX VORTAC via SUX R-150 to BECOM/24 DME to AANDY/34 DME. Thence . . . .

. . . . OFFUTT AFB (OFF): Depart AANDY heading 180° for RADAR vectors to final approach course.

. . . . EPPLEY AIRFIELD (OMA): Depart AANDY via V159 to CANIO/OVR 31 DME, Runways 14 L/R: Fly heading 190° for RADAR vectors to final approach course. All other runways: fly heading 145° for RADAR vectors to final approach course.

SIOUX CITY ONE ARRIVAL

OMAHA, NEBRASKA

(SUX.SUX1) 09071

NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC OVR	APP CRS	Rwy Idg	9499
116.3	310°	TDZE	980
Chan 110		Apt Elev	984

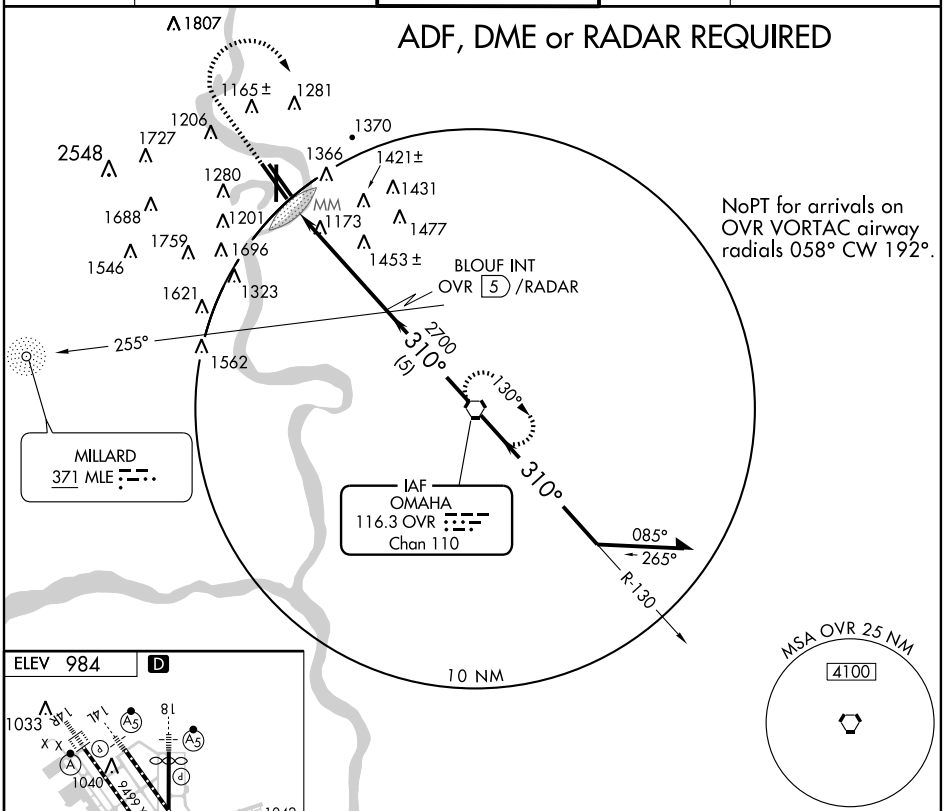
VOR RWY 32L

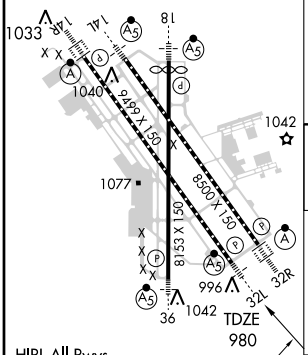
OMAHA/EPPLEY AIRFIELD (OMA)

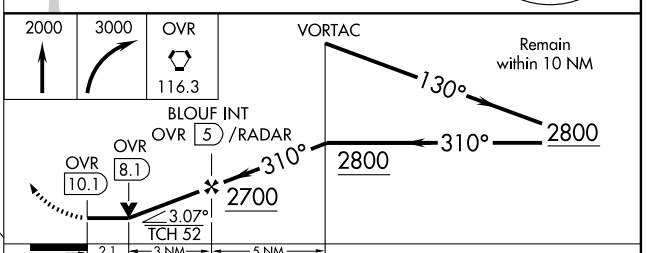
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct OVR VORTAC and hold.

ATIS	OMAHA APP CON	OMAHA TOWER	GND CON	CLNC DEL
120.4	124.5 263.0 EAST 120.1 354.05 WEST	132.1 256.9	121.9	119.9





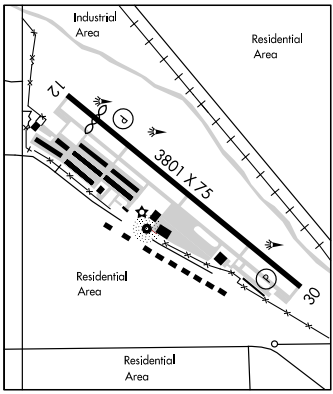


FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-32L	1680/24	700 (700-½)	1680-1½ 700 (700-1½)	1680-1¾ 700 (700-1¾)
CIRCLING	1680-1	696 (700-1)	1720-2 736 (800-2)	1720-2¼ 736 (800-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

MILLARD (MLE) 7 SW UTC−6(−5DT) N41°11.76′ W96°06.74′ **OMAHA**
1051 B S4 **FUEL** 100LL, JET A OX 2, 4 TPA—2000(949) LRA NOTAM FILE MLE **L–10I, 12I**
RWY 12–30: H3801X75 (CONC) S–12.5, D–12.5 MIRL **IAP**
RWY 12: REIL. PAPI(P2L)—GA 3.08° TCH 39′. Thld dsplcd 212′. Road.
RWY 30: PAPI(P2L)—GA 3.08° TCH 39′. Pole.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–3801 TODA–3801 ASDA–3801 LDA–3588
RWY 30: TORA–3801 TODA–3801 ASDA–3588 LDA–3801
AIRPORT REMARKS: Attended 1200–0400Z‡. For svc after 0400Z‡ call 402–895–4974 between 1200–0400Z‡. Deer on and invof arpt. Military jet overflying at 3000′ MSL. After takeoff on Rwy 30 alter heading 20 degrees to the right to avoid noise sensitive area. Normal calm and cross wind tkfs and ldgs on Rwy 12. No intersection tkfs. Radio controlled acft occasional operation 1.7 miles SW of arpt. VFR acft requesting flight following and IFR acft should contact OMAHA apch on Freq 125.4 prior to taking the rwy for CLNC/traffic advisories/general info. ACTIVATE MIRL Rwy 12–30 and REIL Rwy 12—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (402) 895–6778.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **OMAHA APP/DEP CON** 120.1 **CLNC DEL** 125.4
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 268° 17.1 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 371 MLE N41°11.69′ W96°06.84′ at fld. NOTAM FILE MLE.

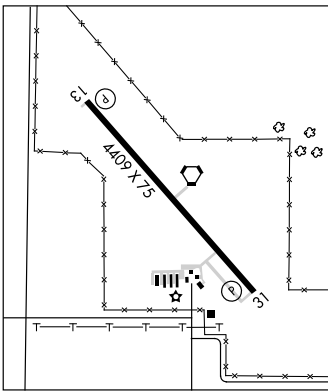


NORTH OMAHA (3NO) 7 NW UTC−6(−5DT) N41°22.10′ W96°01.35′ **OMAHA**
1322 S2 **FUEL** 100LL NOTAM FILE OLU
RWY 17–35: H2480X40 (CONC) S–28 LIRL (NSTD)
RWY 17: Trees. **RWY 35:** Thld dsplcd 600′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended dawn–dusk. For svc other hrs call 402–571–7585. No touch and go ldgs allowed. Rwy 17–35 56′ either side of conc usable turf. Rwy 17–35 CLOSED to acft 8000 lbs and over. Rwy 17–35 NSTD LIRL, lgts located 66′ from rwy edge; 6 thld lights each end.
COMMUNICATIONS: CTAF/UNICOM 122.8

O'NEILL N42°28.23′ W98°41.22′ NOTAM FILE ONL. **OMAHA**
(H) VORTACW 113.9 ONL Chan 86 at The O'Neill Muni–John L Baker Fld. 2030/10E. **HIWAS.** **H–5B, L–12H**
RCO 122.45 (COLUMBUS RADIO)

O'NEILL

THE O'NEILL MUNI–JOHN L BAKER FLD (ONL) 2 NW UTC−6(−5DT) N42°28.17′ W98°41.24′ **OMAHA**
2031 B S4 **FUEL** 100LL, JET A+ NOTAM FILE ONL **L–12H**
RWY 13–31: H4409X75 (CONC) S–30 MIRL **IAP**
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Attended 1300–0000Z‡. For after hrs svc call 402–336–7588. ACTIVATE MIRL Rwy 13–31 and REIL Rwy 13—CTAF.
WEATHER DATA SOURCES: AWOS–3 121.125 (402) 336–4834. **HIWAS** 113.9 ONL.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 (COLUMBUS RADIO)
MINNEAPOLIS CENTER APP/DEP 128.0
RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.
(H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ at fld. 2030/10E. **HIWAS.**



WAAS	APP CRS	Rwy Idg	4409
CH 90203	130°	TDZE	2031
W13A		Apt Elev	2031

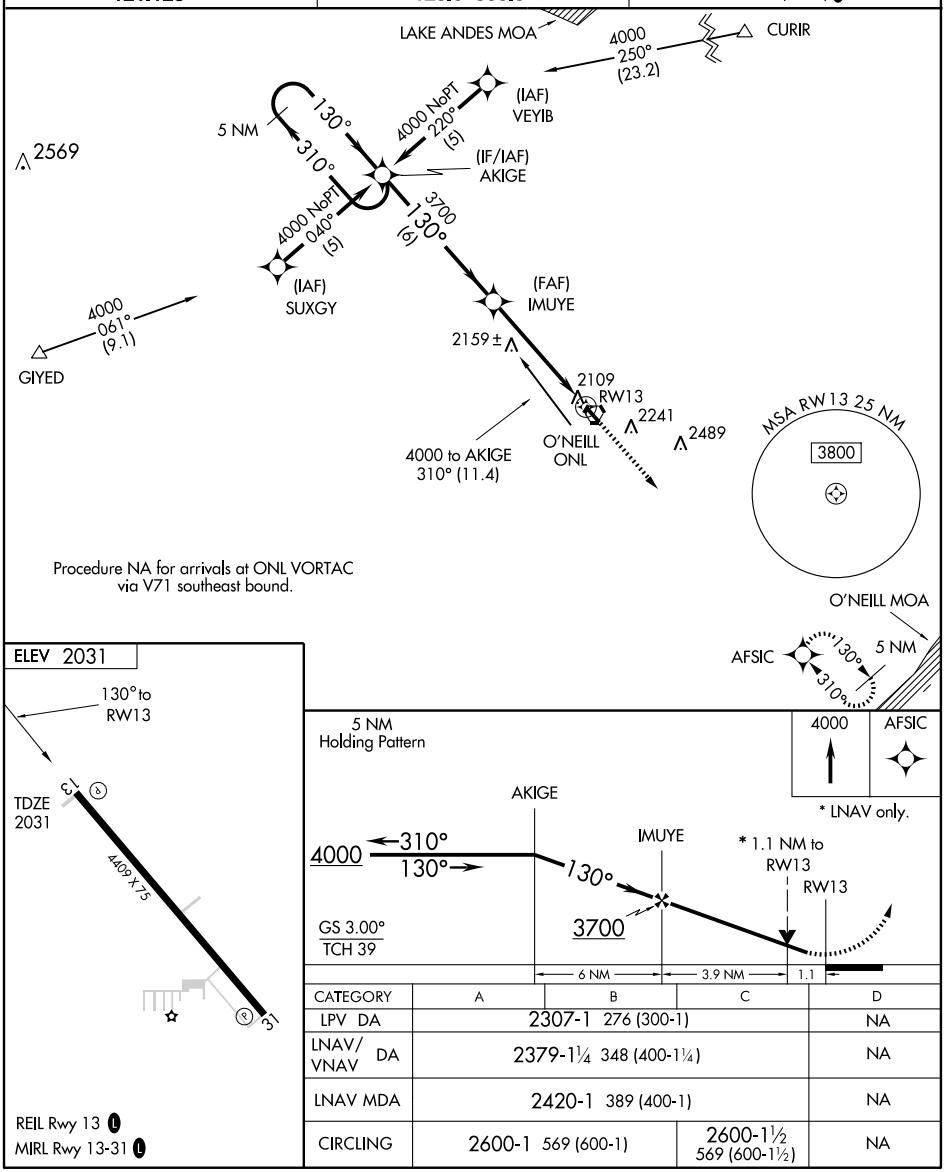
RNAV (GPS) RWY 13

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. VDP NA when using Evelyn Sharp Field altimeter setting.

MISSED APPROACH: Climb to 4000 direct AFSIC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2307-1 276 (300-1)			NA
LNAV/VNAV DA	2379-1¼ 348 (400-1¼)			NA
LNAV MDA	2420-1 389 (400-1)			NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

REIL Rwy 13 L
MIRL Rwy 13-31 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 70503 W31A	APP CRS 310°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

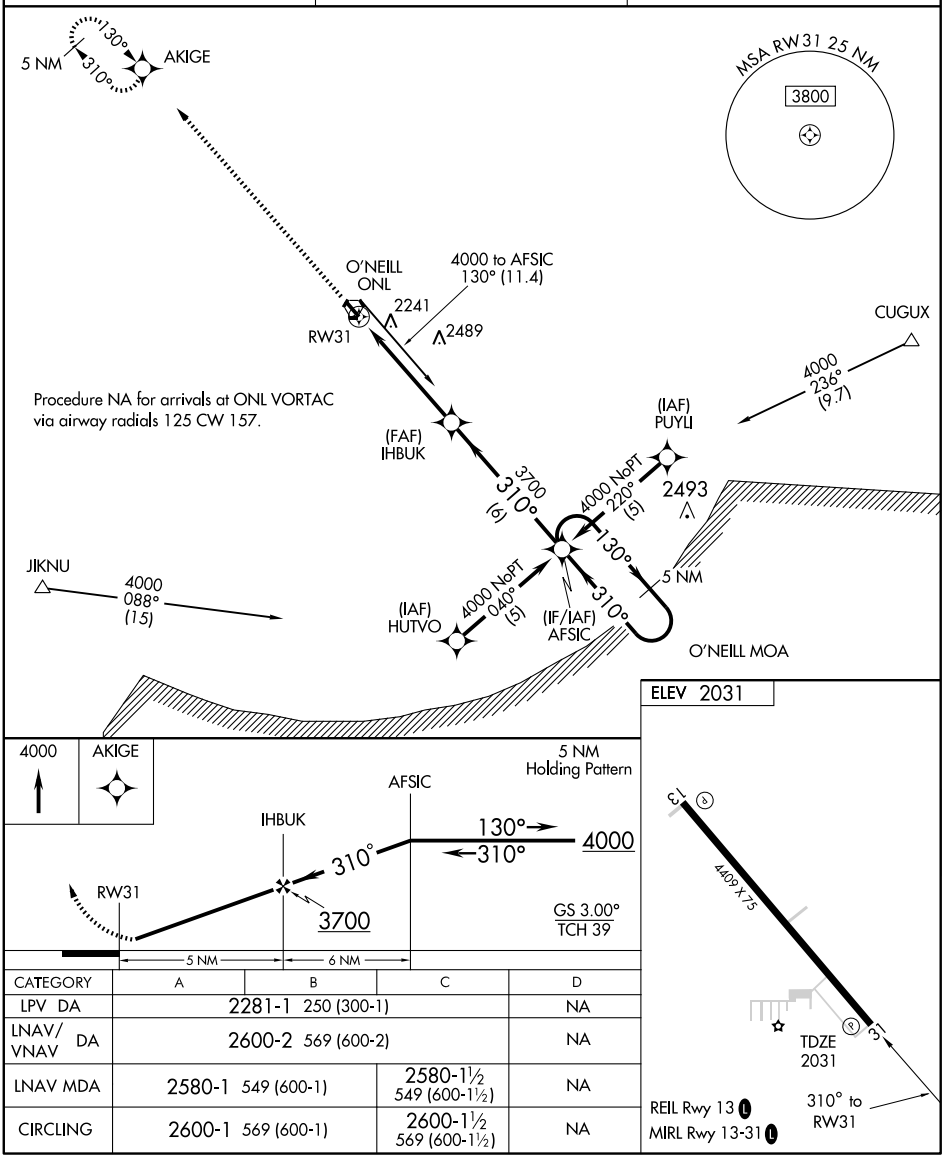
RNAV (GPS) RWY 31

O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

If local altimeter setting not received, use Evelyn Sharp Field altimeter setting and increase all DAs 126 feet, all MDAs 140 feet. BARO-VNAV NA when using Evelyn Sharp Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct AKIGE and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	2281-1 250 (300-1)			NA
LNAV/VNAV DA	2600-2 569 (600-2)			NA
LNAV MDA	2580-1 549 (600-1)		2580-1½ 549 (600-1½)	NA
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

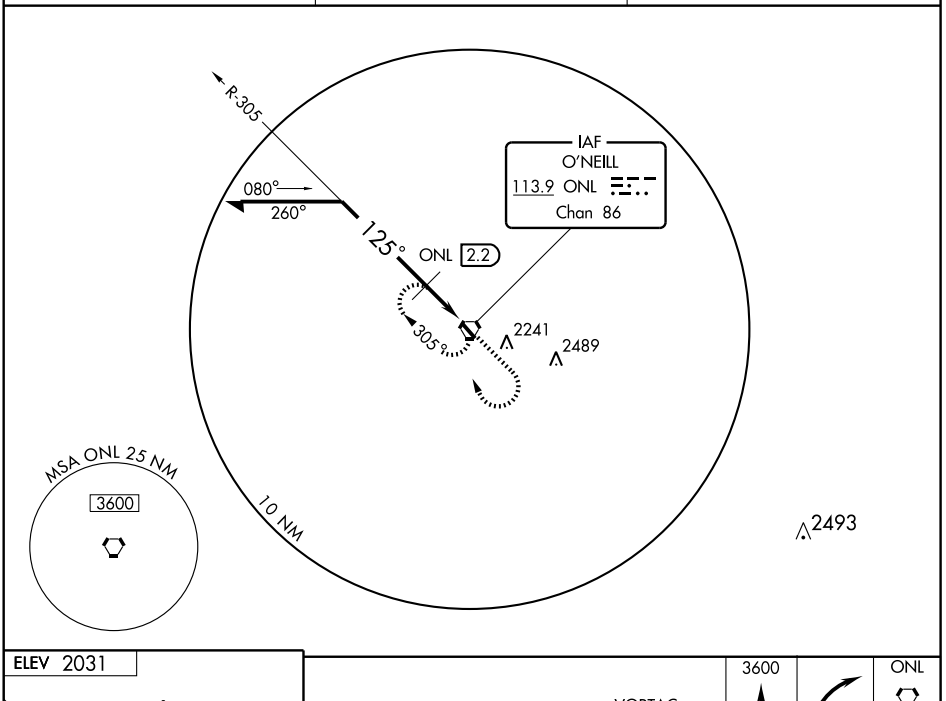
VORTAC ONL 113.9 Chan 86	APP CRS 125°	Rwy Idg 4409 TDZE 2031 Apt Elev 2031

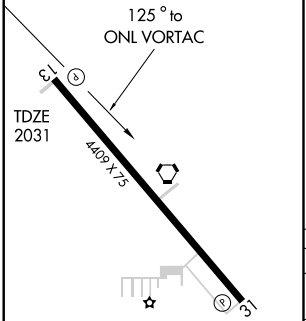
VOR RWY 13

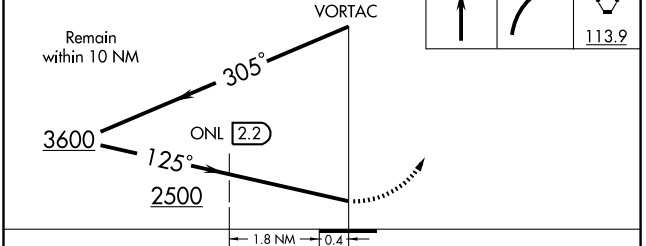
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then right turn direct ONL VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	2500-1 469 (500-1)		2500-1¼ 469 (500-1¼)	2500-1½ 469 (500-1½)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)
DME MINIMUMS				
S-13	2420-1 389 (400-1)			2420-1¼ 389 (400-1¼)
CIRCLING	2600-1 569 (600-1)		2600-1½ 569 (600-1½)	2600-2 569 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

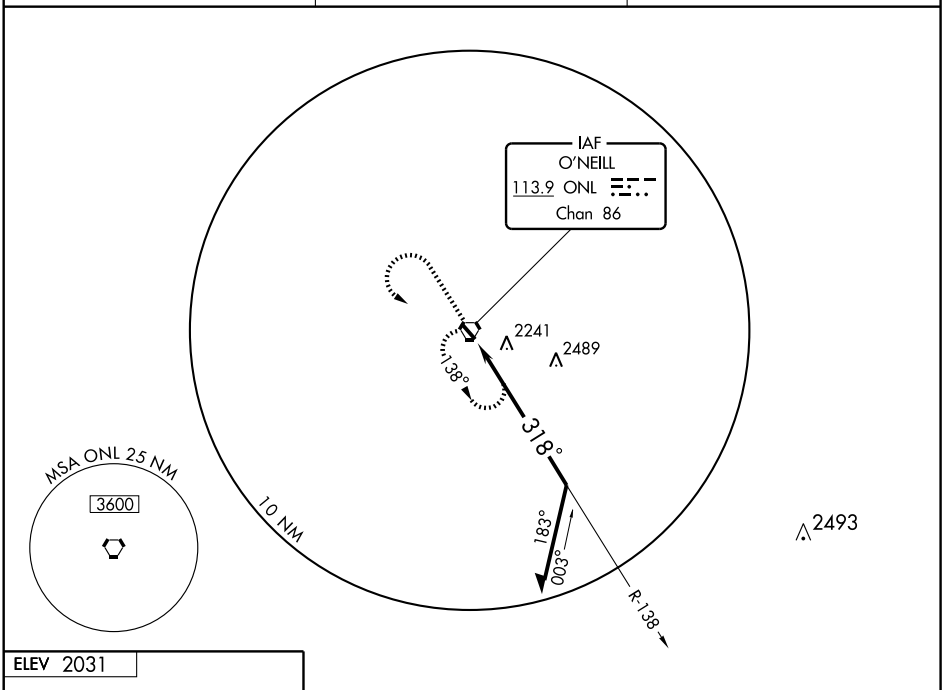
VORTAC ONL	APP CRS	Rwy Idg	4409
113.9	318°	TDZE	2030
Chan 86		Apt Elev	2031

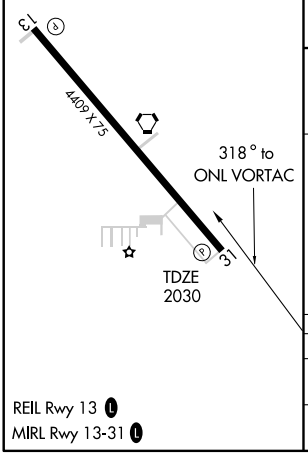
VOR RWY 31

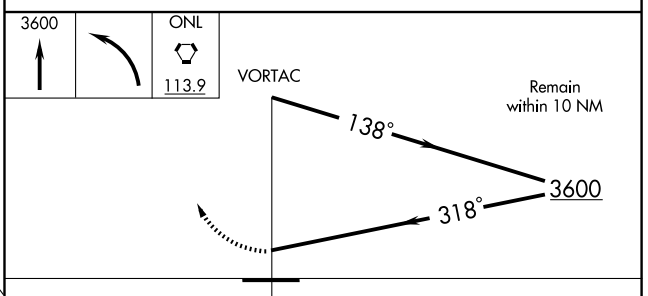
O'NEILL/ THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

MISSED APPROACH: Climb to 3600 then left turn direct ONL VORTAC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 385.5	122.8 (CTAF)







CATEGORY	A	B	C	D
S-31	2560-1	530 (600-1)	2560-1½ 530 (600-1½)	2560-1¾ 530 (600-1¾)
CIRCLING	2560-1	529 (600-1)	2560-1½ 529 (600-1½)	2600-2 569 (600-2)

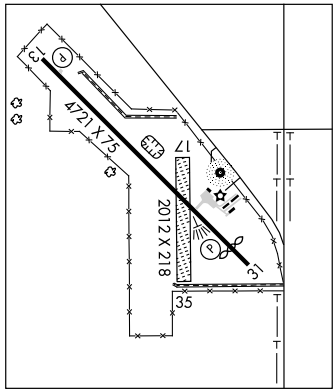
REIL Rwy 13
MIRL Rwy 13-31

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ORD N41°37.42′ W98°56.88′ NOTAM FILE ODX. OMAHA
NDB (MHW) 356 ODX at Evelyn Sharp Fld. L–12H

ORD

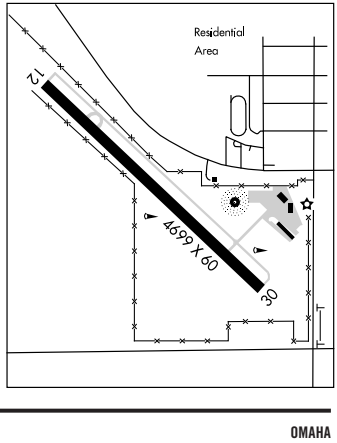
EVELYN SHARP FLD (ODX) 2 NW UTC−6(−5DT) N41°37.42′ W98°57.11′ OMAHA
2070 B **FUEL** 100LL NOTAM FILE ODX L–12H
RWY 13–31: H4721X75 (CONC) S–8 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 44′. Trees.
RWY 31: PAPI(P2L)—GA 3.0° TCH 32′. Thld dsplcd 220′. P-line.
RWY 17–35: 2012X218 (TURF)
RWY 17: Road. **RWY 35:** Fence.
AIRPORT REMARKS: Attended 1400–2300Z‡. For services after hours call 308–750–5126.
WEATHER DATA SOURCES: ASOS 119.925 (308) 728–7954.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 292° 5.0 NM to fld. 2010/7E.
ORD NDB (MHW) 356 ODX N41°37.42′ W98°56.88′ at fld. NOTAM FILE ODX.



OSHKOSH N41°24.07′ W102°21.05′. NOTAM FILE OLU. CHEYENNE
NDB (MHW) 233 OKS at Garden Co. L–12G

OSHKOSH

GARDEN CO (OKS) 1 SW UTC−7(−6DT) N41°24.11′ W102°21.38′ CHEYENNE
3394 B **FUEL** 100LL NOTAM FILE OLU L–12G
RWY 12–30: H4699X60 (CONC) S–15 MIRL 0.3% up NW IAP
RWY 30: P-lines.
AIRPORT REMARKS: Unattended. For svc call 308–772–4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 118.475
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 044° 33.8 NM to fld. 4300/13E. **HIWAS.**
OSHKOSH NDB (MHW) 233 OKS N41°24.07′ W102°21.05′ at fld. NOTAM FILE OLU.



PANBE N41°04.10′ W100°34.35′ NOTAM FILE LBF. OMAHA
NDB (LOM) 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored. L–10H, 12G

PAWNEE CITY N40°12.02′ W96°12.38′ NOTAM FILE OLU. OMAHA
(H) VORTAC 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.** H–5C, L–10I
RCO 122.1R 112.4T (COLUMBUS RADIO)

NDB ODX 356	APP CRS 124°	Rwy Idg 4721 TDZE 2070 Apt Elev 2070

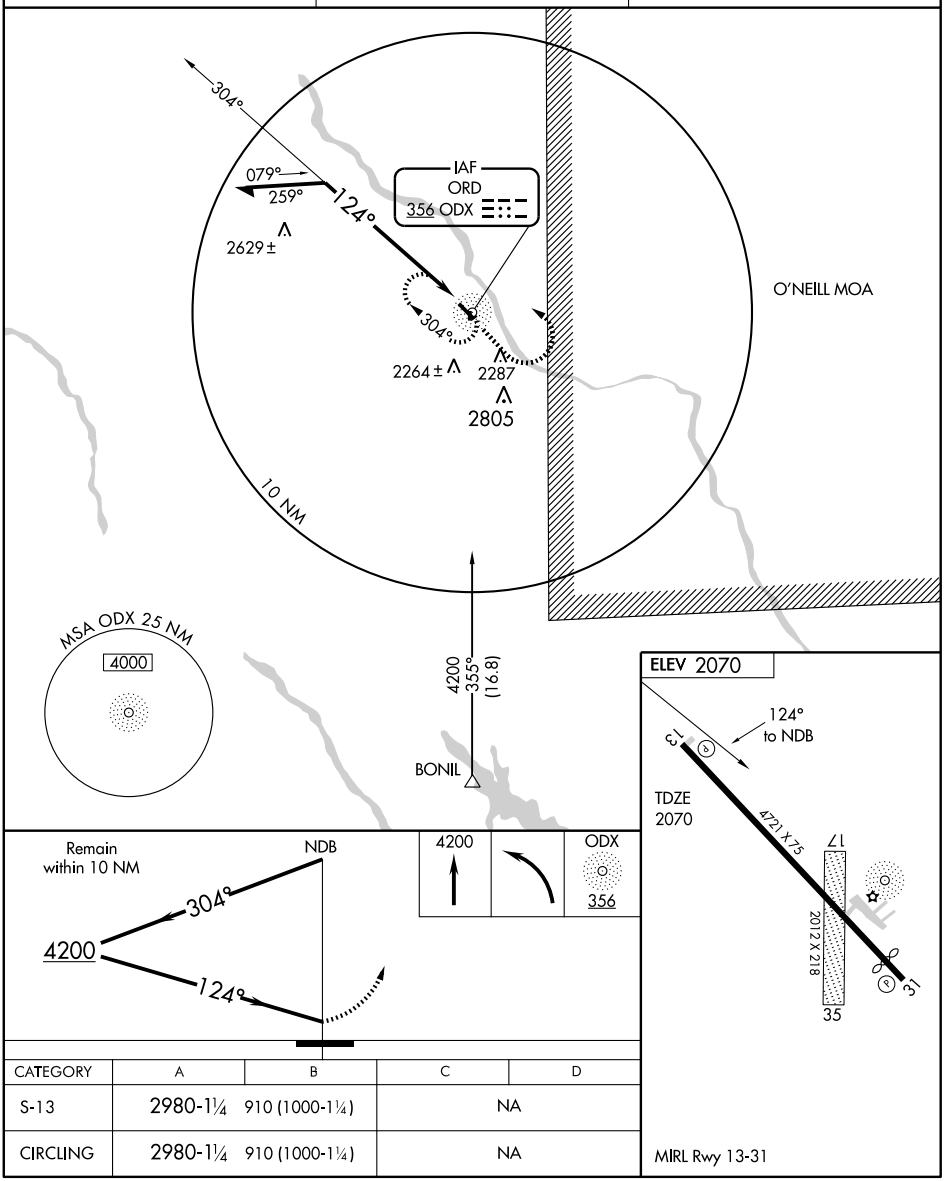
NDB RWY 13

ORD/EVELYN SHARP FIELD (ODX)

Visibility reduction by helicopters NA. Circling to Rwy 17-35 NA.
When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet; and all Cat B visibilities ¼ mile.

MISSED APPROACH: Climb to 4200 then left turn direct ODX NDB and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)



CATEGORY	A	B	C	D
S-13	2980-1¼	910 (1000-1¼)	NA	
CIRCLING	2980-1¼	910 (1000-1¼)	NA	

MIRL Rwy 13-31

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4721
CH 90312	131°	TDZE	2070
W13A		Apt Elev	2070

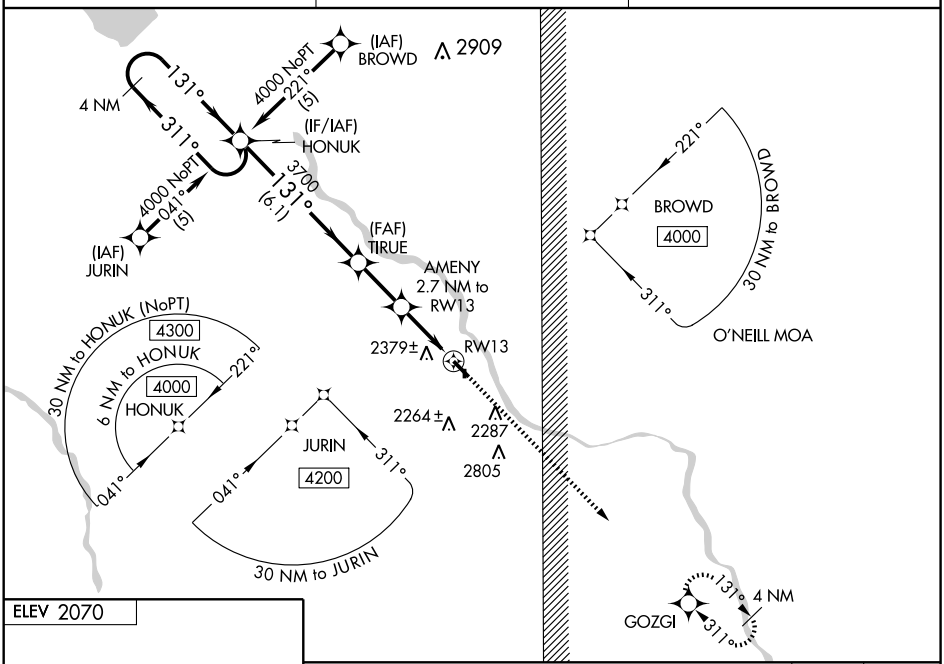
RNAV (GPS) RWY 13

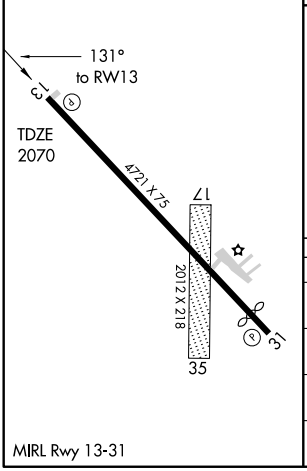
ORD/EVELYN SHARP FIELD (ODX)

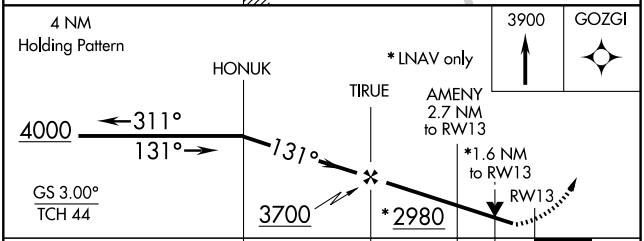
Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and all MDA 160 feet; increase all LPV and LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 3900 direct GOZGI and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2444-1¼	374 (400-1¼)	NA	
LNAV/VNAV DA	2698-2¼	628 (700-2¼)	NA	
LNAV MDA	2620-1	550 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4501
304°	TDZE	2064
	Apt Elev	2070

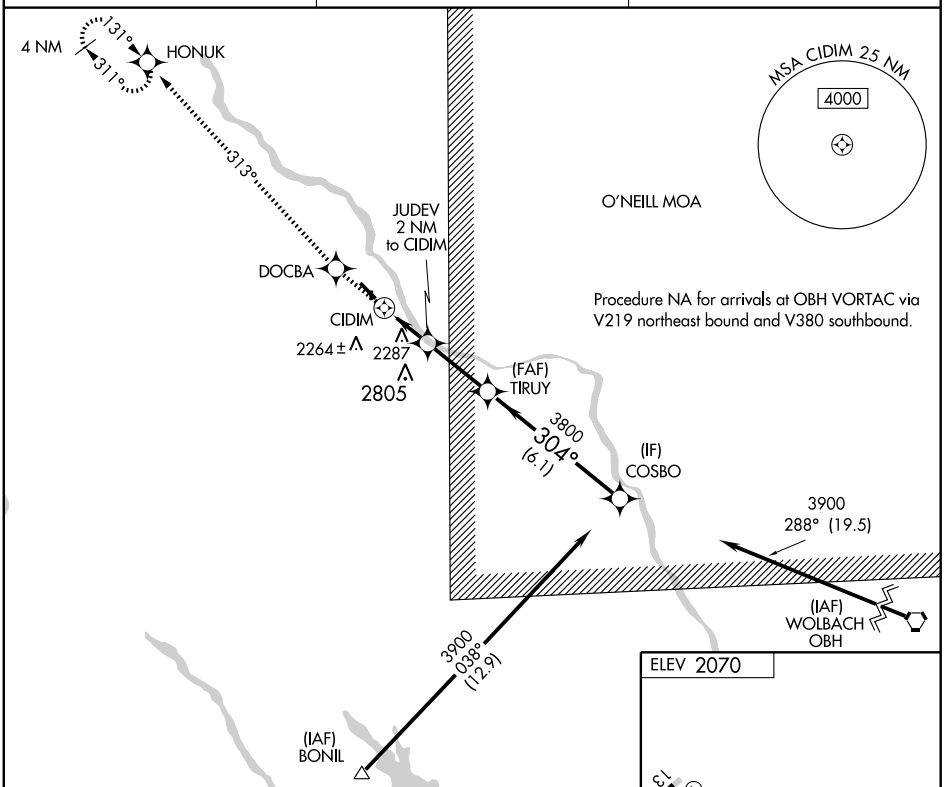
RNAV (GPS) Y RWY 31

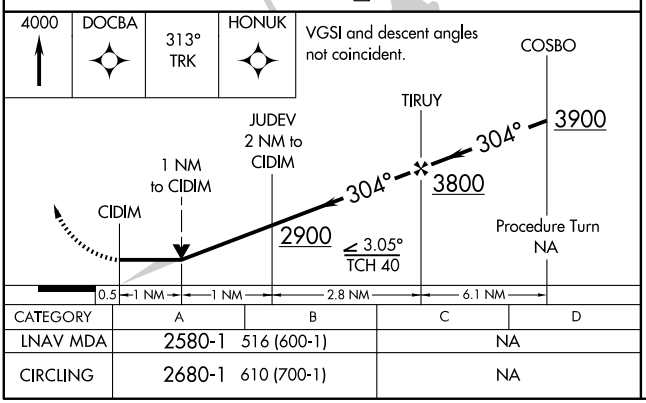
ORD/ EVELYN SHARP FIELD (ODX)

DME/DME RNP-0.3 NA. Circling to Rwy 17/35 NA. VDP NA when using Broken Bow altimeter setting. When local altimeter setting not received, use Broken Bow altimeter setting and increase all MDA 160 feet and circling Cat B visibility ¼ mile.

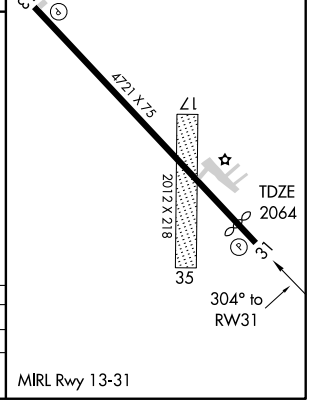
MISSED APPROACH: Climb to 4000 direct DOCBA and via 313° track to HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	2580-1	516 (600-1)	NA	
CIRCLING	2680-1	610 (700-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4501
CH 99412	311°	TDZE	2064
W31A		Apt Elev	2070

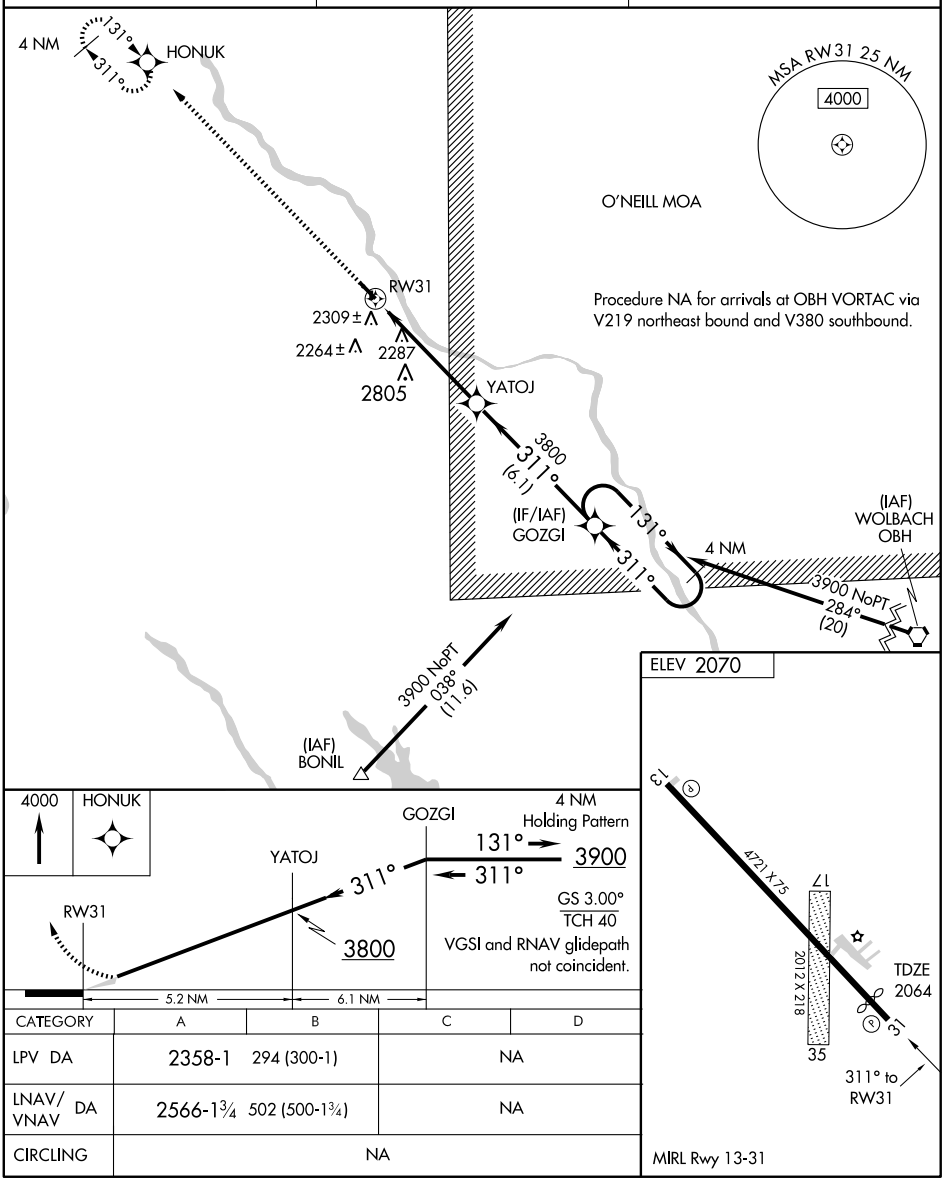
RNAV (GPS) Z RWY 31

ORD/ EVELYN SHARP FIELD (ODX)

Baro-VNAV NA when using Broken Bow altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Broken Bow altimeter setting and increase all DA 143 feet and increase all visibilities ½ mile.

MISSED APPROACH: Climb to 4000 direct HONUK and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF)



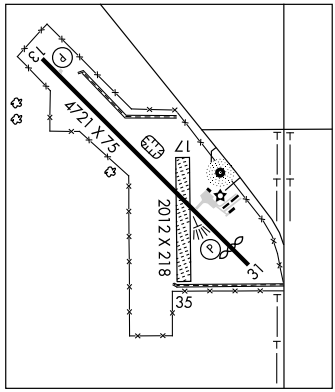
CATEGORY	A	B	C	D
LPV DA	2358-1	294 (300-1)	NA	
LNAV/ VNAV DA	2566-1¾	502 (500-1¾)	NA	
CIRCLING	NA			

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

ORD N41°37.42′ W98°56.88′ NOTAM FILE ODX. OMAHA
NDB (MHW) 356 ODX at Evelyn Sharp Fld. L–12H

ORD

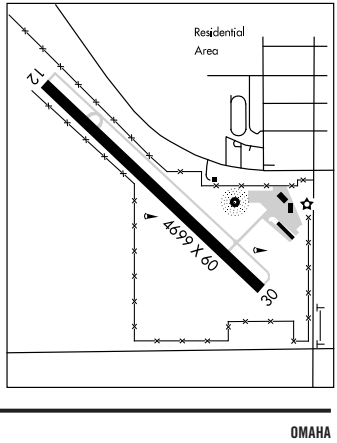
EVELYN SHARP FLD (ODX) 2 NW UTC−6(−5DT) N41°37.42′ W98°57.11′ OMAHA
2070 B **FUEL** 100LL NOTAM FILE ODX L–12H
RWY 13–31: H4721X75 (CONC) S–8 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 44′. Trees.
RWY 31: PAPI(P2L)—GA 3.0° TCH 32′. Thld dsplcd 220′. P-line.
RWY 17–35: 2012X218 (TURF)
RWY 17: Road. **RWY 35:** Fence.
AIRPORT REMARKS: Attended 1400–2300Z‡. For services after hours call 308–750–5126.
WEATHER DATA SOURCES: ASOS 119.925 (308) 728–7954.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 119.4
RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.
WOLBACH (H) VORTAC 114.8 OBH Chan 95 N41°22.54′ W98°21.22′ 292° 5.0 NM to fld. 2010/7E.
ORD NDB (MHW) 356 ODX N41°37.42′ W98°56.88′ at fld. NOTAM FILE ODX.



OSHKOSH N41°24.07′ W102°21.05′. NOTAM FILE OLU. CHEYENNE
NDB (MHW) 233 OKS at Garden Co. L–12G

OSHKOSH

GARDEN CO (OKS) 1 SW UTC−7(−6DT) N41°24.11′ W102°21.38′ CHEYENNE
3394 B **FUEL** 100LL NOTAM FILE OLU L–12G
RWY 12–30: H4699X60 (CONC) S–15 MIRL 0.3% up NW IAP
RWY 30: P-lines.
AIRPORT REMARKS: Unattended. For svc call 308–772–4482. 24 hr self svc fuel avbl via credit card system. High pressure oxygen for emerg use only.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 118.475
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
SIDNEY (H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ 044° 33.8 NM to fld. 4300/13E. **HIWAS.**
OSHKOSH NDB (MHW) 233 OKS N41°24.07′ W102°21.05′ at fld. NOTAM FILE OLU.



PANBE N41°04.10′ W100°34.35′ NOTAM FILE LBF. OMAHA
NDB (LOM) 416 LB 296° 6.1 NM to North Platte Rgnl Airport Lee Bird Fld. Unmonitored. L–10H, 12G

PAWNEE CITY N40°12.02′ W96°12.38′ NOTAM FILE OLU. OMAHA
(H) VORTAC 112.4 PWE Chan 71 003° 12.1 NM to Tecumseh Muni. 1360/5E. **HIWAS.** H–5C, L–10I
RCO 122.1R 112.4T (COLUMBUS RADIO)

NDB OKS	APP CRS	Rwy Idg	4699
233	112°	TDZE	3394
		Apt Elev	3394

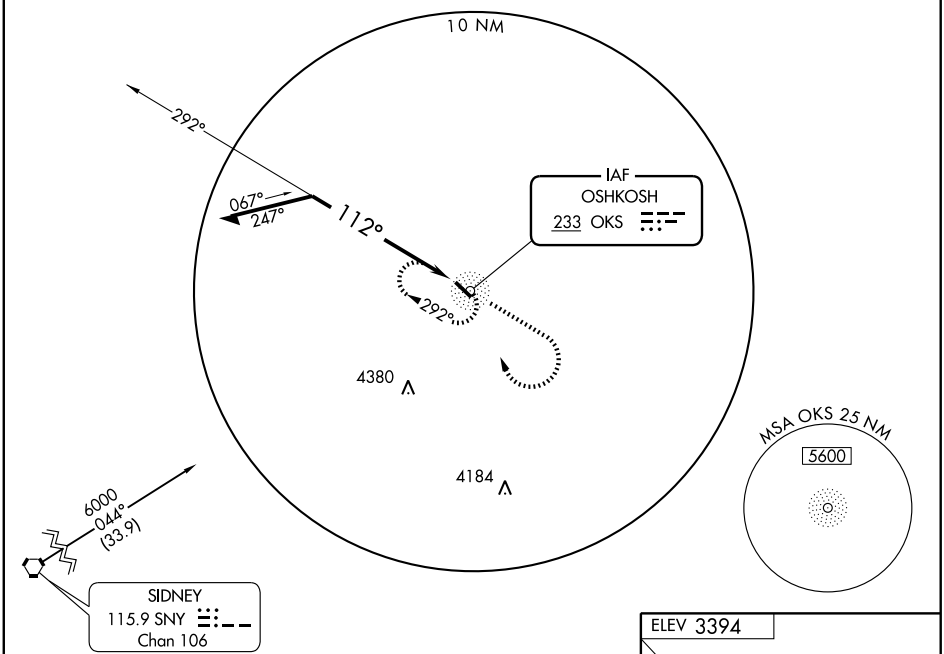
NDB RWY 12

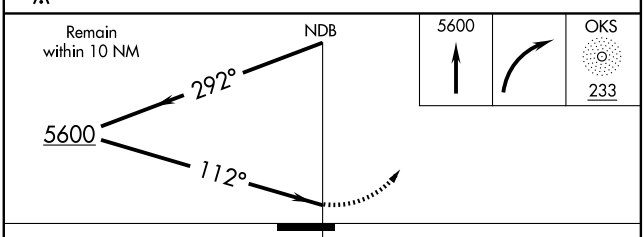
OSHKOSH/GARDEN COUNTY (OKS)

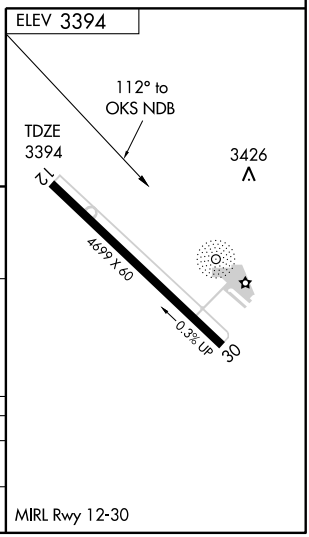
NA — Use Ogallala altimeter setting; when not received use Sidney altimeter setting.

MISSED APPROACH: Climb to 5600, then right turn direct OKS NDB and hold.

OGALLALA AWOS-3	SIDNEY ASOS	DENVER CENTER	UNICOM
121.275	118.025	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
S-12	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	
CIRCLING	4600-1¼ 1206 (1300-1¼)	4600-1½ 1206 (1300-1½)	NA	

MIRL Rwy 12-30

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4699
CH 99708	125°	TDZE	3394
W12A		Apt Elev	3394

RNAV (GPS) RWY 12

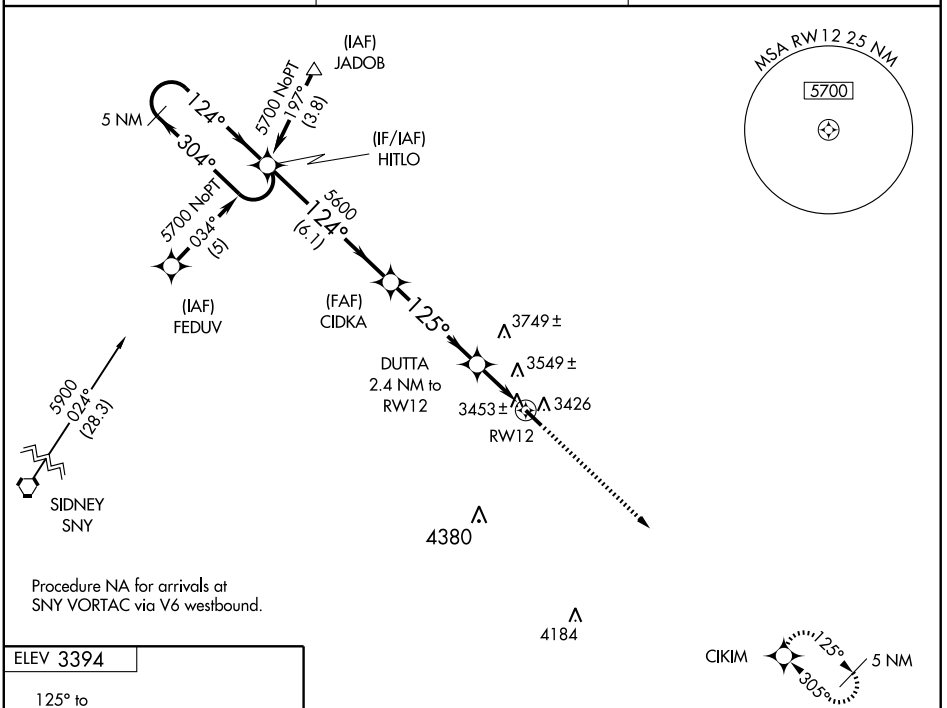
OSHKOSH/GARDEN COUNTY (OKS)

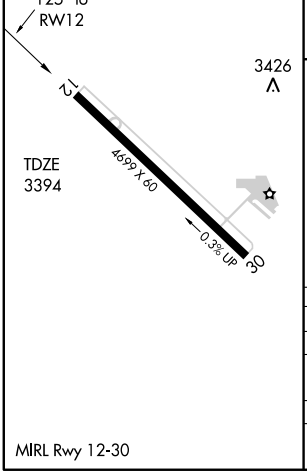
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

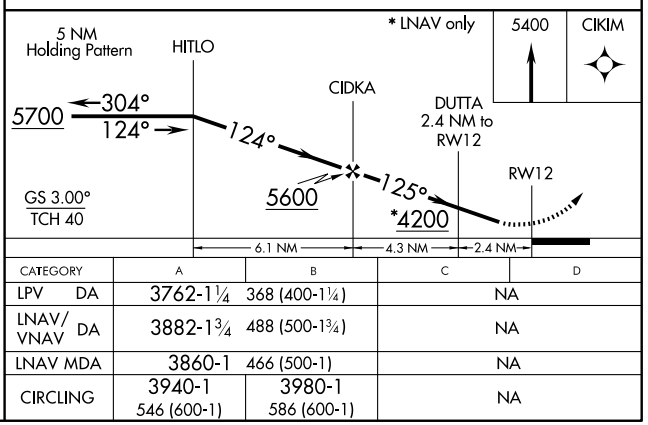
NA

MISSED APPROACH: Climb to 5400 direct CIKIM and hold.

OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3762-1¼	368 (400-1¼)	NA	
LNAV/VNAV DA	3882-1¾	488 (500-1¾)	NA	
LNAV MDA	3860-1	466 (500-1)	NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 4699
CH 93509	305°	TDZE 3387
W30A		Apt Elev 3394

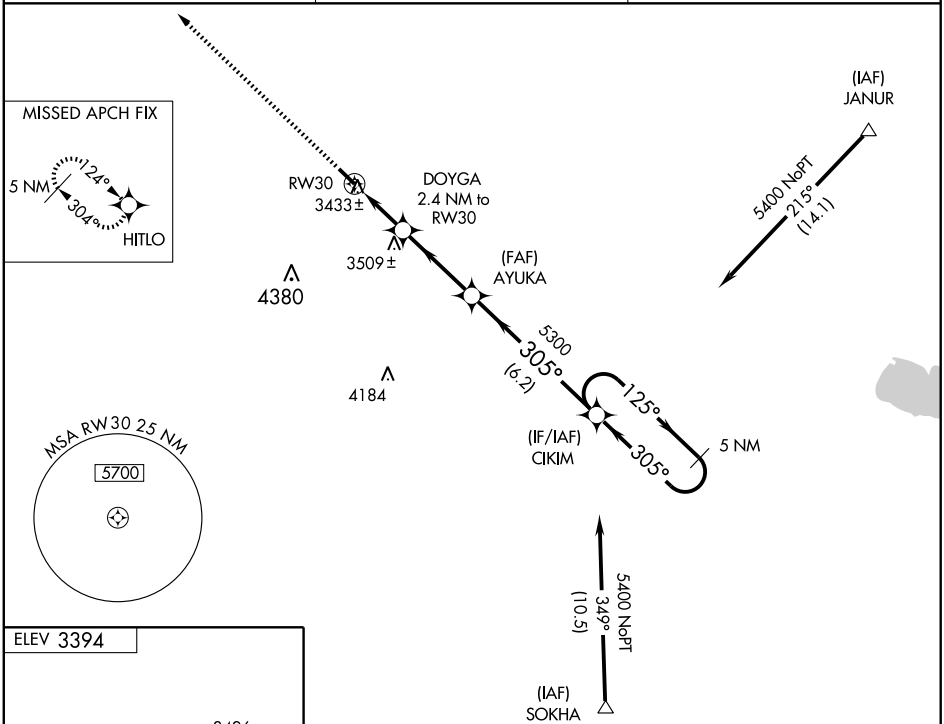
RNAV (GPS) RWY 30
OSHKOSH/GARDEN COUNTY (OKS)

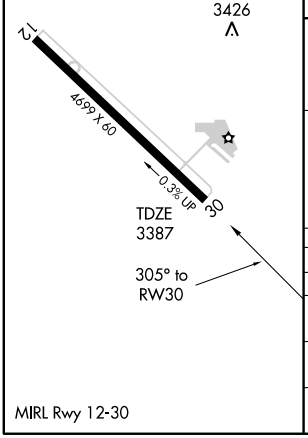
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Ogallala altimeter setting; when not received, use Sidney altimeter setting and increase all DA 118 feet and all MDA 120 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile.

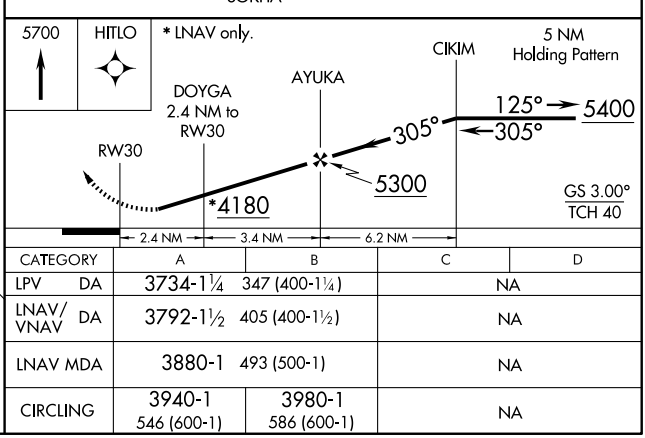
NA

MISSED APPROACH: Climb to 5700 direct HITLO and hold.

OGALLALA AWOS-3	DENVER CENTER	UNICOM
121.275	118.475 225.4	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	3734-1¼	347 (400-1¼)	NA	
LNAV/VNAV DA	3792-1½	405 (400-1½)	NA	
LNAV MDA	3880-1	493 (500-1)	NA	
CIRCLING	3940-1 546 (600-1)	3980-1 586 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

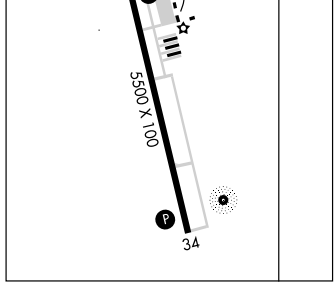
PAWNEE CITY MUNI (5ØK) 2 W UTC−6(−5DT) N40°06.97′ W96°11.67′ OMAHA
1260 B S2 **FUEL** 100LL TPA—2060(800) NOTAM FILE OLU
RWY 14–32: 3375X125 (TURF) LIRL
RWY 14: Tree. **RWY 32:** Pole.
AIRPORT REMARKS: Attended on call. For arpt attendance call arpt manager on 402–852–2691. For fuel call 402–852–2672. Rotating beacon OTS indef. Rwy 14–32 LIRL OTS indef.
COMMUNICATIONS: CTAF 122.9

PENDER MUNI (ØC4) 1 W UTC−6(−5DT) N42°06.81′ W96°43.67′ OMAHA
1345 B **FUEL** 100LL NOTAM FILE OLU L–12I
RWY 15–33: H3600X60 (CONC) MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 40′. Highway. **RWY 33:** PAPI(P2L)—GA 3.0° TCH 40′. Fence.
AIRPORT REMARKS: Unattended. For fuel phone 402–385–3229/3089. ACTIVATE MIRL Rwy 15–33, PAPI Rwy 15 and Rwy 33 after 0430Z‡–122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 224° 22.7 NM to fld. 1087/9E. **HIWAS.**

PIONEER VILLAGE FLD (See MINDEN)

PLATTE CENTER N41°29.79′ W97°22.91′ NOTAM FILE OLU. OMAHA
NDB (HW) 407 PLT 141° 3.4 NM to Columbus Muni. L–12H

PLATTSMOUTH MUNI (PMV) 4 SW UTC−6(−5DT) N40°56.90′ W95°55.04′ OMAHA
1204 B **FUEL** 100LL, JET A NOTAM FILE PMV H–5C, L–10I, 12I
RWY 16–34: H5500X100 (CONC) S–30, D–45, 2D–90 MIRL 0.3% up SE IAP
RWY 16: REIL. PAPI(P2L)—GA 3.0° TCH 39′.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Attended Tue–Sat 1400Z–2300Z‡. 100LL fuel avbl 24 hrs. Self svc. Jet A avbl after hrs on req; call 402–298–8468 during attended hrs. ACTIVATE MIRL Rwy 16–34, REIL and PAPI Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.975 (402) 298–7524.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04′ W95°44.20′ 204° 15.5 NM to fld. 1300/8E. **HIWAS.**
NDB (MHW) 329 PMV N40°56.63′ W95°54.75′ at fld. NOTAM FILE PMV.



POTTS N40°44.83′ W96°45.75′ NOTAM FILE LNK. OMAHA
NDB (MHW/LOM) 385 LN 355° 6.2 NM to Lincoln. Unmonitored when twr clsd. L–10I

PROSSER N40°41.18′ W98°28.65′ NOTAM FILE HSI. OMAHA
NDB (HW) 338 PSS 148° 5.4 NM to Hastings. Unmonitored. L–10H

QUINN FLD (See GOTHENBURG)

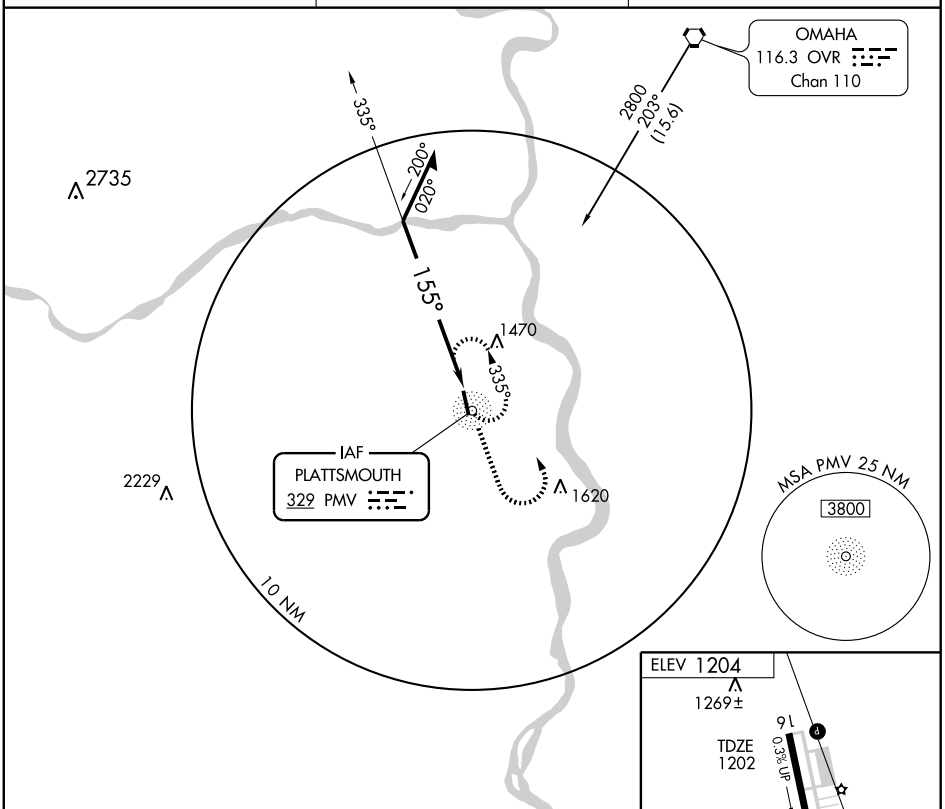
NDB PMV	APP CRS	Rwy Idg	5500
329	155°	TDZE	1202
		Apt Elev	1204

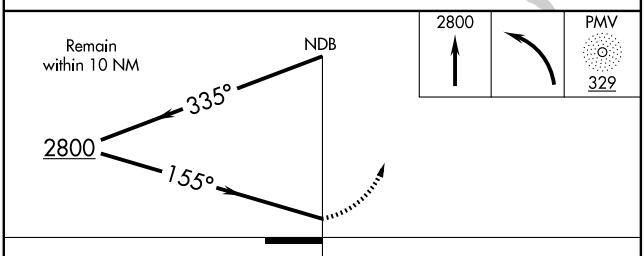
NDB RWY 16
PLATTSMOUTH MUNI (PMV)

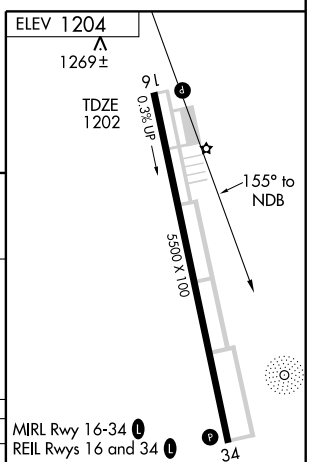
NA When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	1840-1	638 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

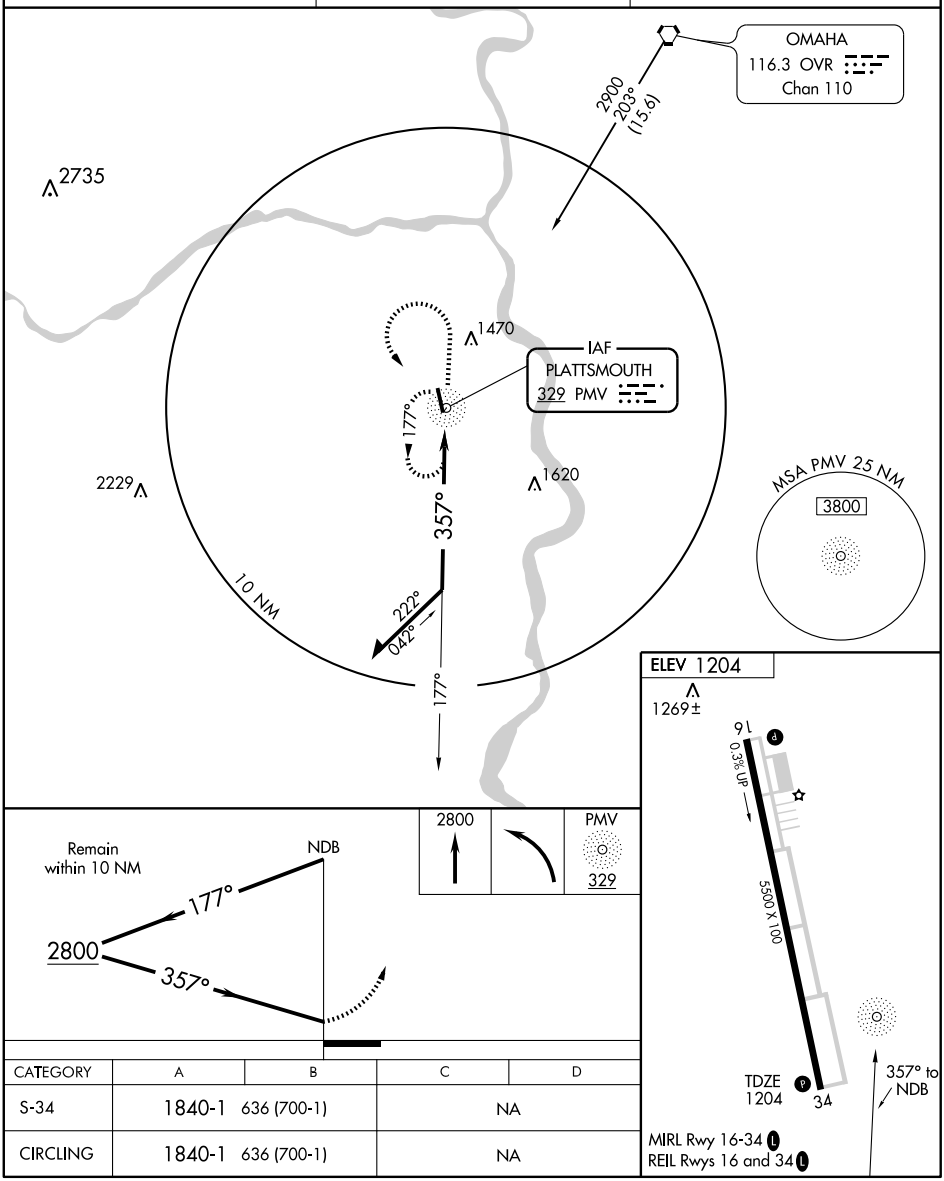
NDB PMV	APP CRS	Rwy Idg	5500
329	357°	TDZE	1204
		Apt Elev	1204

NDB RWY 34
PLATTSMOUTH MUNI (PMV)

⚠ When local altimeter setting not received, use Offutt AFB altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2800 then left turn direct PMV NDB and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-34	1840-1	636 (700-1)	NA	
CIRCLING	1840-1	636 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 45800	163°	TDZE	1202
W16A		Apt Elev	1204

RNAV (GPS) RWY 16

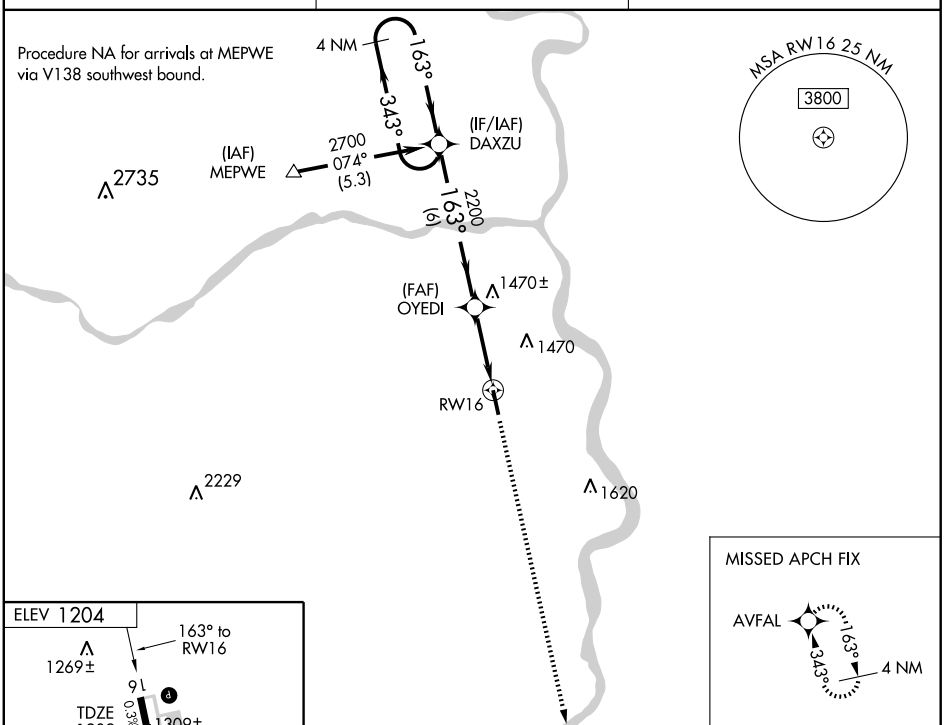
PLATTSMOUTH MUNI (PMV)

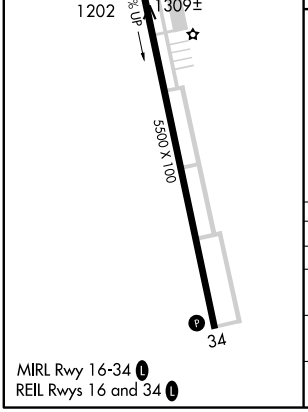
When local altimeter setting not received, use Offutt AFB altimeter setting, increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

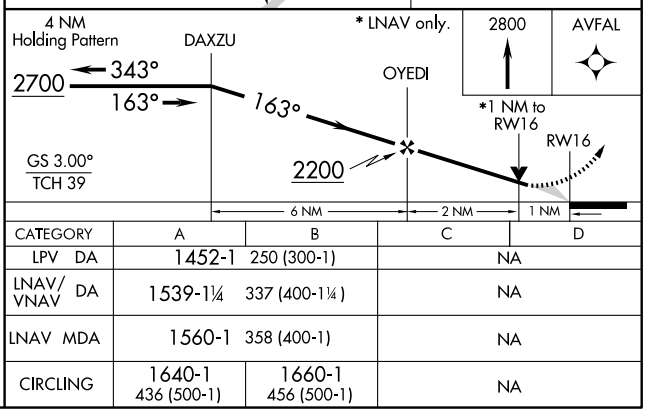
MISSED APPROACH: Climb to 2800 direct AVFAL and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L

Procedure NA for arrivals at MEPWE via V138 southwest bound.







CATEGORY	A	B	C	D
LPV DA	1452-1	250 (300-1)	NA	
LNAV/VNAV DA	1539-1¼	337 (400-1¼)	NA	
LNAV MDA	1560-1	358 (400-1)	NA	
CIRCLING	1640-1 436 (500-1)	1660-1 456 (500-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 40200	343°	TDZE	1204
W34A		Apt Elev	1204

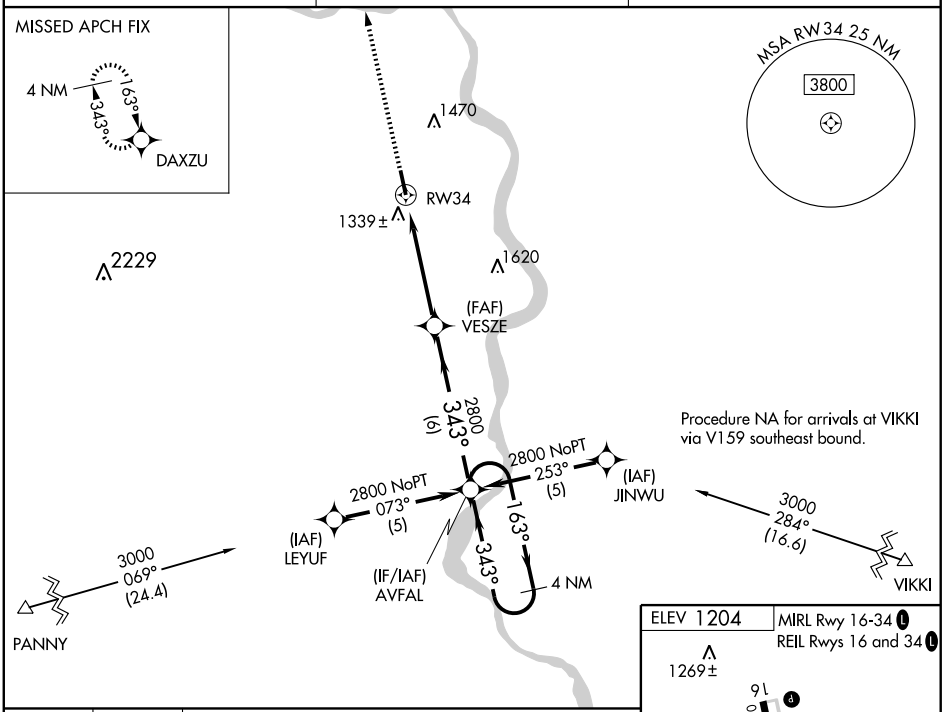
RNAV (GPS) RWY 34

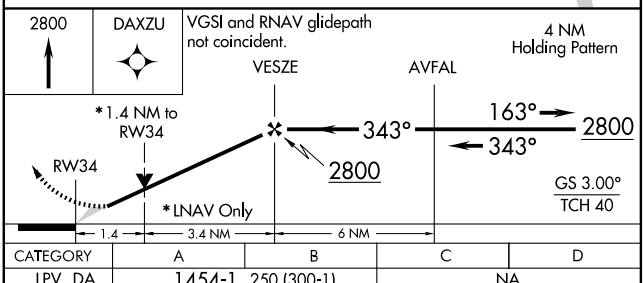
PLATTSMOUTH MUNI (PMV)

When local altimeter setting not received, use Offutt AFB altimeter setting, and increase all DAs 45 feet and all MDAs 60 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Offutt AFB altimeter setting. Baro-VNAV NA when using Offutt AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

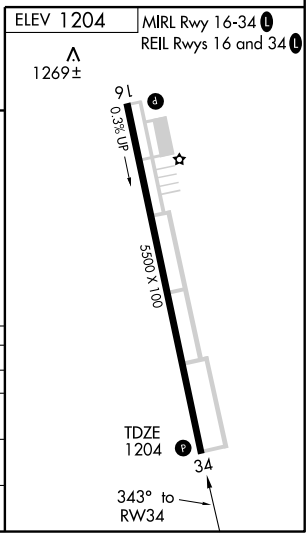
MISSED APPROACH: Climb to 2800 direct DAXZU and hold.

AWOS-3	OMAHA APP CON	UNICOM
118.975	120.1 354.05	122.7 (CTAF) L



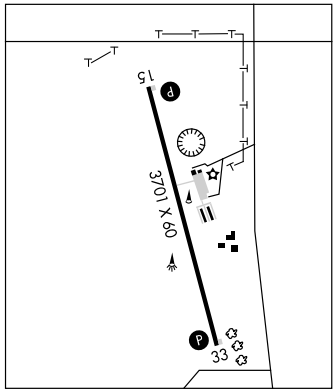


CATEGORY	A	B	C	D
LPV DA	1454-1	250 (300-1)	NA	
LNAV/VNAV DA	1656-1½	452 (500-1½)	NA	
LNAV MDA	1680-1	476 (500-1)	NA	
CIRCLING	1680-1	476 (500-1)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RED CLOUD MUNI (7V7) 1 W UTC−6(−5DT) N40°05.93′ W98°32.48′ OMAHA
1744 B **FUEL** 100LL NOTAM FILE OLU L–10H
RWY 15–33: H3701X60 (CONC) S–12.5 MIRL
RWY 15: REIL. PAPI(P2L)—GA 3.25° TCH 44′. Road.
RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
AIRPORT REMARKS: Unattended. For fuel call 402–746–3297 or 402–746–2500 or 402–746–2561. MIRL Rwy 15–33 preset on low ints dusk–0500Z‡, to increase ints and ACTIVATE REIL Rwy 15 and Rwy 33—CTAF, after 0500Z‡ ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF. PAPI Rwy 15 and Rwy 33 opr SS–SR, from SR–SS ACTIVATE—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.
MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 312° 21.0 NM to fld. 1880/10E.

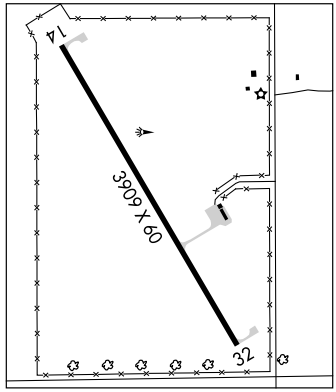


RIKKY N41°13.18′ W95°49.07′ NOTAM FILE OMA. OMAHA
NDB (LOM) 426 EN 320° 6.0 NM to Eppley Airfield.

ROCK CO (See BASSETT)

RUSHVILLE

MODISETT (9V5) 2 NE UTC−7(−6DT) N42°44.19′ W102°26.66′ CHEYENNE
3751 B **FUEL** 100LL NOTAM FILE OLU L–12G
RWY 14–32: H3909X60 (CONC) S–12 MIRL
RWY 14: Road. **RWY 32:** Road.
AIRPORT REMARKS: Unattended. 24 hr self svc fuel avbl via credit card system. Wildlife on and invof arpt. Ultralights on and invof arpt. Numerous crop dusting acft invof arpt. Courtesy car avbl. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 148° 78.4 NM to fld. 3160/13E.



SANCY N40°52.37′ W98°18.88′ NOTAM FILE GRI. OMAHA
NDB (LOM) 380 GR 356° 5.7 NM to Central Nebraska Rgnl.

SARGENT MUNI (Ø9K) 2 E UTC−6(−5DT) N41°38.10′ W99°20.53′ OMAHA
2313 B NOTAM FILE OLU L–12H
RWY 16–34: H3000X50 (ASPH) MIRL
RWY 16: Road.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 16–34—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE CUZ
CUSTER CO (L) VOR/DME 108.2 CUZ Chan 19 N41°29.04′ W99°41.34′ 052°18.1 NM to fld. 2850/8E.

SCOTTSBLUFF N41°53.65′ W103°28.92′ NOTAM FILE BFF. CHEYENNE
(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld. 4170/13E. H–5A, L–12F
RCO 122.6 (COLUMBUS RADIO) **RCO** 122.1R 112.6T (COLUMBUS RADIO)

WAAS	APP CRS	Rwy Idg	3909
CH 72814	142°	TDZE	3751
W14A		Apt Elev	3751

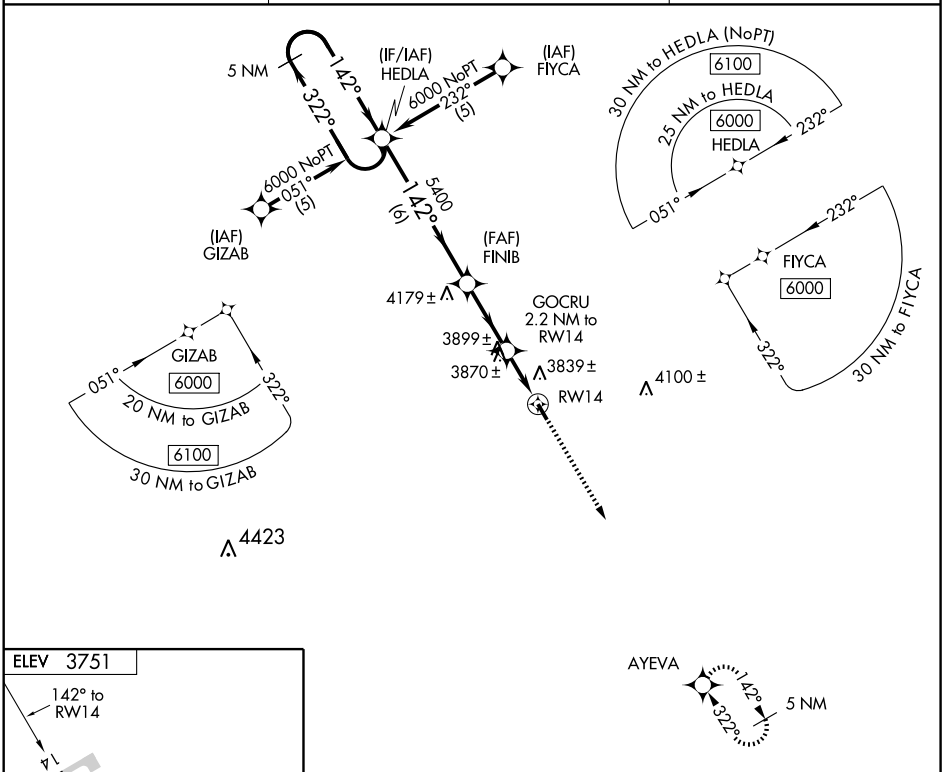
RNAV (GPS) RWY 14

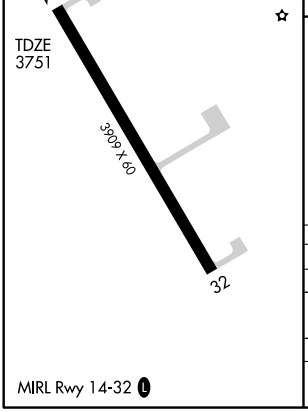
RUSHVILLE/MODISETT (9V5)

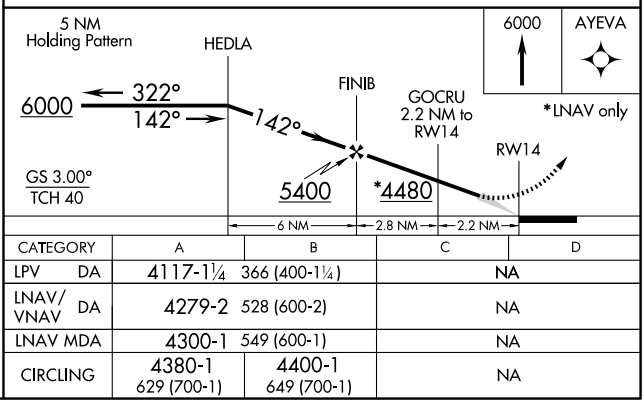
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct AYEVA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 (L)







CATEGORY	A	B	C	D
LPV DA	4117-1¼	366 (400-1¼)	NA	
LNAV/VNAV DA	4279-2	528 (600-2)	NA	
LNAV MDA	4300-1	549 (600-1)	NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	3909
CH 78214	322°	TDZE	3751
W32A		Apt Elev	3751

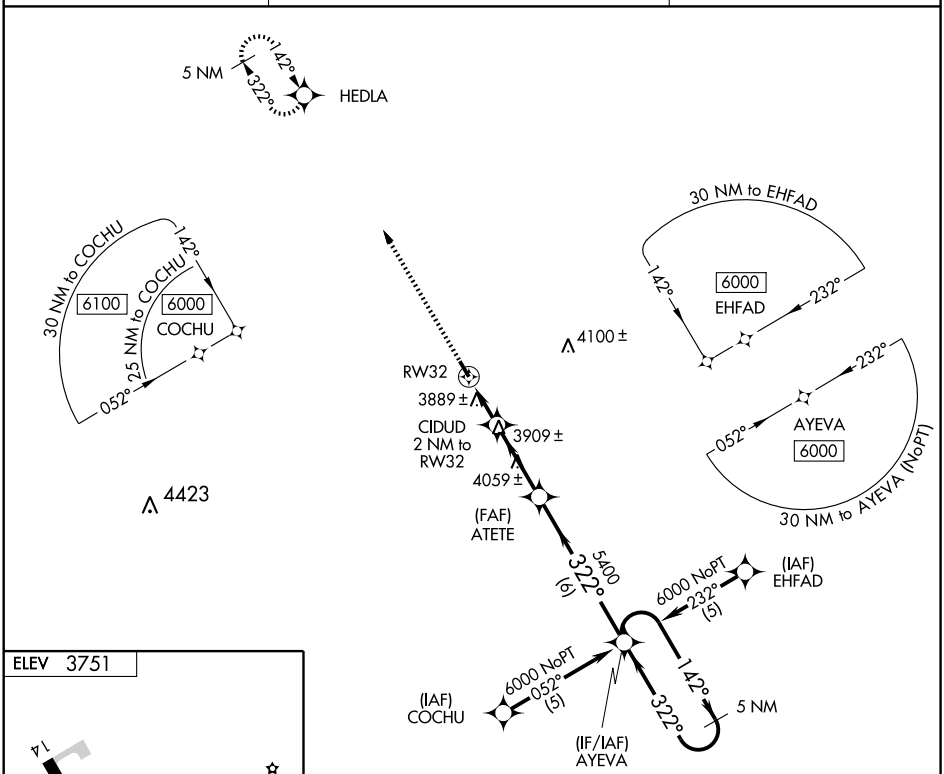
RNAV (GPS) RWY 32

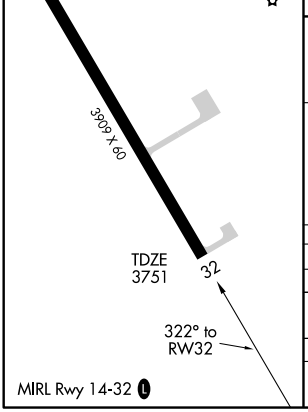
RUSHVILLE/MODISETT (9V5)

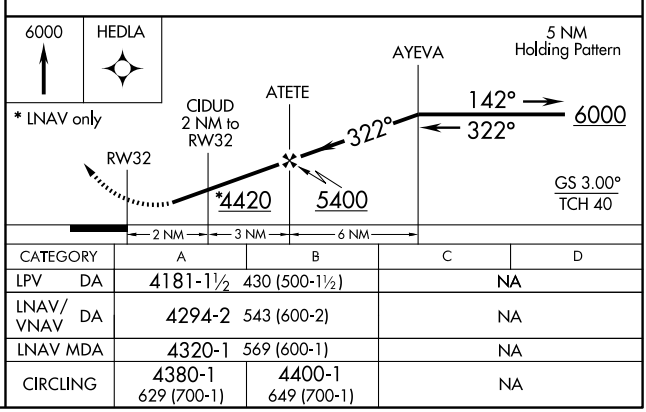
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Pine Ridge altimeter setting.

MISSED APPROACH: Climb to 6000 direct HEDLA and hold.

PINE RIDGE ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L

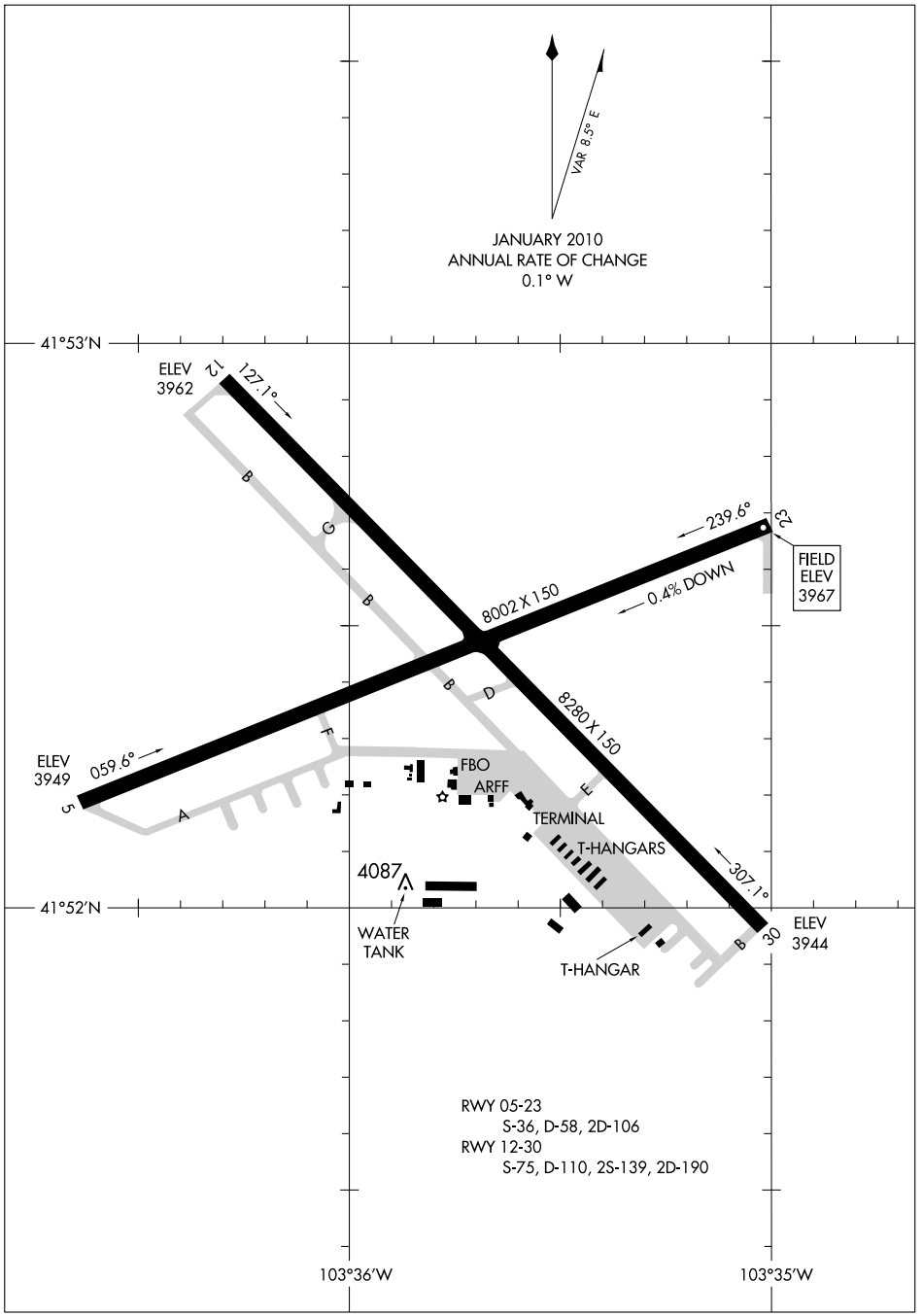






CATEGORY	A	B	C	D
LPV DA	4181-1½	430 (500-1½)	NA	
LNAV/VNAV DA	4294-2	543 (600-2)	NA	
LNAV MDA	4320-1	569 (600-1)	NA	
CIRCLING	4380-1 629 (700-1)	4400-1 649 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010



NC-2, 21 OCT 2010 to 18 NOV 2010

SCOTTSBLUFF N41°53.65′ W103°28.92′ NOTAM FILE BFF. CHEYENNE

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld. 4170/13E. H–5A, L–12F

RCO 122.6 (COLUMBUS RADIO) **RCO** 122.1R 112.6T (COLUMBUS RADIO)

SCOTTSBLUFF

WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (BFF) 3 E UTC−7(−6DT) CHEYENNE

N41°52.44′ W103°35.74′ H–5A, L–12F

3967 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF IAP, AD

RWY 12–30: H8279X150 (ASPH) S–75, D–110, 2S–139, 2D–190 HIRL

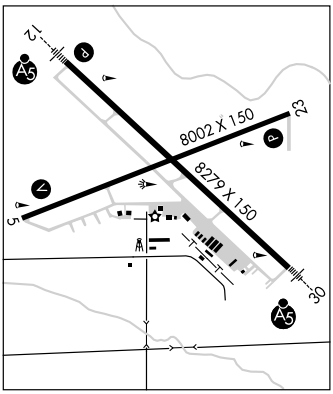
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57′

RWY 30: MALSR.

RWY 05–23: H8002X150 (ASPH) S–36, D–58, 2D–106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50′.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52′. Road.



AIRPORT REMARKS: Attended 1300–0400Z‡. For svc after hrs call 308–635–0162. Waterfowl on and invof arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308–635–4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 12–30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (308) 632–8949.

COMMUNICATIONS: CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ **DENVER CENTER APP/DEP CON** 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65′ W103°28.92′ 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16′ W103°29.93′ 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I–BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored. LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I–RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.

SCRIBNER STATE (SCB) 3 SE UTC−6(−5DT) N41°36.62′ W96°37.79′ OMAHA

1325 B **FUEL** 100LL TPA—2325(1000) NOTAM FILE OLU L–12I

RWY 17–35: H4200X75 (CONC) S–25 MIRL IAP

RWY 12–30: H3199X60 (CONC)

RWY 30: Thld dsplcd 399′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Assistant Manager lives on arpt 402–654–2723. Unlgtd tower approx 1525′ MSL 0.25 mile East.

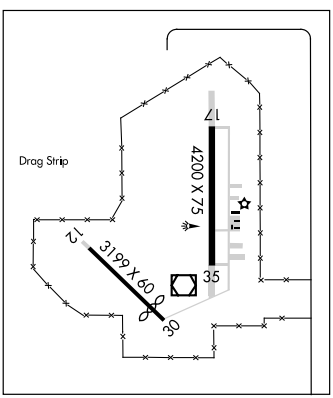
COMMUNICATIONS: CTAF 122.9

Ⓡ **OMAHA APP/DEP CON** 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32′ W96°37.72′ at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.



SEARLE FLD (See OGALLALA)

LOC/DME I-RMT	APP CRS	Rwy Idg	8280
110.35	126°	TDZE	3963
Chan 40 (Y)		Apt Elev	3967

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

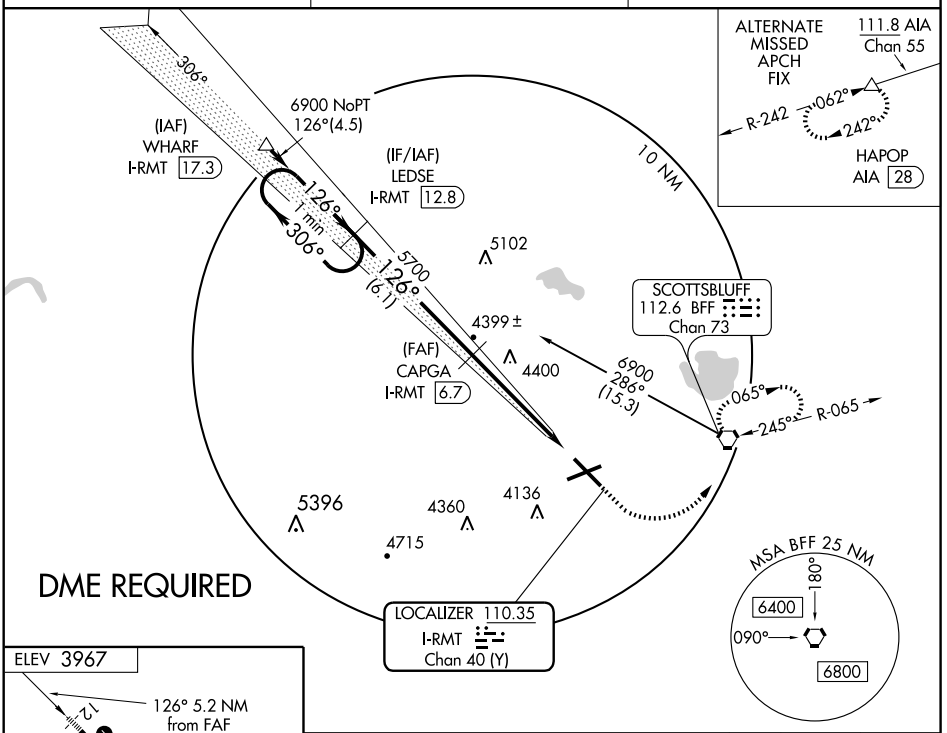
ILS or LOC/DME RWY 12

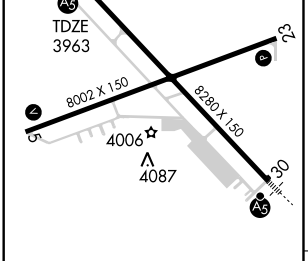
When local altimeter setting not received, use Alliance altimeter setting and increase DA 91 feet; all MDAs 100 feet, and S-LOC 12 and circling Cat B/C/D visibilities ¼ mile. For inoperative MALSR, when using Alliance altimeter setting, increase S-ILS 12 visibility to 1. VDP NA when using Alliance altimeter setting.

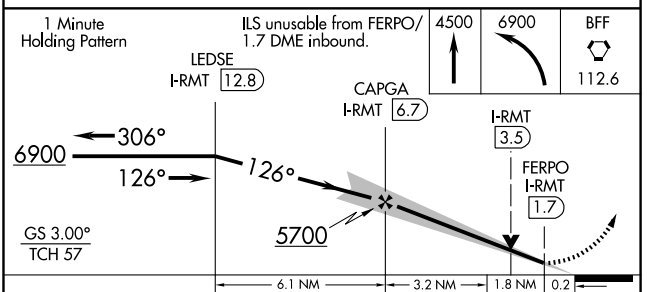
MALSR

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct BFF VORTAC and hold, continue climb-in-hold to 6900.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-ILS 12	4163-½ 200 (200-½)			
S-LOC 12	4640-½ 677 (700-½)		4640-1½ 677 (700-1½)	4640-1¾ 677 (700-1¾)
CIRCLING	4640-1 673 (700-1)		4640-2 673 (700-2)	4640-2¼ 673 (700-2¼)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-BFF	APP CRS	Rwy Idg	8280
109.3	306°	TDZE	3950
Chan 30		Apt Elev	3965

SCOTTSBLUFF/
WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

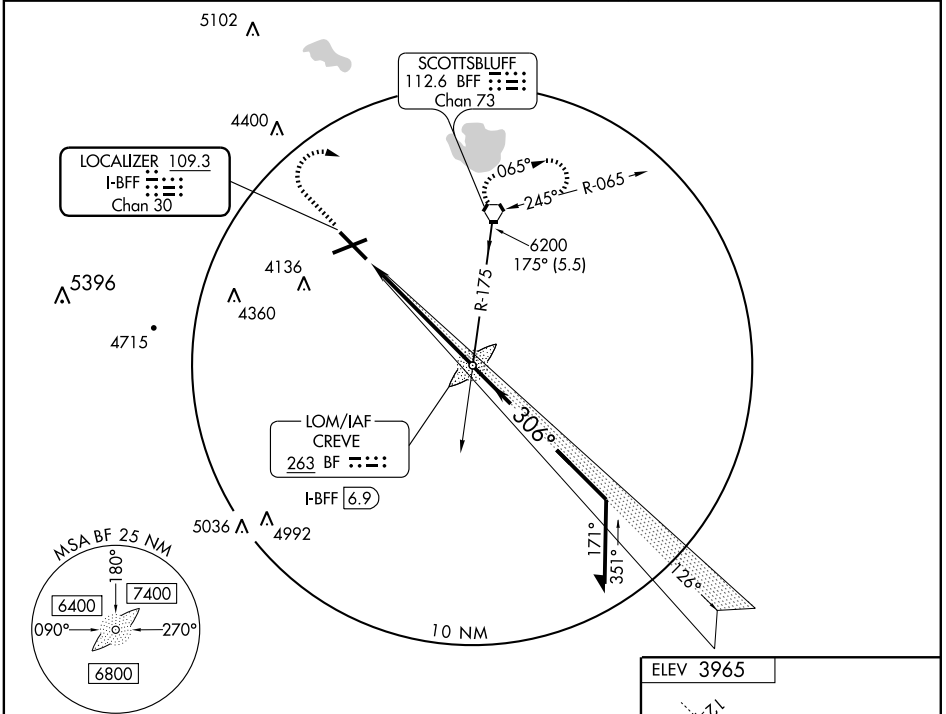
ILS RWY 30

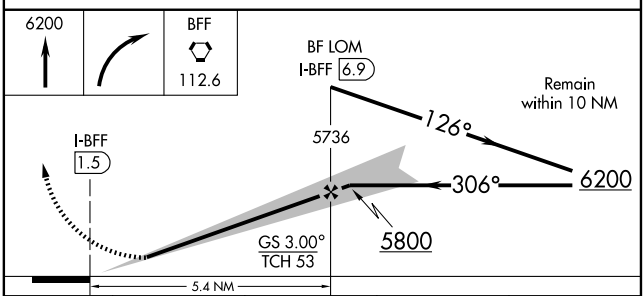
Cat D S-LOC visibility increase ¼ mile for inoperative MALSR.

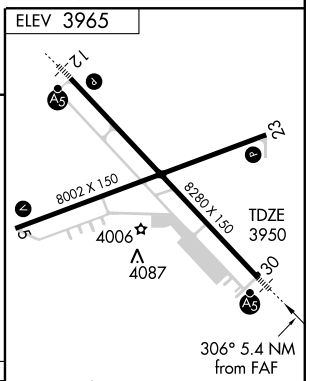
MALSR

MISSED APPROACH: Climb to 6200 then right turn direct BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-ILS 30	4150-½ 200 (200-½)			
S-LOC 30	4240-½ 290 (300-½)			4240-¾ 290 (300-¾)
CIRCLING	4500-1 535 (600-1)		4500-1½ 535 (600-1½)	4600-2 635 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 93506	061°	TDZE	3952
W05A		Apt Elev	3967

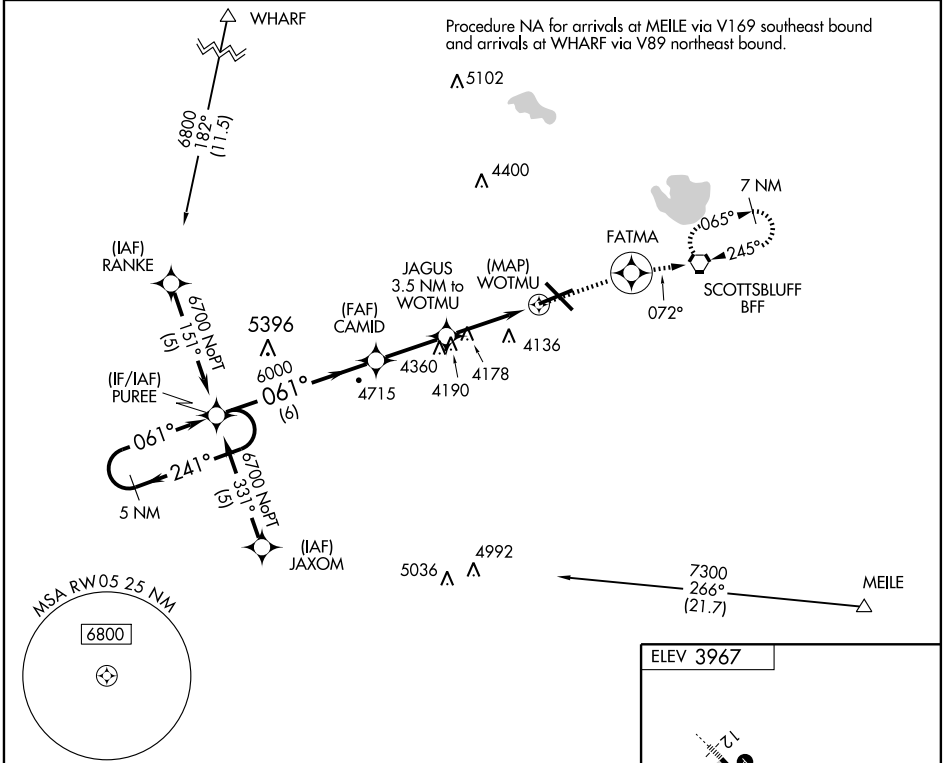
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

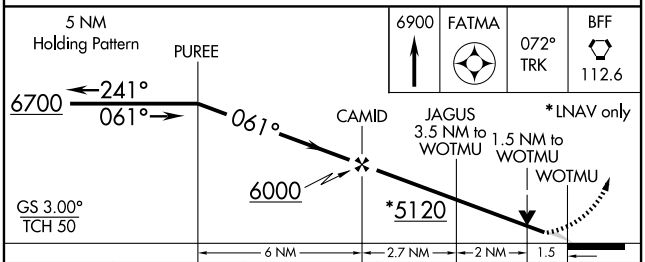
RNAV (GPS) RWY 5

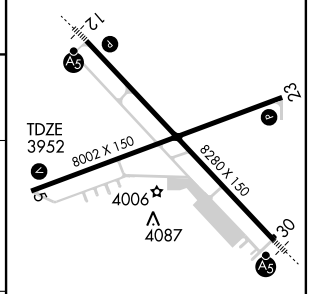
If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6900 direct FATMA and via 072° track to BFF VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4252-1	300 (300-1)		
LNAV MDA	4480-1 528 (600-1)		4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8280
CH 73005	126°	TDZE	3963
W12A		Apt Elev	3967

RNAV (GPS) RWY 12

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

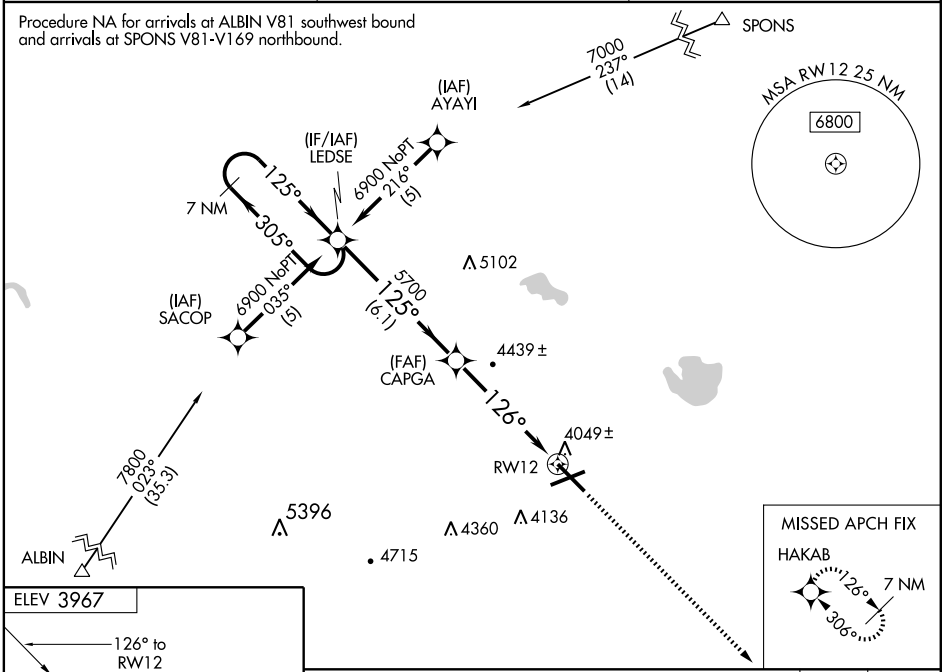
When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat A/B and circling Cat B visibilities ¼ mile; increase LNAV and circling Cat C/D visibilities ½ mile. For inoperative MALSR, when using Alliance altimeter setting, increase LPV all Cats visibility to 1¼ , and LNAV Cat A visibility to 1. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

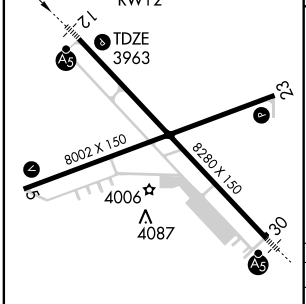
MALSR

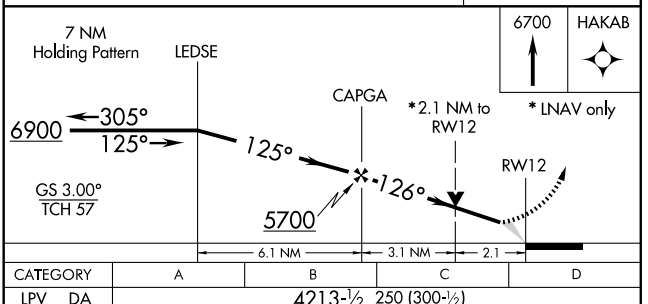
MISSED APPROACH: Climb to 6700 direct HAKAB and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF)

Procedure NA for arrivals at ALBIN V81 southwest bound and arrivals at SPONS V81-V169 northbound.







CATEGORY	A	B	C	D
LPV DA	4213-½ 250 (300-½)			
LNAV/VNAV DA	4340-¾ 377 (400-¾)			
LNAV MDA	4700-½ 737 (800-½)		4700-1½ 737 (800-1½)	4700-1¾ 737 (800-1¾)
CIRCLING	4700-1 733 (800-1)		4700-2 733 (800-2)	4700-2¼ 733 (800-2¼)

REIL Rwy 12
HIRL Rwy 12-30 (L)
MIRL Rwy 5-23 (L)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8002
CH 45606	238°	TDZE	3967
W23A		Apt Elev	3967

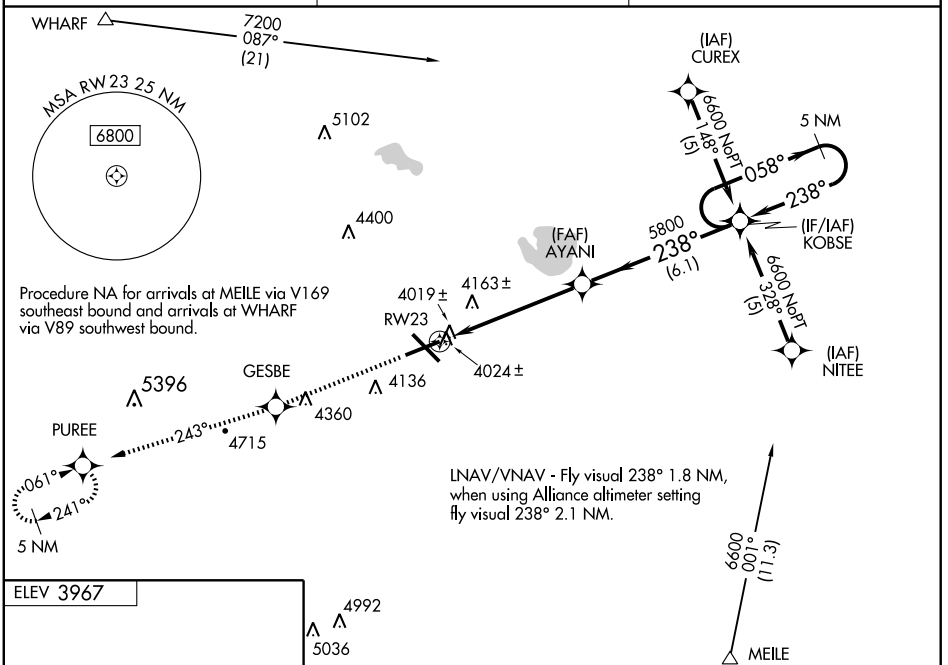
RNAV (GPS) RWY 23

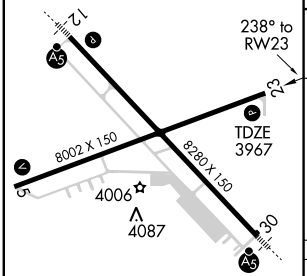
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

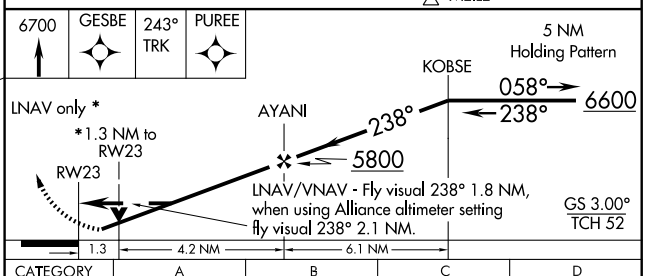
When local altimeter not received, use Alliance altimeter setting and increase all DAs 91 feet and MDAs 100 feet. Increase all LPV visibilities ¼, increase LNAV Cat C/D visibilities ¼, increase circling Cat C/D visibilities ¼. BARO-VNAV NA when using Alliance altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 direct GESBE and via 243° track to PUREE and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	4256-1 289 (300-1)			
LNAV/VNAV DA	4588-2 621 (700-2)			
LNAV MDA	4420-1 453 (500-1)		4420-1¼ 453 (500-1¼)	4420-1½ 453 (500-1½)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8280
CH 53306	306°	TDZE	3951
W30A		Apt Elev	3967

SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

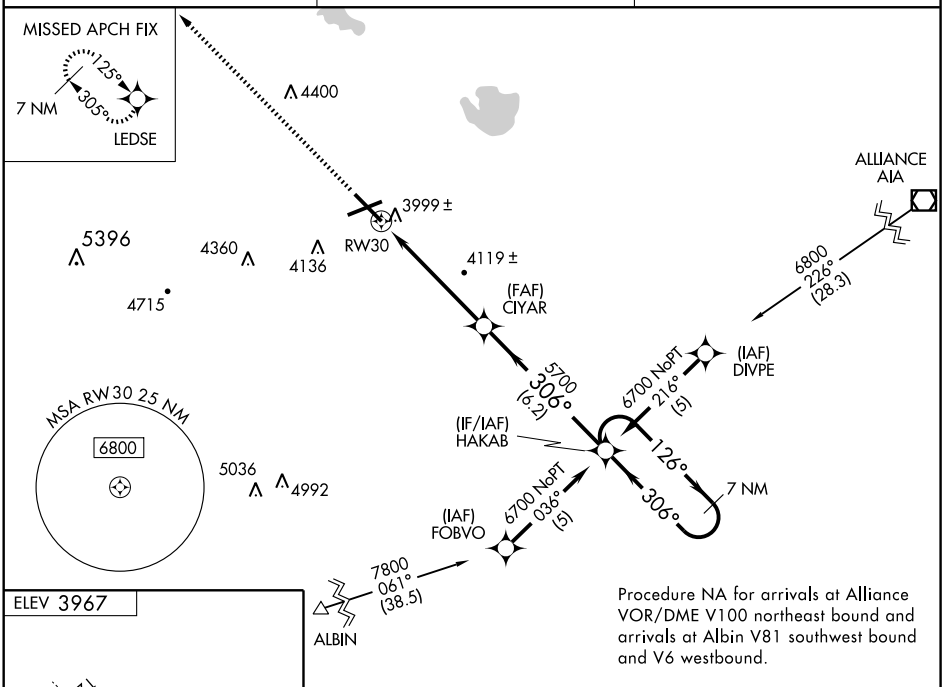
RNAV (GPS) RWY 30

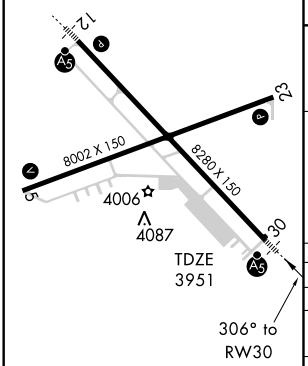
When local altimeter setting not received, use Alliance altimeter setting and increase all DAs 91 feet and all MDAs 100 feet; increase LPV, LNAV/VNAV, LNAV Cat C/D, and circling Cat C/D visibilities ¼ mile. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibilty to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). BARO-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP-0.3 NA.

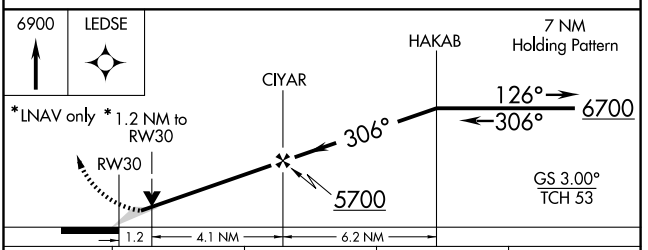
MALSR

MISSED APPROACH: Climb to 6900 direct LEDSE and hold.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	4201-½ 250 (300-½)			
LNAV/VNAV DA	4300-¾ 349 (400-¾)			
LNAV MDA	4380-½ 429 (500-½)		4380-¾ 429 (500-¾)	4380-1 429 (500-1)
CIRCLING	4500-1 533 (600-1)		4500-1½ 533 (600-1½)	4600-2 633 (700-2)

NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BFF 112.6 Chan 73	APP CRS 063°	Rwy Idg 8002 TDZE 3952 Apt Elev 3967

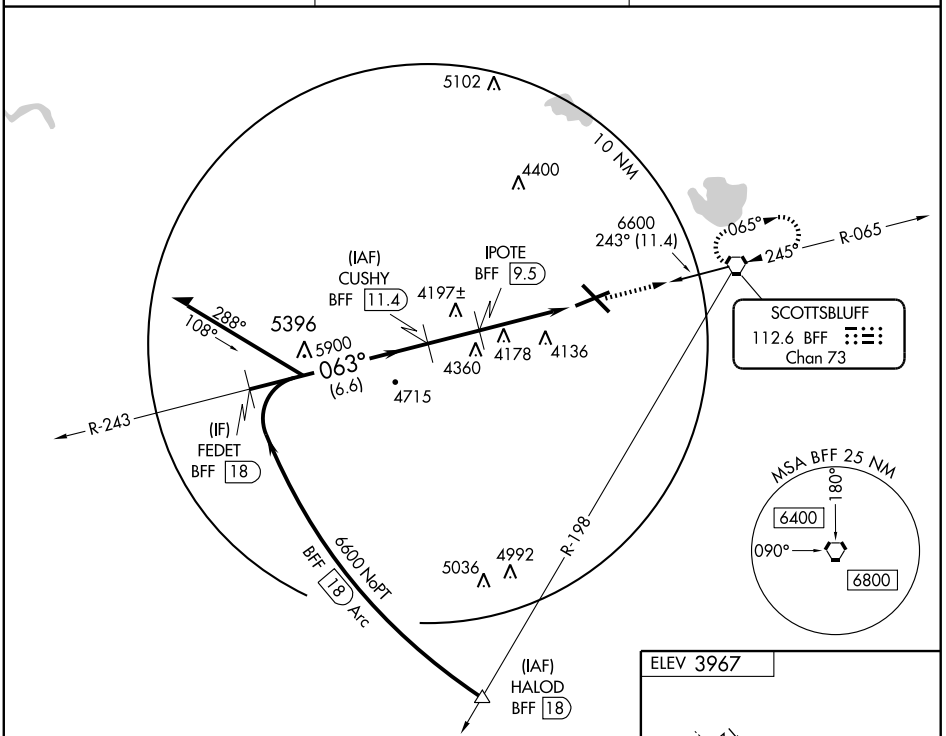
VOR/DME RWY 5

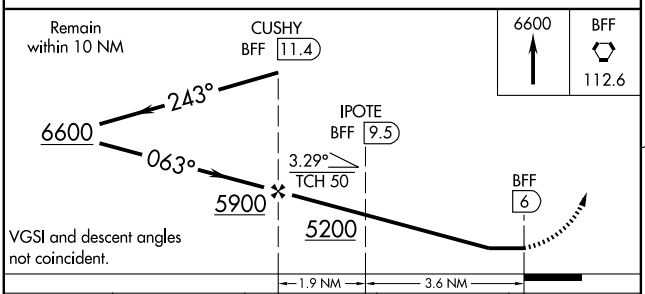
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

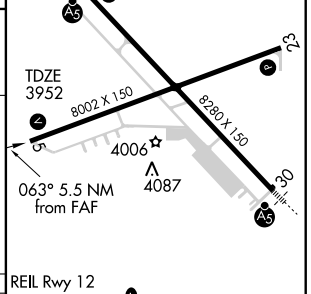
When local altimeter setting not received, use Alliance altimeter setting and increase all MDAs 100 feet, and increase S-5 Cat C/D and circling Cat C/D visibilities ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 direct BFF VORTAC and hold, continue climb-in-hold to 6600.

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L







REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
S-5	4480-1	528 (600-1)	4480-1½ 528 (600-1½)	4480-1¾ 528 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC BFF 112.6 Chan 73	APP CRS 245°	Rwy Idg 8002 TDZE 3967 Apt Elev 3967

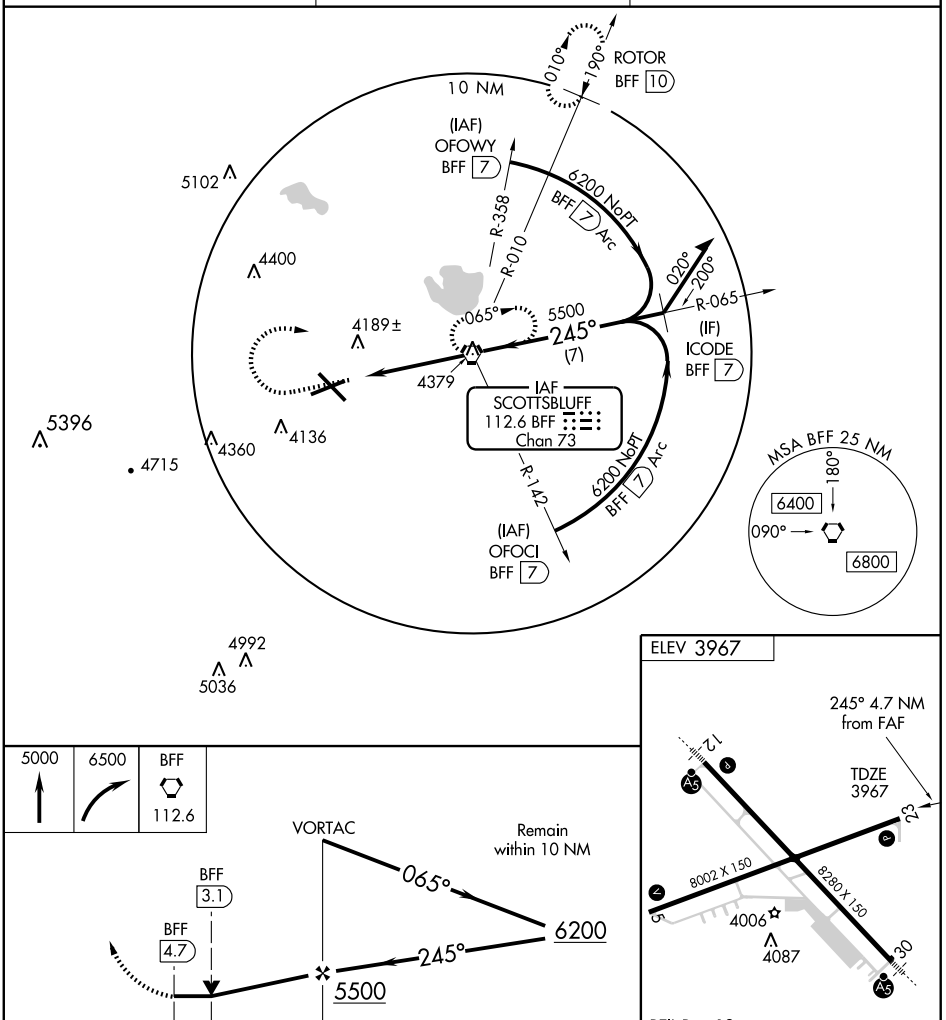
SCOTTSBLUFF/ WESTERN NEBRASKA RGNL/WILLIAM B. HEILIG FIELD (BFF)

VOR or TACAN RWY 23

If local altimeter setting not received, use Alliance altimeter setting and increase al MDAs 100 feet, increase S-23 CAT C/D visibilities ¼ mile, increase circling Cat C/D visibilities ¼ mile. VDP NA when using Alliance altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 then climbing right turn to 6500 direct BFF VORTAC and hold (TACAN aircraft continue climb to 7300 via BFF R-010 to ROTOR 10 DME and hold north, right turn 190° inbound).

ASOS	DENVER CENTER	UNICOM
121.025	127.95 338.2	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-23	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4500-1¾ 533 (600-1¾)
CIRCLING	4500-1	533 (600-1)	4500-1½ 533 (600-1½)	4600-2 633 (700-2)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwy 5-23 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SCOTTSBLUFF N41°53.65′ W103°28.92′ NOTAM FILE BFF. CHEYENNE

(H) VORTAC 112.6 BFF Chan 73 244° 5.2 NM to Western Neb Rgnl/William B. Heilig Fld. 4170/13E. H–5A, L–12F

RCO 122.6 (COLUMBUS RADIO) **RCO** 122.1R 112.6T (COLUMBUS RADIO)

SCOTTSBLUFF

WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (BFF) 3 E UTC−7(−6DT) CHEYENNE

N41°52.44′ W103°35.74′ H–5A, L–12F

3967 B S4 **FUEL** 100LL, JET A OX 2 ARFF Index—See Remarks NOTAM FILE BFF IAP, AD

RWY 12–30: H8279X150 (ASPH) S–75, D–110, 2S–139, 2D–190 HIRL

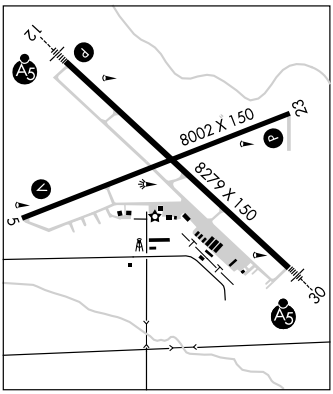
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57′

RWY 30: MALSR.

RWY 05–23: H8002X150 (ASPH) S–36, D–58, 2D–106 MIRL

RWY 05: VASI(V4L)—GA 3.0° TCH 50′.

RWY 23: PAPI(P4L)—GA 3.0° TCH 52′. Road.



AIRPORT REMARKS: Attended 1300–0400Z‡. For svc after hrs call 308–635–0162. Waterfowl on and invof arpt. Rwy 30 designated calm wind rwy. Line of site restrictions between apch ends of Rwy 05 and Rwy 30 and also between the apch ends of Rwy 12 and Rwy 23. Blind spot areas caused by sun glare during SR and SS at various locations on the fld. Class II, ARFF Index A. PPR 24 hrs for air carrier ops with more than 30 passenger seats call arpt manager 308–635–4941. Air carrier ops over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with arpt manager. ARFF index B equipment is provided. Per arpt manager use CTAF when operating on the arpt. ACTIVATE MIRL Rwy 05–23, HIRL Rwy 12–30, MALSR Rwy 12 and Rwy 30 and VASI Rwy 05, PAPI Rwy 12 and Rwy 23—CTAF.

WEATHER DATA SOURCES: ASOS 121.025 (308) 632–8949.

COMMUNICATIONS: CTAF/UNICOM 123.0

SCOTTSBLUFF RCO 122.6 (COLUMBUS RADIO)

SCOTTSBLUFF RCO 122.1R 112.6T (COLUMBUS RADIO)

Ⓡ **DENVER CENTER APP/DEP CON** 127.95

RADIO AIDS TO NAVIGATION: NOTAM FILE BFF.

SCOTTSBLUFF (H) VORTAC 112.6 BFF Chan 73 N41°53.65′ W103°28.92′ 244° 5.2 NM to fld. 4170/13E.

CREVE NDB (LOM) 263 BF N41°48.16′ W103°29.93′ 304° 6.1 NM to fld. Unmonitored.

ILS/DME 109.3 I–BFF Chan 30 Rwy 30. Class IB. LOM CREVE NDB. OM unmonitored. LOC unusable from 0.2 NM inbound.

LOC/DME 110.35 I–RMT Chan 40(Y) Rwy 12. Class IB. LOC unusable from 0.2 NM inbound.

SCRIBNER STATE (SCB) 3 SE UTC−6(−5DT) N41°36.62′ W96°37.79′ OMAHA

1325 B **FUEL** 100LL TPA—2325(1000) NOTAM FILE OLU L–12I

RWY 17–35: H4200X75 (CONC) S–25 MIRL IAP

RWY 12–30: H3199X60 (CONC)

RWY 30: Thld dsplcd 399′.

AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Assistant Manager lives on arpt 402–654–2723. Unlgtd tower approx 1525′ MSL 0.25 mile East.

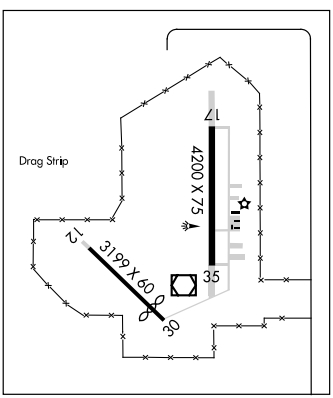
COMMUNICATIONS: CTAF 122.9

Ⓡ **OMAHA APP/DEP CON** 120.1

RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.

LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 358° 41.5 NM to fld. 1370/9E.

(T)VORW/DME 111.0 SCB Chan 47 N41°36.32′ W96°37.72′ at fld. 1317/6E. NOTAM FILE OLU. VOR unmonitored.



SEARLE FLD (See OGALLALA)

RNAV (GPS) RWY 17

SCRIBNER STATE (SCB)

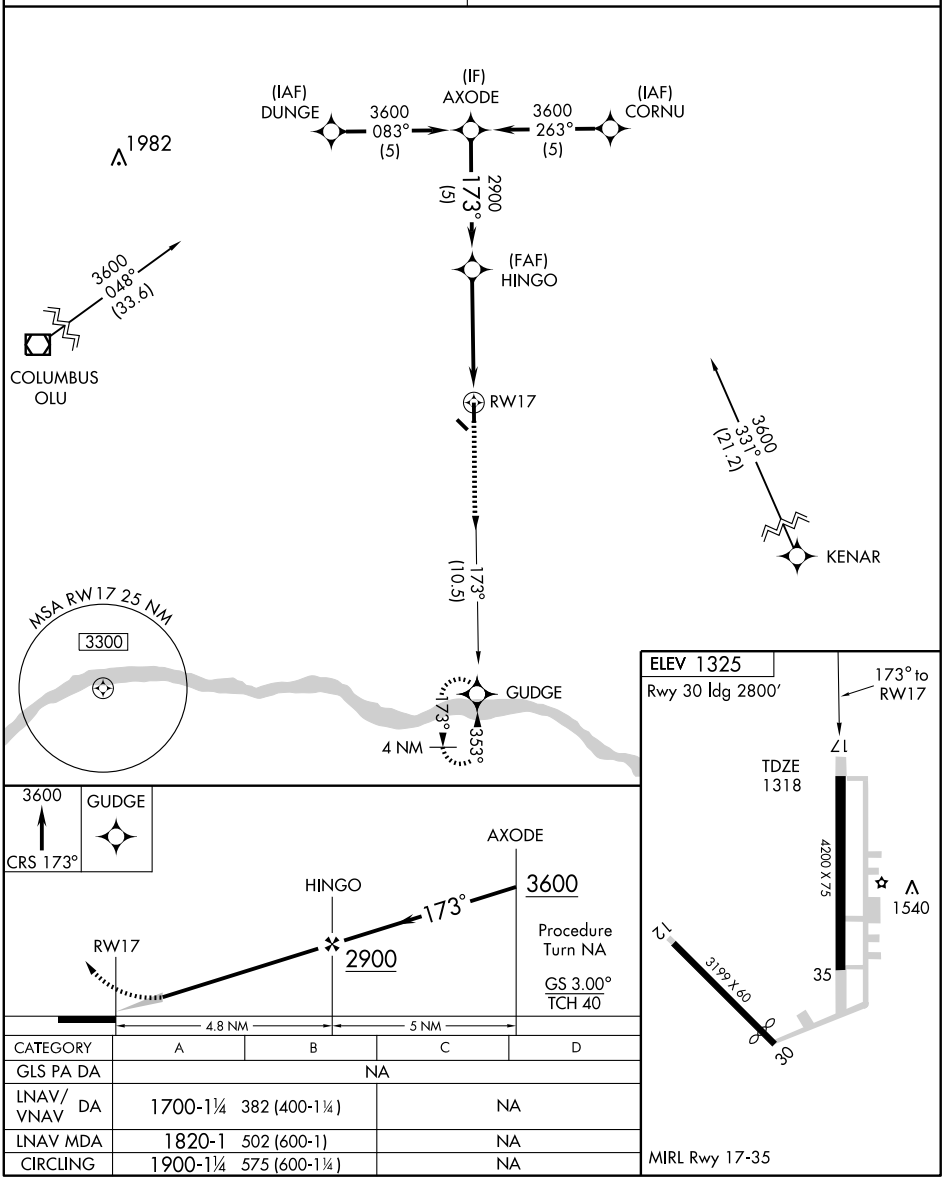
APP CRS	Rwy Idg	4200
173°	TDZE	1318
	Apt Elev	1325

NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA. BARO-VNAV NA.
Use Fremont altimeter setting.

MISSED APPROACH: Climb to 3600 via 173° course to GUDGE WP and hold.

OMAHA APP CON	CTAF
120.1 354.05	122.9



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1700-1¼ 382 (400-1¼)		NA	
LNAV MDA	1820-1 502 (600-1)		NA	
CIRCLING	1900-1¼ 575 (600-1¼)		NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

SCRIBNER STATE (SCB)

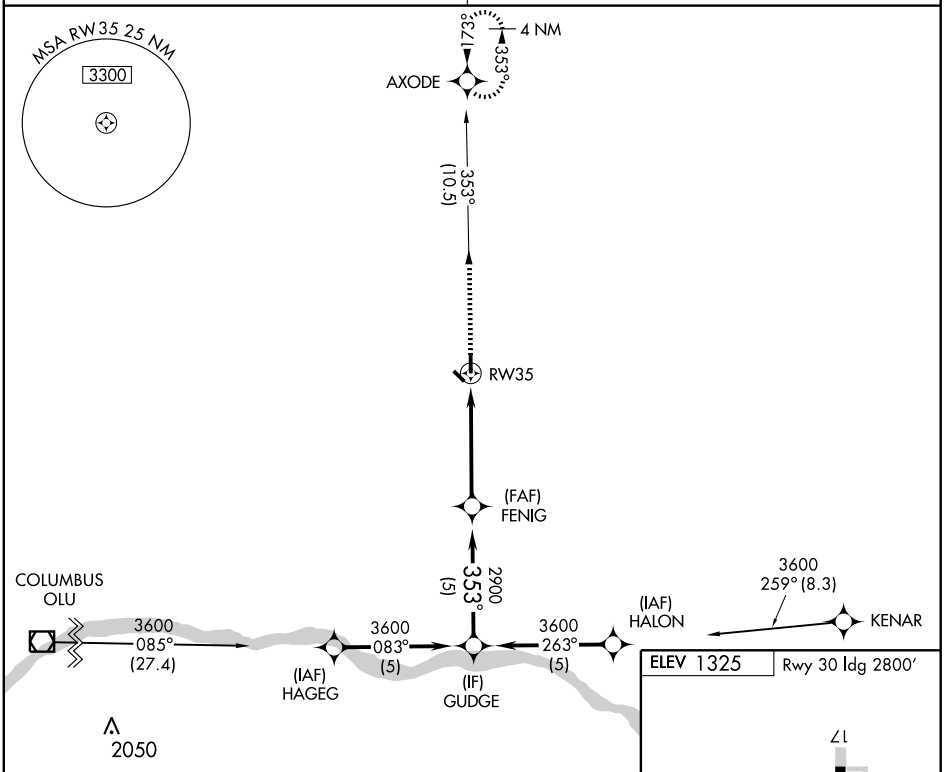
APP CRS	Rwy Idg	4200
353°	TDZE	1319
	Apt Elev	1325

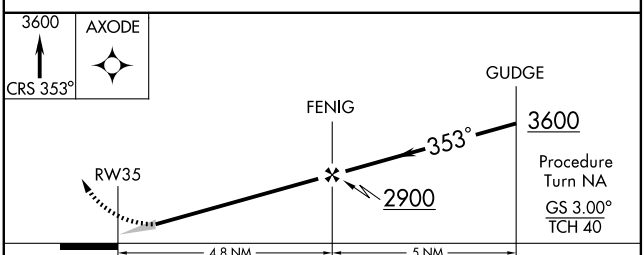
⚠ NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA. BARO-VNAV NA.
Use Fremont altimeter setting.

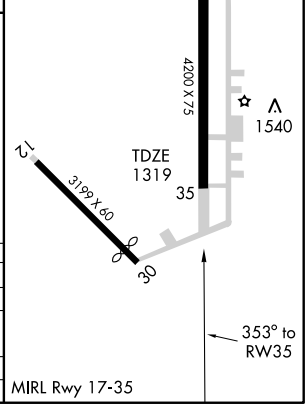
MISSED APPROACH: Climb to 3600 via 353° course to AXODE WP and hold.

OMAHA APP CON	CTAF
120.1 354.05	122.9





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1720-1½	401 (500-1½)	NA	
LNAV MDA	1840-1	521 (600-1)	NA	
CIRCLING	1900-1½	575 (600-1½)	NA	

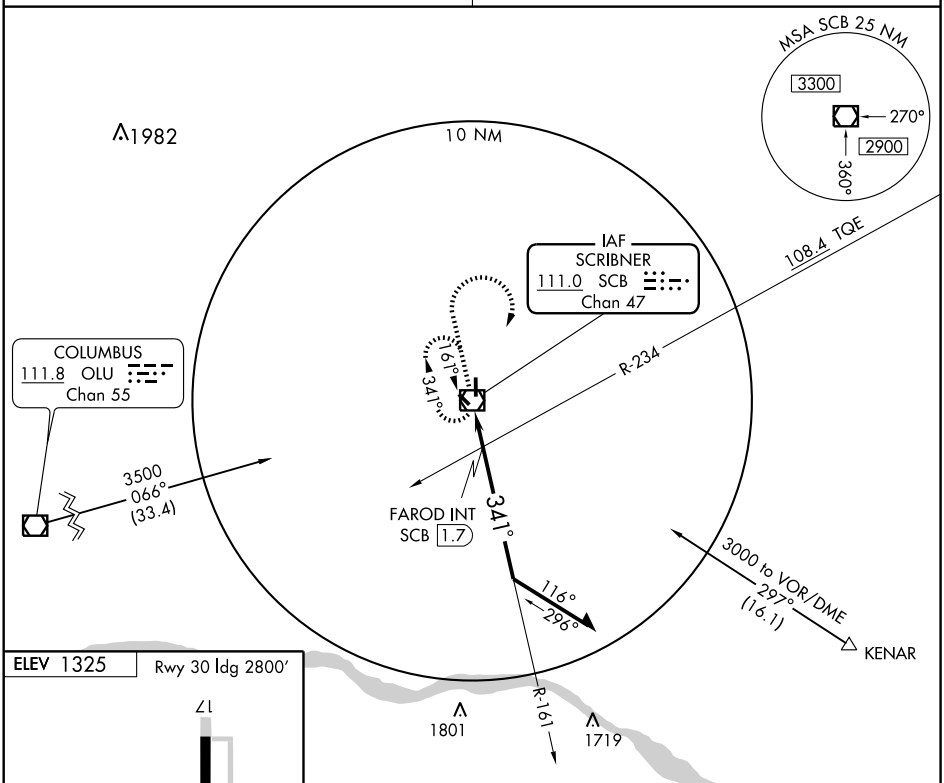


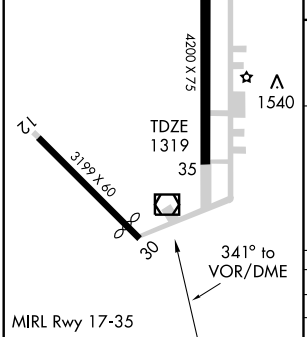
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

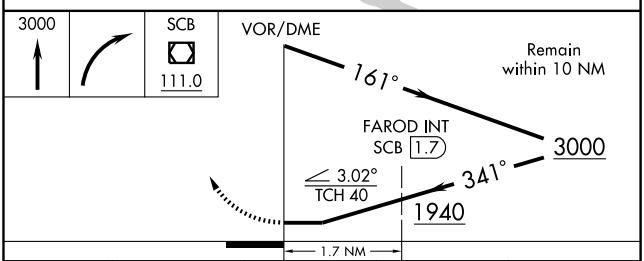
VOR/DME SCB	APP CRS	Rwy Idg	4200
111.0	341°	TDZE	1319
Chan 47		Apt Elev	1325

VOR RWY 35
SCRIBNER STATE (SCB)

⚠ NA — Use Fremont altimeter setting.	MISSED APPROACH: Climb to 3000 then right turn direct SCB VOR/DME and hold.
OMAHA APP CON 120.1 354.05	CTAF 122.9





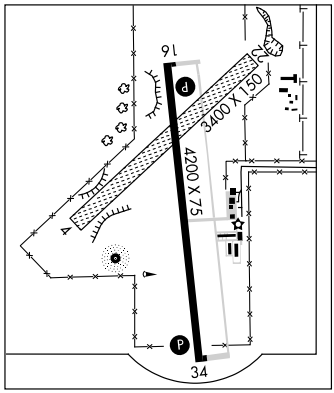


CATEGORY	A	B	C	D
S-35	1940-1	621 (700-1)	NA	
CIRCLING	1940-1	615 (700-1)	NA	
FAROD FIX MINIMUMS				
S-35	1800-1	481 (500-1)	NA	
CIRCLING	1900-1	575 (600-1)	NA	

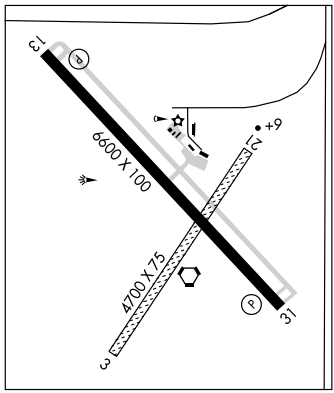
Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SEWARD MUNI (SWT) 3 S UTC−6(−5DT) N40°51.88′ W97°06.55′ **OMAHA**
1506 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **L–10I**
RWY 16–34: H4200X75 (CONC) S–30, D–45, 2D–90 MIRL 0.3% up SE **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 34: PAPI(P2L)—GA 3.0° TCH 41′. Road.
RWY 04–22: 3400X150 (TURF)
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. ACTIVATE MIRL Rwy 16–34; PAPI Rwy 16 and Rwy 34; windsock—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Areas.
COMMUNICATIONS: CTAF/UNICOM 122.8
LINCOLN RCO 122.65 (COLUMBUS RADIO)
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 249° 17.1 NM to fld. 1370/9E.
NDB (MHW) 269 SWT N40°51.68′ W97°06.72′ at fld. NOTAM FILE OLU.



SIDNEY MUNI/LLOYD W CARR FLD (SNY) 3 S UTC−7(−6DT) N41°06.99′ W102°59.10′ **CHEYENNE**
4313 B S3 **FUEL** 100LL, JET A NOTAM FILE SNY **H–5A, L–10G, 12G**
RWY 13–31: H6600X100 (CONC) S–32, D–52, 2D–96 HIRL 0.5% up NW **IAP**
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47′.
RWY 03–21: 4700X75 (TURF) 0.3% up SW
RWY 03: P–line. **RWY 21:** Hill.
AIRPORT REMARKS: Attended 1500–0100Z‡. After hrs call 308–254–3379 or 970–217–1778. ACTIVATE HIRL Rwy 13–31, and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 125.775 (308) 254–3525.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 118.475
AIRSPACE: CLASS E svc 1200–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
(H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ at fld. 4300/13E. **HIWAS.**



SO SIOUX CITY

MARTIN FLD (7K8) 3 SW UTC−6(−5DT) N42°27.25′ W96°28.35′ **OMAHA**
1100 B S4 **FUEL** 100LL NOTAM FILE OLU **L–12I**
RWY 14–32: H3323X50 (ASPH) S–12.5 MIRL (NSTD)
RWY 14: Berm. Rgt tfc. **RWY 32:** Thld dsplcd 650′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hours, call 402–494–3667 or 712–258–6722. Rwy 14–32 edge lgts are approximately 75′ fm centerline at approximately 400′ spacing; 30 watts. For arpt bcn, call arpt manager on 402–494–3667. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 306° 9.3 NM to fld. 1087/9E. **HIWAS.**
TOMMI NDB (MHW/LOM) 305 OI N42°27.61′ W96°27.73′ at fld. Unmonitored.

STUART–ATKINSON MUNI (See ATKINSON)

NDB SWT	APP CRS	Rwy Idg	4200
269	173°	TDZE	1504
		Apt Elev	1505

NDB RWY 16
SEWARD MUNI (SWT)

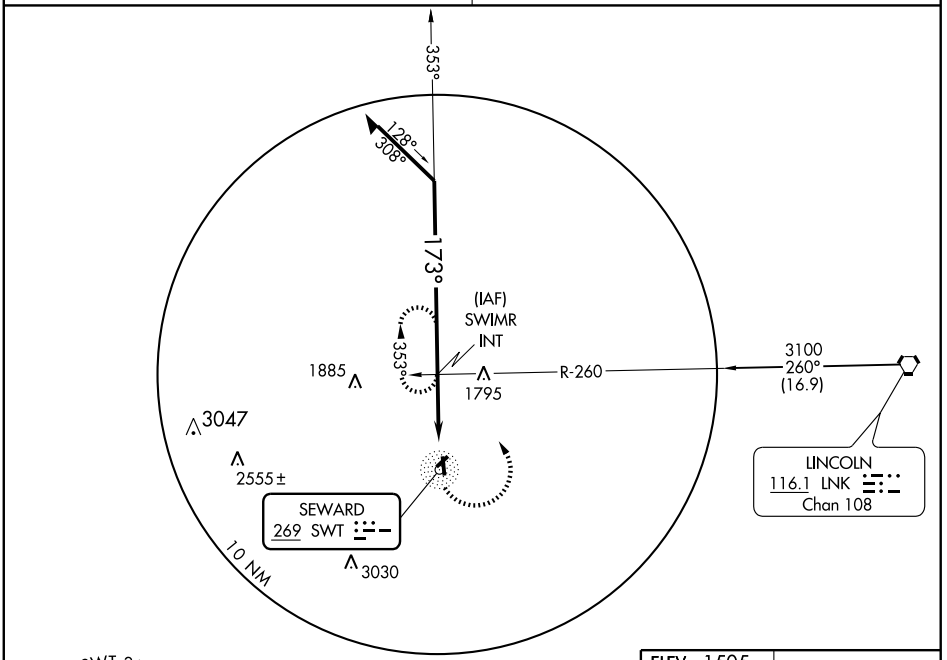
NA

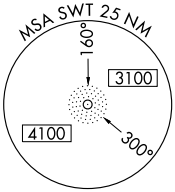
Use Lincoln altimeter setting.

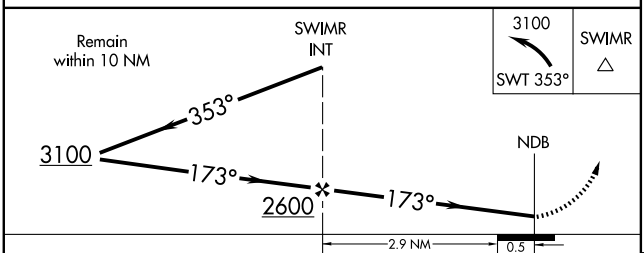
MISSED APPROACH: Climbing left turn to 3100 via SWT 353° bearing to SWIMR Int and hold.

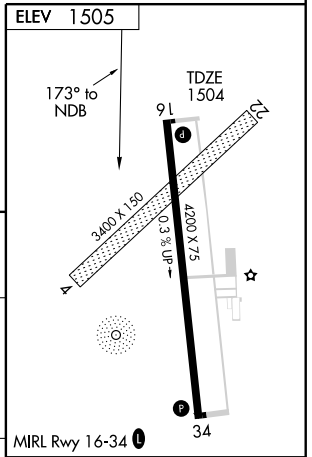
LINCOLN APP CON ★
124.0 270.3

UNICOM
122.8 (CTAF) L









CATEGORY	A	B	C	D
S-16	2040-1	536 (600-1)	NA	
CIRCLING	2040-1	535 (600-1)	NA	

FAF to MAP 3.4 NM

Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

NC-2, 21 OCT 2010 to 18 NOV 2010

NDB RWY 34

SEWARD MUNI (SWT)

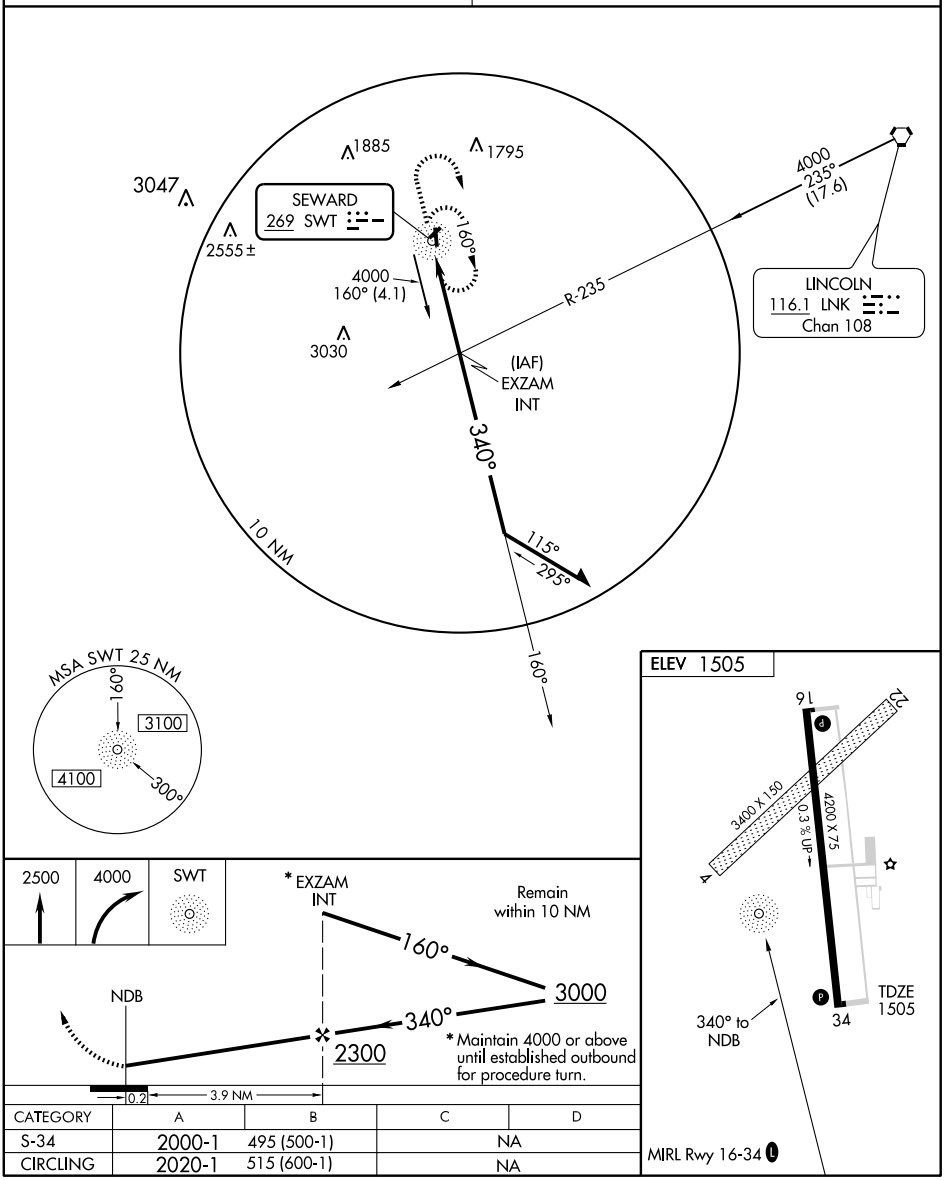
NDB SWT	APP CRS	Rwy Idg	4200
269	340°	TDZE	1505
		Apt Elev	1505

NA Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing right turn to 4000 direct SWT NDB and hold.

LINCOLN APP CON * 124.0 270.3

UNICOM 122.8 (CTAF) L



CATEGORY	A	B	C	D
S-34	2000-1	495 (500-1)	NA	
CIRCLING	2020-1	515 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4200
CH 56507	168°	TDZE	1505
W16A		Apt Elev	1506

RNAV (GPS) RWY 16

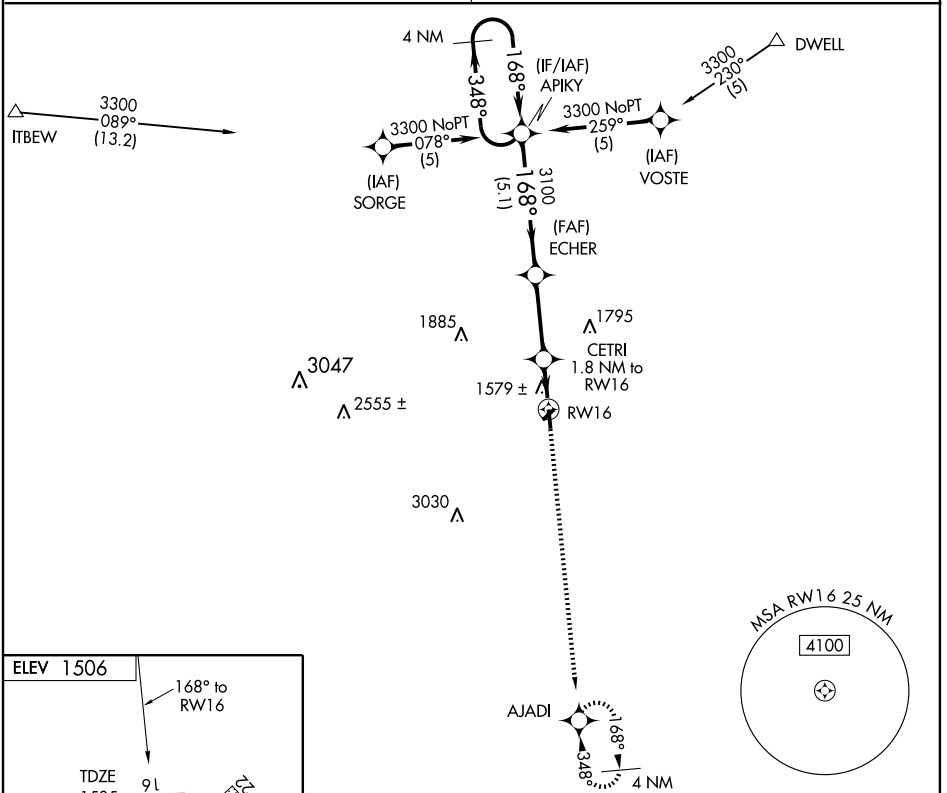
SEWARD MUNI (SWT)

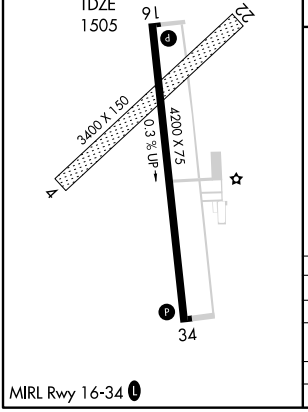
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Lincoln altimeter setting.

MISSED APPROACH: Climb to 3300 direct AJADI and hold.

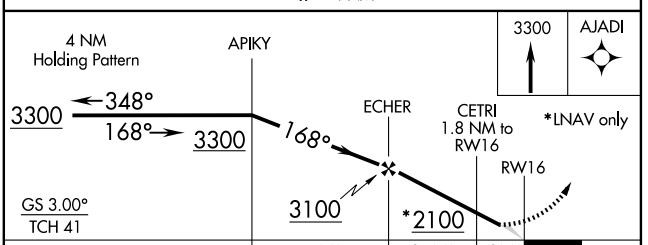
LINCOLN APP CON★ 124.0 270.3

UNICOM 122.8 (CTAF) L





MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	1832-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	421 (500-1½)	NA	
LNAV MDA	1960-1	455 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 82407 W34A	APP CRS 348°	Rwy Idg 4200 TDZE 1506 Apt Elev 1506

RNAV (GPS) RWY 34
SEWARD MUNI (SWT)

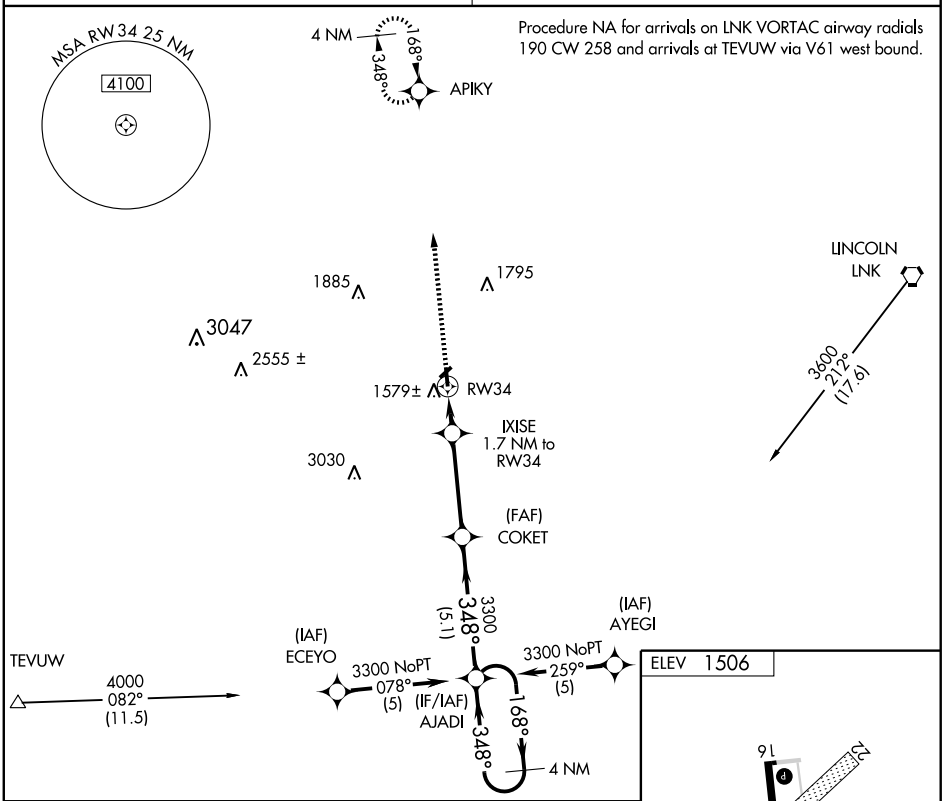
NA
Baro-VNAV NA. DME/DME RNP-0.3NA.
Visibility reduction by helicopters NA
Use Lincoln altimeter setting.

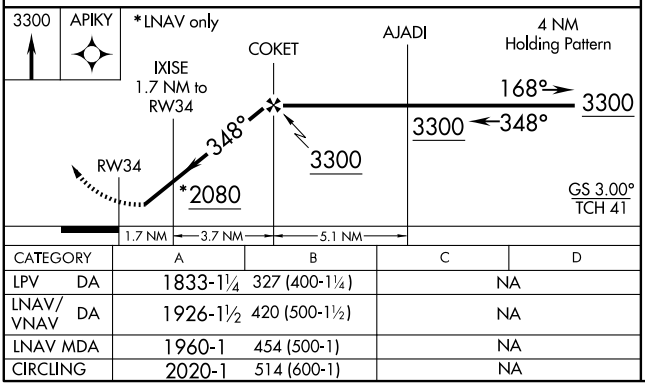
MISSED APPROACH: Climb to 3300 direct APIKY and hold.

LINCOLN APP CON * 124.0 270.3

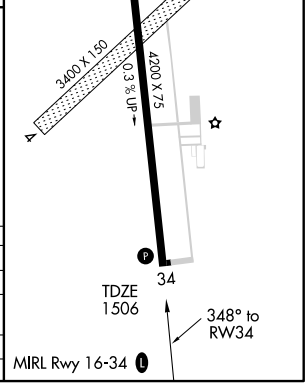
UNICOM 122.8 (CTAF) L

Procedure NA for arrivals on LNK VORTAC airway radials 190 CW 258 and arrivals at TEVUW via V61 west bound.



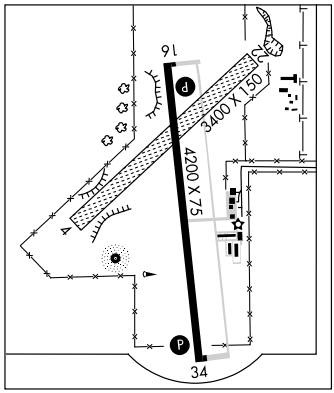


CATEGORY	A	B	C	D
LPV DA	1833-1¼	327 (400-1¼)	NA	
LNAV/VNAV DA	1926-1½	420 (500-1½)	NA	
LNAV MDA	1960-1	454 (500-1)	NA	
CIRCLING	2020-1	514 (600-1)	NA	

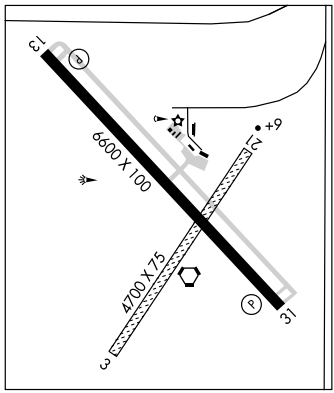


NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SEWARD MUNI (SWT) 3 S UTC−6(−5DT) N40°51.88′ W97°06.55′ **OMAHA**
1506 B S4 **FUEL** 100LL, JET A NOTAM FILE OLU **L–10I**
RWY 16–34: H4200X75 (CONC) S–30, D–45, 2D–90 MIRL 0.3% up SE **IAP**
RWY 16: PAPI(P2L)—GA 3.0° TCH 41′.
RWY 34: PAPI(P2L)—GA 3.0° TCH 41′. Road.
RWY 04–22: 3400X150 (TURF)
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. ACTIVATE MIRL Rwy 16–34; PAPI Rwy 16 and Rwy 34; windsock—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Areas.
COMMUNICATIONS: CTAF/UNICOM 122.8
LINCOLN RCO 122.65 (COLUMBUS RADIO)
Ⓡ **LINCOLN APP/DEP CON** 124.0 (1130–0600Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.75 (0600–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 249° 17.1 NM to fld. 1370/9E.
NDB (MHW) 269 SWT N40°51.68′ W97°06.72′ at fld. NOTAM FILE OLU.



SIDNEY MUNI/LLOYD W CARR FLD (SNY) 3 S UTC−7(−6DT) N41°06.99′ W102°59.10′ **CHEYENNE**
4313 B S3 **FUEL** 100LL, JET A NOTAM FILE SNY **H–5A, L–10G, 12G**
RWY 13–31: H6600X100 (CONC) S–32, D–52, 2D–96 HIRL 0.5% up NW **IAP**
RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 44′.
RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 47′.
RWY 03–21: 4700X75 (TURF) 0.3% up SW
RWY 03: P–line. **RWY 21:** Hill.
AIRPORT REMARKS: Attended 1500–0100Z‡. After hrs call 308–254–3379 or 970–217–1778. ACTIVATE HIRL Rwy 13–31, and REIL Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: ASOS 125.775 (308) 254–3525.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.45 122.1R 115.9T (COLUMBUS RADIO)
DENVER CENTER APP/DEP CON 118.475
AIRSPACE: CLASS E svc 1200–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE SNY.
(H) VORTAC 115.9 SNY Chan 106 N41°05.80′ W102°58.98′ at fld. 4300/13E. **HIWAS.**



SO SIOUX CITY

MARTIN FLD (7K8) 3 SW UTC−6(−5DT) N42°27.25′ W96°28.35′ **OMAHA**
1100 B S4 **FUEL** 100LL NOTAM FILE OLU **L–12I**
RWY 14–32: H3323X50 (ASPH) S–12.5 MIRL (NSTD)
RWY 14: Berm. Rgt tfc. **RWY 32:** Thld dsplcd 650′. Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hours, call 402–494–3667 or 712–258–6722. Rwy 14–32 edge lgts are approximately 75′ fm centerline at approximately 400′ spacing; 30 watts. For arpt bcn, call arpt manager on 402–494–3667. ACTIVATE MIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 306° 9.3 NM to fld. 1087/9E. **HIWAS.**
TOMMI NDB (MHW/LOM) 305 OI N42°27.61′ W96°27.73′ at fld. Unmonitored.

STUART–ATKINSON MUNI (See ATKINSON)

WAAS	APP CRS	Rwy Idg	6600
CH 82303	124°	TDZE	4313
W13A		Apt Elev	4313

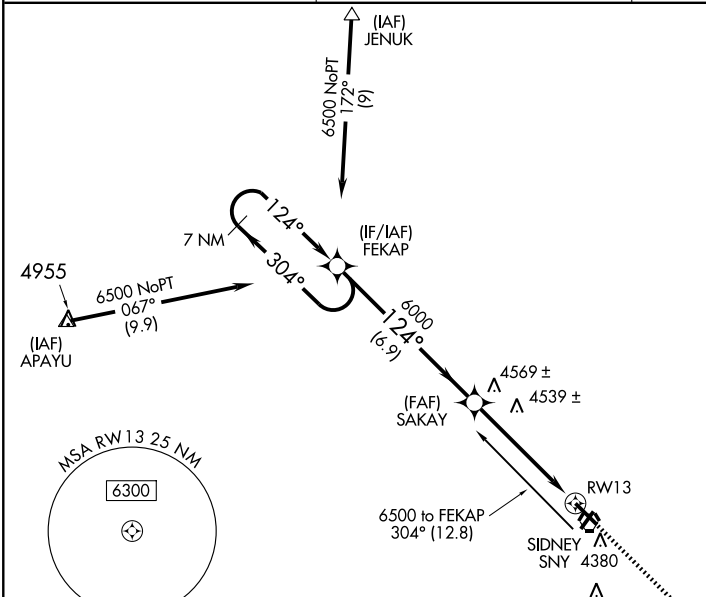
RNAV (GPS) RWY 13

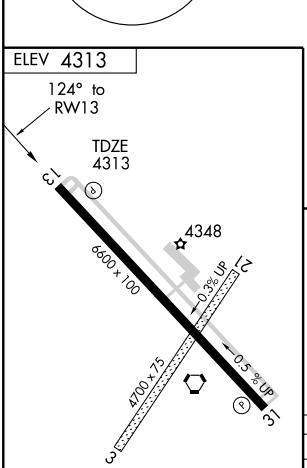
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, and increase LPV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct GIGDE and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L

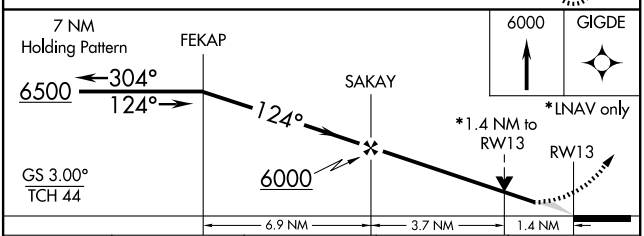




REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

Procedure NA for arrivals at SNY VORTAC via V138 eastbound.





CATEGORY	A	B	C	D
LPV DA	4563-¾ 250 (300-¾)			
LNAV MDA	4800-1 487 (500-1)		4800-1¼ 487 (500-1¼)	4800-1½ 487 (500-1½)
CIRCLING	4800-1 487 (500-1)		4800-1½ 487 (500-1½)	4880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS CH 86303 W31A	APP CRS 304°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

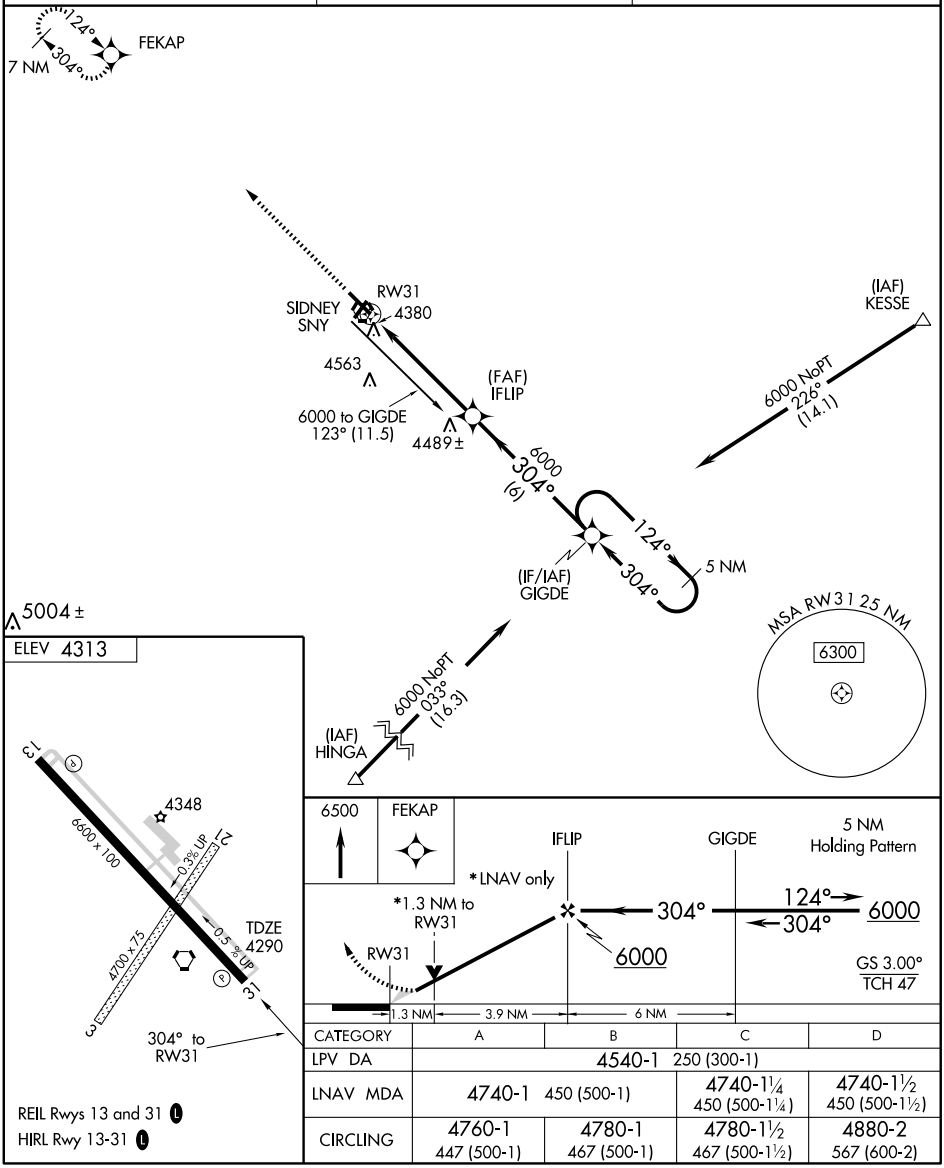
RNAV (GPS) RWY 31

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all DA/MDA 160 feet, increase LPV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, circling Cats C and D ¼ mile. VDP NA when using Kimball altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 direct FEKAP and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	4540-1 250 (300-1)			
LNAV MDA	4740-1 450 (500-1)		4740-1¼ 450 (500-1¼)	4740-1½ 450 (500-1½)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNY	APP CRS	Rwy Idg	6600
115.9	130°	TDZE	4313
Chan 106		Apt Elev	4313

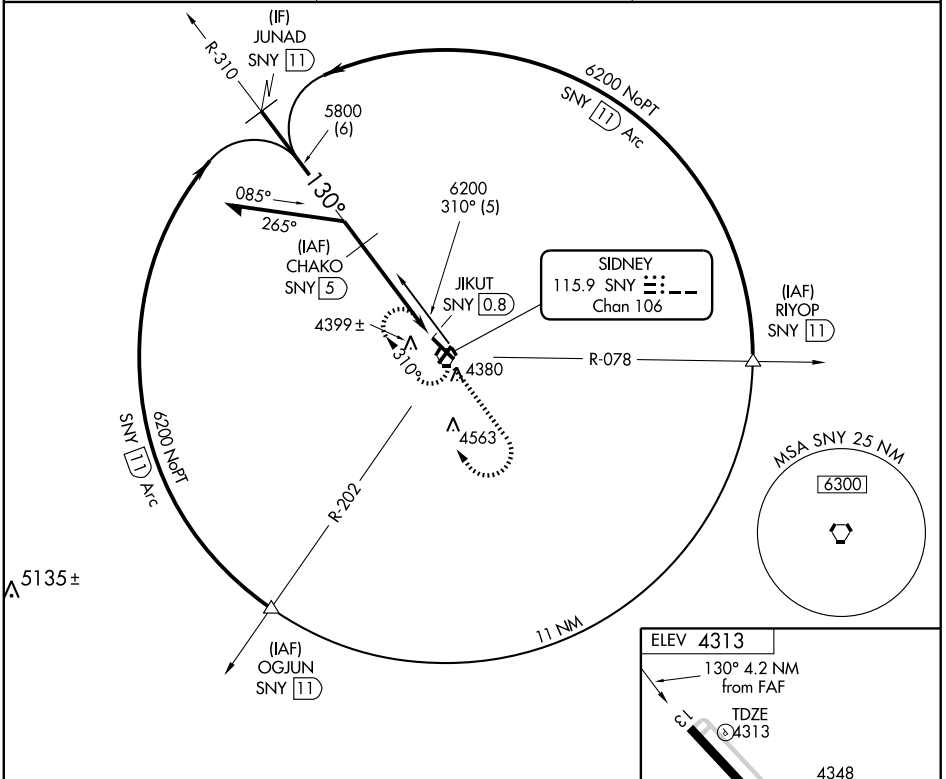
VOR/DME or TACAN RWY 13

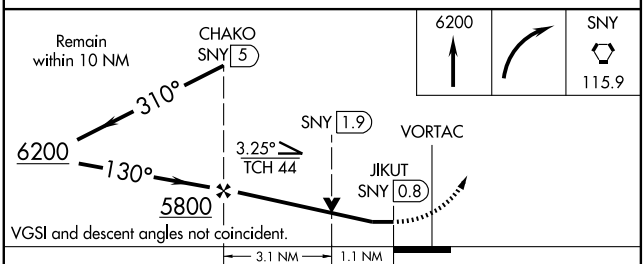
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

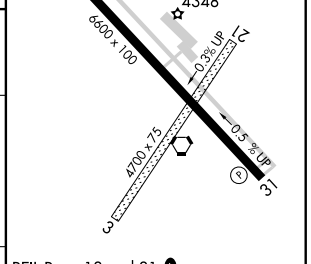
▼ When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and S-13 Cats C and D visibility ½ mile, circling Cats C and D visibility ¼ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climb to 5000 then climbing left turn to 6000 via heading 065 and SNY R-078 to RIYOP/11 DME and hold East, right turn, 258° inbound.)

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)			4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

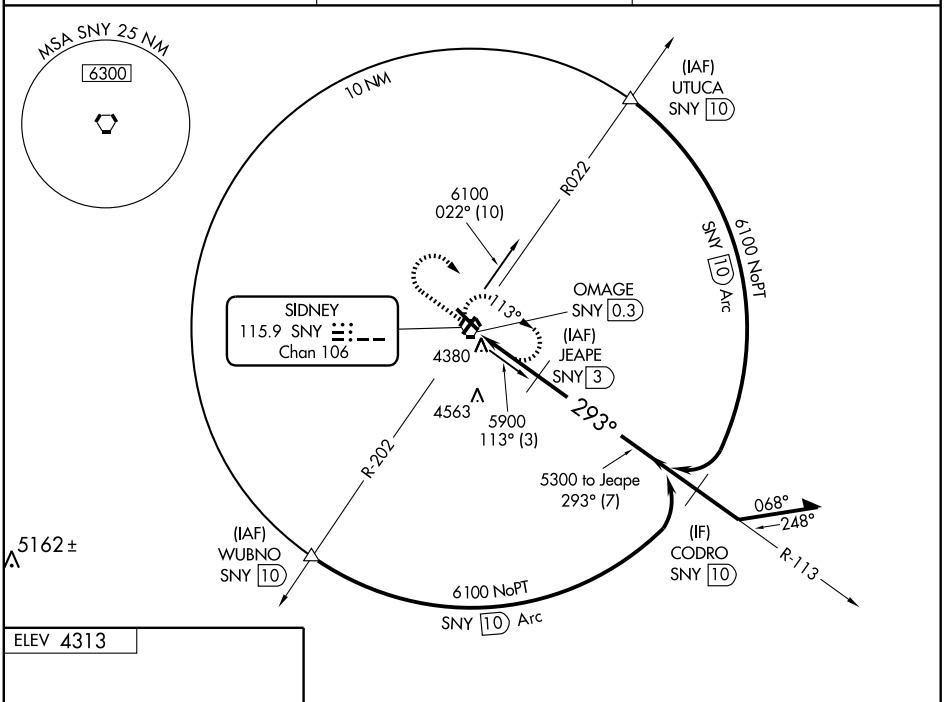
VOR/DME or TACAN RWY 31

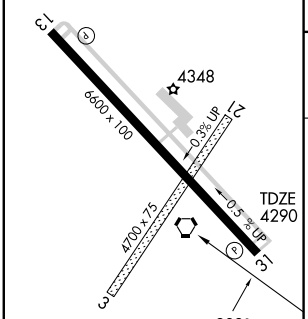
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-31 Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold. (TACAN AIRCRAFT: Climbing right turn to 7000 via SNY R-322 to JENUK/20 DME and hold Northwest, right turn, 142° inbound.)

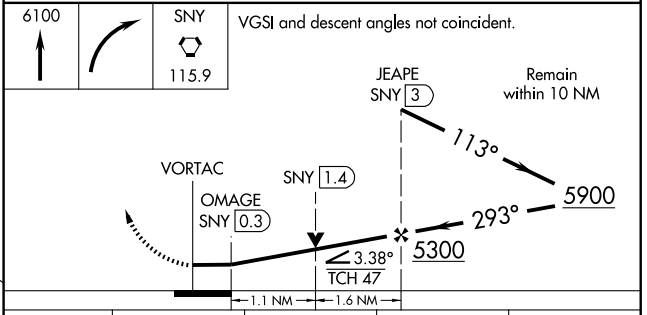
ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L





REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNY 115.9 Chan 106	APP CRS 130°	Rwy Idg 6600 TDZE 4313 Apt Elev 4313

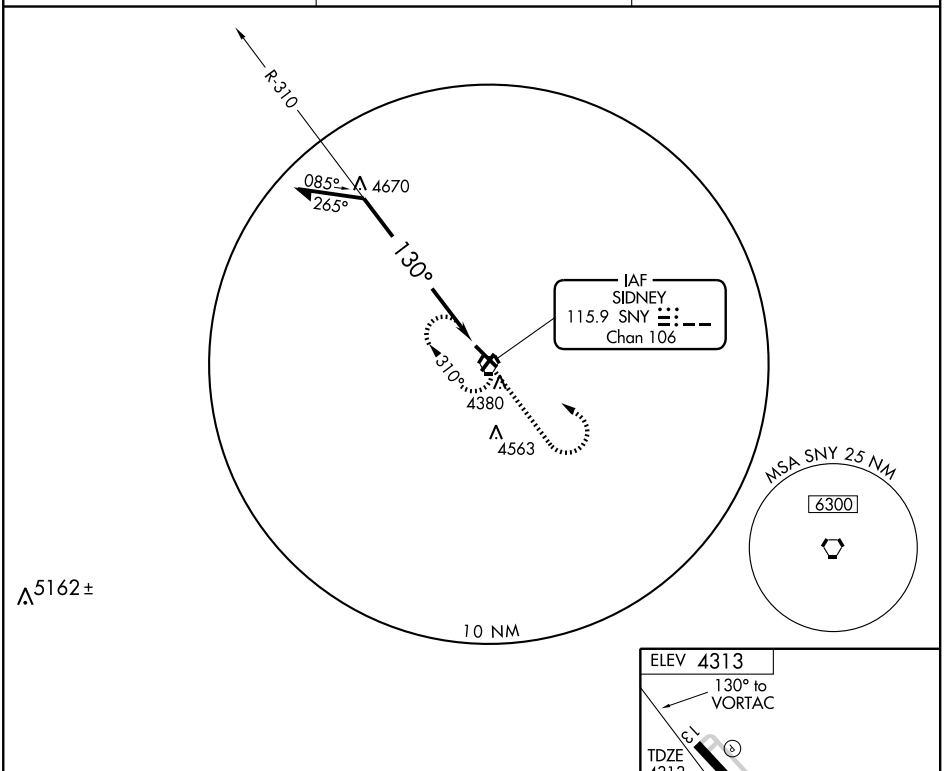
VOR RWY 13

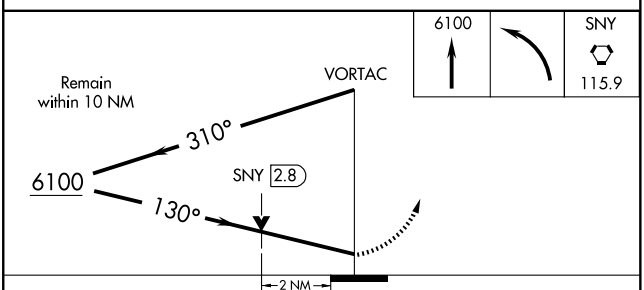
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

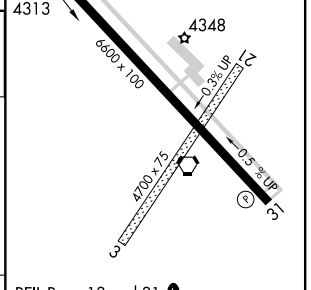
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet and increase S-13 and circling Cat B visibility ¼ mile, Cats C and D visibility ¾ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then left turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)
CIRCLING	4980-1	667 (700-1)	4980-1¾ 667 (700-1¾)	4980-2 667 (700-2)

REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VORTAC SNY 115.9 Chan 106	APP CRS 293°	Rwy Idg 6600 TDZE 4290 Apt Elev 4313

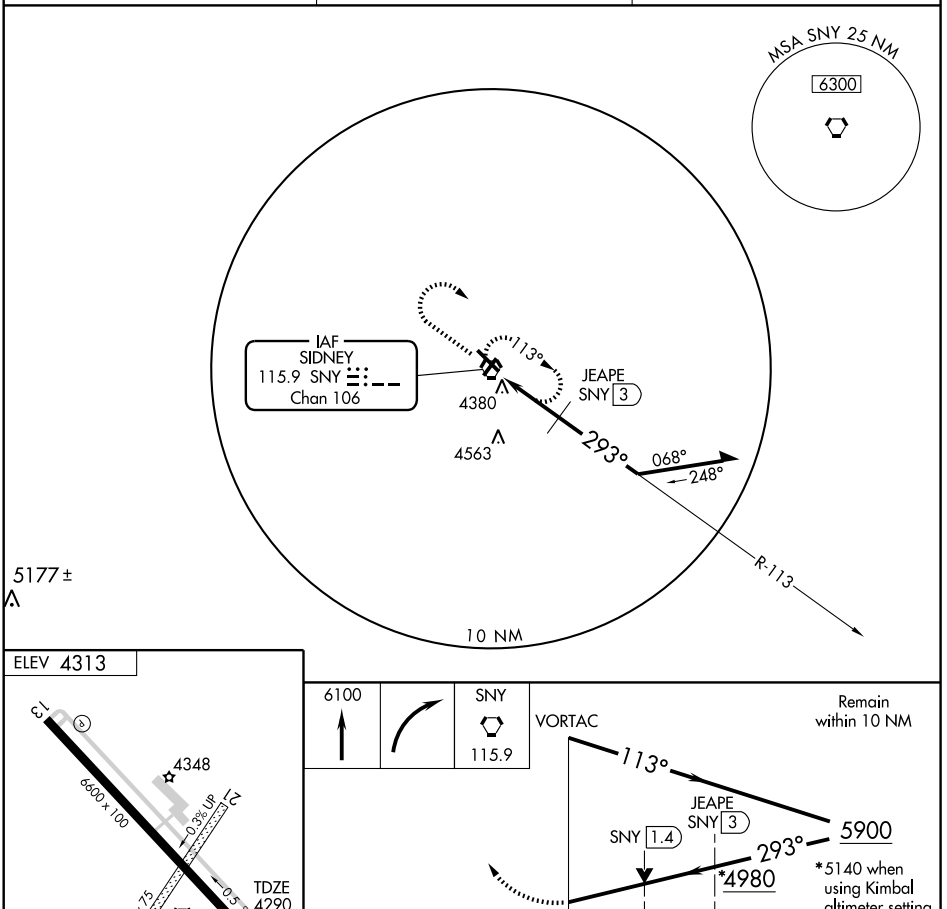
VOR RWY 31

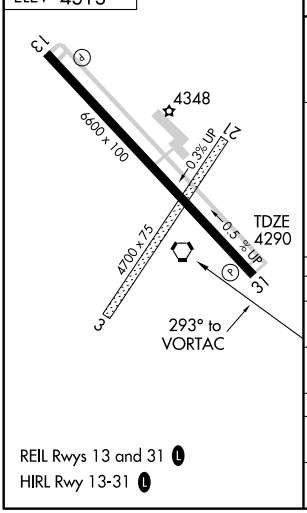
SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

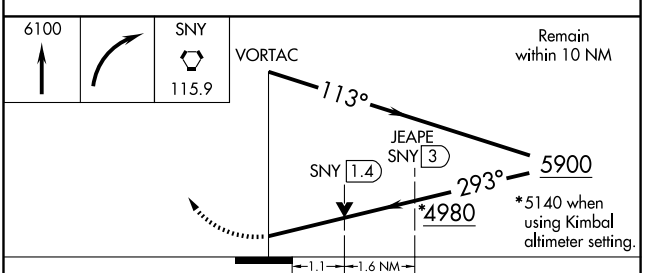
When local altimeter setting not received, use Kimball altimeter setting and increase all MDA 160 feet, increase all Cat B visibility ¼ mile and all Cat C and D visibility ½ mile. VDP NA when using Kimball altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	4980-1 690 (700-1)		4980-2 690 (700-2)	4980-2¼ 690 (700-2¼)
CIRCLING	4980-1 667 (700-1)		4980-2 667 (700-2)	4980-2¼ 667 (700-2¼)
JEAPE FIX MINIMUMS				
S-31	4680-1 390 (400-1)			4680-1¼ 390 (400-1¼)
CIRCLING	4700-1 387 (400-1)	4780-1 467 (500-1)	4780-1½ 467 (500-1½)	4880-2 567 (600-2)

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

SUPERIOR MUNI (12K) 2 N UTC−6(−5DT) N40°02.78′ W98°03.61′

1691 B **FUEL** 100LL TPA—2491(800) NOTAM FILE OLU

RWY 14–32: H3702X60 (ASPH–CONC) LIRL 1.1% up NW

RWY 18–36: 3000X200 (TURF) 0.3% up S

RWY 18: Tree. **RWY 36:** Tank.

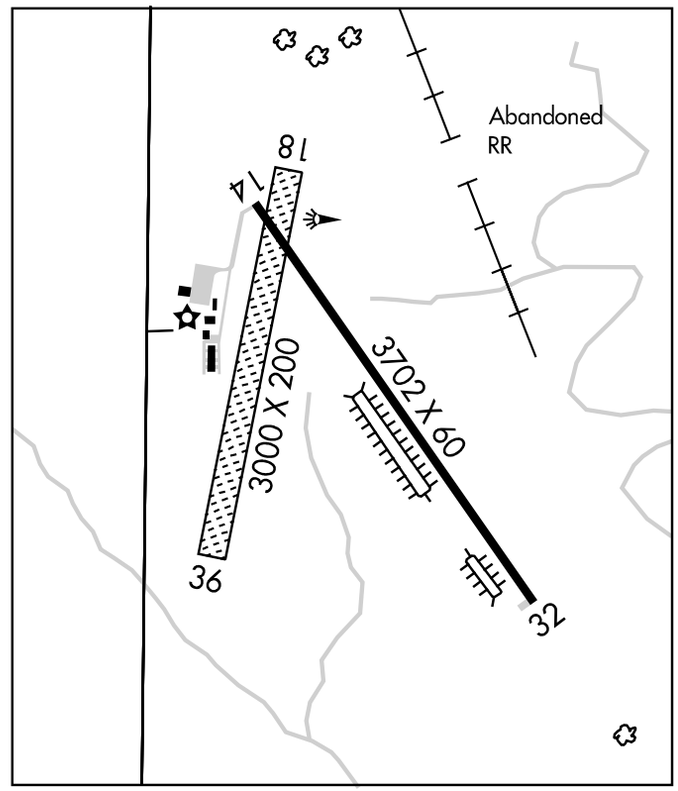
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. For attendant after hours call 402–879–5262 or 402–879–5852. Twy lights OTS indef. ACTIVATE LIRL Rwy 14–32—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE ICT.

MANKATO (L) VORTAC 109.8 TKO Chan 35 N39°48.38′ W98°15.60′ 023° 17.1 NM to fld. 1880/10E.



TECUMSEH MUNI (ØG3) 2 NE UTC−6(−5DT) N40°24.06′ W96°10.23′

1306 B **FUEL** 100LL TPA—2106(800) NOTAM FILE OLU

RWY 15–33: H3500X75 (CONC) S–6 MIRL

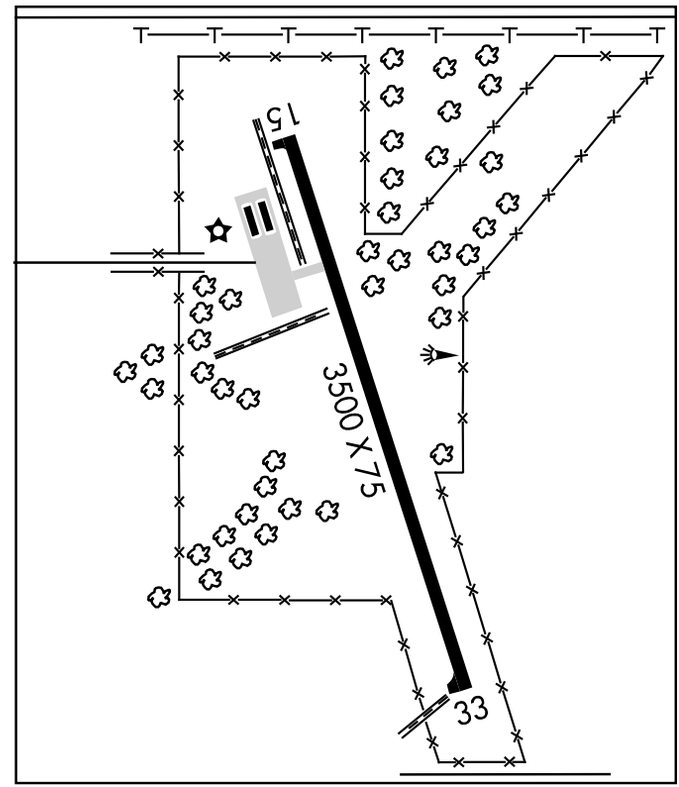
RWY 15: Trees.

AIRPORT REMARKS: Unattended. For fuel call 402–335–3303. ACTIVATE MIRL Rwy 15–33—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE OLU.

PAWNEE CITY (H) VORTAC 112.4 PWE Chan 71 N40°12.02′ W96°12.38′ 003° 12.1 NM to fld. 1360/5E. **HIWAS.**



VORTAC TKO 109.8 Chan 35	APP CRS 022°	Rwy Idg N/A TDZE N/A Apt Elev 1691

VOR/DME or GPS-A

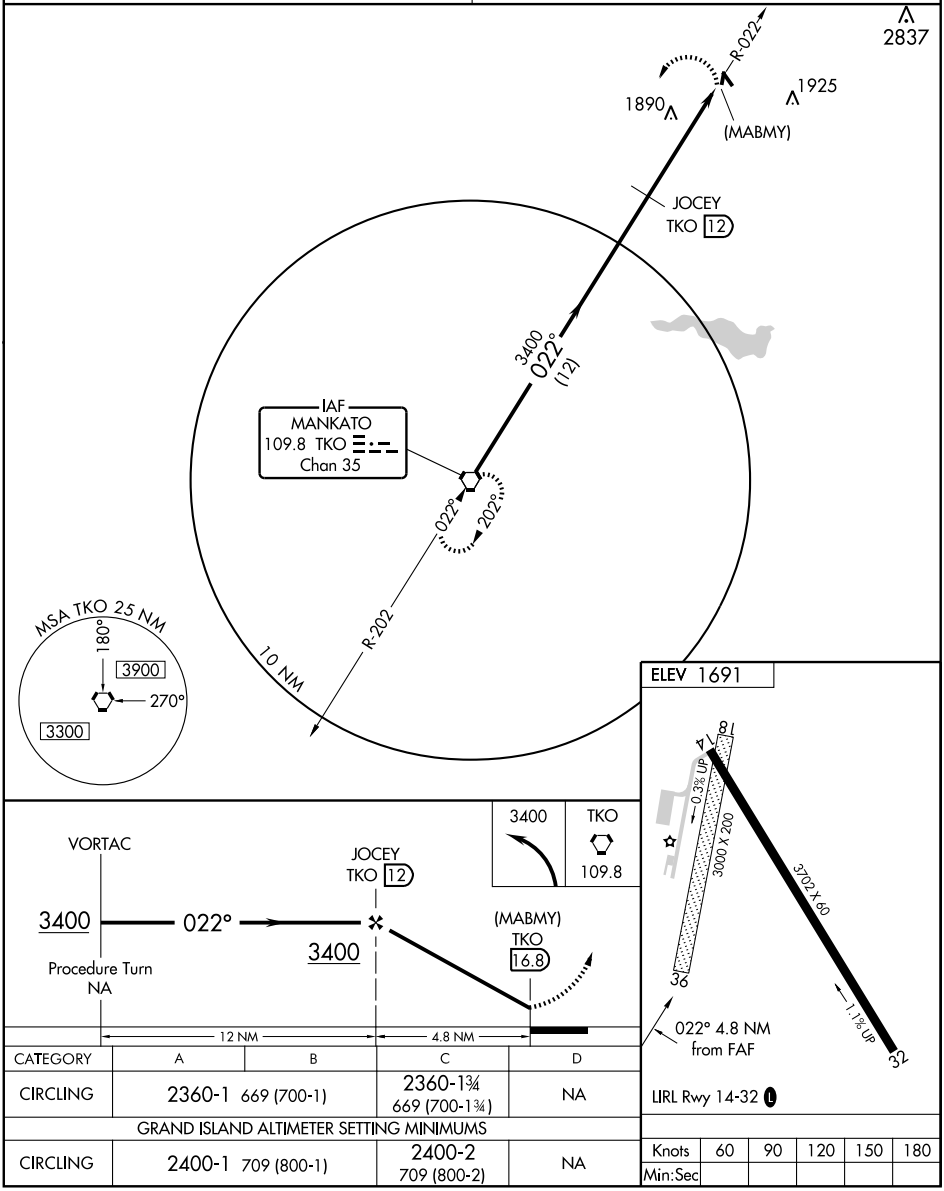
SUPERIOR MUNI (12K)

Use Hastings altimeter setting; if not received, use Grand Island altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3400 direct TKO VORTAC and hold.

MINNEAPOLIS CENTER	UNICOM
119.4 278.8	123.0 (CTAF) L

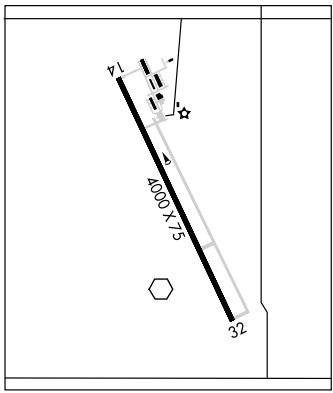


CATEGORY	A	B	C	D
CIRCLING	2360-1 669 (700-1)		2360-1¾ 669 (700-1¾)	NA
GRAND ISLAND ALTIMETER SETTING MINIMUMS				
CIRCLING	2400-1 709 (800-1)		2400-2 709 (800-2)	NA

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TEKAMAH MUNI (TQE) 2 SE UTC−6(−5DT) N41°45.81′ W96°10.68′ OMAHA
1027 B S4 **FUEL** 100LL, JET A TPA—2027(1000) NOTAM FILE TQE L–12I
RWY 14–32: H4000X75 (CONC) S–30, D–45 MIRL IAP
RWY 14: Road. **RWY 32:** REIL. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL fuel avbl 24 hrs. Self svc. For attendant call 402–374–2505/1755. Airframe and Powerplant repairs—402–374–1700. ACTIVATE REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 127.275 (402) 374–2853.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 160° 35.4 NM to fld. 1087/9E. **HIWAS.**
(T) VORW 108.4 TQE N41°45.58′ W96°10.71′ at fld. 1027/7E. NOTAM FILE TQE.
VOR unusable 260°–280° byd 15 NM below 4000′.



THE O'NEILL MUNI–JOHN L BAKER FLD (See O'NEILL)

THEDFORD N41°58.90′ W100°43.14′ NOTAM FILE TIF. OMAHA
(L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored. L–12G
RCO 122.4 (COLUMBUS RADIO).

THEDFORD

THOMAS CO (TIF) 1 S UTC−6(−5DT) N41°57.76′ W100°34.22′ OMAHA
2925 B **FUEL** 100LL NOTAM FILE TIF Not insp. L–12G
RWY 11–29: H4400X60 (ASPH) MIRL 0.3% up NW IAP
AIRPORT REMARKS: Unattended.
WEATHER DATA SOURCES: AWOS–3 120.825 (308) 645–0488.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE TIF.
THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90′ W100°43.14′ 091° 6.8 NM to fld. 3175/9E. VOR unmonitored.

THOMAS CO (See THEDFORD)

TOMMI N42°27.61′ W96°27.73′ NOTAM FILE SUX. OMAHA
NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored. L–12I

TRENTON MUNI (9V2) 1 NW UTC−7(−6DT) N40°11.25′ W101°01.53′ CHEYENNE
2796 B TPA—3796(1000) NOTAM FILE OLU
RWY 14–32: 2360X280 (TURF) MIRL
RWY 14: Road.
RWY 01–19: 2260X300 (TURF)
RWY 01: Trees. **RWY 19:** Road.
AIRPORT REMARKS: Unattended. Rwy 01–19 rough. Rwy 01–19 edges marked with orange cones and thlds marked with panels.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4000
146°	TDZE	1027
	Apt Elev	1027

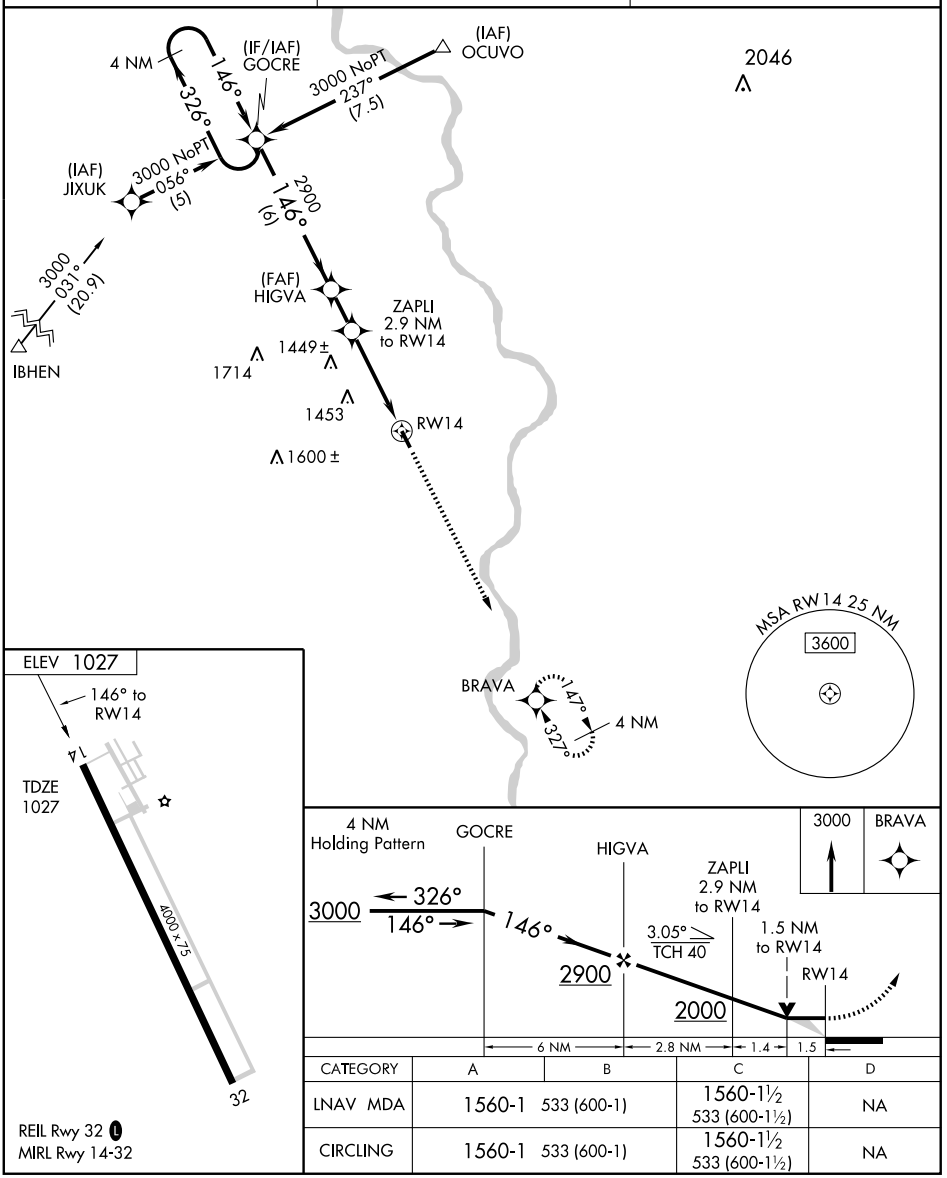
RNAV (GPS) RWY 14

TEKAMAH MUNI (TQE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile. VDP NA with Fremont altimeter setting.

MISSED APPROACH: Climb to 3000 direct BRAVA and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA
CIRCLING	1560-1	533 (600-1)	1560-1½ 533 (600-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 32

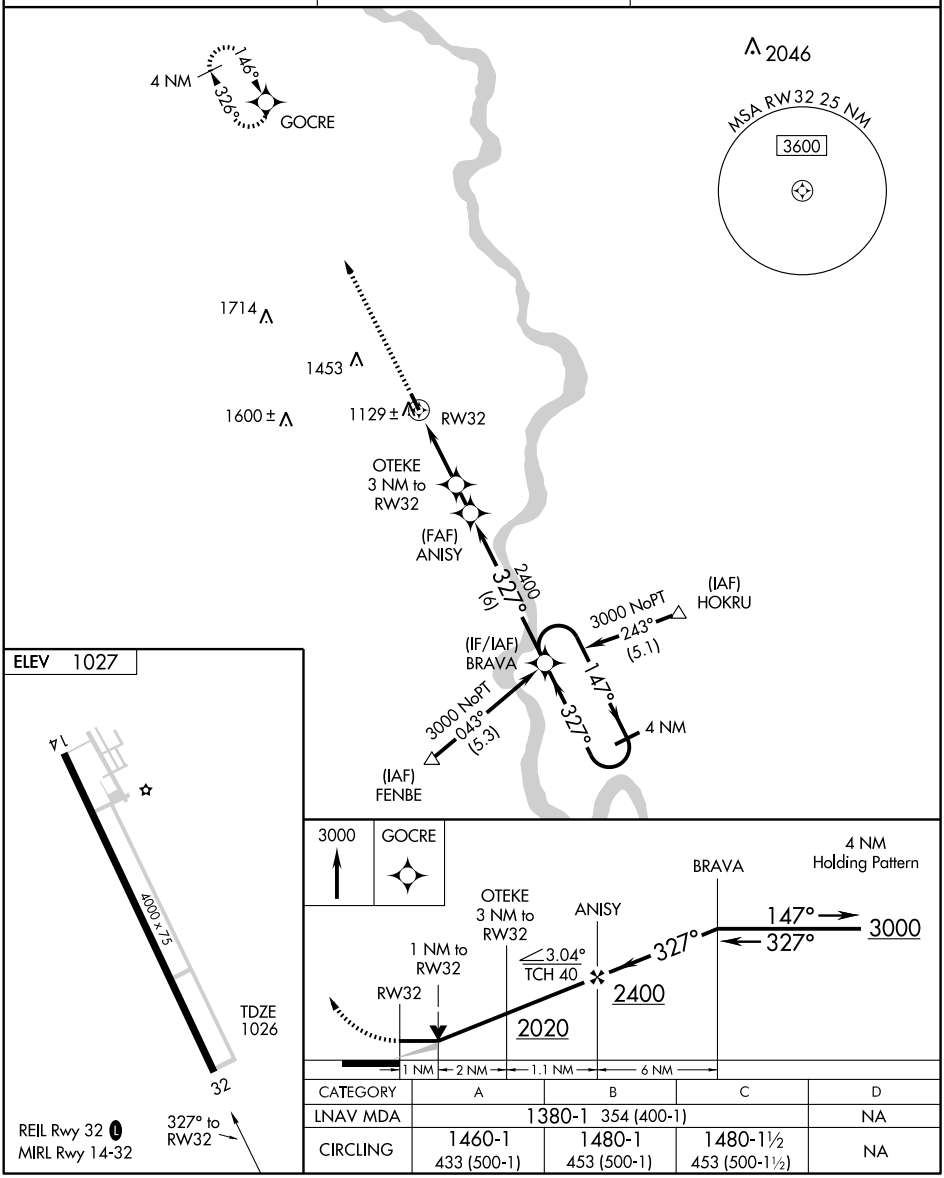
TEKAMAH MUNI (TQE)

APP CRS	Rwy Idg	4000
327°	TDZE	1026
	Apt Elev	1027

DME/DME RNP-0.3 NA. VDP NA with Fremont altimeter setting. When local altimeter setting not received, use Fremont altimeter setting and increase all MDAs 100 feet, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOCRE and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 354 (400-1)			NA
CIRCLING	1460-1 433 (500-1)	1480-1 453 (500-1)	1480-1½ 453 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

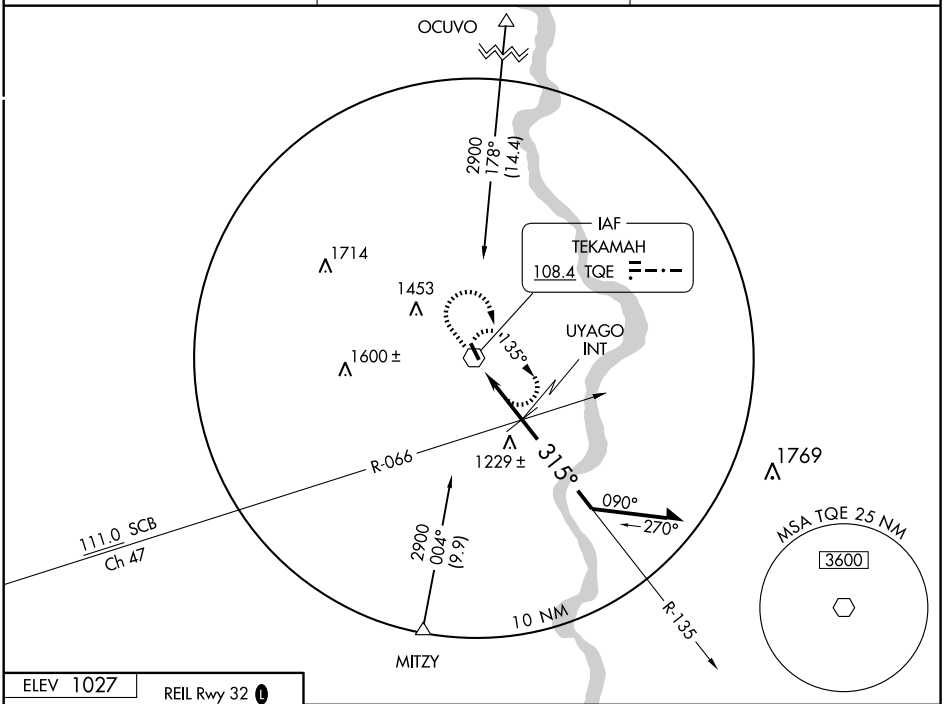
VOR TQE	APP CRS	Rwy Idg	4000
108.4	315°	TDZE	1026
		Apt Elev	1027

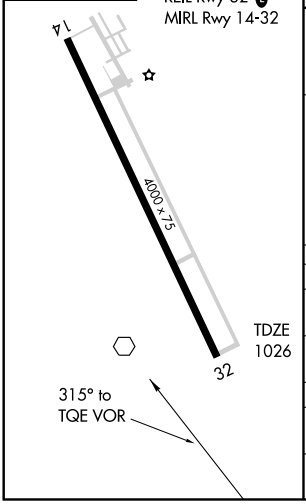
VOR RWY 32
TEKAMAH MUNI (TQE)

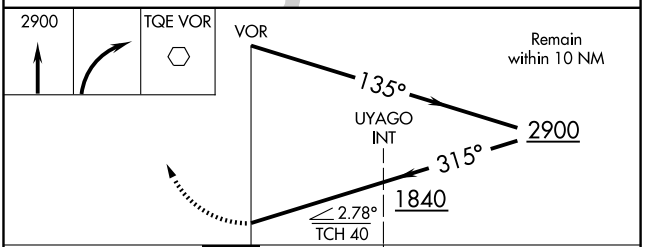
When local altimeter setting not received, use Fremont altimeter setting and increase UYAGO fix minimums MDAs 100 feet, and S-32 Cat C ¼ mile.

MISSED APPROACH: Climb to 2900 then right turn direct TQE VOR and hold.

ASOS	OMAHA APP CON	UNICOM
127.275	124.5 263.0	123.0 (CTAF) L



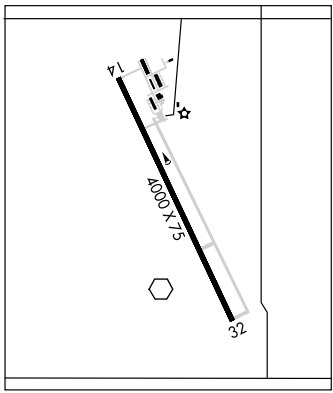




CATEGORY	A	B	C	D
S-32	1840-1 814 (900-1)	1840-1¼ 814 (900-1¼)	1840-2½ 814 (900-1½)	NA
CIRCLING	1840-1 813 (900-1)	1840-1¼ 813 (900-1¼)	1840-2½ 813 (900-1½)	NA
UYAGO FIX MINIMUMS				
S-32	1480-1 454 (500-1)		1480-1¼ 454 (500-1¼)	NA
CIRCLING	1480-1 453 (500-1)		1480-1½ 453 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

TEKAMAH MUNI (TQE) 2 SE UTC−6(−5DT) N41°45.81′ W96°10.68′ OMAHA
1027 B S4 **FUEL** 100LL, JET A TPA—2027(1000) NOTAM FILE TQE L–12I
RWY 14–32: H4000X75 (CONC) S–30, D–45 MIRL IAP
RWY 14: Road. **RWY 32:** REIL. Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. 100LL fuel avbl 24 hrs. Self svc. For attendant call 402–374–2505/1755. Airframe and Powerplant repairs—402–374–1700. ACTIVATE REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 127.275 (402) 374–2853.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **OMAHA APP/DEP CON** 124.5
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 160° 35.4 NM to fld. 1087/9E. **HIWAS.**
(T) VORW 108.4 TQE N41°45.58′ W96°10.71′ at fld. 1027/7E. NOTAM FILE TQE.
VOR unusable 260°–280° byd 15 NM below 4000′.



THE O'NEILL MUNI–JOHN L BAKER FLD (See O'NEILL)

THEDFORD N41°58.90′ W100°43.14′ NOTAM FILE TIF. OMAHA
(L) VORW/DME 108.6 TDD Chan 23 091° 6.8 NM to Thomas Co. 3175/9E. VOR unmonitored. L–12G
RCO 122.4 (COLUMBUS RADIO).

THEDFORD

THOMAS CO (TIF) 1 S UTC−6(−5DT) N41°57.76′ W100°34.22′ OMAHA
2925 B **FUEL** 100LL NOTAM FILE TIF Not insp. L–12G
RWY 11–29: H4400X60 (ASPH) MIRL 0.3% up NW IAP
AIRPORT REMARKS: Unattended.
WEATHER DATA SOURCES: AWOS–3 120.825 (308) 645–0488.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE TIF.
THEDFORD (L) VORW/DME 108.6 TDD Chan 23 N41°58.90′ W100°43.14′ 091° 6.8 NM to fld. 3175/9E. VOR unmonitored.

THOMAS CO (See THEDFORD)

TOMMI N42°27.61′ W96°27.73′ NOTAM FILE SUX. OMAHA
NDB (MHW/LOM) 305 OI at Martin Fld. Unmonitored. L–12I

TRENTON MUNI (9V2) 1 NW UTC−7(−6DT) N40°11.25′ W101°01.53′ CHEYENNE
2796 B TPA—3796(1000) NOTAM FILE OLU
RWY 14–32: 2360X280 (TURF) MIRL
RWY 14: Road.
RWY 01–19: 2260X300 (TURF)
RWY 01: Trees. **RWY 19:** Road.
AIRPORT REMARKS: Unattended. Rwy 01–19 rough. Rwy 01–19 edges marked with orange cones and thlds marked with panels.
COMMUNICATIONS: CTAF 122.9

WAAS	APP CRS	Rwy Idg	4400
CH 69218	110°	TDZE	2925
W11A		Apt Elev	2925

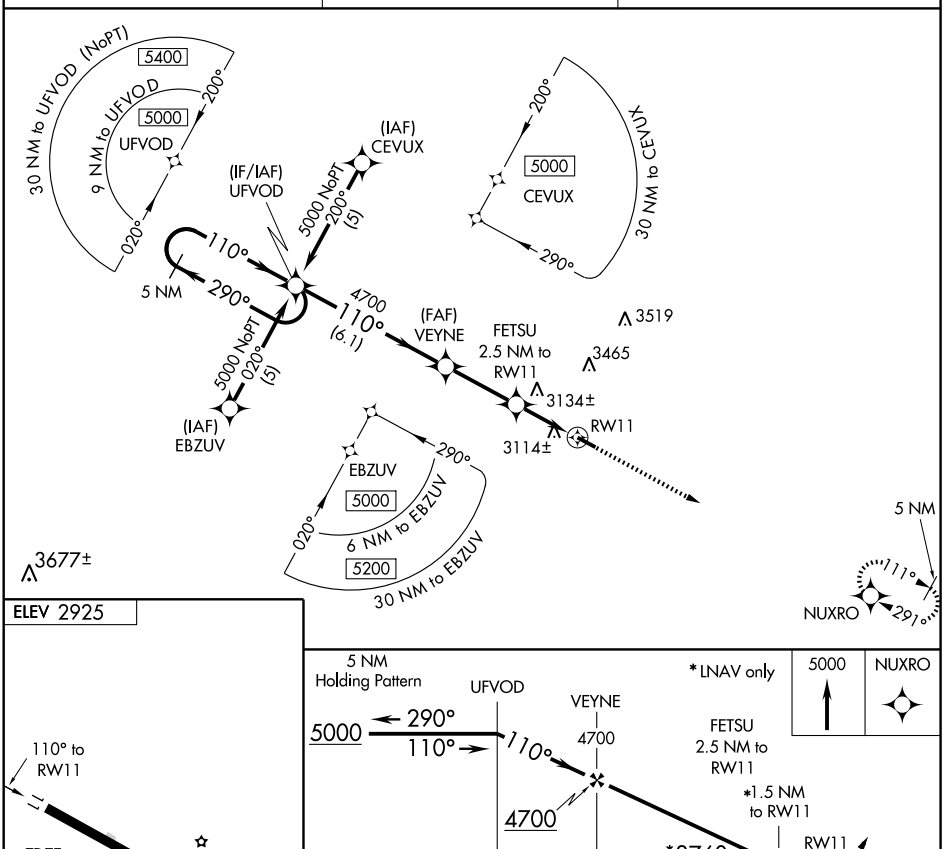
RNAV (GPS) RWY 11

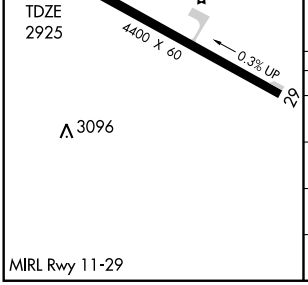
THEDFORD/ THOMAS COUNTY (TIF)

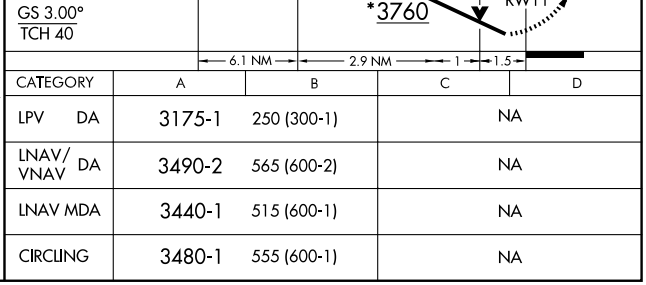
Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet, increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct NUXRO and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LPV DA	3175-1	250 (300-1)	NA	
LNAV/VNAV DA	3490-2	565 (600-2)	NA	
LNAV MDA	3440-1	515 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS		
CH 65718	290°	Rwy Idg	4400
W29A		TDZE	2920
		Apt Elev	2925

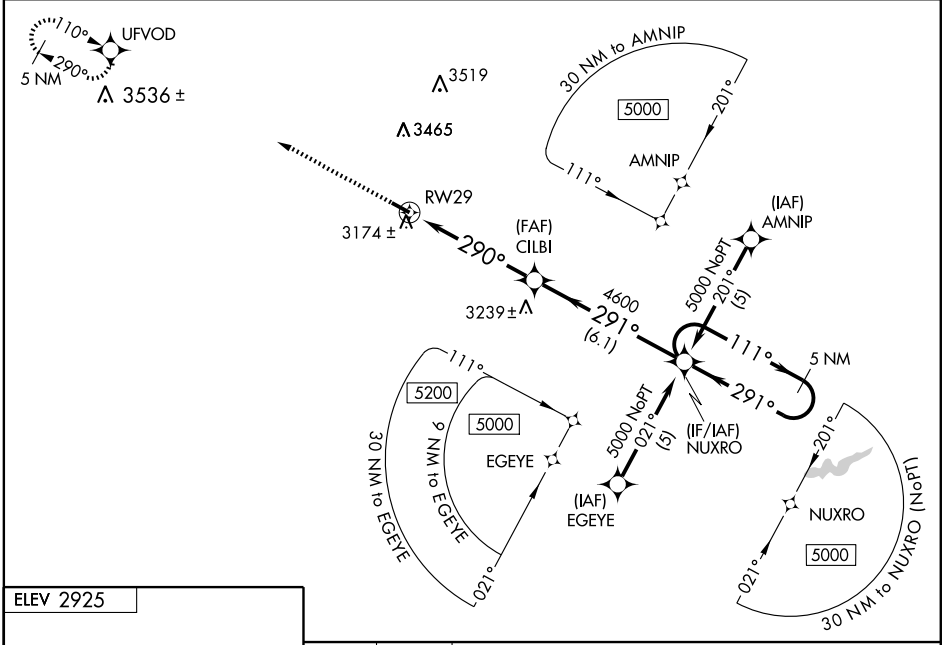
RNAV (GPS) RWY 29

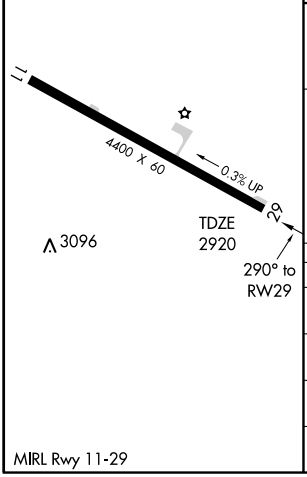
THEDFORD/ THOMAS COUNTY (TIF)

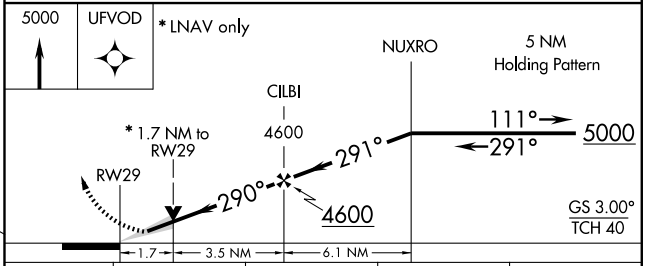
Baro-VNAV NA when using North Platte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use North Platte altimeter setting and increase all DA 137 feet and all MDA 140 feet; increase LPV and LNAV/VNAV Cats A and B visibility ½ mile. VDP NA with North Platte altimeter setting.

MISSED APPROACH: Climb to 5000 direct UFVOD and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
LPV DA	3170-1	250 (300-1)	NA	
LNAV/VNAV DA	3444-2	524 (600-2)	NA	
LNAV MDA	3480-1	560 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

MIRL Rwy 11-29

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	272°	TDZE	2921
Chan 23		Apt Elev	2925

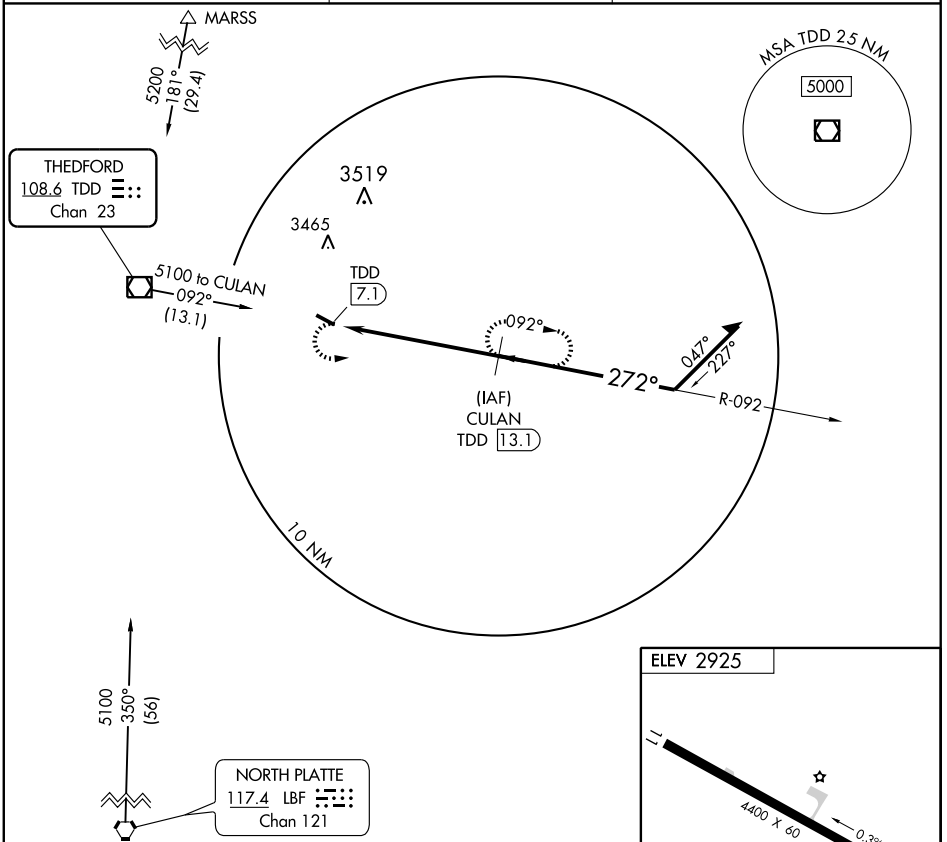
VOR/DME RWY 29

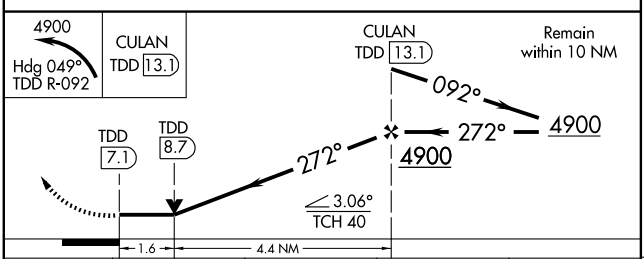
THEDFORD/ THOMAS COUNTY (TIF)

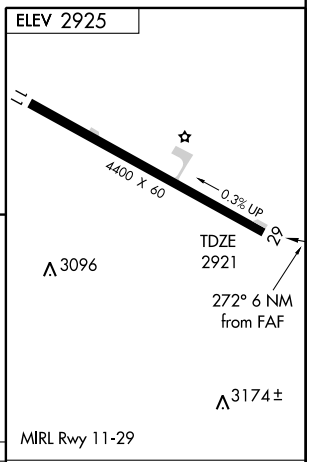
When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet.
NA VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climbing left turn to 4900 via heading 049° and TDD R-092 to CULAN/TDD 13.1 DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-29	3480-1	559 (600-1)	NA	
CIRCLING	3480-1	555 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NC-2, 21 OCT 2010 to 18 NOV 2010

NC-2, 21 OCT 2010 to 18 NOV 2010

VOR/DME TDD	APP CRS	Rwy Idg	4400
108.6	090°	TDZE	2925
Chan 23		Apt Elev	2925

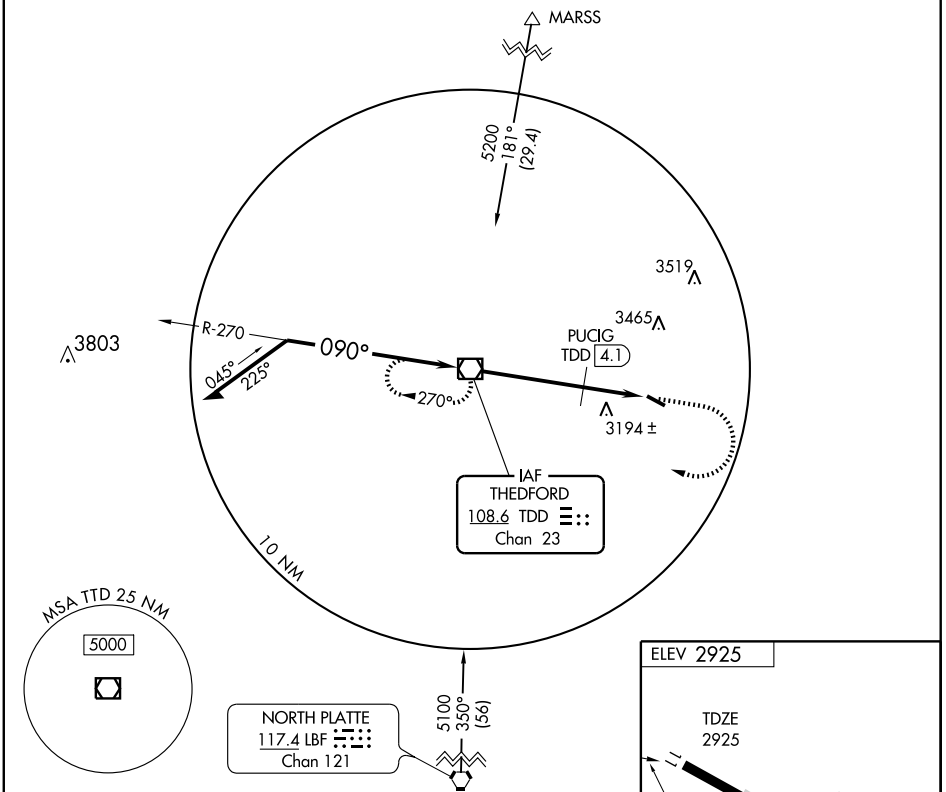
VOR RWY 11

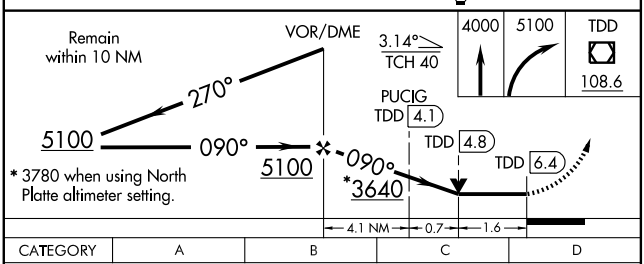
THEDFORD/ THOMAS COUNTY (TIF)

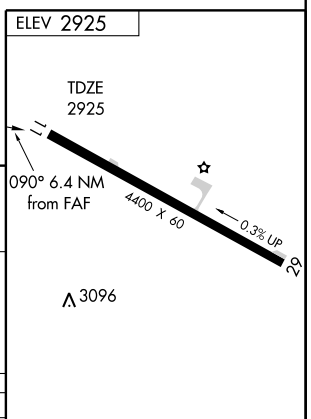
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use North Platte altimeter setting and increase all MDA 140 feet, increase S-11 Cat B and circling Cat B visibility ¼ mile. VDP NA when using North Platte altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 5100 direct TDD VOR/DME and hold.

AWOS-3	DENVER CENTER	CTAF
120.825	127.95 338.2	122.9







CATEGORY	A	B	C	D
S-11	3640-1	715 (800-1)	NA	
CIRCLING	3640-1	715 (800-1)	NA	
PUCIG FIX MINIMUMS				
S-11	3500-1	575 (600-1)	NA	
CIRCLING	3500-1	575 (600-1)	NA	

MIRL Rwy 11-29

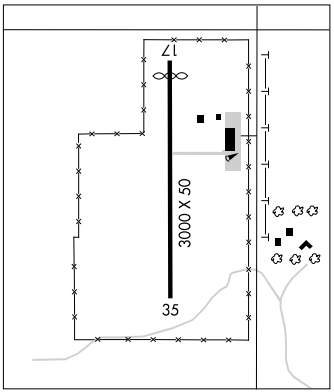
FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

UTICA

FLYING V (ØJ9) 2 S UTC−6(−5DT) N40°52.07′ W97°21.25′ OMAHA
1585 NOTAM FILE OLU L–10I

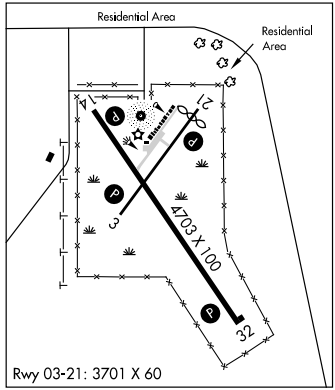
RWY 17–35: H3000X50 (CONC) S–12.5
RWY 17: Thld dsplcd 200′. Road.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 254° 28.1 NM to fld. 1370/9E.



VALENTINE N42°51.70′ W100°32.98′ NOTAM FILE VTN. OMAHA
NDB (MHW) 314 VTN at Miller Fld. L–12G

VALENTINE

MILLER FLD (VTN) 1 S UTC−6(−5DT) N42°51.40′ W100°32.94′ OMAHA
2596 B S4 **FUEL** 100LL, JET A NOTAM FILE VTN L–12G
RWY 14–32: H4703X100 (CONC) S–30, D–42.5 MIRL IAP
RWY 14: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Fence.
RWY 03–21: H3701X60 (ASPH) S–12.5 MIRL 0.3% up S
RWY 03: PAPI(P2L)—GA 3.0° TCH 39′.
RWY 21: PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 300′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 03: TORA–3700 TODA–3700 ASDA–3700 LDA–3700
RWY 21: TORA–3700 TODA–3700 ASDA–3700 LDA–3400
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. Fuel avbl 24 hrs with credit card or by prior arrangement, call 402–376–1611. ACTIVATE MIRL Rwy 03–21 and Rwy 14–32, PAPI Rwy 03, Rwy 21, Rwy 14 and Rwy 32, REIL Rwy 32—CTAF.
WEATHER DATA SOURCES: ASOS 118.075 (402) 376–1673.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 296° 30.2 NM to fld. 2582/9E. **HIWAS.**
VALENTINE NDB (MHW) 314 VTN N42°51.70′ W100°32.98′ at fld. NOTAM FILE VTN.



AL-5809 (FAA)

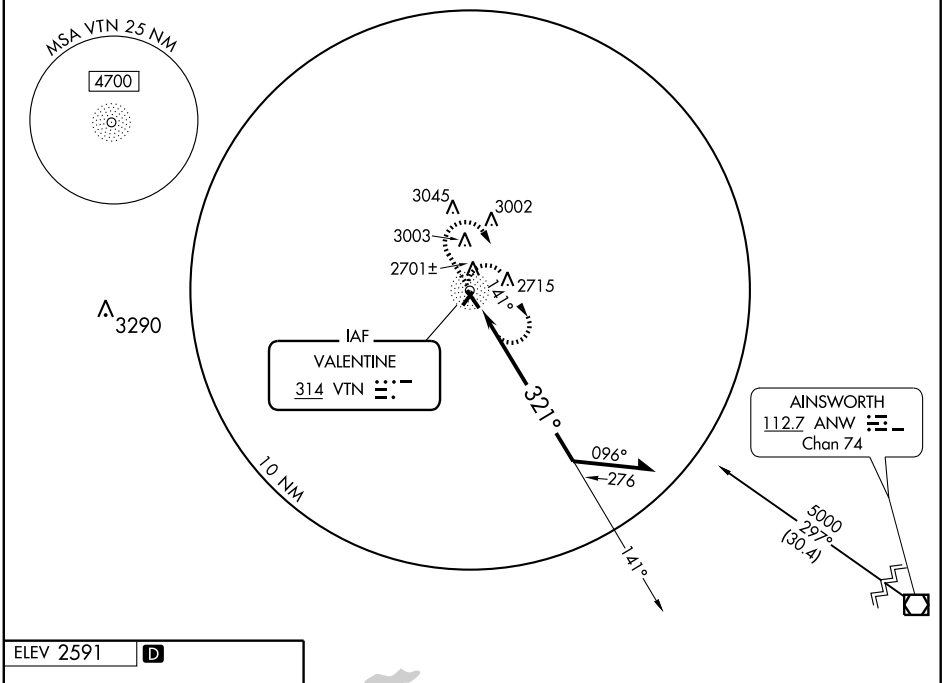
NDB RWY 32

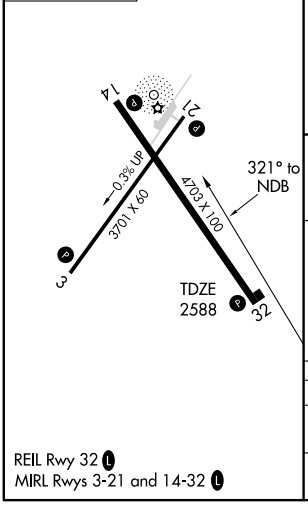
VALENTINE/MILLER FIELD (VTN)

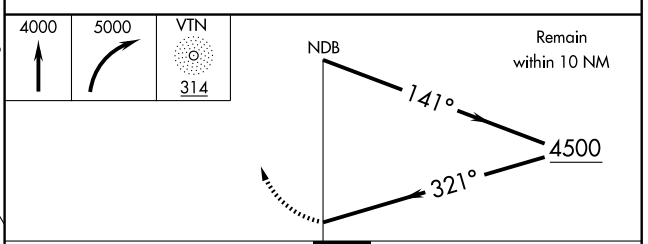
NDB VTN	APP CRS	Rwy Idg	4703
314	321°	TDZE	2588
		Apt Elev	2591

MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct VTN NDB and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-32	3400-1 812 (900-1)	3400-1¼ 812 (900-1¼)	NA	
CIRCLING	3400-1 809 (900-1)	3400-1¼ 809 (900-1¼)	NA	

REIL Rwy 32 L
MIRL Rwys 3-21 and 14-32 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4703
137°	TDZE	2588
	Apt Elev	2591

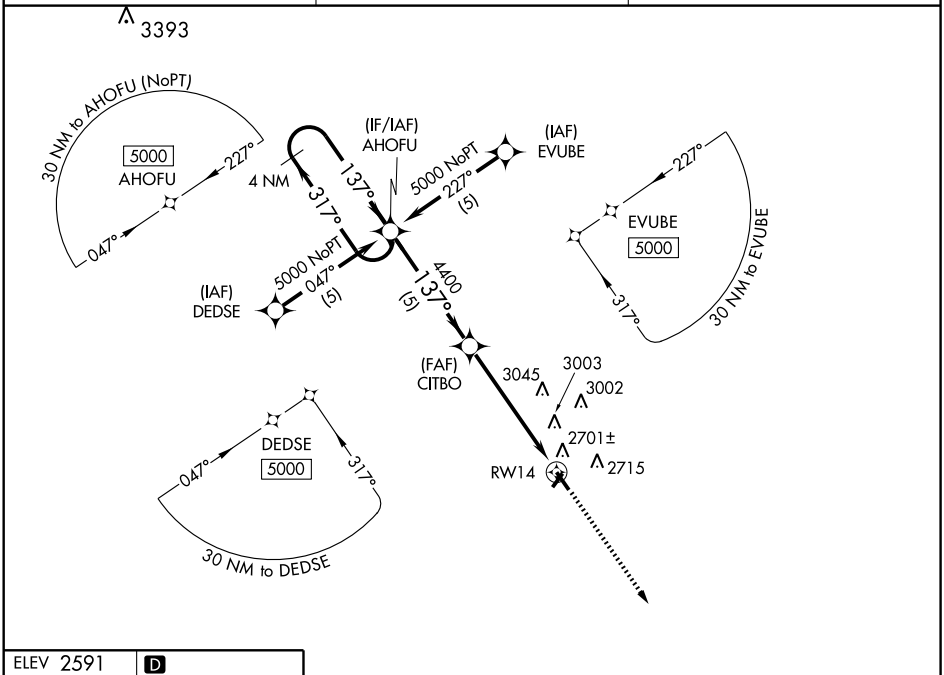
RNAV (GPS) RWY 14

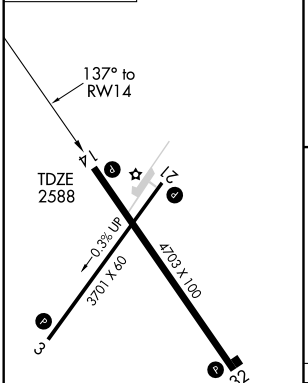
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct GIYIT and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L

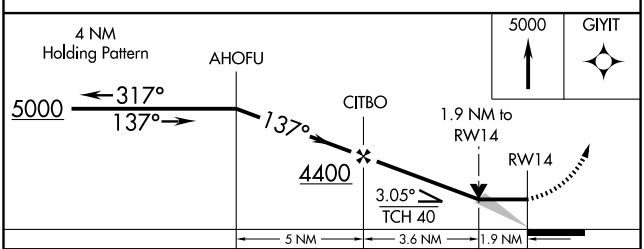




REIL Rwy 32 L

MIRL Rwys 3-21 and 14-32 L





CATEGORY	A	B	C	D
LNAV MDA	3240-1	652 (700-1)	NA	
CIRCLING	3240-1	649 (700-1)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4703
CH 40010	318°	TDZE	2588
W32A		Apt Elev	2591

AL-5809 (FAA)

RNAV (GPS) RWY 32

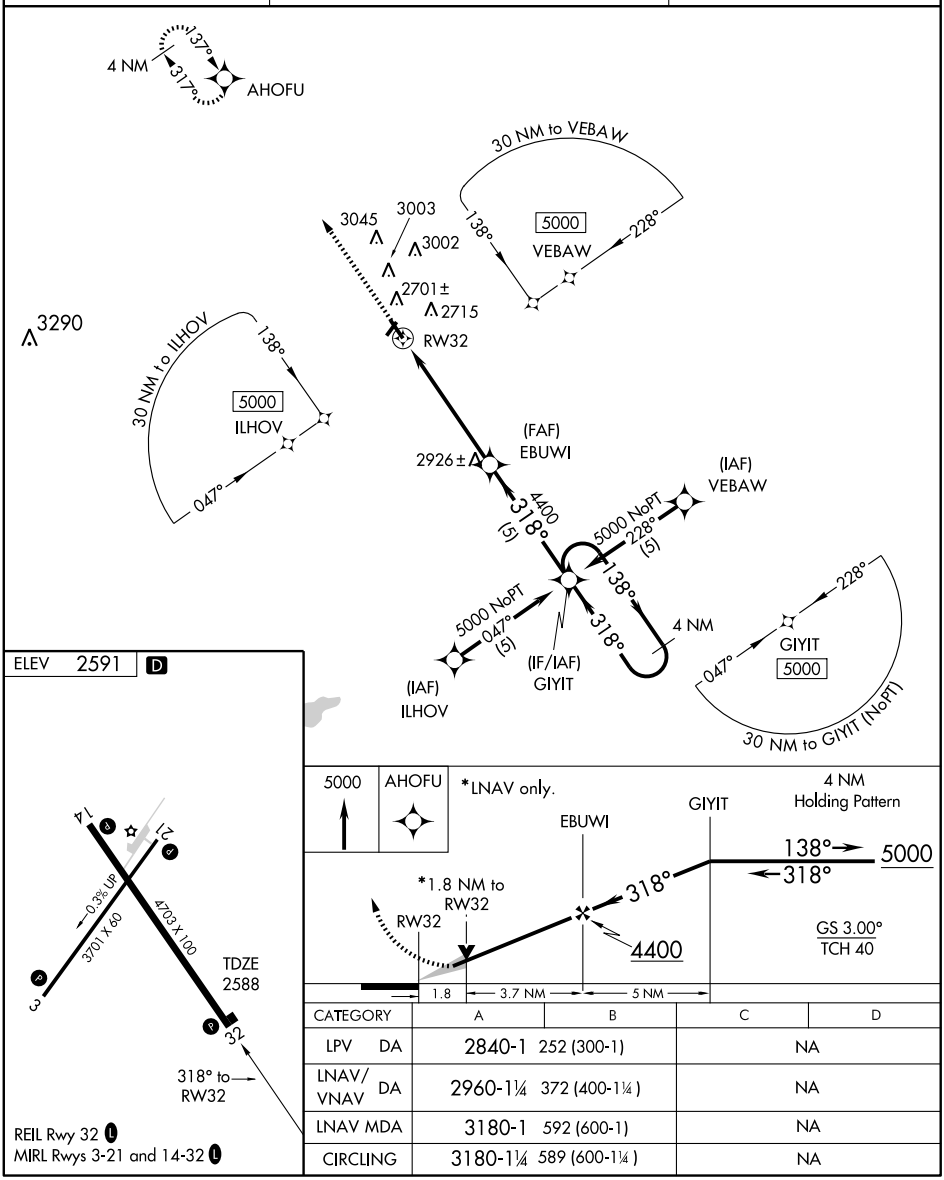
VALENTINE/MILLER FIELD (VTN)

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -20°C (-4°F).

MISSED APPROACH: Climb to 5000 direct AHOFU and hold.

ASOS	DENVER CENTER	UNICOM
118.075	127.95 338.2	122.8 (CTAF) L

NC-2, 21 OCT 2010 to 18 NOV 2010

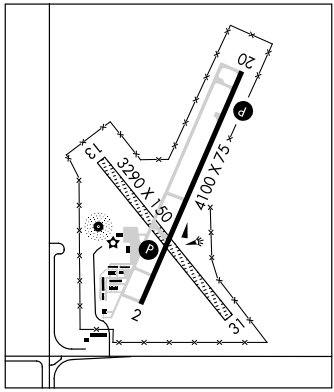


CATEGORY	A	B	C	D
LPV DA	2840-1 252 (300-1)		NA	
LNAV/VNAV DA	2960-1¼ 372 (400-1¼)		NA	
LNAV MDA	3180-1 592 (600-1)		NA	
CIRCLING	3180-1¼ 589 (600-1¼)		NA	

42° 51′ N-100° 33′ W

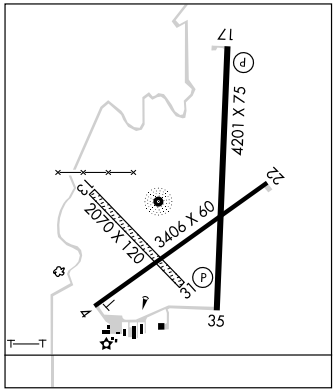
VALENTINE/MILLER FIELD (VTN)
RNAV (GPS) RWY 32

WAHOO MUNI (AHQ) 2 NE UTC−6(−5DT) N41°14.44′ W96°35.67′ — OMAHA
1224 B S4 **FUEL** 100LL NOTAM FILE OLU — L–10I, 12I
RWY 02–20: H4100X75 (CONC) S–20 MIRL — IAP
RWY 02: PAPI(P2L)—GA 3.0°. TCH 41′.
RWY 20: PAPI(P2L)—GA 3.0° TCH 52′.
RWY 13–31: 3290X150 (TURF) LIRL
RWY 13: Fence. **RWY 31:** Road.
AIRPORT REMARKS: Attended dawn–dusk. For svc after dusk call 402–443–1863. Fuel avbl 24 hr self serve. Rwy 13–31 not plowed winter months. Rwy 13–31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 010° 20.1 NM to fld. 1370/9E.
NDB (MHW) 400 AHQ N41°14.35′ W96°35.90′ at fld. NOTAM FILE OLU.



WALLACE MUNI (64V) 1 S UTC−6(−5DT) N40°49.93′ W101°09.84′ — CHEYENNE
3101 B NOTAM FILE OLU
RWY 13–31: H2800X50 (ASPH) LIRL (NSTD)
RWY 13: Thld dsplcd 200′. **RWY 31:** Irrigation system.
AIRPORT REMARKS: Attended Apr–Aug dawn–dusk. Rwy 13 thld dsplcd 200′ for day ops, for ngt ops thld dsplcd 400′ marked with lgts only. Rwy 13–31 NSTD LIRL. Lgts are 100′ from pavement edge on both sides. Rwy 31 irrigation system.
COMMUNICATIONS: CTAF 122.9

WAYNE MUNI (LCG) 2 E UTC−6(−5DT) N42°14.50′ W96°58.94′ — OMAHA
1431 B S4 **FUEL** 100LL OX 2 NOTAM FILE LCG — L–12I
RWY 17–35: H4201X75 (ASPH) S–12.5 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 04–22: H3406X60 (ASPH) S–12.5 MIRL
RWY 04: Pole. **RWY 22:** Hill.
RWY 13–31: 2070X120 (TURF)
RWY 13: Fence. **RWY 31:** Road.
AIRPORT REMARKS: Attended dusk–dawn. Deer on and invof arpt. Rwy 13–31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17–35 and Rwy 04–22 operate SS–0500Z‡; after 0500Z‡ ACTIVATE —122.8.
WEATHER DATA SOURCES: AWOS–3 120.125 (402) 375–0111.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 249° 29.9 NM to fld. 1087/9E. **HIWAS.**
NDB (MHW) 389 LCG N42°14.55′ W96°59.02′ at fld. NOTAM FILE LCG.



WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (See SCOTTSBLUFF)

WHITNEY N42°49.73′ W103°05.63′ NOTAM FILE CDR. — CHEYENNE
NDB (MHW) 275 HIN at Chadron Muni. — L–12G

WILLOW N40°52.37′ W100°04.36′ NOTAM FILE OLU. — OMAHA
NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld. — L–10H

NDB AHQ	APP CRS	Rwy Idg	4100
400	205°	TDZE	1224
		Apt Elev	1224

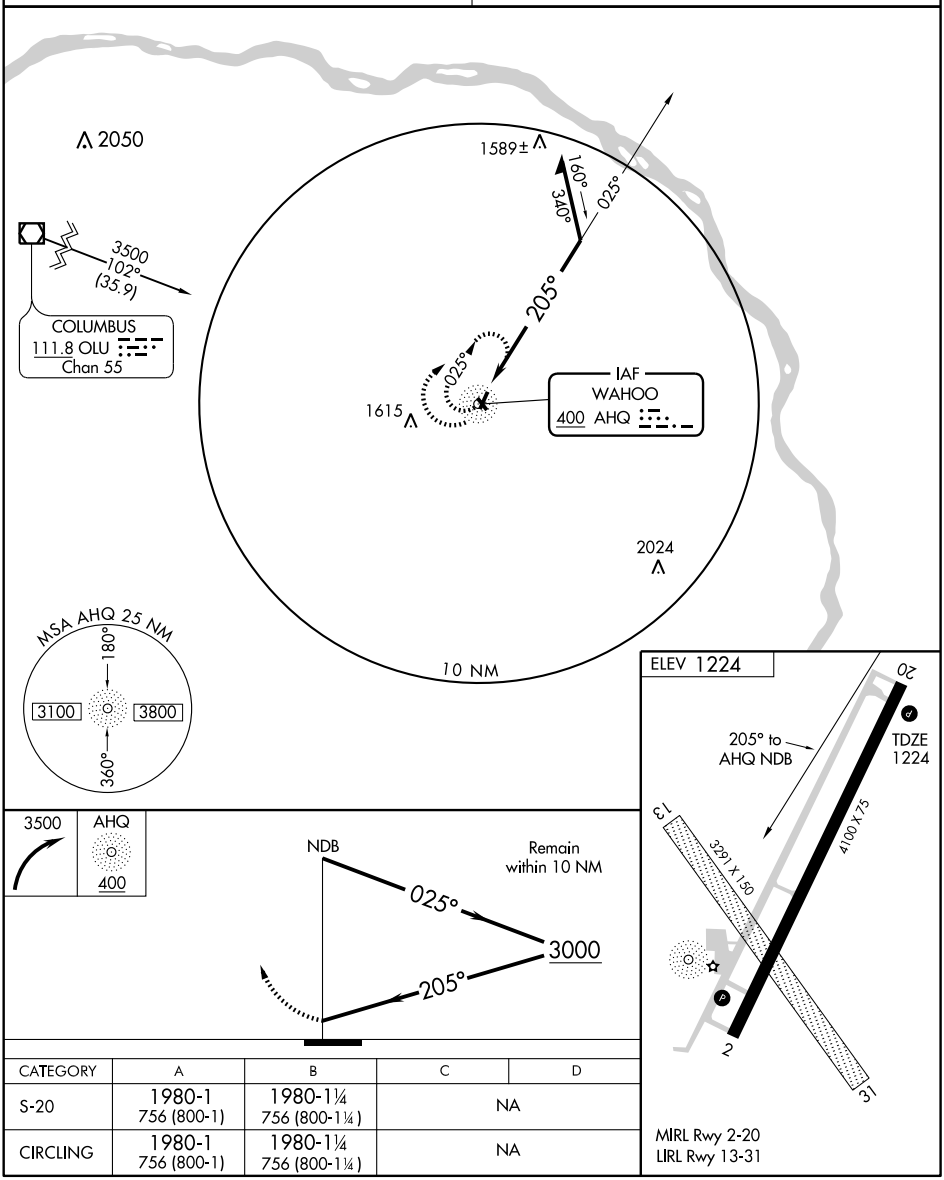
NDB RWY 20
WAHOO MUNI (AHQ)

Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase all MDA 40 feet.

NA

MISSED APPROACH: Climbing right turn to 3500 in AHQ NDB holding pattern.

OMAHA APP CON	UNICOM
120.1 354.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-20	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	
CIRCLING	1980-1 756 (800-1)	1980-1¼ 756 (800-1¼)	NA	

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4100
CH 48907	198°	TDZE	1224
W20A		Apt Elev	1224

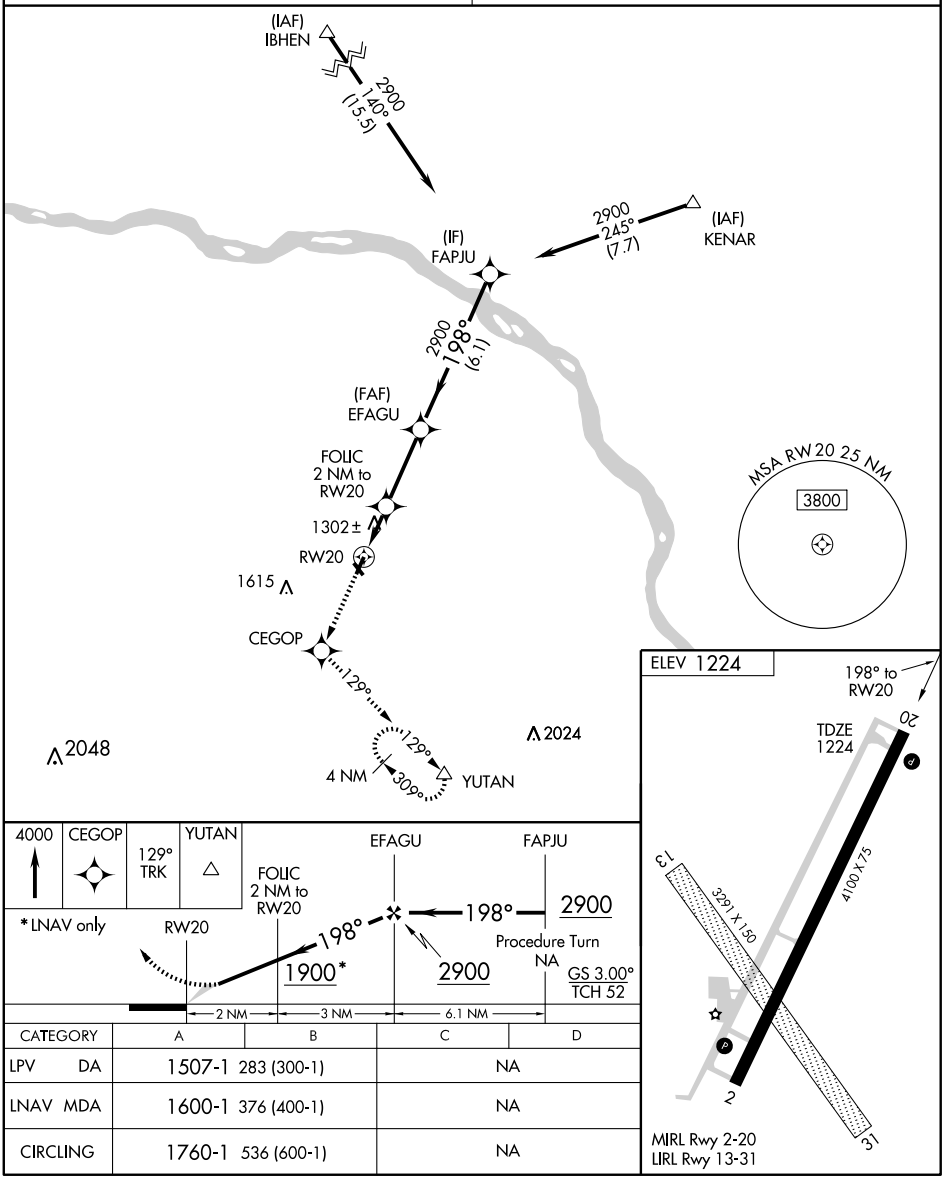
RNAV (GPS) RWY 20
WAHOO MUNI (AHQ)

DME/DME RNP-0.3 NA. Circling to Rwy 13-31 NA. Use Fremont altimeter setting, when not received, use Lincoln altimeter setting and increase DA 25 feet and all MDA 40 feet.

NA

MISSED APPROACH: Climb to 4000 direct CEGOP and via 129° track to YUTAN and hold, continue climb-in-hold to 4000.

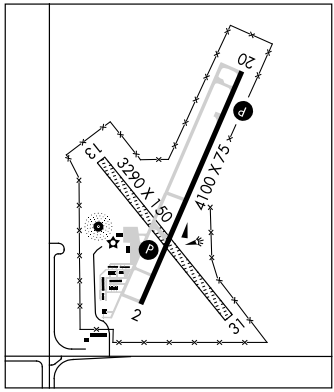
OMAHA APP CON	UNICOM
120.1 354.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1507-1 283 (300-1)		NA	
LNAV MDA	1600-1 376 (400-1)		NA	
CIRCLING	1760-1 536 (600-1)		NA	

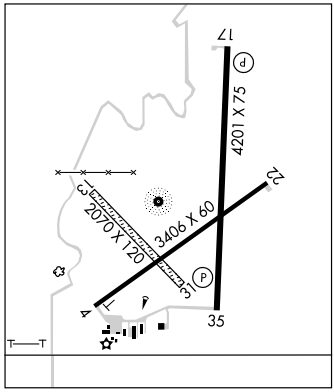
NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAHOO MUNI (AHQ) 2 NE UTC−6(−5DT) N41°14.44′ W96°35.67′ — OMAHA
1224 B S4 **FUEL** 100LL NOTAM FILE OLU — L–10I, 12I
RWY 02–20: H4100X75 (CONC) S–20 MIRL — IAP
RWY 02: PAPI(P2L)—GA 3.0°. TCH 41′.
RWY 20: PAPI(P2L)—GA 3.0° TCH 52′.
RWY 13–31: 3290X150 (TURF) LIRL
RWY 13: Fence. **RWY 31:** Road.
AIRPORT REMARKS: Attended dawn–dusk. For svc after dusk call 402–443–1863. Fuel avbl 24 hr self serve. Rwy 13–31 not plowed winter months. Rwy 13–31 LIRL OTS indef. ACTIVATE PAPI Rwy 02 and Rwy 20—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **OMAHA APP/DEP CON** 120.1
RADIO AIDS TO NAVIGATION: NOTAM FILE LNK.
LINCOLN (H) VORTACW 116.1 LNK Chan 108 N40°55.43′ W96°44.52′ 010° 20.1 NM to fld. 1370/9E.
NDB (MHW) 400 AHQ N41°14.35′ W96°35.90′ at fld. NOTAM FILE OLU.



WALLACE MUNI (64V) 1 S UTC−6(−5DT) N40°49.93′ W101°09.84′ — CHEYENNE
3101 B NOTAM FILE OLU
RWY 13–31: H2800X50 (ASPH) LIRL (NSTD)
RWY 13: Thld dsplcd 200′. **RWY 31:** Irrigation system.
AIRPORT REMARKS: Attended Apr–Aug dawn–dusk. Rwy 13 thld dsplcd 200′ for day ops, for ngt ops thld dsplcd 400′ marked with lgts only. Rwy 13–31 NSTD LIRL. Lgts are 100′ from pavement edge on both sides. Rwy 31 irrigation system.
COMMUNICATIONS: CTAF 122.9

WAYNE MUNI (LCG) 2 E UTC−6(−5DT) N42°14.50′ W96°58.94′ — OMAHA
1431 B S4 **FUEL** 100LL OX 2 NOTAM FILE LCG — L–12I
RWY 17–35: H4201X75 (ASPH) S–12.5 MIRL — IAP
RWY 17: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 35: PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 04–22: H3406X60 (ASPH) S–12.5 MIRL
RWY 04: Pole. **RWY 22:** Hill.
RWY 13–31: 2070X120 (TURF)
RWY 13: Fence. **RWY 31:** Road.
AIRPORT REMARKS: Attended dusk–dawn. Deer on and invof arpt. Rwy 13–31 not plowed winter months. Twy lgts AER 04 only. MIRL Rwy 17–35 and Rwy 04–22 operate SS–0500Z‡; after 0500Z‡ ACTIVATE —122.8.
WEATHER DATA SOURCES: AWOS–3 120.125 (402) 375–0111.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67′ W96°19.42′ 249° 29.9 NM to fld. 1087/9E. **HIWAS.**
NDB (MHW) 389 LCG N42°14.55′ W96°59.02′ at fld. NOTAM FILE LCG.



WESTERN NEB RGNL/WILLIAM B. HEILIG FLD (See SCOTTSBLUFF)

WHITNEY N42°49.73′ W103°05.63′ NOTAM FILE CDR. — CHEYENNE
NDB (MHW) 275 HIN at Chadron Muni. — L–12G

WILLOW N40°52.37′ W100°04.36′ NOTAM FILE OLU. — OMAHA
NDB (MHW) 353 DWL 305° 4.7 NM to Quinn Fld. — L–10H

NDB LCG 389	APP CRS 185°	Rwy Idg 4201 TDZE 1427 Apt Elev 1431

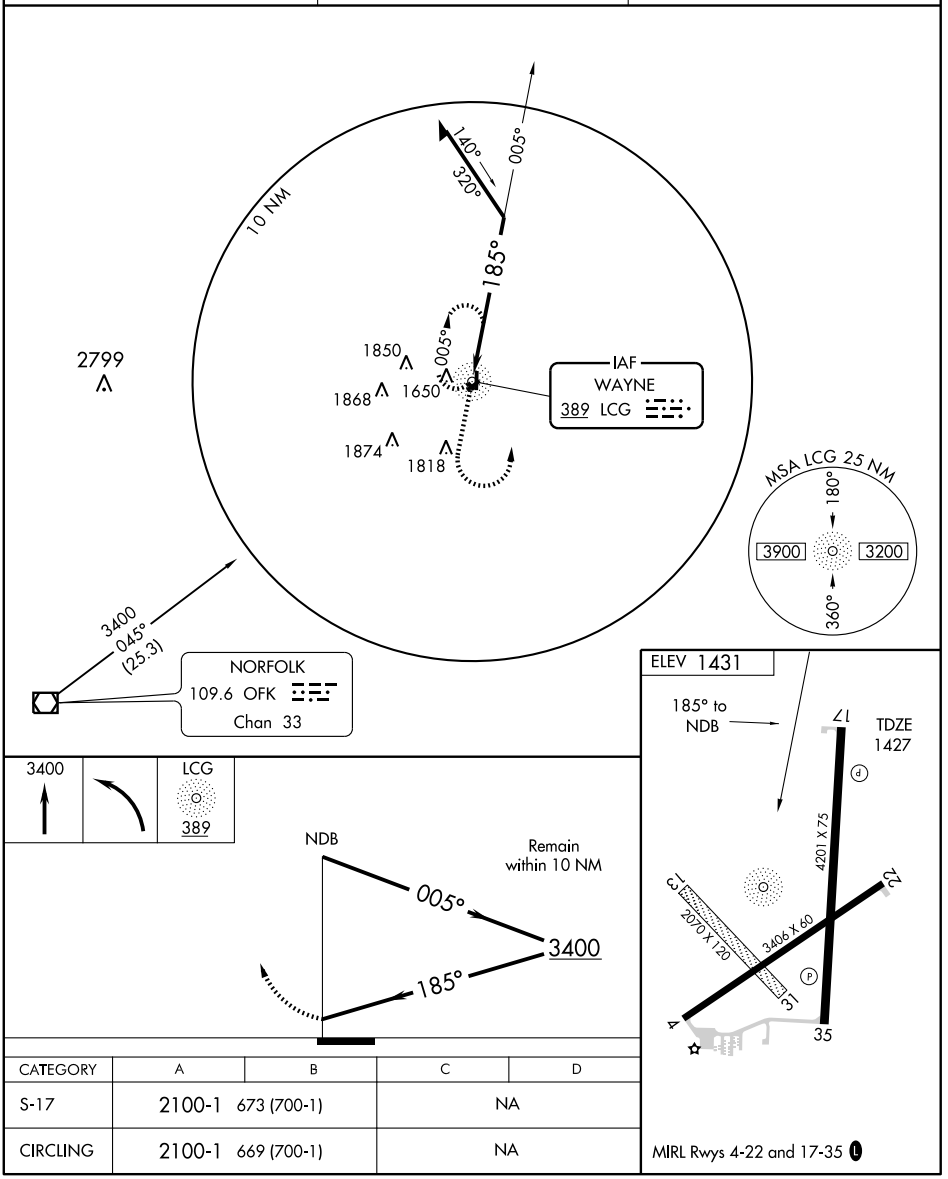
NDB RWY 17
WAYNE MUNI (LCG)

When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

NA

MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON *	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-17	2100-1	673 (700-1)	NA	
CIRCLING	2100-1	669 (700-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB LCG	APP CRS	Rwy Idg	3406
389	239°	TDZE	1430
		Apt Elev	1431

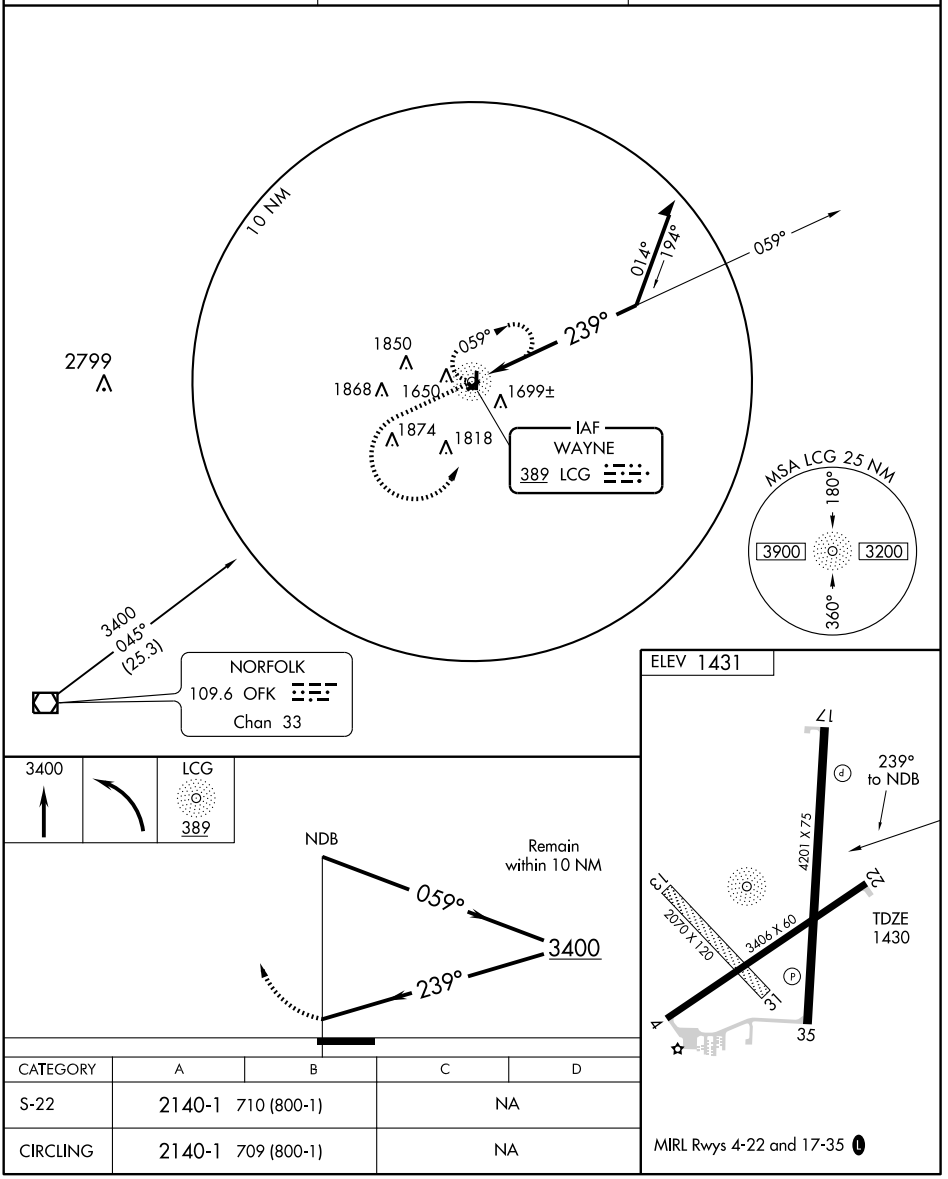
NDB RWY 22
WAYNE MUNI (LCG)

When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

NA

MISSED APPROACH: Climb to 3400 then left turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-22	2140-1	710 (800-1)	NA	
CIRCLING	2140-1	709 (800-1)	NA	

MIRL Rwys 4-22 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

NDB LCG 389	APP CRS 345°	Rwy Idg 4201 TDZE 1431 Apt Elev 1431

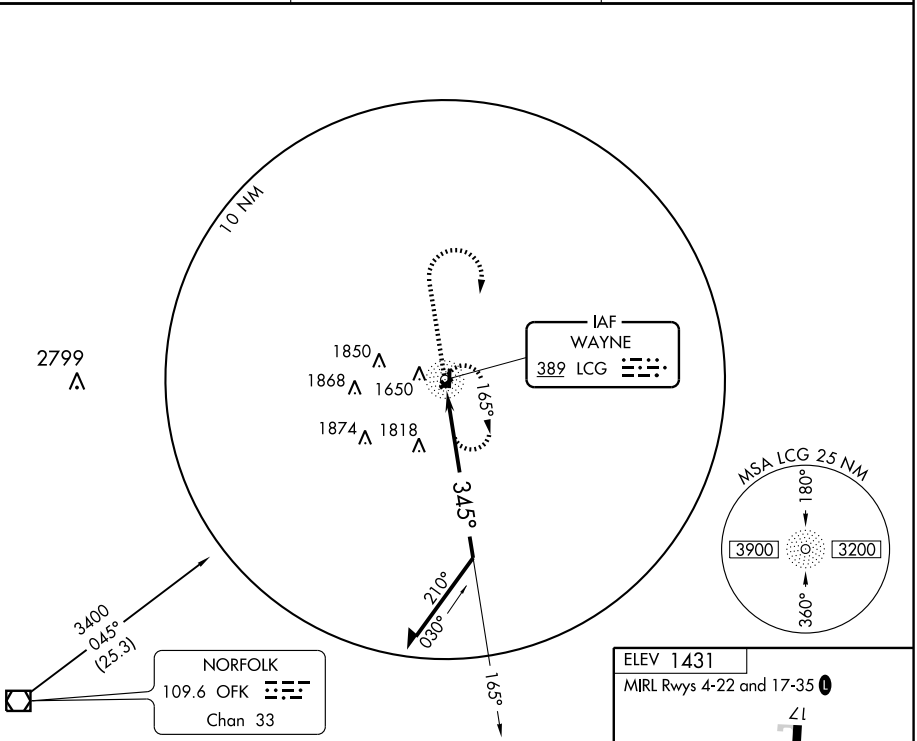
NDB RWY 35
WAYNE MUNI (LCG)

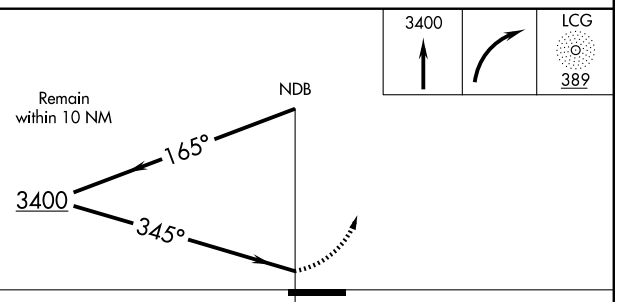
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.

NA

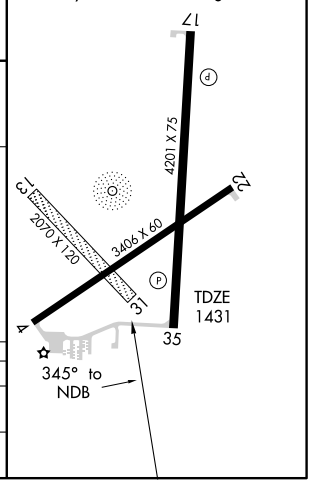
MISSED APPROACH: Climb to 3400 then right turn direct LCG NDB and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-35	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	
CIRCLING	2300-1 869 (900-1)	2300-1¼ 869 (900-1¼)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

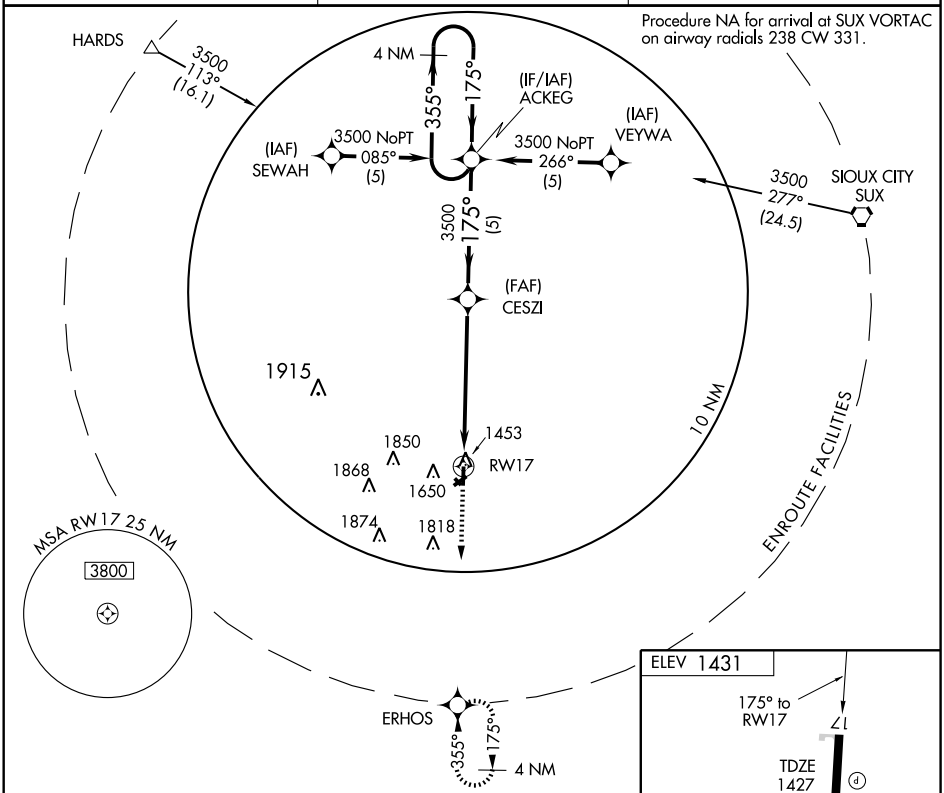
WAAS	APP CRS	Rwy Idg	4201
CH 77513	175°	TDZE	1427
W17A		Apt Elev	1431

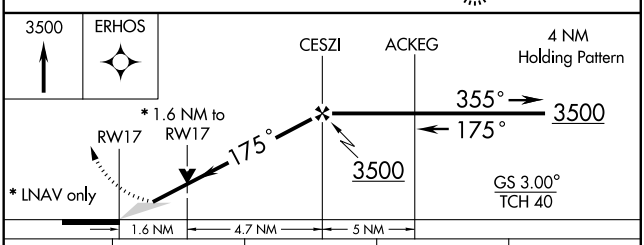
RNAV (GPS) RWY 17
WAYNE MUNI (LCG)

BARO-VNAV NA below -17C (2F). DME/DME RNP 0.3 NA. If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting.

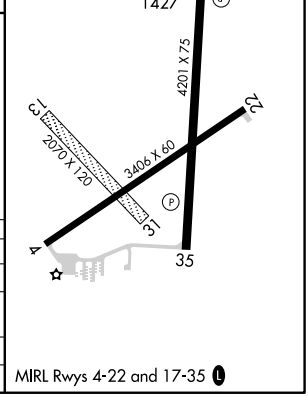
MISSED APPROACH: Climb to 3500 direct ERHOS and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1680-1	253 (300-1)	NA	
LNAV/VNAV DA	1840-1½	413 (500-1½)	NA	
LNAV MDA	1980-1	553 (600-1)	NA	
CIRCLING	2000-1½	569 (600-1½)	NA	



NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 22

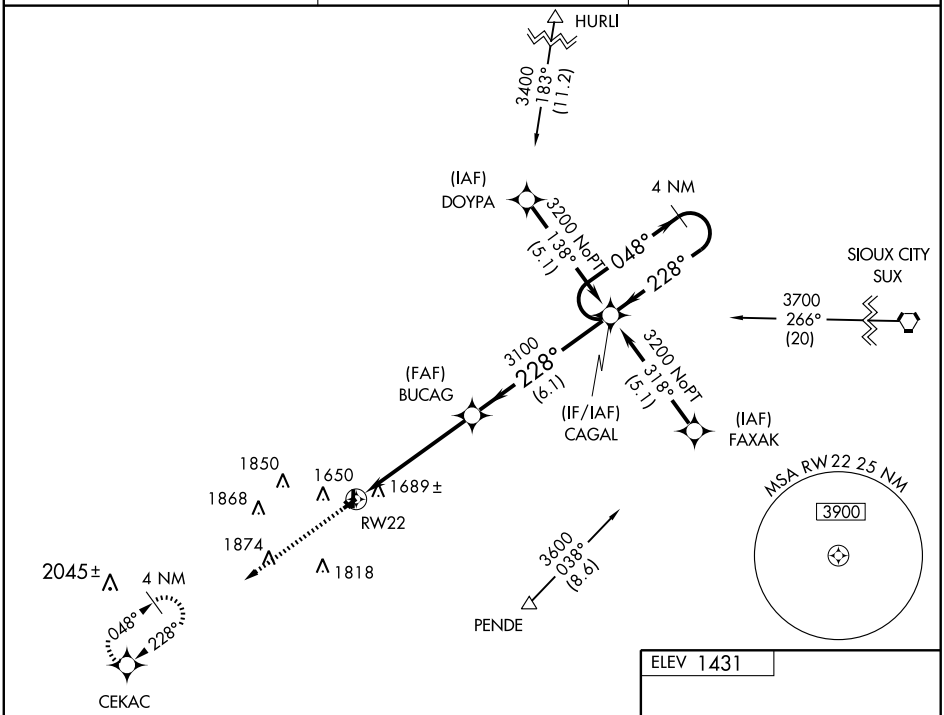
WAYNE MUNI (LCG)

APP CRS	Rwy Idg	3406
228°	TDZE	1430
	Apt Elev	1431

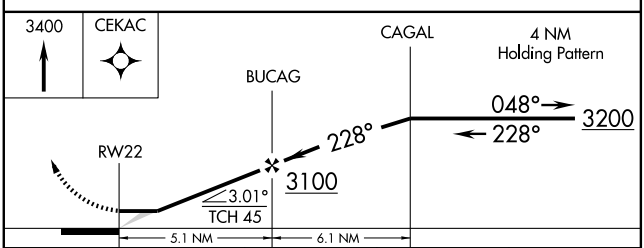
When local altimeter setting not received, use Karl Stefan Memorial altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3400 direct CEKAC WP and hold.

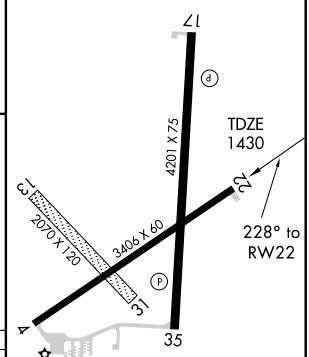
AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L



Procedure NA for arrival at SUX VORTAC via V100 eastbound.



CATEGORY	A	B	C	D
LNAV MDA	2020-1 590 (600-1)		NA	
CIRCLING	2080-1 649 (700-1)		NA	



MIRL Rwys 4-22 and 17-35 L

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 35

WAYNE MUNI (LCG)

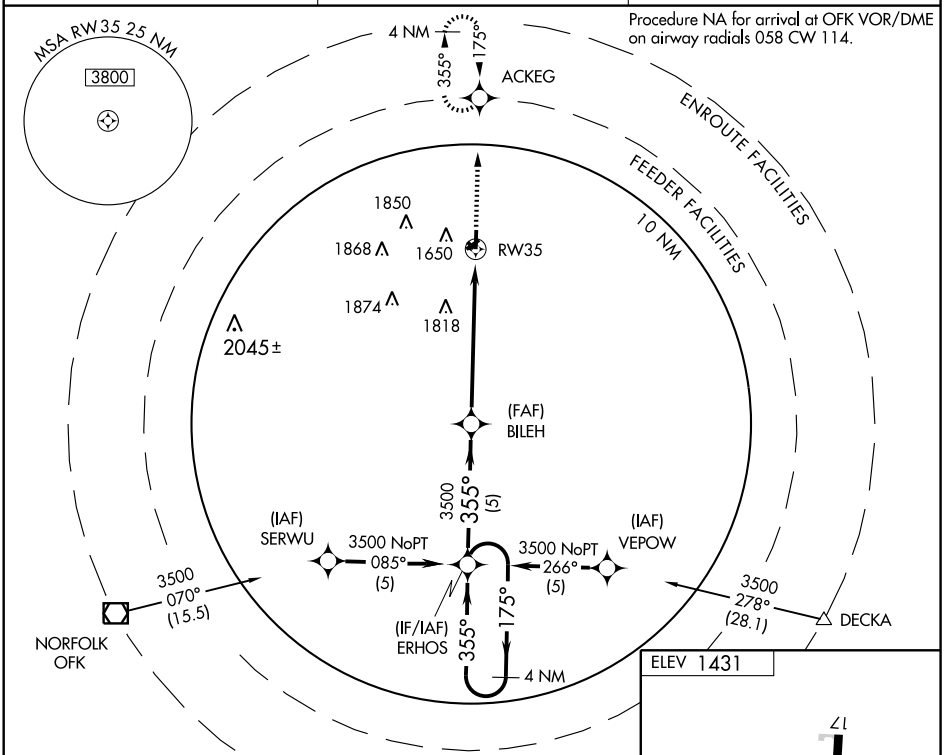
APP CRS	Rwy Idg	4201
355°	TDZE	1431
	Apt Elev	1431

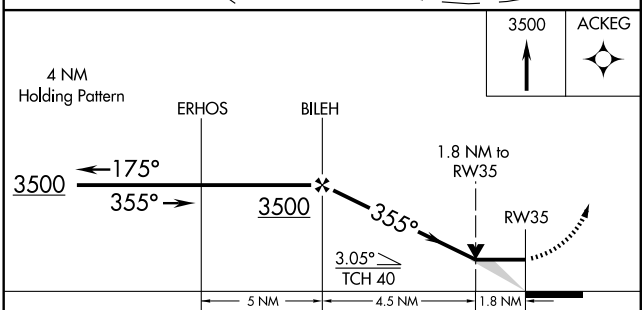
If local altimeter setting not received; use Karl Stefan Memorial altimeter setting and increase all MDAs 80 feet. VDP NA when using Karl Stefan Memorial altimeter setting. DME/DME RNP-0.3 NA.

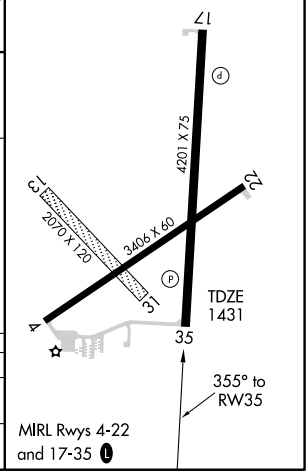
NA

MISSED APPROACH: Climb to 3500 direct ACKEG and hold.

AWOS-3	SIOUX CITY APP CON ★	UNICOM
120.125	124.6 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2040-1	609 (700-1)	NA	
CIRCLING	2040-1	609 (700-1)	NA	

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NC-2, 21 OCT 2010 to 18 NOV 2010

WOLBACH N41°22.54′ W98°21.22′ NOTAM FILE OLU. OMAHA

(H) VORTAC 114.8 OBH Chan 95 168° 24.6 NM to Central Nebraska Rgnl. 2010/7E. H–5B, L–12H

RCO 122.1R 114.8T (COLUMBUS RADIO)

YORK MUNI (JYR) 1 NW UTC−6(−5DT) N40°53.79′ W97°37.45′ OMAHA

1670 B **FUEL** 100LL, JET A NOTAM FILE JYR H–5C, L–10I

RWY 17–35: H5898X100 (CONC) S–30, D–38 MIRL IAP

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Pole.

RWY 35: REIL. VASI(V2L)—GA 3.0° TCH 25′.

Thld dsplcd 400′. Road.

RWY 05–23: 4700X150 (TURF)

RWY 05: Pole. **RWY 23:** Pole.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 17: TORA–5900 TODA–5900 ASDA–5500 LDA–5900

RWY 35: TORA–5900 TODA–5900 ASDA–5900 LDA–5500

AIRPORT REMARKS: Attended 1400–2300Z‡. For svc after hrs call 402–366–5876. Rwy 05–23 not plowed winter months. Arpt lights operate dusk–0400Z‡, after 0400Z‡ Rwy 35 designated as calm wind rwy. Rwy 35 VASI unusable byd 6° right and left of centerline. ACTIVATE MIRL Rwy 17–35, PAPI Rwy 17, VASI Rwy 35 and REIL Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 124.175 (402) 362–3785.

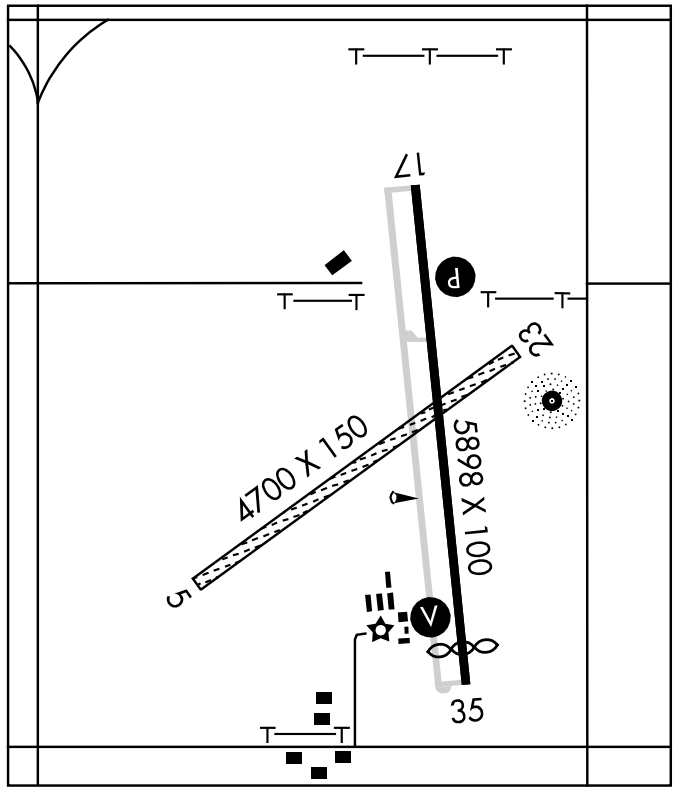
COMMUNICATIONS: CTAF/UNICOM 122.8.

MINNEAPOLIS CENTER APP/DEP CON 119.4

RADIO AIDS TO NAVIGATION: NOTAM FILE GRI.

GRAND ISLAND (L) VORTACW 112.0 GRI Chan 57 N40°59.04′ W98°18.89′ 092° 31.8 NM to fld. 1840/7E.

NDB (MHW) 257 JYR N40°53.85′ W97°37.02′ at fld. NOTAM FILE OLU.



NDB JYR 257	APP CRS 153°	Rwy Idg 5898 TDZE 1665 Apt Elev 1670

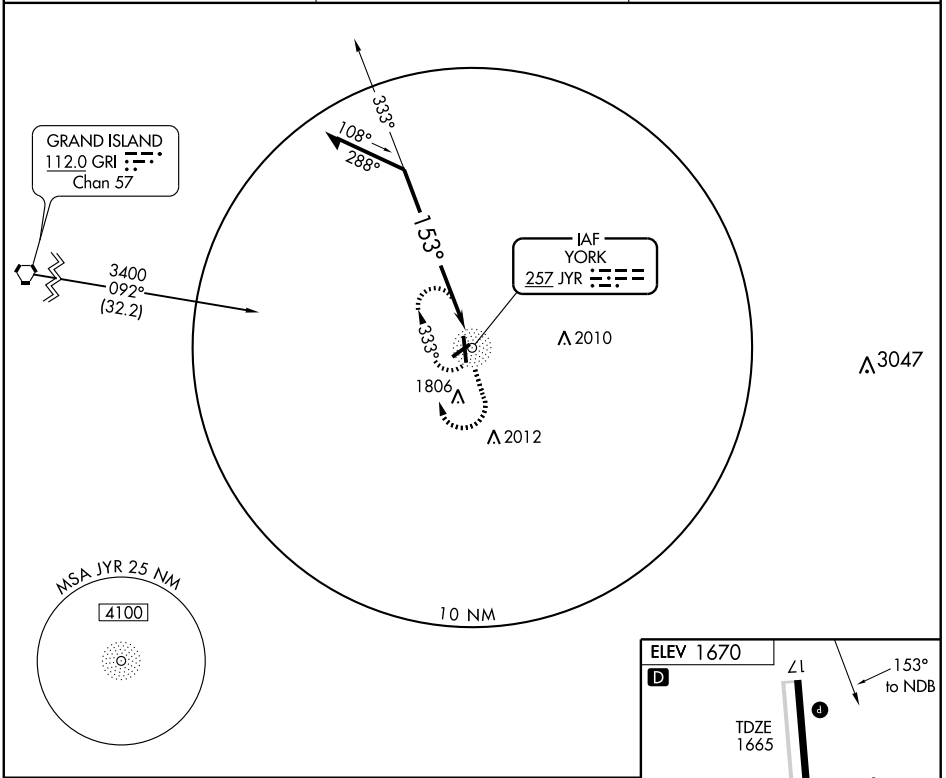
NDB RWY 17

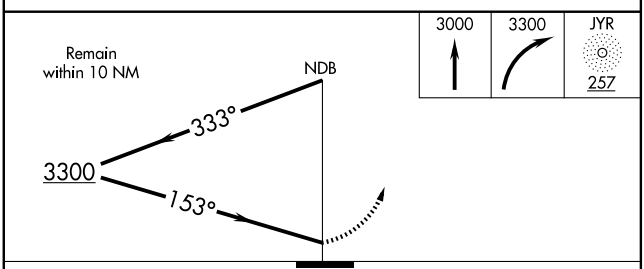
YORK MUNI (JYR)

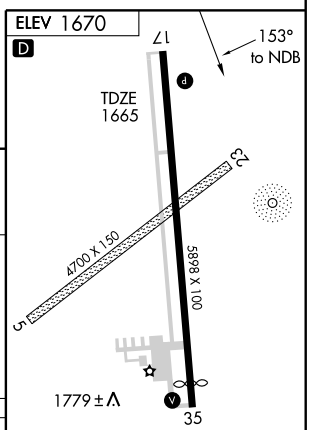
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet, increase straight-in and circling visibilities Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







REIL Rwys 17-35 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-17	2300-1	635 (700-1)	2300-1¾ 635 (700-1¾)	NA
CIRCLING	2300-1	630 (700-1)	2300-1¾ 630 (700-1¾)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

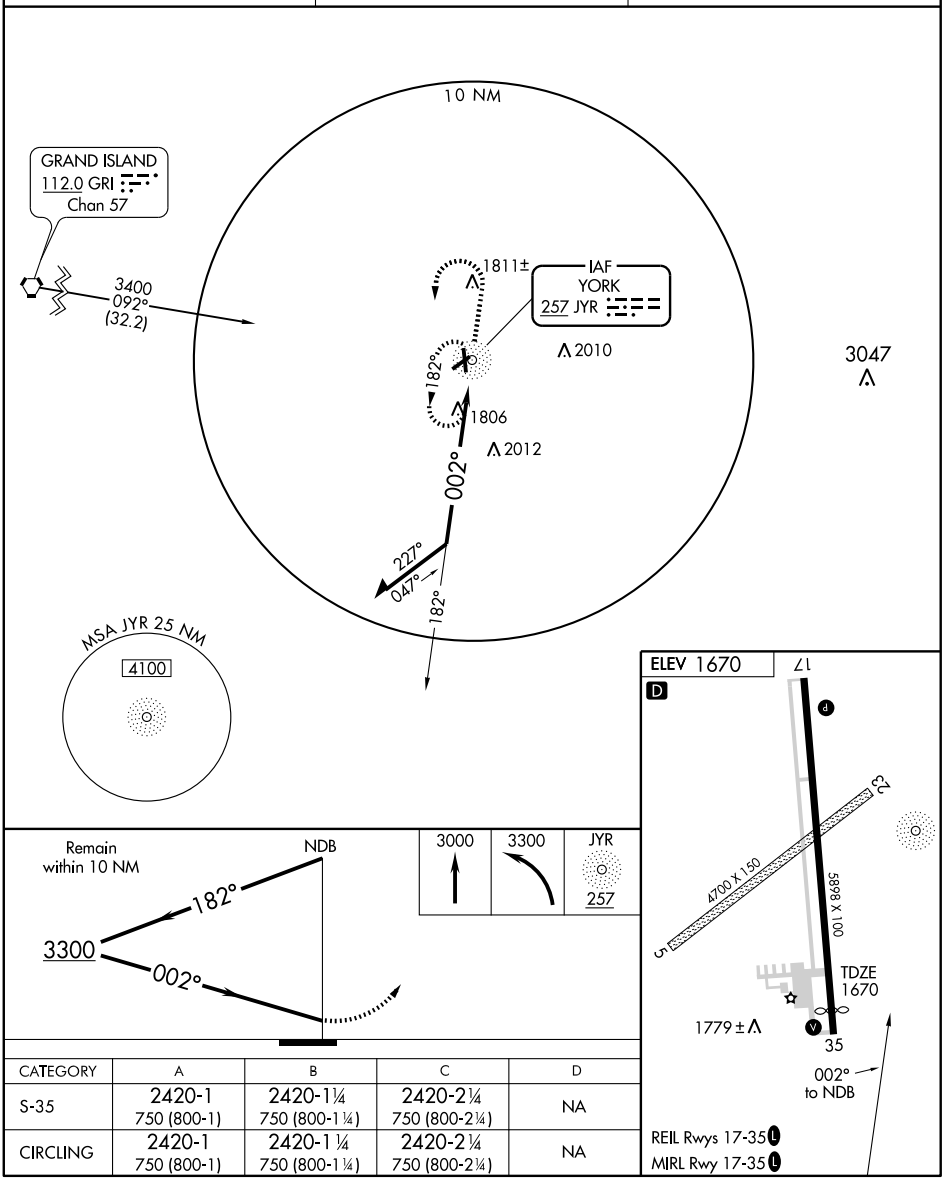
NDB JYR 257	APP CRS 002°	Rwy Idg 5498 TDZE 1670 Apt Elev 1670

NDB RWY 35
YORK MUNI (JYR)

T NA — When local altimeter setting not received, use Aurora altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 then climbing left turn to 3300 direct JYR NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-35	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA
CIRCLING	2420-1 750 (800-1)	2420-1¼ 750 (800-1¼)	2420-2¼ 750 (800-2¼)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5898
CH 86301	169°	TDZE	1665
W17A		Apt Elev	1670

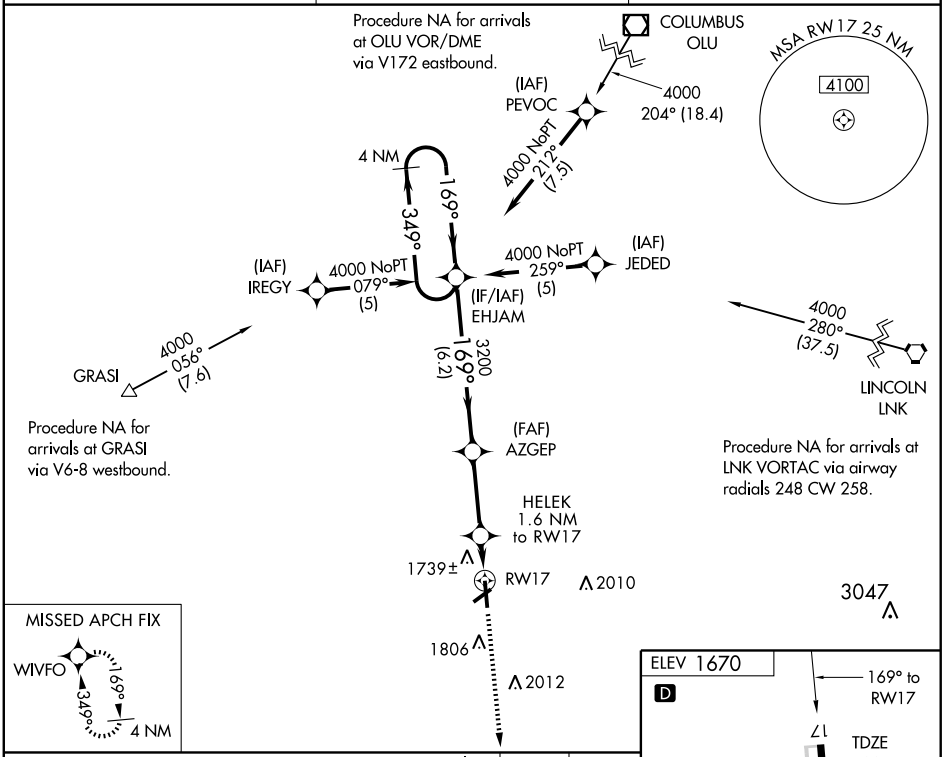
RNAV (GPS) RWY 17

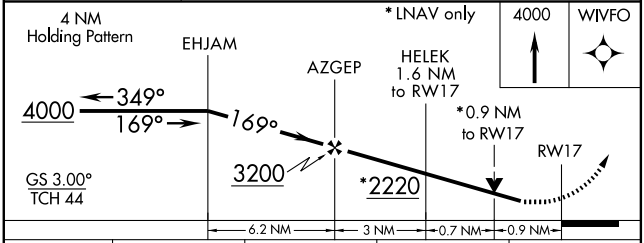
YORK MUNI (JYR)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV and LNAV/VNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

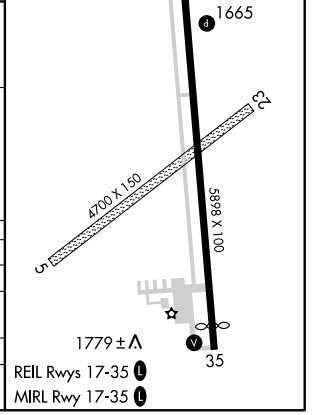
MISSED APPROACH: Climb to 4000 direct WIVFO and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1915-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2031-1¼ 366 (400-1¼)			NA
LNAV MDA	2000-1 335 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA



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NC-2, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg 5498
CH 49113	349°	TDZE 1670
W35A		Apt Elev 1670

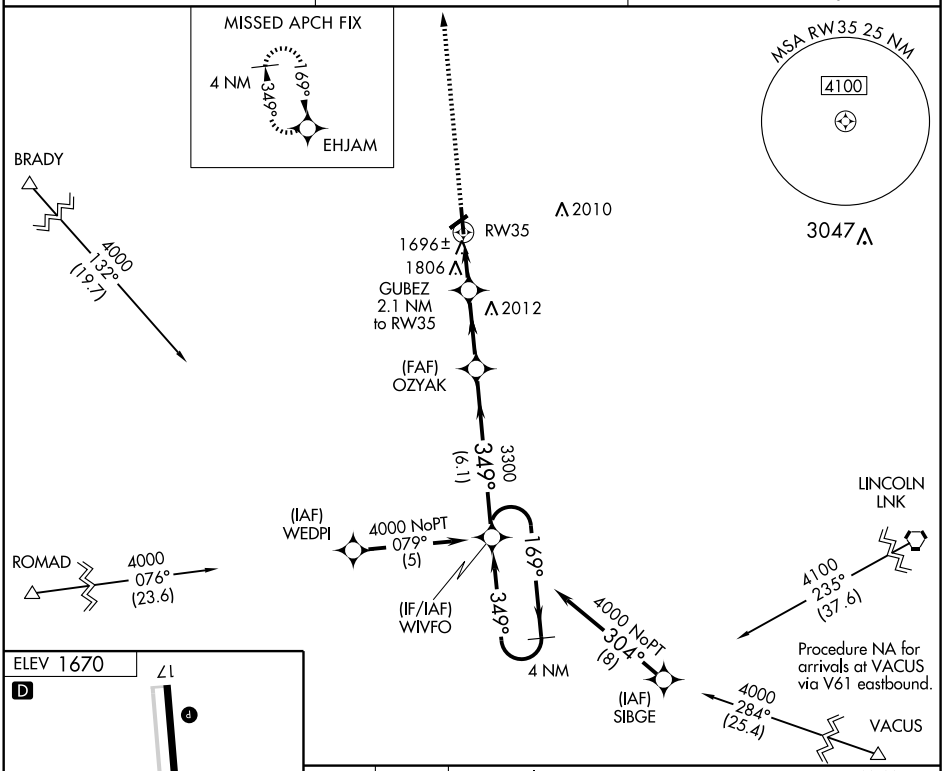
RNAV (GPS) RWY 35

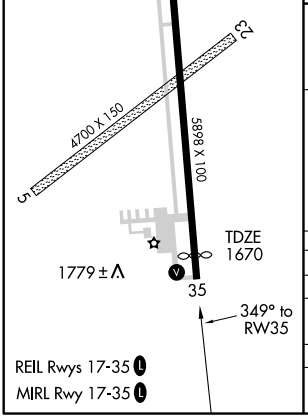
YORK MUNI (JYR)

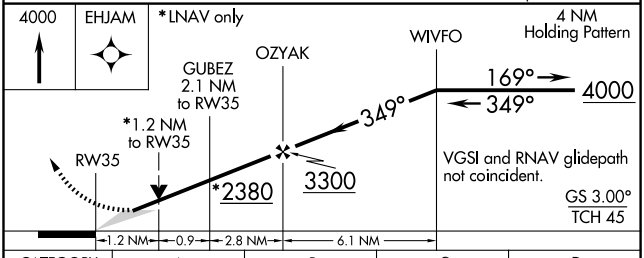
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Aurora altimeter setting and increase all DA/MDA 60 feet and all LPV, all LNAV/VNAV, and Cat C LNAV visibility ¼ mile. VDP and Baro-VNAV NA when using Aurora altimeter setting.

MISSED APPROACH: Climb to 4000 direct EHJAM and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
124.175	119.4 278.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1920-¾ 250 (300-¾)			NA
LNAV/VNAV DA	2004-1¼ 334 (400-1¼)			NA
LNAV MDA	2060-1 390 (400-1)			NA
CIRCLING	2060-1 390 (400-1)	2120-1 450 (500-1)	2120-1½ 450 (500-1½)	NA

NC-2, 21 OCT 2010 to 18 NOV 2010
NC-2, 21 OCT 2010 to 18 NOV 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABERDEEN, SD	
ABERDEEN RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
	RNAV (GPS) Rwy 35
	VOR Rwy 31
	VOR/DME Rwy 13
NA when local weather not available.	
ALBERT LEA, MN	
ALBERT LEA MUNI	**RNAV (GPS) Rwy 16**
NA when local weather not available.	
ALEXANDRIA, MN	
CHANDLER FIELD	**RNAV (GPS) Rwy 22**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
AUSTIN, MN	
AUSTIN MUNI	**RNAV (GPS) Rwy 17**
	RNAV (GPS) Rwy 35
	VOR/DME-A
NA when local weather not available.	
BAUDETTE, MN	
BAUDETTE INTL	**RNAV (GPS) Rwy 12**[1]
	RNAV (GPS) Rwy 30[1]
	VOR/DME Rwy 12
	VOR Rwy 30
Category C, 800-2¼; Category D, 800-2½.	
[1]NA when local weather not available.	
BEMIDJI, MN	
BEMIDJI RGNL	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 25
	RNAV (GPS) Rwy 31
NA when local weather not available.	
BENSON, MN	
BENSON MUNI	**RNAV (GPS) Rwy 14**
	RNAV (GPS) Rwy 32
NA when local weather not available.	

NAME	ALTERNATE MINIMUMS
BISMARCK, ND	
BISMARCK MUNI	**ILS or LOC Rwy 13**[1]
	ILS or LOC Rwy 31[2]
	RADAR-1
NA when control tower closed.	
[1]ILS, Categories A, B, C, D, E, 700-2. LOC, NA.	
[2]ILS, Category D, 700-2. LOC, NA.	
BRAINERD, MN	
BRAINERD LAKES RGNL	**ILS or LOC Rwy 23**
	RNAV (GPS) Rwy 5
	RNAV (GPS) Rwy 12
	RNAV (GPS) Rwy 23
	RNAV (GPS) Rwy 30
	RNAV (GPS) Rwy 34
NA when local weather not available.	
BROOKINGS, SD	
BROOKINGS RGNL	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CANBY, MN	
MYERS FIELD	**RNAV (GPS) Rwy 12**
	RNAV (GPS) Rwy 30
NA when local weather not available.	
CLOQUET, MN	
CLOQUET CARLTON COUNTY	**RNAV (GPS) Rwy 35**
NA when local weather not available.	
COOK, MN	
COOK MUNI	**RNAV (GPS) Rwy 31**
NA when local weather not available.	
CROOKSTON, MN	
CROOKSTON MUNI-KIRKWOOD FIELD	**RNAV (GPS) Rwy 13**[1]
	RNAV (GPS) Rwy 31[1]
	VOR Rwy 31[2]
[1]NA when local weather not available.	
[2]Category A, B, 900-2; Category C, 900-2¼.	

21 OCT 2010 to 18 NOV 2010

NAME ALTERNATE MINIMUMS

DETROIT LAKES, MN

DETROIT LAKES-WETHING FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.
Category D, 800-2¼.

DEVILS LAKE, ND

DEVILS LAKE RGNL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 31
VOR Rwy 3[1]
VOR Rwy 21[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼, Category D, 800-2½.

DICKINSON, ND

DICKINSON-THEODORE ROOSEVELT RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR-A
NA when local weather not available.

DODGE CENTER, MN

DODGE CENTER ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR-A
NA when local weather not available.

DULUTH, MN

DULUTH INTL ..... **COPTER ILS Rwy 9[1]**
ILS or LOC Rwy 9[2]
ILS or LOC Rwy 27[3]
VOR or TACAN Rwy 3[4]
[1]LOC, NA.
[2]ILS, Category E, 900-2½; LOC, Category E, 800-2½.
[3]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[4]Category E, 800-2¼.

EVELETH, MN

EVELETH-VIRGINIA MUNI ..... **VOR/DME or GPS-A**
Category C, 800-2¼; Category D,800-2½.

FAIRBAULT, MN

FAIRBAULT MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR-A
NA when local weather not available.

NAME ALTERNATE MINIMUMS

FAIRMONT, MN

FAIRMONT MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31
NA when local weather not available.

FARGO, ND

HECTOR INTL ..... **ILS or LOC Rwy 18[1]**
ILS or LOC Rwy 36[1]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 36[2]
VOR/DME or TACAN Rwy 18[2]
VOR or TACAN Rwy 36[3]
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]Category D, 800-2¼, Category E, 800-2½.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD ..... **ILS or LOC Rwy 31[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 31[2]
RNAV (GPS) Rwy 35
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GLENCOE, MN

GLENCOE MUNI ..... **RNAV (GPS) Rwy 31**
NA when local weather not available.

GRAND FORKS, ND

GRAND FORKS INTL ... **ILS or LOC Rwy 35L[12]**
LOC BC Rwy 17R[13]
RNAV (GPS) Rwy 9L[3]
RNAV (GPS) Rwy 17R[3]
RNAV (GPS) Rwy 27R[3]
RNAV (GPS) Rwy 35L[3]
VOR Rwy 17R[3]
VOR Rwy 35L[3]
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[3]NA when local weather not available.

GRAND MARAIS, MN

GRAND MARAIS/COOK COUNTY ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

GRAND RAPIDS, MN

GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD ..... **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
VOR Rwy 34
NA when local weather not available.

NAME ALTERNATE MINIMUMS

GRANITE FALLS, MN

GRANITE FALLS MUNI/LENZEN-ROE MEMORIAL FIELD ..... **RNAV (GPS) Rwy 33**
NA when local weather not available.

HETTINGER, ND

HETTINGER MUNI ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Category D, 800-2¼.

HIBBING, MN

RANGE RGNL ..... **ILS OR LOC/DME Rwy 13[1]**
VOR Rwy 13[2]
[1]ILS,Categories A, B, C, D, 800-2.
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾; ILS, 700-2.

HURON, SD

HURON RGNL ..... **ILS or LOC Rwy 12[12]**
LOC/DME BC Rwy 30[23]
RNAV (GPS) Rwy 12[23]
RNAV (GPS) Rwy 30[23]
VOR Rwy 12[23]
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

INTERNATIONAL FALLS, MN

FALLS INTL ..... **COPTER ILS or LOC Rwy 31[1]**
ILS or LOC/DME Rwy 13,700-2[2]
ILS or LOC Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 31[2]
VOR Rwy 13[23]
VOR/DME Rwy 31[2]
[1]LOC, NA; ILS, NA when local weather not available.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

JACKSON, MN

JACKSON MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NDB Rwy 13
NA when local weather not available.

JAMESTOWN, ND

JAMESTOWN RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 31
VOR Rwy 31
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LANGDON, ND

ROBERTSON FIELD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
NA when local weather not available.

LITCHFIELD, MN

LITCHFIELD MUNI ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.
Category D, 800-2¼.

MANKATO, MN

MANKATO RGNL ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 15
VOR Rwy 33
NA when local weather not available.

MAPLE LAKE, MN

MAPLE LAKE MUNI ..... **VOR-A**
NA when local weather not available.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12
NA when local weather not available.

MINNEAPOLIS, MN

AIRLAKE ..... **RNAV (GPS) Rwy 12**
VOR Rwy 12[1]
NA when local weather not available.
[1]Category D, 800-2¼.

ANOKA COUNTY-BLAINE AIRPORT (JANES FIELD) ..... **ILS or LOC/DME Rwy 27**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR/DME Rwy 27
NA when local weather not available.

CRYSTAL ..... **RNAV (GPS) Rwy 14L**
NA when local weather not available.

FLYING CLOUD ..... **COPTER ILS or LOC Rwy 10R[1]**
ILS or LOC Rwy 10R[1]
RNAV (GPS) Rwy 10L
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 28R
VOR Rwy 10R
VOR/DME Rwy 36
NA when local weather not available.
[1]NA when control tower closed.

NAME — ALTERNATE MINIMUMS

MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL/ WOLD CHAMBERLAIN . **ILS or LOC Rwy 12L[2]**
ILS or LOC Rwy 12R[1]
ILS or LOC Rwy 30L[1]
ILS or LOC Rwy 30R[2]
ILS or LOC Rwy 35[3]
LOC Rwy 4[4]
LOC Rwy 22[4]
RNAV (GPS) Rwy 4[4]
RNAV (GPS) Rwy 12L[5]
RNAV (GPS) Rwy 12R[4]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 30L[4]
RNAV (GPS) Rwy 30R[4]
RNAV (GPS) Z Rwy 35[6]

[1]ILS, Category D, 700-2; Category E, 900-3. LOC, Category E, 900-3.
[2]ILS, Categories A, B, C, 700-2; Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[3]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 900-3. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 900-3.
[4]Category E, 900-3.
[5]Category D, 800-2¼; Cateogry E, 900-3.
[6]Category D, 800-2¼.

MINOT, ND

MINOT INTL ..... **ILS or LOC Rwy 31[12]**
LOC/DME BC Rwy 13[1]
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 31
VOR Rwy 8[3]
VOR Rwy 26[4]

NA when local weather not available.
[1]NA when tower closed.
[2]Category E, 1100-3.
[3]Categories A, B, 1100-2; Categories C, D, 1100-3.
[4]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

MITCHELL, SD

MITCHELL MUNI ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
VOR Rwy 12
VOR Rwy 30[1]

NA when local weather not available.
[1]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME — ALTERNATE MINIMUMS

MOBRIDGE, SD

MOBRIDGE MUNI ..... **RNAV (GPS) Rwy 12[1]**
RNAV (GPS) Rwy 30[2]

NA when local weather not available
[1]Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 900-2¾.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32

NA when local weather not available.

PINE RIDGE, SD

PINE RIDGE ..... **RNAV (GPS) Rwy 30**

NA when local weather not available.
Categories A, B, 900-2.

PIPESTONE, MN

PIPESTONE MUNI ..... **NDB Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

PRESTON, MN

FILLMORE COUNTY ..... **RNAV (GPS) Rwy 29**

NA when local weather not available.

RAPID CITY, SD

RAPID CITY RGNL ..... **ILS or LOC Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR or TACAN Rwy 14[2]
VOR or TACAN Rwy 32[2]

NA when local weather not available.
[1]ILS, Category D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]Category E, 800-2¼.

RED WING, MN

RED WING RGNL ..... **RNAV (GPS) Rwy 27**

NA when local weather not available.
Categories A, B, 1100-2; Category C, 1100-3.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI ..... **RNAV (GPS) Rwy 30**
VOR-A

Category D, 800-2¼.
NA when local weather not available.

ROCHESTER, MN

ROCHESTER INTL ..... **ILS or LOC Rwy 13**
ILS or LOC Rwy 31
COPTER ILS or LOC Rwy 31

NA when control tower closed.

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NAME ALTERNATE MINIMUMS

ROSEAU, MN
ROSEAU MUNI/
RUDY BILLBERG FIELD . **RNAV (GPS) Rwy 16**
RNAV (GPS) Rwy 34
NA when local weather not available.

ST. CLOUD, MN
ST. CLOUD RGNL . **ILS or LOC/DME Rwy 13[123]**
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Rwy 13[1]
RNAV (GPS) Rwy 23[1]
RNAV (GPS) Rwy 31[1]
VOR/DME Rwy 13[12]
VOR Rwy 31[12]
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Categories A, B, C, D, 700-2.

ST. PAUL, MN
ST. PAUL DOWNTOWN HOLMAN
FIELD ..... **ILS or LOC Rwy 14[12]**
ILS or LOC Rwy 32[13]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 32[4]
[1]NA when local weather not available.
[2]ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A, B, C, 900-2½; Category D, 900-2¾.

SIOUX FALLS, SD
JOE FOSS FIELD ..... **ILS or LOC Rwy 3[12]**
ILS or LOC Rwy 21[1]
RADAR-1[3]
VOR or TACAN Rwy 15[4]
VOR/DME or TACAN Rwy 33[3]
[1]NA when control tower closed.
[2]LOC, NA.
[3]Category E, 800-2¾.
[4]Category E, 900-3.

SOUTH ST. PAUL, MN
SOUTH ST. PAUL MUNI-RICHARD E
FLEMING FIELD ..... **RNAV (GPS) Rwy 34**
Category D, 800-2¼.
NA when local weather not available.

NAME ALTERNATE MINIMUMS

THIEF RIVER FALLS, MN
THIEF RIVER
FALLS RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
NA when local weather not available.

VERMILLION, SD
HAROLD DAVIDSON
FIELD ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.

WARROAD, MN
WARROAD INTL
MEMORIAL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
NA when local weather not available.

WASECA, MN
WASECA MUNI ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

WATERTOWN, SD
WATERTOWN RGNL ..... **LOC/DME BC Rwy 17**
NDB Rwy 35
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 30
RNAV (GPS) Rwy 35
VOR or TACAN Rwy 17
NA when local weather not available.

WILLISTON, ND
SLOULIN FIELD INTL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
VOR Rwy 11
VOR/DME Rwy 29
NA when local weather not available.

WILLMAR, MN
WILLMAR MUNI-JOHN
L RICE FIELD ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR Rwy 13
VOR Rwy 31[1]
NA when local weather not available.
[1]Category D, 800-2¼.

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NAME ALTERNATE MINIMUMS

WINDOM, MN

WINDOM MUNI ..... **NDB Rwy 17**
Category C, 800-2¼.

WINNER, SD

WINNER RGNL ..... **RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31
VOR-A
NA when local weather not available.

WORTHINGTON, MN

WORTHINGTON MUNI ..... **VOR or GPS Rwy 11**
Category D, 800-2¼.

YANKTON, SD

CHAN GURNEY MUNI ... **RNAV (GPS) Rwy 13**[1]
VOR Rwy 13[1]
VOR Rwy 31[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

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BISMARCK, ND

Amdt. 3B, AUG 26, 2010 (FAA) ELEV **1661**

BISMARCK MUNI

RADAR - 126.3 298.9 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13		AB	**2100**-1	445	(500-1)	C	**2100**-1¼	445	(500-1¼)
			D	**2100**-1½	445	(500-1½)				
	31		AB	**2100**/24	455	(500-½)	C	**2100**/40	455	(500-¾)
			D	**2100**/50	455	(500-1)				
	21		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
	3		AB	**2120**-1	459	(500-1)	C	**2120**-1¼	459	(500-1¼)
			D	**2120**-1½	459	(500-1½)				
CIRCLING			A	**2180**-1	519	(600-1)	B	**2220**-1	539	(600-1)
			C	**2220**-1½	559	(600-1½)	D	**2280**-2	619	(700-2)

Inoperative table does not apply to MALS Rwy 13.

DULUTH, MN

Amdt. 20, OCT 7, 1999 (FAA) ELEV **1428**

DULUTH INTL

RADAR - 125.45 255.9

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		ABC	**1820**-1	400	(400-1)	D	**1820**-1¼	400	(400-1¼)
			E	**1820**-1½	400	(400-1½)				
	27		AB	**1860**/24	439	(500-½)	C	**1860**/40	439	(500-¾)
			DE	**1860**/50	439	(500-1)				
	21		AB	**1860**-1	440	(500-1)	C	**1860**-1¼	440	(500-1¼)
			DE	**1860**-1½	440	(500-1½)				
	9		AB	**1880**/24	452	(500-½)	C	**1880**/40	452	(500-¾)
			DE	**1880**/50	452	(500-1)				
CIRCLING			AB	**1920**-1	492	(500-1)	C	**1920**-1½	492	(500-1½)
			DE	**1980**-2	552	(600-2)				

Category E circling NA southeast of Rwys 3 and 27.

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ELLSWORTH AFB (KRCA) (Rapid City), SD (Amdt 1, 10294 USAF) ELEV 3276

RADAR - (E) 119.5 259.1[1]

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13[2]		AB	**3820**/40	544	(600-¾)
			C	**3820**/50	544	(600-1)
			D	**3820**/60	544	(600-1¼)
			E	**3820**-1½	544	(600-1½)
	31[2]		AB	**3820**/40	628	(600-¾)
			C	**3820**/60	628	(600-1¼)
			D	**3820**-1½	628	(600-1½)
			E	**3820**-1¾	628	(600-1¾)
CIR	All Rwy[3]		A	**3860**-1¼	584	(600-1¼)
			B	**3880**-1¼	604	(700-1¼)
			C	**3880**-1¾	604	(700-1¾)
			D	**3880**-2	604	(700-2)
			E	**4040**-2¾	764	(800-2¾)

[1]Ltd ASR apch avbl 1300-0500Z++ Mon-Fri. [2]When ALS inop, increase CAT AB RVR to 60 and vis to 1¼, increase CAT CDE vis ½ mile. [3]CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within class D airspace.

21 OCT 2010 to 18 NOV 2010

MANDAN, ND Amdt. 4, NOV 09, 1995 (FAA) ELEV 1942

MANDAN MUNI

RADAR - 126.3 298.9 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAT/ HAA	CEIL-VIS
ASR	31		AB	**2360**-1	418	(500-1)	CD	**2360**-1¼	418	(500-1¼)
	13		AB	**2460**-1	520	(600-1)	C	**2460**-1½	520	(600-1½)
			D	**2460**-1¾	520	(600-1¾)				
CIRCLING			A	**2460**-1	518	(600-1)	B	**2500**-1	558	(600-1)
			C	**2500**-1½	558	(600-1½)	D	**2500**-2	558	(600-2)

Use Bismarck altimeter setting.
When Bismarck control tower closed, ASR NA.

21 OCT 2010 to 18 NOV 2010

ROCHESTER, MN

Amdt. 8, JAN 15, 2009 (FAA) ELEV **1317**

ROCHESTER INTL

RADAR - 119.8 251.125 ▽

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	2		ABC	**1680**-1	363	(400-1)	D	**1680**-1¼	363	(400-1¼)
	13		ABC	**1640**/24	360	(400-½)	D	**1640**/50	360	(400-1)
	20		ABC	**1660**-1	356	(400-1)	D	**1660**-1¼	356	(400-1¼)
	31		ABC	**1660**/24	356	(400-½)	D	**1660**/50	356	(400-1)
CIRCLING			A	**1720**-1	403	(500-1)	B	**1780**-1	463	(500-1)
			C	**1780**-1½	463	(500-1½)	D	**1880**-2	563	(600-2)

When control tower closed, procedure NA. For inoperative MALSR, increase S-13 and S-31 Cat D visibility to RVR 6000. Visibility reduction by helicopters NA Rwy 2-20.

SIOUX FALLS, SD

Amdt. 10A, OCT 3,2003 (FAA) ELEV **1429**

JOE FOSS FIELD

RADAR - 125.8 353.6 ▽ ⚠

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	3		AB	**1940**/24	517	(600-½)	C	**1940**/50	517	(600-1)
			DE	**1940**/60	517	(600-1¼)				
	33		AB	**1920**-1	497	(500-1)	C	**1920**-1¼	497	(500-1¼)
			D	**1920**-1½	497	(500-1½)	E	**1920**-1¾	497	(500-1¾)
	21		AB	**1960**/24	531	(600-½)	C	**1960**/50	531	(600-1)
			D	**1960**/60	531	(600-1¼)	E	**1960**-1½	531	(600-1½)
	15		AB	**1960**-1	534	(600-1)	C	**1960**-1½	534	(600-1½)
			D	**1960**-1¾	534	(600-1¾)	E	**1960**-2	534	(600-2)
CIRCLING			AB	**1960**-1	531	(600-1)	C	**1960**-1½	531	(600-1½)
			D	**2040**-2	611	(700-2)	E	**2300**-3	871	(900-3)

When control tower closed, procedure not authorized.
Category E S-3 visibility increased 1¾ mile for inoperative MALSR.
Category E S-21 visibility increased to 2 miles for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

21 OCT 2010 to 18 NOV 2010

NAME	TAKE-OFF MINIMUMS

ABERDEEN, SD

ABERDEEN RGNL (ABR)
ORIG 09239 (FAA)
NOTE: **Rwy 17,** trees 1138' from DER, 432' right of centerline, 41' AGL/1336' MSL. **Rwy 31,** multiple trees beginning 1391' from DER, 326' left of centerline, up to 65' AGL/1360' MSL.

AITKIN, MN

AITKIN MUNI-STEVE KURTZ FIELD (AIT)
AMDT 2 96172 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1. **Rwy 16,** 300-1 or std. with a min climb of 400' per NM to 1500.
DEPARTURE PROCEDURE: **Rwys 16, 26,** climb runway heading to 1700 before turning.

ALBERT LEA, MN

ALBERT LEA MUNI (AEL)
ORIG 85241 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 22,** climb runway heading to 1800 before turning on course.

ALEXANDRIA, MN

CHANDLER FIELD (AXN)
DEPARTURE PROCEDURE: **Rwys 4, 13, 22,** when weather is below 200-1, climb runway heading to 1800 before turning.

NAME	TAKE-OFF MINIMUMS

APPLETON, MN

APPLETON MUNI (AQP)
ORIG-A 10126 (FAA)
DEPARTURE PROCEDURE: **Rwy 4,** climb heading 039° to 2000 before turning right. **Rwy 13,** climb heading 130° to 2500 before turning right. **Rwy 22,** climb heading 219° to 2400 before turning left. **Rwy 31,** climb heading 300° to 2000 before turning left.
NOTE: **Rwy 13,** trees beginning 91' from DER, 464' left of centerline, up to 100' AGL/1134' MSL. Trees beginning 576' from DER, 388' right of centerline, up to 100' AGL/1120' MSL. Tower 2.3 NM from DER, 2.4 right of centerline, 1283' AGL/2318' MSL.

AUSTIN, MN

AUSTIN MUNI (AUM)
ORIG 08045 (FAA)
NOTE: **Rwy 17,** Multiple trees beginning 809' from departure end of runway, 663' right of centerline, up to 61' AGL/1285' MSL. **Rwy 35,** Tree 1380' from departure end of runway, 484' right of centerline, 100' AGL/1314' MSL.

BAUDETTE, MN
BAUDETTE INTL (BDE)
AMDT 1 10154 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb heading 117° to 1700 before turning northbound.
NOTE: **Rwy 12,** trees, pipes, and markers beginning 61' from DER, 354' right of centerline, up to 100' AGL/1184' MSL. Trees beginning 593' from DER, 138' left of centerline, up to 21' AGL/1100' MSL. Rod on OL tank 4132' from DER, 1233' right of centerline, 120' AGL/1204' MSL. **Rwy 30,** trees beginning 15' from DER, 348' right of centerline, 12' AGL/1096' MSL. Trees beginning 2036' from DER, 532' left of centerline, 64' AGL/1143' MSL.

BELLE FOURCHE, SD
BELLE FOURCHE MUNI (EFC)
AMDT 2 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18,36,** NA. **Rwy 14,** std. w/ min. climb of 240' per NM to 9000 or 1400-3 for climb in visual conditions. **Rwy 32,** std. w/ min. climb of 413' per NM to 3900.
DEPARTURE PROCEDURE: **Rwy 14,** for climb in visual conditions: cross Belle Fourche Muni airport at or above 4400 MSL before proceeding on course. **Rwy 32,** climb heading 321° to 3900 before proceeding southbound.
NOTE: **Rwy 14,** trees 651' from departure end of runway, 547' left of centerline, up to 20' AGL/3299' MSL. **Rwy 32,** trees 857' from departure end of runway, 150' left of centerline, up to 20' AGL/3199' MSL. Trees 3880' from departure end of runway, 966' right of centerline, up to 20' AGL/3289' MSL.

BEMIDJI, MN
BEMIDJI RGNL (BJI)
AMDT 3 08213 (FAA)
NOTE: **Rwy 7,** vegetation beginning 859' from departure end of runway, 544' right of centerline, up to 62' AGL/1442' MSL. Vegetation beginning 1404' from departure end of runway, 683' left of centerline, up to 44' AGL/1424' MSL. **Rwy 13,** vehicle on road, 541' from departure end of runway, 525' right of centerline, 15' AGL/1398' MSL. **Rwy 25,** poles beginning 1337' from departure end of runway, 205' right of ceterline up to 61' AGL/1445' MSL. Trees beginning 1414' from departure end of runway, 254' left of centerline, up to 57' AGL/1441' MSL. Tree 1406' from departure end of runway, 233' right of centerline, 53' AGL/1437' MSL.

BENSON, MN
BENSON MUNI (BBB)
AMDT 1 09127 (FAA)
NOTE: **Rwy 14,** numerous trees beginning 838' from DER, 246' right of centerline, up to 33' AGL/1087' MSL. Numerous trees beginning 1232' from DER, 64' left of centerline, up to 69' AGL/1108' MSL. Sign 206' from DER, 198' left of centerline, 19' AGL/1044' MSL. Tower 4884' from DER, 274' right of centerline, 126' AGL/1161' MSL. **Rwy 32,** Tree 2380' from DER, 646' left of centerline, 68' AGL/1107' MSL. Multiple fences beginning 13' from DER, 361' left of centerline, up to 8' AGL/1043' MSL.

BIGFORK, MN
BIGFORK MUNI (FOZ)
ORIG -A 10126 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 400-1 or std. with a min. climb of 332' per NM to 1900.

BISMARCK, ND
BISMARCK MUNI (BIS)
AMDT 7 01137 (FAA)
DEPARTURE PROCEDURE: **Rwys 3, 31,** climb runway heading to 2500 before proceeding on course. **Rwys 13, 21**, climb runway heading to 3800 before proceeding south.

BOTTINEAU, ND
BOTTINEAU MUNI (D09)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA.
DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2200 before turning left. **Rwy 31,** climb heading 307° to 2600 before turning right.
NOTE: **Rwy 31,** street light 116' from DER, 474' left of centerline, 16' AGL/1700' MSL.

BRAINERD, MN
BRAINERD LAKES RGNL (BRD)
AMDT 5A 10126 (FAA)
NOTE: **Rwy 12,** multiple trees beginning 165' from DER, 417' left of centerline, up to 78' AGL/1279' MSL. Multiple trees and vehicle on road beginning 304' from DER, 206' right of centerline, up to 66' AGL/1277' MSL. **Rwy 16,** multiple trees beginning 1830' from DER, 749' left of centerline, up to 74' AGL/1314' MSL. **Rwy 23,** multiple trees beginning 1495' from DER, 179' left of centerline, up to 48' AGL/1285' MSL. Tree 2437' from DER, 716' right of centerline, 50' AGL/1279' MSL. **Rwy 30,** multiple trees beginning 243' from DER, 131'left of centerline, up to 61' AGL/1287' MSL. Multiple trees 48' from DER, 328' right of centerline, up to 59' AGL/1329' MSL. **Rwy 34,** trees beginning 2341' from DER, left and right of centerline, up to 93' AGL/1293' MSL.

BRITTON, SD
BRITTON MUNI (BTN)
AMDT 2 96060 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 450' per NM to 1600. **Rwy 19,** 300-1.
DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 2000 before turning.

BROOKINGS, SD
BROOKINGS RGNL (BKX)
ORIG 09015 (FAA)
NOTE: **Rwy 12,** pole and trees beginning 1041' from departure end of runway, 207' left of centerline, up to 65' AGL/1705' MSL. Building 1277' from departure end of runway, 825' right of centerline, 38' AGL/1618' MSL. **Rwy 17,** vehicle on road 799' from departure end of runway, on centerline, up to 15' AGL/1687' MSL. Trees beginning 906' from departure end of runway, 464' left of centerline, up to 100' AGL/1749' MSL. **Rwy 30,** railroad beginning 547' from departure end of runway, 502' right of centerline, 23' AGL/1626' MSL. Tree 132' from departure end of runway, 433' left of centerline, 20' AGL/1615' MSL. **Rwy 35,** trees 2892' from departure end of runway, 944' right of centerline, up to 100' AGL/1709' MSL.

CANBY, MN
MYERS FIELD (CNB)
AMDT 1 10210 (FAA)
NOTE: **Rwy 12,** numerous poles beginning 40' from DER, 421' left and right of centerline, up to 36' AGL/1216' MSL. Truck on roads beginning 134' from DER, 37' left and right of centerline, up to 22' AGL/1202' MSL. Tree 3' from DER, 159' right of centerline, 7' AGL/1187' MSL. **Rwy 30,** numerous trees beginning 726' from DER, 176' left of centerline, up to 70' AGL/1278' MSL. Tree 1338' from DER, 716' right of centerline, 68' AGL/1268' MSL.

CASSELTON, ND
CASSELTON ROBERT MILLER RGNL (5N8)
ORIG 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2½ or std. w/ a min. climb of 212' per NM to 1400 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 13,** railroad 30' from departure end of runway, 505' right of centerline, 23' AGL/945' MSL. Vehicle on road 449' from departure end of runway, 300' left of centerline, 15' AGL/949' MSL. **Rwy 31,** trees 2251' from departure end of runway, 456' left of centerline, up to 100' AGL/1052' MSL.

CAVALIER, ND
CAVALIER MUNI (2C8)
ORIG 03191 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 430' per NM to 1200.
NOTE: **Rwy 16,** grain elevator 3731' from departure end of runway, 284' left of centerline, 168' AGL/1060' MSL.

CHAMBERLAIN, SD
CHAMBERLAIN MUNI (9V9)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 31,** fence 457' from DER, 376' left of centerline, 10' AGL/1705' MSL. Fence 1294' from DER, 424' right of centerline, 10' AGL/1722' MSL. Trees beginning 1763' from DER, 892' left of centerline, up to 100' AGL/1819' MSL. Trees beginning 189' from DER, 41' right of centerline, up to 100' AGL/1819' MSL.

CLOQUET, MN
CLOQUET CARLTON COUNTY (COQ)
AMDT 1 80248 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 400' per NM to 1400.

CROOKSTON, MN
CROOKSTON MUNI-KIRKWOOD FIELD (CKN)
AMDT 2 07298 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 17, 24, 35,** NA-turf runways.
NOTE: **Rwy 13,** tree 1998' from departure end of runway, 587' left of centerline, 94' AGL/970' MSL. Pole 1127' from departure end of runway, 662' left of centerline, 46' AGL/926' MSL.

CROSBY, ND
CROSBY MUNI (D50)
ORIG 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** hangars and poles beginning 133' from DER, 263' right of centerline, up to 35' AGL/1983' MSL. Vehicle on road 800' from DER, 200' right of centerline, 22' AGL/1967' MSL. **Rwy 30,** power line, 2100' from DER, on centerline, 60' AGL/2011' MSL.

DETROIT LAKES, MN
DETROIT LAKES-WETHING FIELD (DTL)
ORIG 05132 (FAA)
TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.
NOTE: **Rwy 31,** highway 243' from departure end of runway, 267' right of centerline, 15' AGL/1404' MSL. Railroad 534' from departure end of runway, 298' right of centerline, 23' AGL/1411' MSL.

DEVILS LAKE, ND
DEVILS LAKE RGNL (DVL)
AMDT 1A 09351 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 350' per NM to 1600.
NOTE: **Rwy 3,** tree 1528' from DER, 319' left of centerline, 100' AGL/1490' MSL. Tree 1520' from DER, 136' right of centerline, 100' AGL/1489' MSL. **Rwy 13,** bush 266' from DER, 523' left of centerline, 17' AGL/1451' MSL. Road, light pole and antenna on building beginning 95' from DER, 414' right of centerline, up to 17' AGL/1484' MSL. **Rwy 21,** roads beginning 335' from DER, 2' right of centerline, 15' AGL/1447' MSL, multiple poles, trees and towers beginning 552' from DER 355' left of centerline, up to 123' AGL/1548' MSL. **Rwy 31,** road 470' from DER, 424' right of centerline, 15' AGL/1472' MSL. Multiple poles and trees beginning 1180' from DER, 354' left of centerline, up to 49' AGL/1545' MSL.

DICKINSON, ND
DICKINSON-THEODORE ROOSEVELT RGNL (DIK)
AMDT 1 05244 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb via heading 250° to 3100 before turning left.
NOTE: **Rwy 7,** road 887' from departure end of runway, on rwy centerline, 15' AGL/2631' MSL.

DODGE CENTER, MN
DODGE CENTER (TOB)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwy 22,** NA-Environmental.
NOTE: **Rwy 16,** trees 3945' from departure end of runway, 1542' left of centerline, 100' AGL/1409' MSL.

DULUTH, MN

DULUTH INTL (DLH)
ORIG 06327 (FAA)
NOTE: **Rwy 3,** multiple trees beginning 21' from departure end of runway, 226' right of centerline, up to 68' AGL/1477' MSL. Multiple trees beginning 246' from departure end of runway, 26' left of centerline, up to 64' AGL/1473' MSL. **Rwy 9,** electrical equipment 207' from departure end of runway, 408' left of centerline, 6' AGL/1425' MSL. **Rwy 21,** tower 3762' from departure end of runway, 410' left of centerline, 92' AGL/1522' MSL. **Rwy 27,** tree 2426' from departure end of runway, 1127' right of centerline, 53' AGL/1522' MSL. Bush and multiple trees beginning 347' from departure end of runway, 484' left of centerline, up to 44' AGL/1533' MSL.

SKY HARBOR (DYT)
ORIG 83174 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1. **Rwy 32,** 1500-2 or std. with a min. climb of 360' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 14,** northwest departures (260° CW 030°) climb to 2300 via heading 260° or 030° before proceeding on course.

EAGLE BUTTE, SD

CHEYENNE EAGLE BUTTE (84D)
ORIG 96228 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** 300-1.

ELY, MN

ELY MUNI (ELO)
AMDT 2 97086 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 200' per NM to 1600.
DEPARTURE PROCEDURE: **Rwy 30,** northbound departures climb runway heading to 2000 before turning.

EVELETH, MN

EVELETH-VIRGINIA MUNI (EVM)
AMDT 2 94118 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb to 330' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 27**, northwest departures (270°-050°) climb runway heading to 2200 before turning.

FAIRMONT, MN

FAIRMONT MUNI (FRM)
AMDT 3 09127 (FAA)
NOTE: **Rwy 2,** trees beginning 2466' from DER, 1105' right of centerline, up to 100' AGL/1269' MSL. **Rwy 13,** tree 2340' from DER, 1039' left of centerline, 100' AGL/1269' MSL. **Rwy 20,** trees beginning 1640' from DER, 914' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 913' from DER, 449' left of centerline, up to 100' AGL/1299' MSL. **Rwy 31,** trees beginning 954' from DER, 161' left of centerline, up to 100' AGL/1299' MSL. Trees and road beginning 791' from DER, 339' right of centerline, up to 57' AGL/1226' MSL.

FARGO, ND

HECTOR INTL (FAR)
AMDT 4 04330 (FAA)
TAKE-OFF MINIMUMS: **Rwys 13,31,** NA.
NOTE: **Rwy 9,** multiple light poles 1124' from departure end of runway, 305' left of centerline, 20' AGL/927' MSL.

FARIBAULT, MN

FARIBAULT MUNI (FBL)
ORIG 10266 (FAA)
NOTE: **Rwy 12,** numerous trees beginning 73' from DER, 51' right and left of centerline, up to 100' AGL/1169' MSL. **Rwy 30,** numerous trees beginning 24' from DER, 266' right and left of centerline, up to 100' AGL/1189' MSL.

FERGUS FALLS, MN

FERGUS FALLS MUNI-EINAR MICKELSON FIELD (FFM)
ORIG 09239 (FAA)
NOTE: **Rwy 13,** trees beginning 2612' from DER, 128' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 2514' from DER, 42' left of centerline, up to 100' AGL/1259' MSL. **Rwy 17,** trees beginning 1100' from DER 663' right of centerline, up to 100' AGL/1269' MSL. Road 222' from DER, 469' right of centerline, 15' AGL/1173' MSL. **Rwy 35,** trees beginning 2156' from DER, 176' right of centerline, up to 100' AGL/1289' MSL.

FOSSTON, MN

FOSSTON MUNI (FSE)
AMDT 1A 10182 (FAA)
DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 2000 before turning.

GETTYSBURG, SD

GETTYSBURG MUNI (0D8)
AMDT 1 07018 (FAA)
NOTE: **Rwy 4,** multiple trees beginning 1011' from departure end of runway, 420' left of centerline, up to 60' AGL/2119' MSL. **Rwy 13,** multiple trees beginning 1897' from departure end of runway, 975' left of centerline, 60' AGL/2119' MSL. **Rwy 22,** multiple trees beginning 679' from departure end of runway, 117' left of centerline, up to 60' AGL/2109' MSL.

GLENCOE, MN

GLENCOE MUNI (GYL)
ORIG 09071 (FAA)
NOTE: **Rwy 13,** trees beginning349' from DER, 257' right of centerline, up to 100' AGL/1099' MSL. Trees beginning 1211' from DER, 314' left of centerline, up to 100' AGL/1109' MSL. Terrain beginning 53' from DER, 166' left of centerline, up to 998' MSL. Terrain beginning 286' from DER, 435' right of centerline, up to 1001' MSL. **Rwy 31,** trees beginning 501' from DER, 530' right of centerline, up to 100' AGL/1099' MSL. Tree 2577' from DER, 129' left of centerline, 100' AGL/1109' MSL.

GLENWOOD, MN
GLENWOOD MUNI (GHW)
AMDT 2 98337 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 1200-2 or std. with a min. climb of 220' per NM to 2900.

GRAFTON, ND
HUTSON FIELD (GAF)
AMDT 1 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.
NOTE: **Rwy 17,** vehicle on roads beginning 23' from DER, 300' left of centerline, up to 15' AGL/837' MSL. Tree 2612' from DER, 857' left of centerline, 100' AGL/929' MSL. **Rwy 35,** building 107' from DER, 344' left of centerline, 17' AGL/836' MSL. Electrical system 153' from DER, 398' left of centerline, 21' AGL/840' MSL. Vehicle on roads beginning 260' from DER, 74' left of centerline, up to 15' AGL/841' MSL. Obstruction light on airport beacon 471' from DER, 601' left of centerline, 54' AGL/873' MSL.

GRAND FORKS, ND
GRAND FORKS INTL (GFK)
AMDT 2 09071 (FAA)
NOTE: **Rwy 9L,** tree 127' from DER, 451' left of centerline, 12' AGL/853' MSL. **Rwy 27R,** bush 38' from DER, 474' right of centerline, 5' AGL/844' MSL. **Rwy 35L,** obstruction light on DME 645' from DER, 198' left of centerline, 21' AGL/860' MSL. **Rwy 35R,** tree 1259' from DER, 521' right of centerline, 41' AGL/880' MSL. Tree 1655' from DER, 271' left of centerline, 45' AGL/884' MSL.

GRAND MARAIS, MN
GRAND MARAIS/COOK COUNTY (CKC)
ORIG 09015 (FAA)
NOTE: **Rwy 9,** trees beginning 58' from departure end of runway, 168' right of centerline up to 54' AGL/1833' MSL. Bushes 112' from departure end of runway, 142' left of centerline, 11' AGL/1805' MSL. Tree 464' from departure end of runway, 75' left of centerline, 14' AGL/1813' MSL. **Rwy 27,** trees beginning 85' from departure end of runway, 187' left of centerline, up to 59' AGL/1858' MSL. Trees beginning 282' from departure end of runway, 115' right of centerline, up to 42' AGL/1861' MSL.

GRAND RAPIDS, MN
GRAND RAPIDS/ITASCA COUNTY-GORDON NEWSTROM FIELD (GPZ)
AMDT 4 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5,10,23,28,** NA-Environmental.
NOTE: **Rwy 16,** tree 1655' from DER, 899' left of centerline, 51' AGL/1410' MSL. Tree 3236' from DER, 1130' right of centerline, 82' AGL/1441' MSL. **Rwy 34,** tree 3416' from DER, 1253' right of centerline, 100' AGL/1399' MSL.

GRANITE FALLS, MN
GRANITE FALLS MUNI/LENZEN-ROE MEML FLD (GDB)
ORIG 10126 (FAA)
NOTE: **Rwy 15,** trees beginning 1780' from DER, 94' left of centerline, up to 100' AGL/1149' MSL. **Rwy 33,** trees beginning 1196' from DER, right and left of centerline, up to 100' AGL/1149' MSL. Powerline 1242' from DER, 762' left of centerline, 80' AGL/1129' MSL. Train 1390' from DER, 149' left of centerline, 23' AGL/1162' MSL. Vehicle on road 1389' from DER, 156' left of centerline, up to 15' AGL/1154' MSL.

GREGORY, SD
GREGORY MUNI, FLYNN FIELD (9D1)
ORIG-A 10182 (FAA)
TAKE-OFF MINIMUMS: **Rwy 31,** 400-2¼ or std. with a min. climb of 228' per NM to 2600.
NOTE: **Rwy 31,** tower 11377' from DER, 816' right of centerline, 210' AGL/2491' MSL.

GWINNER, ND
GWINNER-ROGER MELROE FIELD (GWR)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-Environment. **Rwy 34,** Std. w/ min. climb of 216' per NM to 2000, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 34,** for climb in visual conditions, cross Gwinner-Roger Melroe Field at or above 2000, before proceeding on course.
NOTE: **Rwy 16,** terrain beginning 15' from DER, 73' right of centerline, 1257' MSL. **Rwy 34,** road and vehicle 436' from DER, on centerline, 15' AGL/1286' MSL.

HARVEY, ND
HARVEY MUNI (5H4)
ORIG 10266 (FAA)
NOTE: **Rwy 11,** vehicle on road beginning 50' from DER, 318' left of centerline, up to 15' AGL/1654' MSL. Tree 300' from DER, 329' right of centerline, 20' AGL/1621' MSL. Tree 350' from DER, 444' right of centerline, 20' AGL/1619' MSL. **Rwy 29,** vehicle on road beginning 4' from DER, left and right of centerline, up to 15' AGL/1654' MSL. Rising terrain beginning 7' from DER, 31' left of centerline, up to 1608' MSL.

HAWLEY, MN
HAWLEY MUNI (04Y)
ORIG 07074 (FAA)
NOTE: **Rwy 34,** road 15' from departure end of runway, 421' left of centerline, 15' AGL/1224' MSL.

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HAZEN, ND
MERCER COUNTY RGNL (HZE)
ORIG 10210 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** std. w/ min. climb of 215' per NM to 2700, or 900-3 for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 32,** for climb in visual conditions: cross Mercer County Rgnl airport at or above 2600 MSL before proceeding on course.
NOTE: **Rwy 14,** numerous fences beginning 196' from DER, 108' left of centerline, up to 12' AGL/1843' MSL. Terrain beginning 501' from DER, 271' left of centerline, up to 1837' MSL. **Rwy 32,** tree 1291' from DER, 592' right of centerline, 25' AGL/1833' MSL. Terrain 495' from DER, 360' left of centerline, 1803' MSL. Fence 5' from DER, 298' left of centerline, 8' AGL/1790' MSL. Tree 1444' from DER, 520' right of centerline, 25' AGL/1823' MSL.

HETTINGER, ND
HETTINGER MUNI (HEI)
AMDT 2 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 324' per NM to 3000. **Rwys 17, 35,** NA-Environmental.
NOTE: **Rwy 30,** road plus vehicles beginning 63' from DER, crossing left to right, 15' AGL/2744' MSL. Trees beginning 4306' from DER, 17' right of centerline, 100' AGL/2819' MSL.

HIBBING, MN
RANGE RGNL (HIB)
AMDT 6 04218 (FAA)
DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 227° to 2200 before turning right. **Rwy 31,** climb via heading 310° to 2200 before turning left.
NOTE: **Rwy 4,** antenna on pole, 361' from departure end of runway, 409' right of centerline, 1377' MSL. **Rwy 13,** obstacle light on pole, 1184' from departure end of runway, 636' left of centerline. Numerous trees beginning 1291' from departure end of runway, 745' left of centerline up to 1419' MSL. Trees 1497' from departure end of runway, 563' right of centerline, 1388' MSL. **Rwy 22,** multiple trees beginning 368' from departure end of runway, 170' right of centerline, up to 1416' MSL. Multiple trees beginning 413' from departure end of runway, 117' left of centerline, up to 1400' MSL. **Rwy 31,** light standard, 865' from departure end of runway, 595' right of centerline, 1381' MSL.

HILLSBORO, ND
HILLSBORO MUNI (3H4)
ORIG 97198 (FAA)
DEPARTURE PROCEDURE: **Rwys 16, 34,** climb runway heading to 2000 prior to turning westbound.

HINCKLEY, MN
FIELD OF DREAMS (04W)
ORIG 08045 (FAA)
NOTE: **Rwy 6,** Tree 82' from departure end of runway, 480' right of centerline, 100' AGL/1114' MSL. Tree 143' from departure end of runway, 161' left of centerline, 100' AGL/1114' MSL. **Rwy 24,** Tree 48' from departure end of runway, 165' left of centerline, 100' AGL/1124' MSL.

HOT SPRINGS, SD
HOT SPRINGS MUNI (HSR)
ORIG 97142 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. with a min. climb of 360' per NM to 5000. **Rwy 19,** 300-2 or std. with a min. climb of 250' per NM to 5000.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 5000 before proceeding westbound.

HURON, SD
HURON RGNL (HON)
AMDT 5 09239 (FAA)
NOTE: **Rwy 12,** trees and pole beginning 918' from DER, 525' left of centerline, up to 62' AGL/1341' MSL. Trees beginning 291' from DER, 234' right of centerline, up to 100' AGL/1389' MSL. **Rwy 17,** trees beginning 236' from DER, 307' left of centerline, up to 67' AGL/1346' MSL. Trees beginning 264' from DER, 262' right of centerline, 73' AGL/1352' MSL. **Rwy 30,** trees beginning 3428' from DER, 1378' left of centerline, up to 100' AGL/1394' MSL. **Rwy 35,** trees beginning 60' from DER, 104' left of centerline, up to 49' AGL/1328' MSL. Trees beginning 251' from DER, 97' right of centerline, 52' AGL/1331' MSL.

INTERNATIONAL FALLS, MN
FALLS INTL (INL)
AMDT 3 08101 (FAA)
NOTE: **Rwy 4,** Tree 392' from departure end of runway 311' left of centerline, 51' AGL/1231' MSL. **Rwy 13,** multiple trees beginning 1999' from departure end of runway, 773' left of centerline, up to 63' AGL/1233' MSL. Pole 1091, from departure end of runway, 703' right of centerline, 37' AGL/1207' MSL. Road 1005' from departure end of runway, 766' left of centerline, 15' AGL/1195' MSL. **Rwy 22,** Multiple trees beginning 433' from departure end of runway 273' left of centerline, up to 33' AGL/1213' MSL. Trees 1144' from departure end of runway 136' right of centerline, 28' AGL/1208' MSL. **Rwy 31,** Trees 968' from departue end of runway, 752' left of centerline, 56' AGL/1236' MSL.

JACKSON, MN
JACKSON MUNI (MJQ)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-TURF.
DEPARTURE PROCEDURE: **Rwy 13,** Climb heading 134° to 1900 before turning right.
NOTES: **Rwy 13,** Trees beginning 1474' from departure end of runway, 556' left of centerline, up to 80' AGL/1539' MSL. Vehicle on road 258' from departure end of runway, 559' from centerline, 15' AGL/1459' MSL. **Rwy 31,** Vehicle on road 465' from departure end of runway, 618' left of centerline, 15' AGL/1446' MSL. Trees beginning 1616' from departure end of runway, 580' right of centerline, up to 80' AGL/1519' MSL. Trees beginning 1110' from departure end of runway, 429' left of centerline, up to 80' AGL/1509' MSL.

JAMESTOWN, ND
JAMESTOWN RGNL (JMS)
AMDT 1 07242 (FAA)
NOTE: **Rwy 22,** antenna and tank beginning 2960' from departure end of runway, 1007' left of centerline, up to 150' AGL/1631' MSL. **Rwy 31,** multiple trees beginning 2129' from departure end of runway 47' right of centerline, up to 60' AGL/1560' MSL.

KINDRED, ND

HAMRY FIELD (K74)

ORIG 10042 (FAA)

NOTE: **Rwy 29,** tree 991' from DER, 367' left of centerline, 38' AGL/982' MSL. Tree 1073' from DER, 221' left of centerline, 38' AGL/982' MSL.

LANGDON, ND

ROBERTSON FIELD (D55)

ORIG 10154 (FAA)

TAKE-OFF MINMUMS: **Rwys 8, 26,** NA - Environmental.

NOTE: **Rwy 14,** vehicles on road beginning 479' to 684' from DER, from 238' to 413' left of centerline, up to 15' AGL/1627' MSL. **Rwy 32,** windsock 13' from DER, 416' right of centerline, 16' AGL/1619' MSL. Fence 24' from DER, 301' left of centerline, 5' AGL/1608' MSL. Fence 199' from DER, 293' left of centerline, 5' AGL/1608' MSL. Trees beginning 485' from DER 203' right of centerline, up to 30' AGL/1628' MSL. Trees beginning 1912' from DER, from 241' to 418' left of centerline, up to 78' AGL/1677' MSL.

LITCHFIELD, MN

LITCHFIELD MUNI (LJF)

AMDT 1 10266 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 316° to 1700 before turning left.

NOTE: **Rwy 13,** trees beginning 11' from DER, 417' left and right of centerline, up to 90' AGL/1234' MSL. Trees beginning 1251' from DER, 830' left of centerline, up to 89' AGL/1228' MSL. **Rwy 31,** trees beginning 958' from DER, 73' left of centerline, up to 46' AGL/1185' MSL. Trees beginning 13' from DER, 370' right of centerline, up to 95' AGL/1234' MSL.

LITTLE FALLS, MN

LITTLE FALLS/MORRISON COUNTY CHARLES A. LINDBERGH FIELD (LXL)

AMDT 3 96172 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1 or std. with a min. climb of 250' per NM to 1500. **Rwy 36,** 600-1½ or std. with a min. climb of 345' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 31**, climb to 1700 before turning.

LONG PRAIRIE, MN

TODD FIELD (14Y)

ORIG 08157 (FAA)

NOTE: **Rwy 16,** tree 273' from departure end of runway, 310' right of centerline, 100' AGL/1436' MSL. **Rwy 34,** tree 70' from departure end of runway, 100' right of centerline, 100' AGL/1439' MSL. Tree 122' from departure end of runway, 105' left of centerline, 100' AGL/1436' MSL. Tree 18' from departure end of runway, 106' right of centerline, 100' AGL/1433' MSL.

LUVERNE, MN

QUENTIN AANENSON FIELD (LYV)

ORIG 10154 (FAA)

NOTE: **Rwy 18,** tree 813' from DER, 578' left of centerline, 50' AGL/1469' MSL. Road plus vehicle 685' from DER, 574' right of centerline, 15' AGL/1454' MSL. Terrain 20' from DER, on centerline, 1429' MSL.
Rwy 36, transmission tower, 5752' from DER, 1036' right of centerline, 139' AGL/1581' MSL.

MANKATO, MN

MANKATO RGNL (MKT)

ORIG 09267 (FAA)

NOTE: **Rwy 4,** trees beginning 447' from DER, 408' right of centerline, up to 100' AGL/1078' MSL. Trees beginning 1996' from DER, 17' left of centerline, up to 100' AGL/1084' MSL. **Rwy 15,** trees beginning 1552' from DER, 719' left of centerline, up to 100' AGL/1088' MSL. **Rwy 22,** trees beginning 2370' from DER, 989' right of centerline, up to 100' AGL/1069' MSL. **Rwy 33,** trees beginning 2085' from DER, 780' right of centerline, up to 100' AGL/1077' MSL. Rising terrain 9' from DER, 65' right of centerline, up to 1029' MSL. Terrain beginning 82' from DER, 60' left of centerline, up to 1029' MSL.

MARSHALL, MN

SOUTHWEST MINNESOTA RGNL MARSHALL/ RYAN FIELD (MML)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** Std. w/ min. climb of 270' per NM to 2000, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 20,** for climb in visual conditions, cross Marshall Airport at or above 2000 MSL before proceeding on course.

NOTE: **Rwy 12,** Pole 706' from departure end of runway, 671' right of centerline, 60' AGL/1212' MSL, pole 1580' from departure end of runway, 732' left of centerline, 70' AGL/1225' MSL, antenna 1496' from departure end of runway, 620' right of centerline, 64' AGL/1219' MSL, pole 1185' from departure end of runway, 540' right of centerline, 55' AGL/1210' MSL, tree 3564' from departure end of runway, 400' right of centerline, 110' AGL/1269' MSL, tree 2135' from departure end of runway, 113' left of centerline, 77' AGL/1232' MSL. **Rwy 30,** Vehicle on road 1' from departure end of runway, 435' left of centerline, 24' AGL/1200' MSL.

MILBANK, SD

MILBANK MUNI (1D1)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** Std. w/ a min. climb of 207' per NM to 1900, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** For climb in visual conditions cross Milbank Muni airport at or above 1900 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 1207' from departure end of runway, 387' left of centerline, up to 100' AGL/1219' MSL. Vehicle on road 829' from departure end of runway, 373' right of centerline, 15' AGL/1134' MSL. Building 322' from departure end of runway, 582' right of centerline, 25' AGL/1134' MSL. **Rwy 13,** trees beginning 1448' from departure end of runway, 394' right of centerline, up to 100' AGL/1219' MSL. Vehicle on road 218' from departure end of runway, 490' left of centerline, 15' AGL/1134' MSL. Building 78' from departure end of runway, 397' left of centerline, 25' AGL/1134' MSL. **Rwy 25,** tree 3584' from departure end of runway, 477' left of centerline, 100' AGL/1249' MSL. **Rwy 31,** tree 2992' from departure end of runway, 715' left of centerline, 100' AGL/1239' MSL.

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MILLER, SD

MILLER MUNI (MKA)

ORIG 08269 (FAA)

NOTE: **Rwy 15,** vehicle on road 769' from departure end of runway, 642' right of centerline, 15' AGL/1599' MSL. Snow removal equipment 206' from departure end of runway, 475' right of centerline, 21' AGL/1594' MSL. Tree 3903' from departure end of runway, 998' left of centerline, 100' AGL/1684' MSL. **Rwy 33,** vehicle on road 450' from departure end of runway, 560' left of centerline, 15' AGL/1584' MSL. Tree 762' from departure end of runway, 628' left of centerline, 100' AGL/1669' MSL.

MINNEAPOLIS, MN

AIRLAKE (LVN)

ORIG 10154 (FAA)

NOTE: **Rwy 12,** ground 198' from DER, 533' right of centerline, 0' AGL/963' MSL. Tree and vehicle on road, beginning 422' from DER, 379' right of centerline, up to 15' AGL/978' MSL. Tree 1291' from DER, 506' left of centerline, 62' AGL/1002' MSL. **Rwy 30,** ground 104' from DER, 479' left of centerline, 0' AGL/965' MSL. Tree, pole, and antenna on building beginning 171' from DER, 259' right of centerline, up to 50' AGL/1000' MSL. Tree, railroad, and antenna on building 486' from DER, 268' left of centerline, up to 41' AGL/1001' MSL. Trees and a building beginning 821' from DER, 30' right of centerline, up to 49' AGL/1009' MSL.

ANOKA COUNTY-BLAINE AIRPORT
(JANES FIELD) (ANE)

AMDT 5A 10126 (FAA)

TAKE-OFF MINIMUMS; **Rwy 9,** 300-1½ or std. w/ min. climb of 204' per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER. **Rwy 18,** 300-1 or std. w/ min. climb of 367' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2200 before turning right. **Rwy 18,** climb heading 179° to 2600 before turning left. **Rwy 27,** climb heading 269° to 1700 before proceeding southeast bound.
Rwy 36, climb heading 359° to 1700 before proceeding southeast bound.

NOTE: **Rwy 9,** tank and multiple trees beginning 822' from DER, 619' right of centerline, up to 170' AGL/1082' MSL. Trees 2248' from DER, 966' left of centerline, 100' AGL/1009' MSL. **Rwy 18,** aircraft on taxiway 36' from DER, 481' right of centerline, up to 21' AGL/928' MSL. Multiple trees beginning 406' from DER, 287' left of centerline, up to 49' AGL/959' MSL. Tower 5016' from DER, 201' left of centerline, 120' AGL/1078' MSL.
Rwy 27, multiple trees beginning 7' from DER, 235' right of centerline, up to 83' AGL/983' MSL. Multiple trees beginning 558' from DER, 406' left of centerline, up to 57' AGL/957'MSL. **Rwy 36,** multiple trees beginning 86' from DER, 10' right of centerline, up to 87' AGL/987' MSL. Multiple trees beginning 1282' from DER, 53' left of centerline, up to 70' AGL/970' MSL.

MINNEAPOLIS, MN (CON'T)

CRYSTAL (MIC)

AMDT 2 81050 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14L,14R,32L,32R,** 300-1. **Rwys 24L,24R,** 300-1 or std. with a min. climb of 215' per NM to 1000. **Rwys 6L, 6R,** 300-1 or std. with a min. climb of 285' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 6L,6R,14L,14R,** eastbound departures (050°-130°) climb runway heading to 2800 before turning.

FLYING CLOUD (FCM)

AMDT 4 08157 (FAA)

NOTE: **Rwy 10L,** multiple antenna's on hangar's beginning 270' from departure end of runway, 330' left of centerline, up to 26' AGL/932' MSL. Tree 682' from departure end of runway, 668' right of centerline, 26' AGL/932' MSL. **Rwy 10R,** multiple obstruction light on poles beginning 287' from departure end of runway, 345' right of centerline, up to 36' AGL/939' MSL. Hangar 150' from departure end of runway, 422' right of centerline, 21' AGL/920' MSL. Antenna on building, 536' from departure end of runway, 263' right of centerline, 14' AGL/913' MSL. **Rwy 18,** multiple trees beginning 338' from departure end of runway, 166' left of centerline, up to 62' AGL/961' MSL. Obstruction light on fence 176' from departure end of runway, 127' left of centerline, 10' AGL/910' MSL. Vehicle and road 198' from departure end of runway, 196' left of centerline, 15' AGL/918' MSL. Floodlight 148' from departure end of runway, 374' right of centerline, 38' AGL/938' MSL. Obstruction light on hangar 282' from departure end of runway, 317' right of centerline, 37' AGL/937' MSL. **Rwy 28R,** Hangar 259' from departure end of runway, 355' right of centerline, 18' AGL/931' MSL. **Rwy 36,** wind vane 923' from departure end of runway, 404' left of centerline, 61' AGL/960' MSL. Vent on building 943' from departure end of runway, 295' left of centerline, 44' AGL/943' MSL. Pole 714' from departure end of runway, 351' left of centerline, 33' AGL/932' MSL. Multiple trees beginning 504' from departure end of runway, 324' right of centerline, up to 67' AGL/966' MSL.

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MINNEAPOLIS, MN (CON'T)

MINNEAPOLIS-ST. PAUL INTL
(WOLD CHAMBERLAIN) (MSP)
AMDT 11 07130 (FAA)

TAKEOFF MINIMUMS: **Rwy 35,** std. with a min. climb of 219' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 043° to 2100 before turning left. **Rwy 30L,** climb heading 299° to 2100 before turning right. **Rwy 30R,** climb heading 299° to 2100 before turning right. **Rwy 35,** climb via heading 348° to 2100 before turning left.

NOTE: **Rwy 4,** multiple trees beginning 800' from departure endof runway, 264' left of centerline, up to 75' AGL/921' MSL. Rod on building 2528' from departure end of runway, 1175' left of centerline, 78' AGL/922' MSL. Fence 803' from departure end of runway, 585' left of centerline, 15' AGL/860' MSL. Antenna on OL building 456' from departure end of runway, 319' left of centerline, 13' AGL/850' MSL. Light poles 1932' from departure end of runway, 718' left of centerline, 45' AGL/885' MSL. Stack 4535' from departure end of runway, 481' left of centerline, 139' AGL/949' MSL. **Rwy 12R,** multiple trees beginning 1477' from departure end of runway, 407' left of centerline, up to 86' AGL/851' MSL. Multiple trees beginning 1426' from departure end of runway, 124' right of centerline, up to 111' AGL/847' MSL. Light pole 1408' from departure end of runway, 746' right of centerline, 85' AGL/843' MSL. Radar RFLTR 983' from departure end of runway, 32' left of centerline, 15' AGL/829' MSL. Pipe on building, 826' from departure end of runway, 576' left of centerline, 10' AGL/825' MSL. Obstruction light on localizer 766' from departure end of runway, on centerline, 7' AGL/821' MSL. **Rwy 17,** antenna 1272' from departure end of runway, 562' right of centerline, 57' AGL/891' MSL. Pole 409' from departure end of runway, 530' right of centerline, 29' AGL/866' MSL. WDI on building 2619' from departure end of runway, 881' left of centerline, 97' AGL/918' MSL. Building 2619' from departure end of runway, 859' left of centerline, 84' AGL/905' MSL. Light 1176' from departure end of runway, 291' right of centerline, 11' AGL/875' MSL. Tree 2619' from departure end of runway, on centerline, 79' AGL/900' MSL. **Rwy 22,** tree 2906' from departure end of runway, 833' right of centerline, 94' AGL/934' MSL. Hopper 1717' from departure end of runway, 456' left of centerline, 48' AGL/888' MSL. **Rwy 30L,** multiple trees beginning 1113' from departure end of runway, 701' left of centerline, up to 80' AGL/919' MSL. Tree 1230' from departure end of runway, 633' right of centerline, 30' AGL/877' MSL. Ground 28' from departure end of runway, 490' right of centerline, 0' AGL/844' MSL. **Rwy 30R,** building 1056' from departure end of runway, 198' left of centerline, 13' AGL/853' MSL. Multiple trees beginning 3010' from departure end of runway, 334' left of centerline, up to 94' AGL/940' MSL. Light pole 1849' from departure end of runway, 698' right of centerline, 17' AGL/871' MSL. Fence 1327' from departure end of runway, 667' right of centerline, 8' AGL/857' MSL. Tree 3703' from departure end of runway, 350' right of centerline, 67' AGL/914' MSL. Rod on pole 3143' from departure end of runway, 47' right of centerline, 38' AGL/898' MSL. **Rwy 35,** tree 175' from departure end of runway, 398' right of centerline, 73' AGL/883' MSL. Multiple trees beginning 1989' from departure end of runway, 351' left of centerline, up to 65' AGL/902' MSL. Multiple buildings beginning 5.45 NM from departure end of runway, 1787' left of centerline, up to 811' AGL/1743' MSL.

MINOT, ND

MINOT INTL (MOT)
AMDT 3 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26,** 300-1½ or std. with a min. climb of 219' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 128° to 2200 before turning right. **Rwy 26,** climb via heading 260° to 2300 before turning left.

NOTE: **Rwy 8,** tree 1801' from departure end of runway, 292' left of centerline, 56' AGL/1714' MSL. Tree 1459' from departure end of runway, 528' left of centerline, 47' AGL/1705' MSL. **Rwy 26,** tree 1750' from departure end of runway, 618' right of centerline, 71' AGL/1786' MSL. Tree 1829' from departure end of runway, 376' left of centerline, 65' AGL/1780' MSL. Light pole 1110' from departure end of runway, 610' left of centerline, 44' AGL/1759' MSL. Tank 1.1 NM from departure end of runway, 1810' right of centerline, 184' AGL/1899' MSL. Tree 1782' from departure end of runway, 273' right of centerline, 49' AGL/1764' MSL. Light pole 1294' from departure end of runway, 452' right of centerline, 29' AGL/1751' MSL. Tree 2019' from departure end of runway, 393' right of centerline, 54' AGL/1769' MSL. Building 1431' from departure end of runway, 301' right of centerline, 38' AGL/1753' MSL. Light pole 1418' from departure end of runway, 23' right of centerline, 36' AGL/1751' MSL.

MITCHELL, SD

MITCHELL MUNI (MHE)
AMDT 1 86240 (FAA)

DEPARTURE PROCEDURE: **Rwys 12, 17,** climb to 1800 before turning.

MOBRIDGE, SD

MOBRIDGE MUNI(MBG)
ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **RWY 35,** 300-1.

DEPARTURE PROCEDURE: **Rwys 12, 17, 30, 35,** climb runway heading to 2500 before turning on course.

MONTEVIDEO, MN

MONTEVIDEO-CHIPPEWA COUNTY (MVE)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-1½.

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 1500 before turning.

MOOSE LAKE, MN

MOOSE LAKE CARLTON COUNTY (MZH)
ORIG 94006 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

MORRIS, MN

MORRIS MUNI-CHARLIE SCHMIDT FLD (MOX)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

NOTE: **Rwy 32,** Trees 2888' from departure end of runway, 1125' left of centerline, 100' AGL/1209' MSL.

OAKES, ND

OAKES MUNI (2D5)
ORIG 97142 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 260' per NM to 1700.

OLIVIA, MN
OLIVIA RGNL (OVL)
AMDT 1 86044 (FAA)
TAKE-OFF MINIMUMS: **Rwy 11,** 300-1.

ORR, MN
ORR RGNL (ORB)
AMDT 1 80136 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,** 500-2 or std. with a min. climb of 260' per NM to 1900.

ORTONVILLE, MN
ORTONVILLE MUNI-MARTINSON FIELD (VVV)
ORIG 81274 (FAA)
TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 210' per NM to 1300.

OWATONNA, MN
OWATONNA DEGNER RGNL (OWA)
AMDT 2 97030 (FAA)
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 1500 before turning on course.

PEMBINA, ND
PEMBINA MUNI (PMB)
ORIG 85325 (FAA)
DEPARTURE PROCEDURE: **Rwy 33,** climb runway heading 3200 before turning left.

PERHAM, MN
PERHAM MUNI (16D)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 500-2 or std. with a min. climb of 210' per NM to 2000. **Rwy 30,** 400-1 or std. with a min. climb of 270' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 2000 before proceeding on course. **Rwy 30,** climb runway heading to 1800 before proceeding on course.

PIERRE, SD
PIERRE RGNL (PIR)
AMDT 2 85115 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

PINE RIDGE, SD
PINE RIDGE (IEN)
ORIG 97226 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 350' per NM to 3600. **Rwy 24,** 300-1 or std. with a min. climb of 220' per NM to 3500. **Rwy 30,** 300-1 or std. with a min. climb of 300' per NM to 3600.

PIPESTONE, MN
PIPESTONE MUNI (PQN)
ORIG 08045 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9,27,** NA-Environmental.
NOTE: **Rwy 18,** Trees beginning 3811' from departure end of runway, 854' right of centerline, up to 100' AGL/1859' MSL.

PRESTON, MN
FILLMORE COUNTY (FKA)
ORIG 98113 (FAA)
TAKE-OFF MINIMUMS: **Rwys 11,29,** 300-1.

PRINCETON, MN
PRINCETON MUNI (PNM)
AMDT 1 05132 (FAA)
NOTE: **Rwy 15,** trees 982' from departure end of runway, 335' right of centerline, 50' AGL/1029' MSL. Trees 1449' from departure end of runway, 387' left of centerline, 50' AGL/1029' MSL. **Rwy 33,** barn 1159' from departure end of runway, 780' right of centerline, 50' AGL/1139' MSL, multiple trees, terrain, and road beginning 36' from departure end of runway, 84' right of centerline, up to 50' AGL/1045' MSL.

RAPID CITY, SD
RAPID CITY RGNL (RAP)
AMDT 6 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb on heading between 255° clockwise to 210° from departure end of runway, or min. climb of 240' per NM to 8800 for all other courses. **Rwy 14,** climb on heading between 325° clockwise to 210° from departure end of runway, or min. climb of 245' per NM to 8900 for all other courses. **Rwy 23,** climb on heading between 210° counter clockwise to 055° from departure end of runway, or min. climb of 268' per NM to 8900 for all other courses. **Rwy 32,** climb on heading between 255° clockwise to 140° from departure end of runway, or min. climb of 242' per NM to 8800 for all other courses.
NOTE: **Rwy 5,** fence 133' from departure end of runway, 249' left of centerline, 10' AGL/3215' MSL. **Rwy 23,** hangar 201' from departure end of runway, 299' left of centerline, 24' AGL/3193' MSL. Fence 334' from departure end of runway, 256' right of centerline, 10' AGL/3184' MSL. **Rwy 32,** obstruction light 662' from departure end of runway, 243' left of centerline, 54' AGL/3213' MSL. Fence 1002' from departure end of runway, 751' right of centerline, 10' AGL/3233' MSL. Tower 1.9 NM from departure end of runway, 3503' right of centerline, 152' AGL/3520' MSL.

RAY S. MILLER AAF (KRYM)
CAMP RIPLEY, MN . . . . . AMDT 2, 09155
TAKE-OFF OBSTACLES: **Rwy 13**, Terrain 1270' MSL, 73' from DER, 8' left and right of centerline. Vehicle 15' AGL/1180' MSL, 765' from DER, 638' left of centerline. **Rwy 31,** Terrain 1273' MSL, 54' from DER, 9' left and right of centerline. Trees 64' AGL/1282' MSL, 798' from DER, 325' left and right of centerline.

RED WING, MN
RED WING RGNL (RGK)
AMDT 1 01137 (FAA)
DEPARTURE PROCEDURE: **Rwy 9,** 700-4 or std. with a min. climb of 270' per NM to 1700.

REDWOOD FALLS, MN

REDWOOD FALLS MUNI (RWF)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** NA-Environmental.

NOTE: **Rwy 12,** numerous buildings beginning 388' from DER, 376' right of centerline, up to 13' AGL/1052' MSL. Numerous fences beginning 6' from DER, 329' right of centerline, up to 13' AGL/1052' MSL. Tree 62' from DER, 444' left of centerline, 11' AGL/1040' MSL. **Rwy 30,** multiple trees beginning 865' from DER, 401' right of centerline, up to 100' AGL/1119' MSL. Vehicle on road 128' from DER, 306' right of centerline, 15' AGL/ 1027' MSL.

ROCHESTER, MN

ROCHESTER INTL (RST)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** road 73' from departure end of runway, 385' right of centerline, 10' AGL/1292' MSL. Tree 4377' from departure end of runway, 1132' right of centerline, 100' AGL/1399' MSL. Road 268' from departure end of runway, 366' right of centerline, 10' AGL/1290' MSL. **Rwy 13,** tree 1498' from departure end of runway, 840' right of centerline, 44' AGL/1348' MSL. **Rwy 20,** pole 259' from departure end of runway, 407' right of centerilne, 23' AGL/1338' MSL. Roads beginning 1' from departure end of runway, 231' right of centerline, up to 10' AGL/1327' MSL. **Rwy 31,** tree 4760' from departure end of runway, 1103' left of centerline, 100' AGL/1389' MSL.

ROSEAU, MN

ROSEAU MUNI-RUDY BILLBERG FIELD (ROX)

ORIG 07242 (FAA)

NOTE: **Rwy 16,** building 258' from departure end of runway, 505' right of centerline, 24' AGL/1078' MSL. Tree 1582' from departure end of runway, 337' left of centerline, 47' AGL/1101' MSL. **Rwy 34,** truck on road 41' from departure end of runway, 511' left of centerline, 15' AGL/1069' MSL.

RUSHFORD, MN

RUSHFORD MUNI (55Y)

AMDT 1 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34,** 300-1 or std. with a min. climb of 300' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 16,** climb runway heading to 1700 before turning eastbound.

ST. CLOUD, MN

ST. CLOUD RGNL (STC)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 201' per NM to 1300 or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1100' prior to DER.

NOTE: **Rwy 5,** tower 6201' from DER, 1416' left of centerline, 149' AGL/1179' MSL. Multiple trees beginning 17' from DER, 373' right of centerline, up to 59' AGL/1081' MSL. Multiple trees beginning 1752' from DER, 56' left of centerline, up to 80' AGL/1102' MSL. **Rwy 13,** tree 1654' from DER, 884' right of centerline, 61' AGL/1078' MSL. Tree 1265' from DER, 794' left of centerline, 42' AGL/1059' MSL. **Rwy 23,** trees 2109' from DER, 29' right of centerline, up to 61' AGL/1082' MSL. Trees 1725' from DER, 93' left of centerline, up to 55' AGL/1076' MSL. Fence 74' from DER, 216' left of centerline, 2' AGL, 1023' MSL. **Rwy 31,** terrain beginning 29' from DER, 50' right of centerline, up to 1083' MSL. Terrain beginning 107' from DER, 7' left of centerline, up to 1060' MSL.

ST. JAMES, MN

ST. JAMES MUNI (JYG)

ORIG 94342 (FAA)

DEPARTURE PROCEDURE: **Rwy 15,** climb to 1900 before turning eastbound.

ST. PAUL MN

LAKE ELMO (21D)

ORIG 80318 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-1 or std. with a min. climb of 225' per NM to 1100.

ST. PAUL DOWNTOWN HOLMAN FIELD (STP)

AMDT 7 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 346' per NM to 1500. **Rwy 13,** std. w/ min. climb of 266' per NM to 1500. **Rwy 14,** std. w/ min. climb of 216' per NM to 1500. **Rwy 27,** std. w/ min. climb of 436' per NM to 1500. **Rwy 31**, NA - obstacles. **Rwy 32,** std. w/ min. climb of 340' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1500 before proceeding on course. **Rwy 13,** climb heading 125° to 1500 before proceeding on course.

Rwy 14, climb heading 143° to 1500 before proceeding on course. **Rwy 27,** climb heading 268° to 1700 before proceeding on course. **Rwy 32,** climb heading 323° to 1300 before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 1265' from departure end of runway, 167' right of centerline, up to 75' AGL/1055' MSL. Multiple trees beginning 1.1 NM from departure end of runway, 124' left of centerline, up to 100' AGL/1099' MSL. Obstruction light tank 1571' from departure end of runway, 771' right of centerline, 50' AGL/811' MSL. Mobile crane 1163' from departure end of runway, 123' left of centerline, 50' AGL/ 758' MSL.

21 OCT 2010 to 18 NOV 2010

ST. PAUL DOWNTOWN HOLMAN FIELD (STP) (CON'T)

Rwy 13, Obstruction light stack 2695' from departure end of runway, 842' right of centerline, 50' AGL/820' MSL. Tree 1563' from departure end of runway, 25' right of centerline, 61' AGL/748' MSL. Multiple trees beginning 1004' from departure end of runway, 607' left of centerline, 50' AGL/767' MSL. Tower 1,725' from departure end of runway, 930' left of centerline, 47' AGL/753' MSL. Vent on building 3029' from departure end of runway, 629' right of centerline, 10' AGL/783' MSL. Multiple bushes beginning 194' from departure end of runway 88' left of centerline, 7'AGL/712' MSL. Stack 1,879' from departure end of runway, 25' left of centerline, 51' AGL/751' MSL. **Rwy 14,** multiple trees beginning 805' from departure end of runway, 2' right of centerline, up to 112' AGL/811' MSL. Multiple trees beginning 1205' from departure end of runway, 64' left of centerline, up to 80' AGL/770' MSL. Poles 2810' from departure end of runway 715' right of centerline, 91' AGL/778' MSL. **Rwy 27,** multiple trees beginning 803' from departure end of runway, 122' left of centerline, up to 100' AGL/994' MSL. Tree 783' from departure end of runway, 105' right of centerline, 25' AGL/725' MSL. Obstruction light antenna 996' from departure end of runway, 304' right of centerline, 67' AGL/ 767' MSL. Light pole 1328' from departure end of runway, 222' left of centerline, 50' AGL/747' MSL. Building 2049' from departure end of runway, 837' right of centerline, 57' AGL/761' MSL. Flagpole 2333' from departure end of runway, 199' left of centerline, 78' AGL/778' MSL. Stack 1.8 NM from departure end of runway, 635' left of centerline, 569' AGL/1279' MSL.
Rwy 32, road and vehicle 211' from departure end of runway, 482' left of centerline, 17' AGL/717' MSL. Railroad beginning 369' from departure end of runway, 329' left of centerline, up to 23' AGL/727' MSL. Pipe on DME 383' from departure end of runway, 269' right of centerline, 17' AGL/722' MSL. Tree 1152' from departure end of runway, 209' left of centerline, 44' AGL/744' MSL. Tree 1685' from departure end of runway, 277' right of centerline, 75' AGL/770' MSL. Sign 5668' from departure end of runway, 1924' left of centerline, 86' AGL/874' MSL. Trees 5614' from departure end of runway, 1796' right of centerline, 100' AGL/939' MSL. Building 5779' from departure end of runway, 1733' right of centerline, 72' AGL/910' MSL. Pole 1.0 NM from departure end of runway, 1835' right of centerline, 157' AGL/973' MSL. Building 1.1 NM from departure end of runway, 2170' left of centerline, 122' AGL/886' MSL. Multiple buildings beginning 1.1 NM from departure end of runway, 378' left of centerline, up to 142' AGL/918' MSL

SILVER BAY, MN

SILVER BAY MUNI (BFW)
ORIG 93035 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 25,** 300-1.

SIOUX FALLS, SD

JOE FOSS FIELD (FSD)
AMDT 7 07242 (FAA)
TAKE-OFF MINIMUMS: **Rwy 15,** 200-1 or std. w/ min. climb of 404' per NM to 1700. **Rwy 33,** 200-1¼ or std. w/ min. climb of 343' per NM to1700.
DEPARTURE PROCEDURE: **Rwy 3,** climb heading 030° to 2300 before turning eastbound. **Rwy 9,** climb heading 098° to 2000, then left turn direct FSD VORTAC. **Rwy 15,** climb heading 150° to 2000, then right turn direct FSD VORTAC. **Rwy 21,** climb heading 210° to 2200 before turning eastbound. **Rwy 27,** climb heading 278° to 2100 before turning eastbound. **Rwy 33,** climb heading 330° to 2200 before turning eastbound.
NOTE: **Rwy 9,** antenna 2238' from departure end of runway, 919' right of centerline, 87' AGL/1506' MSL. Pole 1256' from departure end of runway, 23' left of centerline, 43' AGL/1464' MSL. Windsock 331' from departure end of runway, 582' right of centerline, 14' AGL/1433' MSL. **Rwy 15,** antenna 3056' from departure end of runway, 983' left of centerline 117' AGL/1576' MSL. Multiple trees beginning 1211' from departure end of runway, 471' left of centerline, up to 38' AGL/1477' MSL. Tower 3102' from departure end of runway, 972' left of centerline, 61' AGL/1520' MSL. Trees and pole beginning 1746' from departure end of runway, 316' right of centerline, up to 87' AGL/ 1516' MSL. **Rwy 21,** multiple trees beginning 428' from departure end of runway, 522' right of centerline, up to 75' AGL/1497' MSL. **Rwy 27,** multiple trees beginning 2528' from departure end of runway, 1027' left of centerline, up to 100' AGL/1509' MSL. **Rwy 33,** 2 lighted radio towers 3639' from departure end of runway, 894' left of centerline, 88' AGL/1585' MSL, multiple trees beginning 5370' from departure end of runway, 891' left of centerline, up to 175' AGL/1603' MSL, pole 5724' from departure end of runway, 1701' left of centerline, 45' AGL/1594' MSL.

SPEARFISH, SD

BLACK HILLS-CLYDE ICE FIELD (SPF)
TAKE-OFF MINIMUMS: **Rwys 3, 8, 21, 35,** 700-2 (NA at night.). **Rwy 13,** 900-2 or std. with a min. climb of 300' per NM to 5400. **Rwy 17,** NA. **Rwys 26, 31,** 700-2 or std. with a min. climb of 370' per NM to 4700.
DEPARTURE PROCEDURE: **Rwys 3, 8,** turn left. Climb to 6500, intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 13,** climb runway heading to 4300, then climbing left turn to 6500 via heading 360° to intercept the 046° bearing outbound from SPF NDB. Thence... **Rwys 21, 35,** turn right. Climb to 6500 intercept the 046° bearing outbound from SPF NDB. Thence... **Rwy 26,** climbing right turn to 6500 via heading 330°, intercept the 297° bearing outbound from SPF NDB. Thence... **Rwy 31,** after take-off, intercept 297° bearing outbound from SPF NDB. Climb to 6500. Thence... THENCE...Continue climb to enroute MEA's before proceeding on course.

STAPLES, MN

STAPLES MUNI (SAZ)
AMDT 2 87211 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 400-2.

STURGIS, SD
STURGIS MUNI (49B)
ORIG 96284 (FAA)
DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 6000, then direct RAP VORTAC.
Rwy 29, climb runway heading to 5000, then climbing right turn to 6000 direct RAP VORTAC.

THIEF RIVER FALLS, MN
THIEF RIVER FALLS RGNL (TVF)
ORIG 09071 (FAA)
NOTE: **Rwy 3,** trees beginning 3058' from DER, 678' right of centerline, up to 100' AGL/1229' MSL. **Rwy 13,** trees beginning 565' from DER, 372' left of centerline, up to 100' AGL/1214' MSL. Trees beginning 1337' from DER, 531' right of centerline, up to 100' AGL/1209' MSL. **Rwy 21,** trees beginning 214' from DER, 544' right of centerline, up to 100' AGL/1204' MSL. Trees beginning 2185' from DER, 33' left of centerline, up to 100' AGL/1209' MSL. **Rwy 31,** trees beginning 126' from DER, 410' right of centerline, up to 100' AGL/1214' MSL. Trees beginning 199' from DER, 413' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 1204' from DER, 449' right of centerline, up to 100' AGL/1199' MSL. Trees beginning 1579' from DER, 495' left of centerline, up to 100' AGL/1214' MSL.

TIOGA, ND
TIOGA MUNI (D60)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.
NOTE: **Rwy 12,** vehicle on road 1243' from DER, 78' left of centerline, 15' AGL/2304' MSL. Vehicle on road, tree and pole beginning 618' from DER, 50' right of centerline, up to 100' AGL/2419' MSL. Ground 21' from DER, 481' right of centerline, 2272' MSL. **Rwy 30,** vehicle on road 1' from DER, 144' left of centerline, 15' AGL/2256' MSL.

TOWER, MN
TOWER MUNI (12D)
ORIG 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** NA - Obstacles.
NOTE: **Rwy 26,** tree 2315' from DER, 700' right of centerline, 100' AGL/1479' MSL.

VALLEY CITY, ND
BARNES COUNTY MUNI (BAC)
ORIG 10098 (FAA)
NOTE: **Rwy 13,** vehicle on road, 111' from DER, 356' right of centerline, 15' AGL/1396' MSL. Trees beginning 644' from DER, 242' right of centerline, up to 40' AGL/1421' MSL. **Rwy 31,** terrain beginning 32' from DER, 20' right of centerline, up to 1424' MSL. Vehicle on road 38' from DER, 285' right of centerline, 15' AGL/1418' MSL. Fence 71' from DER, 292' left of centerline, 4' AGL/1407' MSL. Terrain beginning 120' from DER, 125' left of centerline, up to 1447' MSL. Fence 198' from DER, 299' right of centerline, 4' AGL/1408' MSL. Trees beginning 365' from DER, 10' left of centerline, up to 40' AGL/1457' MSL. Tree 545' from DER, 607' right of centerline, 16' AGL/1436' MSL.

VERMILLION, SD
HAROLD DAVIDSON FIELD (VMR)
AMDT 1 09239 (FAA)
NOTE: **Rwy 12,** road 1' from DER, 200' right of centerline, up to 15' AGL/1156' MSL. Multiple trees beginning 541' from DER, 366' right of centerline, up to 62' AGL/1202' MSL. **Rwy 30,** road 79' from DER 342' left of centerline 15' AGL/1155' MSL. Road 200' from DER, 450' right of centerline, 15' AGL/1160' MSL. Fence 199' from DER, 347' left of centerline, 6' AGL/1150' MSL.

WAHPETON, ND
HARRY STERN (BWP)
ORIG 93259 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.

WARREN, MN
WARREN MUNI (D37)
ORIG 02108 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb runway heading to 1400 before turning on course.

WARROAD, MN
WARROAD INTL MEMORIAL (RRT)
ORIG 08101 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Environmental.

WASECA, MN
WASECA MUNI (ACQ)
ORIG 09015 (FAA)
NOTE: **Rwy 15,** tree 560' from departure end of runway, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from departure end of runway, on centerline, up to 1149' MSL. **Rwy 33,** tree 5042' from departure end of runway, 1533' right of centerline, 100' AGL/1259' MSL.

WATERTOWN, SD
WATERTOWN RGNL (ATY)
ORIG 07242 (FAA)
NOTE: **Rwy 12,** tree 2015' from departure end of runway, 328' right of centerline, 100' AGL/1783' MSL. **Rwy 30,** trees 2149' from departure end of runway, 10' right of centerline, 51' AGL/1810' MSL. Tree 2200' from departure end of runway, 441' left of centerline, 70' AGL/1810' MSL. Tree 2082' from departure end of runway, 121' right of centerline, 55' AGL/1806' MSL.

WATFORD CITY, ND
WATFORD CITY MUNI (S25)
AMDT 1 10154 (FAA)
TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. with a min. climb of 462' per NM to 2600. **Rwys 18, 36,** NA-Environmental.
NOTE: **Rwy 12,** tree 5528' from DER, 1819' right of centerline, up to 100' AGL/2439' MSL. Vehicle on road, trees, and terrain beginning 186' from DER, 62' right of centerline, up to 100' AGL/2258' MSL. Vehicle on road, fence, and terrain beginning 90' from DER, 43' left of centerline, up to 27' AGL/2167' MSL.
Rwy 30, trees and buildings beginning 672' from DER, 119' right of centerline, up to 41' AGL/2101' MSL. Vehicle on road, light and trees beginning 199' from DER, 128' left of centerline, up to 59' AGL/2119' MSL.

21 OCT 2010 to 18 NOV 2010

WHEATON, MN

WHEATON MUNI (ETH)
AMDT 1 92177 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1. **Rwys 4, 22,** NA.

WILLISTON, ND

SLOULIN FIELD INTL (ISN)
AMDT 4 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29,** 400-2¼ or std. with a min. climb of 359' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 115° to 2400 before turning left.

NOTE: **Rwy 2,** trees 1212' from DER, 398' left of centerline, up to 100' AGL/2019' MSL. **Rwy 11,** trees 831' from DER, 686' right of centerline, up to 100' AGL/1999' MSL. **Rwy 20,** trees 610' from DER, 450' right of centerline, up to 100' AGL/2019' MSL. Trees 1204' from DER, 128' left of centerline, up to 100' AGL/2019' MSL. Poles beginning from DER, 61' right of centerline, up to 44' AGL/1954' MSL. Building 1811' from DER, 371' right of centerline, 65' AGL/1980' MSL. **Rwy 29,** terrain beginning 639' from DER, 179' left of centerline, up to 2150' MSL. Terrain beginning 645' from DER, 305' right of centerline, up to 2103' MSL. Fence 1341' from DER, 210' right of centerline, 10' AGL/2021' MSL. Fence beginning 966' from DER, 250' left of centerline, up to 10' AGL/2029' MSL. Obstruction light on LOC 999' from DER, on centerline, 5' AGL/2014' MSL. Antenna on building 1000' from DER, 270' right of centerline, 29' AGL/2018' MSL. CHY on building 1165' from DER, 791' right of centerline, 29' AGL/2040' MSL. Building 2345' from DER, 519' left of centerline, 29' AGL/2066' MSL. T-L tower 3480' from DER, 237' right of centerline, 77' AGL/2137' MSL. Obstruction light pole 3478' from DER, 247' right of centerline, 82' AGL/2137' MSL. Rod on obstruction light pole 3692' from DER, 392' left of centerline, 68' AGL/2147' MSL. T-L tower 3700' from DER, 403' left of centerline, 82' AGL/2147' MSL. Tree 1.2 NM from DER, 1557' right of centerline, 27' AGL/2186' MSL. Tree 1.9 NM from DER, 2091' right of centerline, 100' AGL/2309' MSL.

WILLMAR, MN

WILLMAR MUNI-JOHN L. RICE FIELD (BDH)
ORIG 06327 (FAA)

NOTE: **Rwy 31,** tree 1338' from departure end of runway, 740' left of centerline, 67' AGL/1193' MSL.

WINNER, SD

WINNER RGNL (ICR)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

WINONA, MN

WINONA MUNI-MAX CONRAD FIELD (ONA)
AMDT 3 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 300-1 or std. with a min. climb of 320' per NM to 800. **Rwy 17,** 600-1 or std. with a min. climb of 500' per NM to 1300. **Rwy 30,** 500-1 or std. with a min. climb of 500' per NM to 1200. **Rwy 35,** 700-1 or std. with a min. climb of 390' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1900 via ONA R-110 before turning. **Rwys 17, 30, 35,** climb runway heading to 1900 before turning.

WORTHINGTON, MN

WORTHINGTON MUNI (OTG)
AMDT 2 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 17, 29, 35,** when weather is below 800-1 climb runway heading to 2400 before turning.

YANKTON, SD

CHAN GURNEY MUNI (YKN)
AMDT 2 85003 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19, 31,** climb runway heading to 2400 before turning.

21 OCT 2010 to 18 NOV 2010

ABERDEEN RGNL (ABR) 2 E UTC−6(−5DT) N45°26.94′ W98°25.31′ TWIN CITIES

1302 B S4 **FUEL** 100LL, JET A, MOGAS OX 1 Class I, ARFF Index A NOTAM FILE ABR H–2I, L–14G IAP

RWY 13–31: H6901X100 (CONC–GRVD) S–99, D–150, 2S–175, 2D–250 HIRL

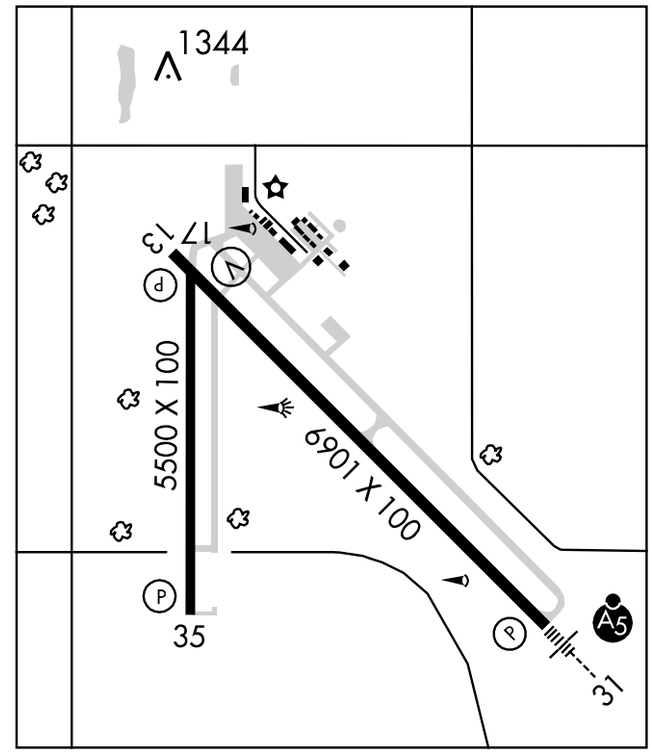
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 52′.

RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 68′.

RWY 17–35: H5500X100 (ASPH–PFC) S–60, D–75, 2S–95, 2D–140 MIRL

RWY 17: REIL. PAPI(P4R)—GA 3.0° TCH 37′.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 38′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 13:	TORA–6901	TODA–6901	ASDA–6901	LDA–6901
RWY 17:	TORA–5500	TODA–5500	ASDA–5500	LDA–5500
RWY 31:	TORA–6901	TODA–6901	ASDA–6901	LDA–6901
RWY 35:	TORA–5500	TODA–5500	ASDA–5500	LDA–5500

AIRPORT REMARKS: Attended 0930–0500Z‡. Rwy 13 and Rwy 17 apch ends are closely aligned. Verify correct rwy and compass heading prior to dep. PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 605–626–7020. After hours call 605–626–7068. Gulls and Geese on and invof arpt Mar–Dec. MIRL Rwy 17–35 and HIRL Rwy 13–31 preset on low ints SS–0600Z‡, to increase ints and ACTIVATE REIL Rwy 13, Rwy 17, Rwy 35 and MALSR Rwy 31—CTAF.

WEATHER DATA SOURCES: ASOS 125.875 (605) 229–4512.

COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.95

RCO 122.4 122.1R 113.0T (HURON RADIO)

MINNEAPOLIS CENTER APP/DEP CON 120.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.

(H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 303° 2.9 NM to fld. 1301/7E.

RENEY NDB (LOM) 203 AB N45°23.16′ W98°19.70′ 307° 5.4 NM to fld.

ILS/DME 109.9 I–ABR Chan 36 Rwy 31 Class IE. LOM RENEY NDB, BC unusable beyond 10 NM below 3500′; Unusable beyond 15 NM.

ARLINGTON MUNI (3A9) 2 N UTC−6(−5DT) N44°23.66′ W97°07.39′ OMAHA

1818 B TPA—2618(800) NOTAM FILE HON

RWY 14–32: 3000X250 (TURF) LIRL

RWY 14: Trees. **RWY 32:** Trees.

RWY 04–22: 2400X250 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Unattended. Arpt CLSD Nov 1–Apr 1. Waterfowl on and invof arpt. Rwy 04–22 and Rwy 14–32 marked with yellow metal A–frame markers.

COMMUNICATIONS: CTAF 122.9

BEADY N44°26.63′ W98°20.21′ NOTAM FILE HON.

NDB (LOM) 302 HO 120° 5.8 NM to Huron Rgnl.

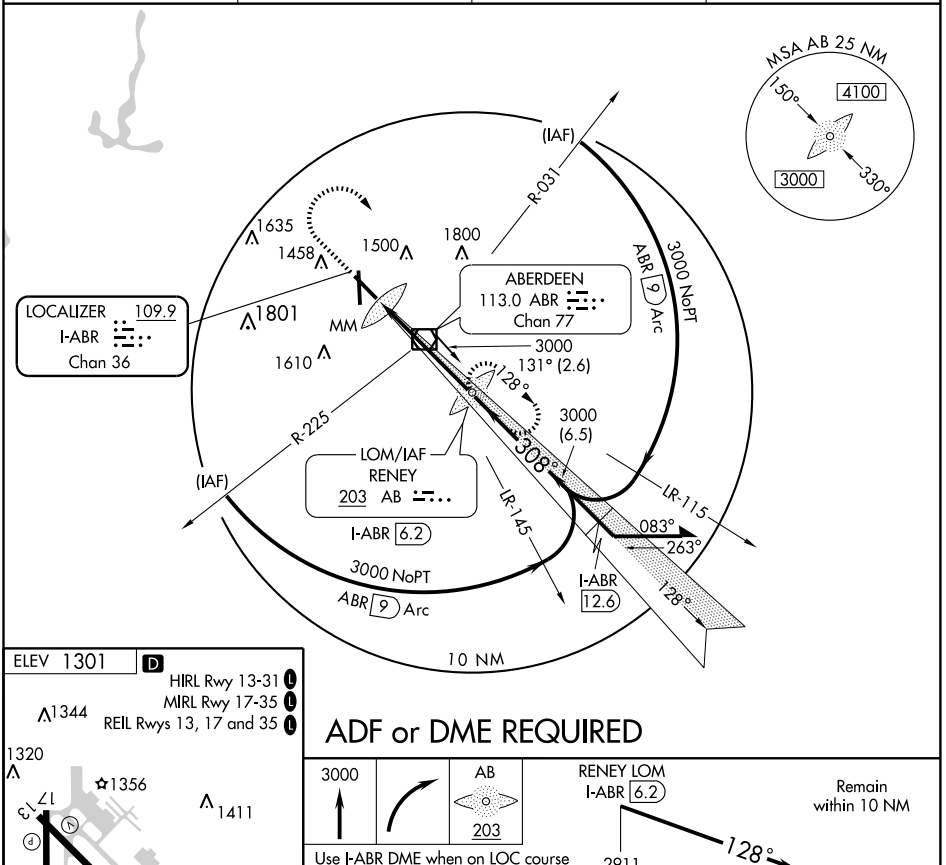
LOC/DME I-ABR	APP CRS	Rwy Idg	6901
109.9	308°	TDZE	1300
Chan 36		Apt Elev	1301

ILS RWY 31
ABERDEEN RGNL (ABR)

MALSR

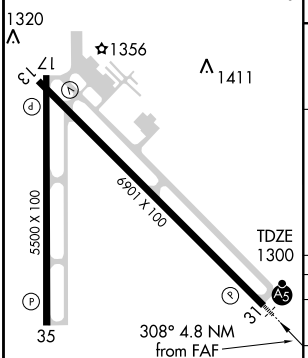
MISSED APPROACH: Climb to 3000 then right turn direct RENEY LOM and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95



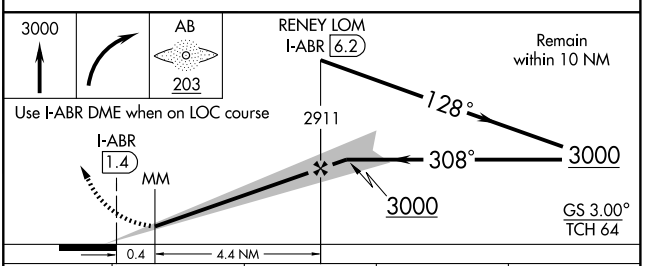
ELEV 1301 D

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

ADF or DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 31	1500-½ 200 (200-½)			
S-LOC 31	1660-½ 360 (400-½)			1660-¾ 360 (400-¾)
CIRCLING	1760-1 459 (500-1)		1760-1½ 459 (500-1½)	1860-2 559 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-ABR	APP CRS	Rwy Idg	6901
109.9	128°	TDZE	1301
Chan 36		Apt Elev	1301

LOC/DME BC RWY 13

ABERDEEN RGNL (ABR)

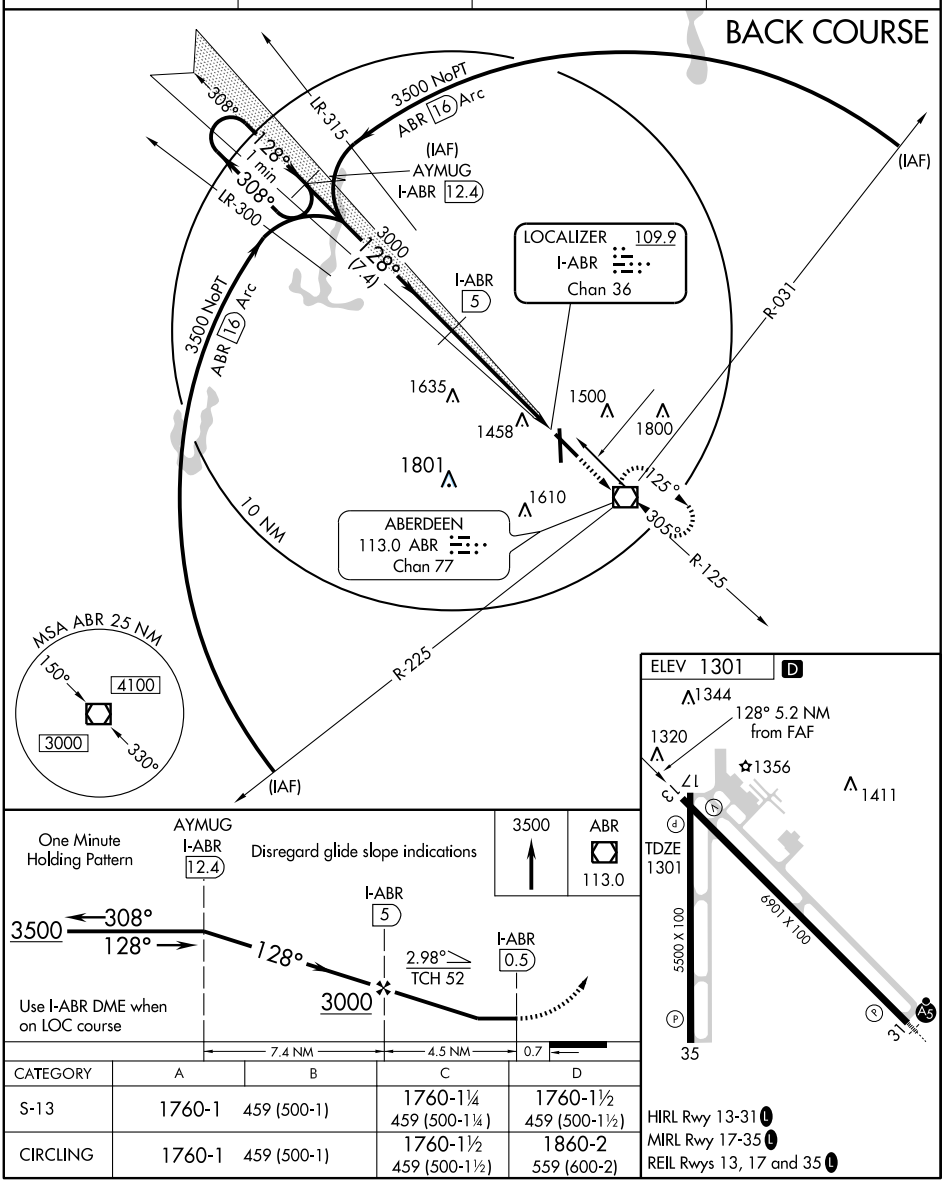
NA

MISSED APPROACH: Climb to 3500 direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95

NC-1, 21 OCT 2010 to 18 NOV 2010

BACK COURSE



CATEGORY	A	B	C	D
S-13	1760-1	459 (500-1)	1760-1¼ 459 (500-1¼)	1760-1½ 459 (500-1½)
CIRCLING	1760-1	459 (500-1)	1760-1½ 459 (500-1½)	1860-2 559 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

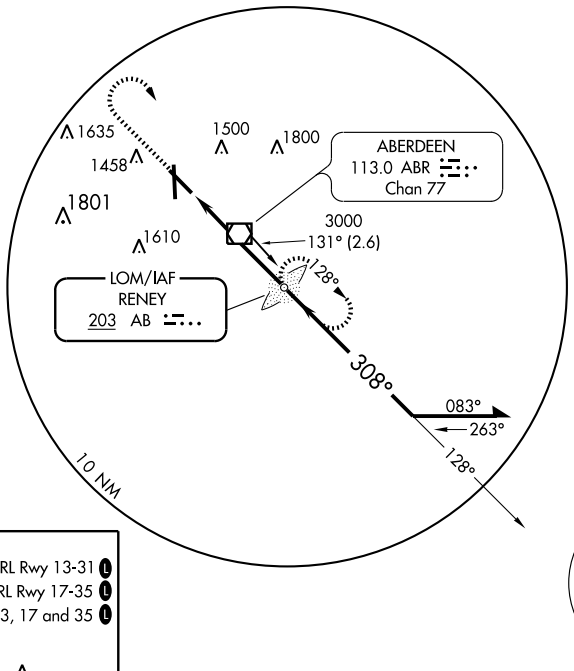
LOM AB	APP CRS	Rwy Idg	6901
203	308°	TDZE	1300
		Apt Elev	1301

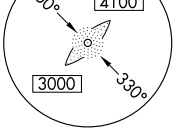
NDB RWY 31
ABERDEEN RGNL (ABR)

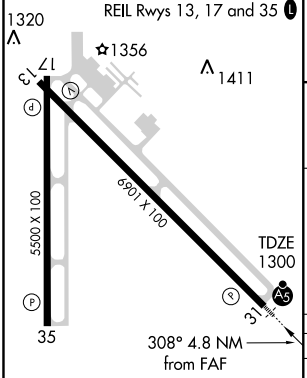
MALSR

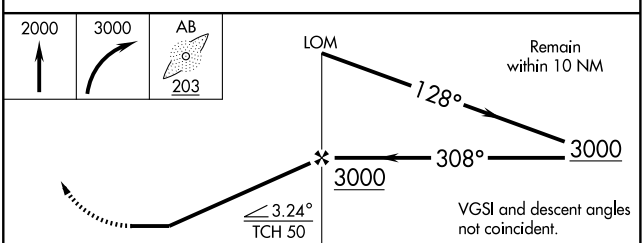
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AB LOM and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95









FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-31	1820-¾	520 (600-¾)	1820-1 520 (600-1)	1820-1½ 520 (600-1½)
CIRCLING	1820-1	519 (600-1)	1820-1½ 519 (600-1½)	1860-2 559 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	6901
128°	TDZE	1302
	Apt Elev	1302

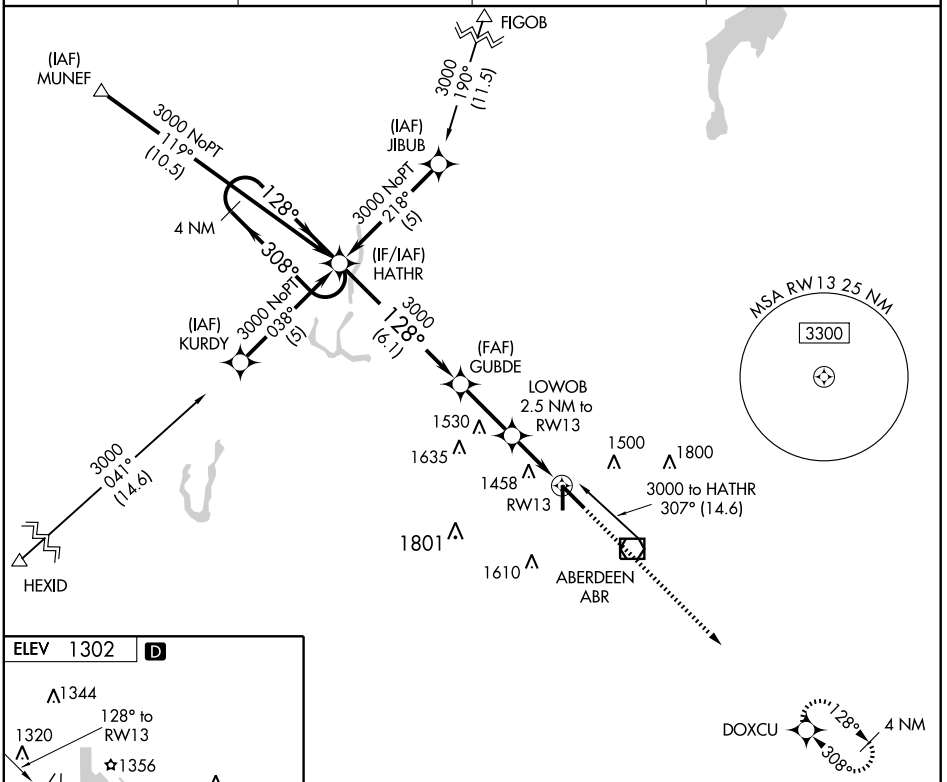
RNAV (GPS) RWY 13

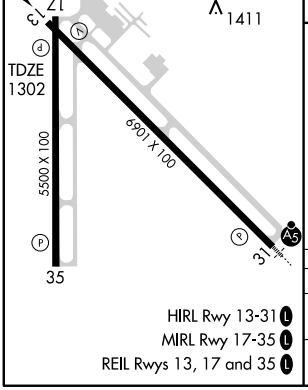
ABERDEEN RGNL (ABR)

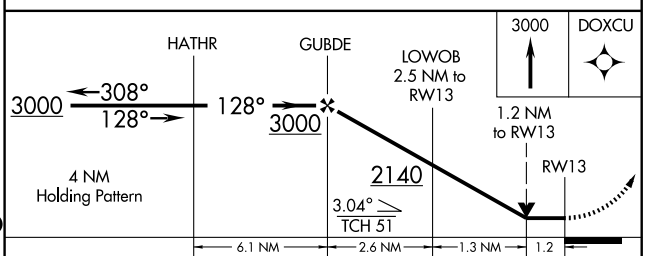
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Watertown altimeter setting. When local altimeter setting not received use Watertown altimeter setting and increase all MDA 220 feet, increase LNAV Cat C visibility ½ mile, Cat D visibility ¾ mile and Circling Cats C and D visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct DOXCU and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







CATEGORY	A	B	C	D
LNAV MDA	1720-1 418 (500-1)		1720-1¼ 418 (500-1¼)	
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6901
CH 42914	308°	TDZE	1301
W31A		Apt Elev	1302

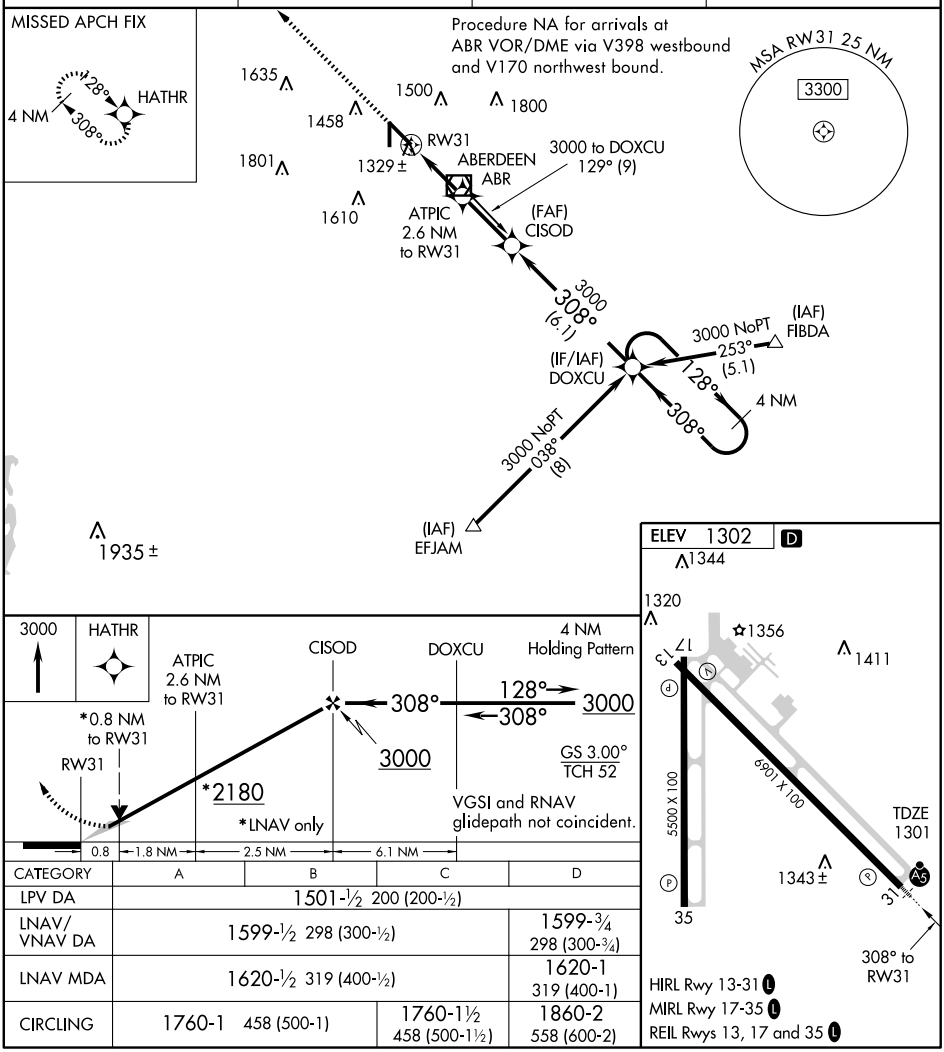
RNAV (GPS) RWY 31
ABERDEEN RGNL (ABR)

Inoperative table does not apply to LNAV Cat D visibility. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Watertown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Watertown altimeter setting. For inoperative MALSR when using Watertown altimeter setting increase LPV all Cats visibility to 1½ . When local altimeter setting not received, use Watertown altimeter setting and increase all DA 207 feet, all MDA 220 feet, LPV all Cats visibility ¼ mile, LNAV/VNAV Cats A, B and C visibility ¾ mile, Cat D visibility ½ mile, LNAV Cat C visibility ½ mile, Cat D visibility ¼ mile and Circling Cats C and D visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 3000 direct HATHR and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95



CATEGORY	A	B	C	D
LPV DA	1501-½ 200 (200-½)			
LNAV/VNAV DA	1599-½ 298 (300-½)			1599-¾ 298 (300-¾)
LNAV MDA	1620-½ 319 (400-½)			1620-1 319 (400-1)
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5500
CH 65800	353°	TDZE	1301
W35A		Apt Elev	1302

RNAV (GPS) RWY 35

ABERDEEN RGNL (ABR)

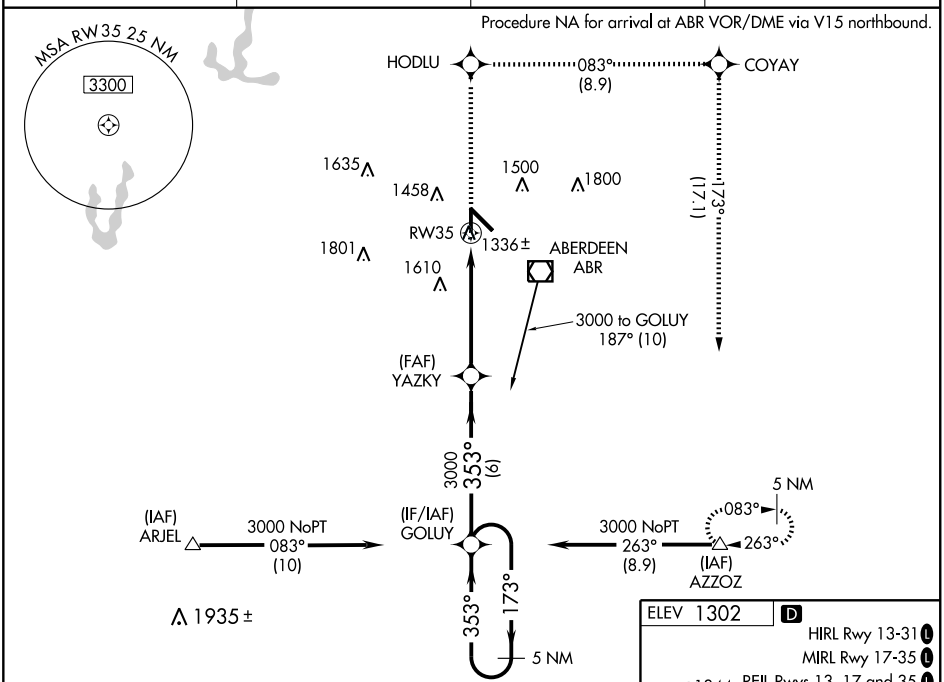
▼ If local altimeter setting not received, use Watertown Rgnl altimeter setting and increase all DAs/MDAs 220 feet.

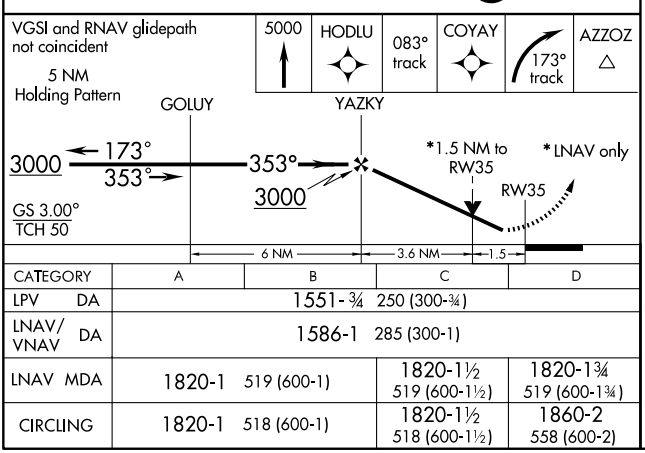
▲ Baro-VNAV and VDP NA when using Watertown Rgnl altimeter setting. DME/DME RNP -0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).

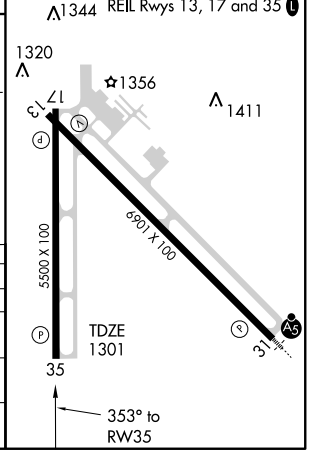
MISSED APPROACH: Climb to 5000 direct HODLU and via 083° track to COYAY and right turn via 173° track to AZZOZ and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95

Procedure NA for arrival at ABR VOR/DME via V15 northbound.







CATEGORY	A	B	C	D
LPV DA	1551-¾ 250 (300-¾)			
LNAV/VNAV DA	1586-1 285 (300-1)			
LNAV MDA	1820-1 519 (600-1)		1820-1½ 519 (600-1½)	1820-1¾ 519 (600-1¾)
CIRCLING	1820-1 518 (600-1)		1820-1½ 518 (600-1½)	1860-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ABR	APP CRS	Rwy Idg	6901
113.0	125°	TDZE	1302
Chan 77		Apt Elev	1302

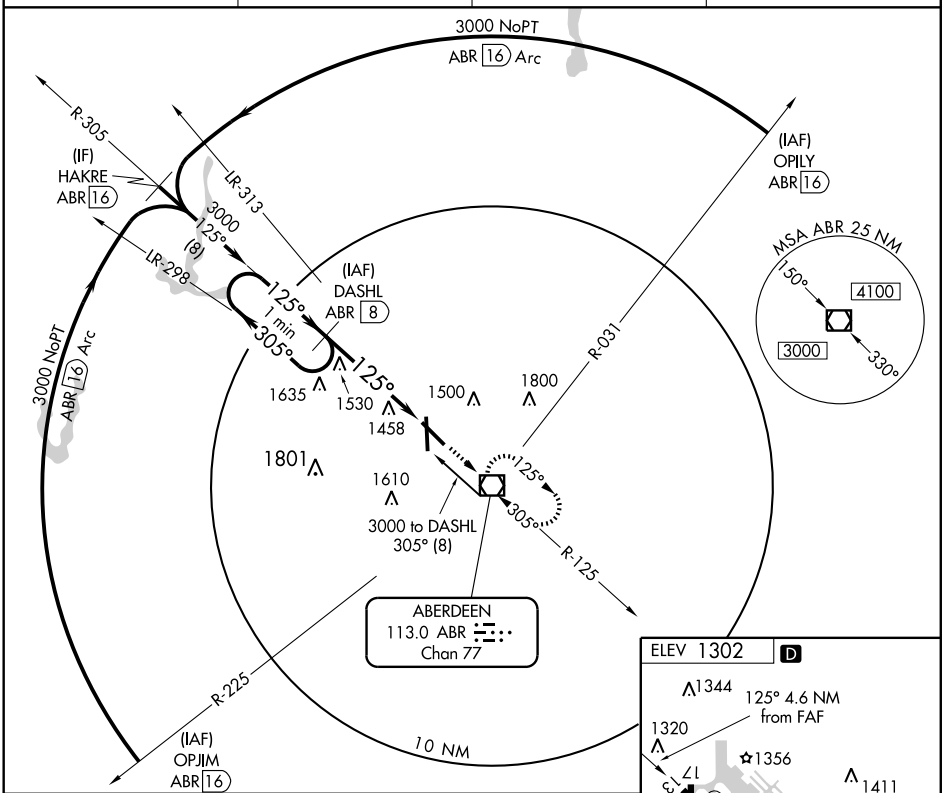
VOR/DME RWY 13

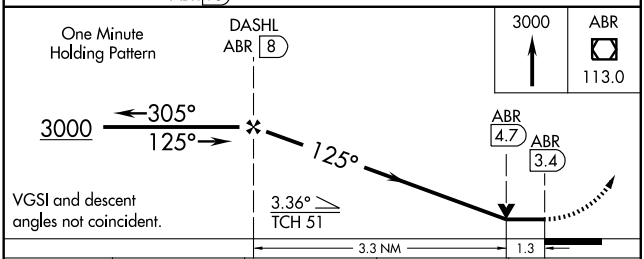
ABERDEEN RGNL(ABR)

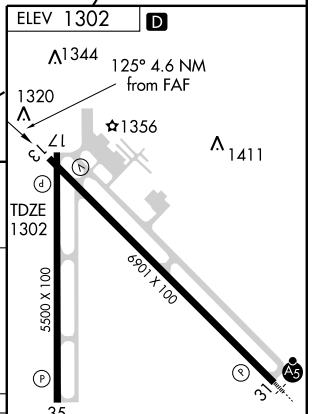
Visibility reduction by helicopters NA. When local altimeter setting not received, use Watertown altimeter setting and increase all MDA 220 feet, increase S-13 Cats C and D visibility ¾ mile and Circling Cats C and D visibility ½ mile. VDP NA when using Watertown altimeter setting.

MISSED APPROACH: Climb to 3000 direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95







CATEGORY	A	B	C	D
S-13	1780-1	478 (500-1)	1780-1¼ 478 (500-1¼)	1780-1½ 478 (500-1½)
CIRCLING	1780-1	478 (500-1)	1780-1½ 478 (500-1½)	1860-2 558 (600-2)

HIRL Rwy 13-31 L
MIRL Rwy 17-35 L
REIL Rwys 13, 17 and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME ABR	APP CRS	Rwy Idg	6901
113.0	304°	TDZE	1301
Chan 77		Apt Elev	1302

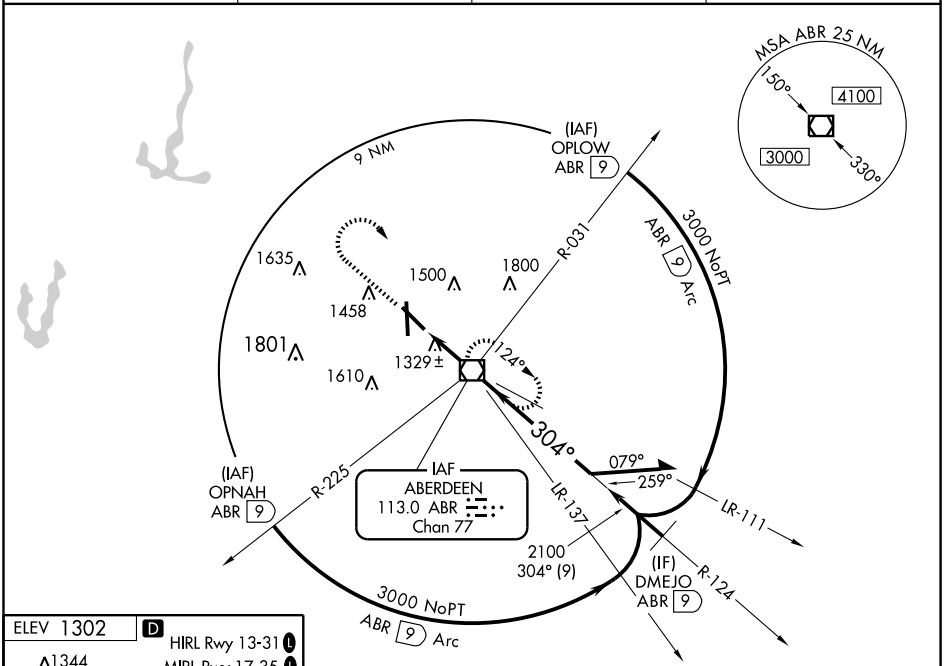
VOR RWY 31
ABERDEEN RGNL(ABR)

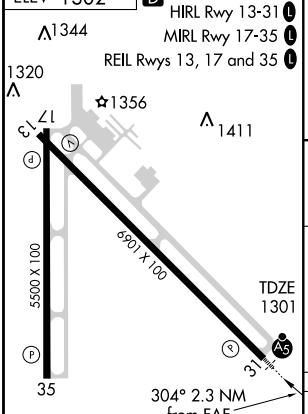
For inoperative MALSR, increase S-31 Cat D visibility to 1¼.
When local altimeter setting not received, use Watertown altimeter setting and increase all MDA 220 feet, increase S-31 Cat C visibility ½ mile, Cat D visibility ¼ mile, and Circling Cats C and D ½ mile.
VDP NA when using Watertown altimeter setting.

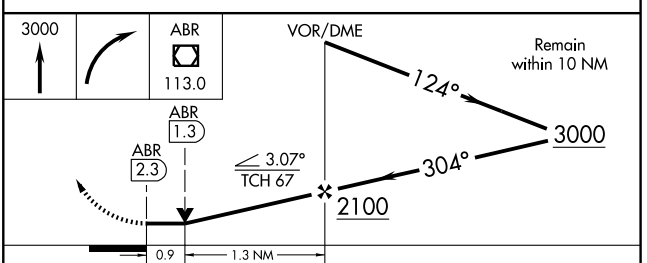
MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ABR VOR/DME and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
125.875	120.6 371.9	122.7 L	122.95





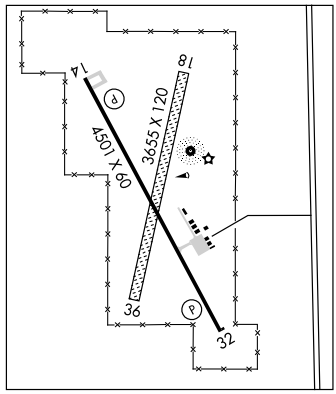


FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

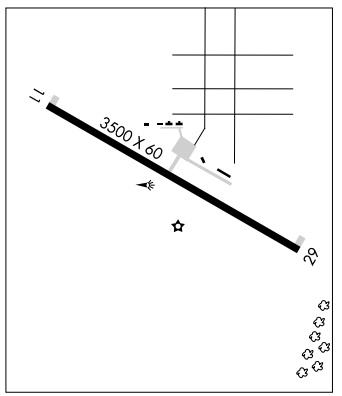
CATEGORY	A	B	C	D
S-31	1660-½ 359 (400-½)			1660-1 359 (400-1)
CIRCLING	1760-1 458 (500-1)		1760-1½ 458 (500-1½)	1860-2 558 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BELLE FOURCHE MUNI (EFC) 4 N UTC−7(−6DT) N44°44.08′ W103°51.71′ **BILLINGS**
3191 B S4 **FUEL** 100LL, NOTAM FILE EFC **L–12F, 13E**
RWY 14–32: H4501X60 (ASPH) S–12.5 MIRL **IAP**
RWY 14: PAPI(P4L)—GA 3.0° TCH 41′.
RWY 32: PAPI(P4L)—GA 3.0° TCH 32′.
RWY 18–36: 3655X120 (TURF)
AIRPORT REMARKS: Attended 1500–0100Z‡. Ultralights and glider ops on and invof arpt. Waterfowl on and invof arpt. Rwy 18 marked with white and black metal A–frames. Rwy 36 marked with white and black metal A–frames. ACTIVATE MIRL Rwy 14–32—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 309° 58.4 NM to fld. 3160/13E.
NDB (MHW) 269 EFC N44°44.16′ W103°51.54′ at fld. NOTAM FILE EFC. NDB OTS indef.



BISON MUNI (6V5) 0 SW UTC−7(−6DT) N45°31.12′ W102°28.03′ **BILLINGS**
2785 B **FUEL** 100LL NOTAM FILE HON **L–14F**
RWY 11–29: H3500X60 (ASPH) S –12.5 MIRL
RWY 29: Trees.
AIRPORT REMARKS: Unattended. For fuel call 605–244–5677/7143/5423. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.
DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 157° 81.5 NM to fld. 2520/14E. **HIWAS.**



BLACK HILLS–CLYDE ICE FLD (See SPEARFISH)

BOB WILEY FLD (See WINNER)

BOWDLE MUNI (5P3) 1 SW UTC−6(−5DT) N45°26.37′ W99°40.51′ **TWIN CITIES**
1967 B NOTAM FILE HON
RWY 13–31: 3600X150 (TURF) LIRL
RWY 31: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED SS–SR. Arpt CLOSED Nov 1–Apr 15. For field conditions call arpt manager 605–285–6158/6350. Wildlife on and invof arpt.Rwy 13–31 marked with yellow and black metal A-frame markers. Rwy 13–31 Daylight use only, LIRL OTS indefly. Rotating beacon OTS indef. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9

APP CRS		
321°	Rwy Idg	4501
	TDZE	3179
	Apt Elev	3190

RNAV (GPS) RWY 32

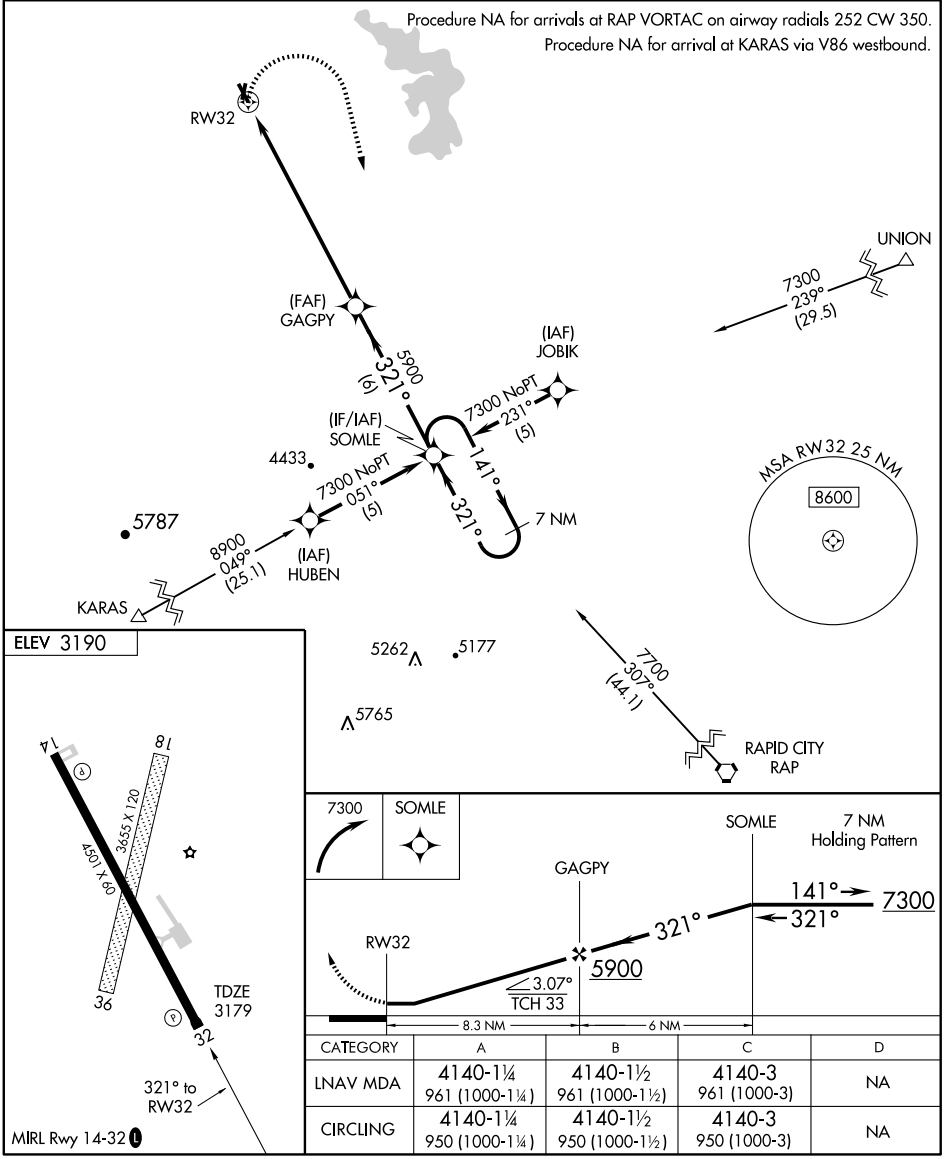
BELLE FOURCHE MUNI (EFC)

DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
Use Ellsworth AFB altimeter setting, when not received, use Rapid City Rgnl altimeter setting.

MISSED APPROACH: Climbing right turn to 7300 direct SOMLE and hold.

AWOS-A	DENVER CENTER	UNICOM
122.8	127.95 338.2	122.8 (CTAF) L

Procedure NA for arrivals at RAP VORTAC on airway radials 252 CW 350.
Procedure NA for arrival at KARAS via V86 westbound.



CATEGORY	A	B	C	D
LNAV MDA	4140-1¼ 961 (1000-1¼)	4140-1½ 961 (1000-1½)	4140-3 961 (1000-3)	NA
CIRCLING	4140-1¼ 950 (1000-1¼)	4140-1½ 950 (1000-1½)	4140-3 950 (1000-3)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BRITTON MUNI (BTN) 2 NE UTC−6(−5DT) N45°48.90′ W97°44.57′ — TWIN CITIES L–14G IAP

1318 B S2 **FUEL** 100LL NOTAM FILE HON

RWY 13–31: H4210X75 (ASPH) S–12.5 MIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 37′. Road.

RWY 31: PAPI(P4L)—GA 3.2° TCH 37′.

RWY 01–19: 2034X120 (TURF)

RWY 01: Fence. **RWY 19:** Road.

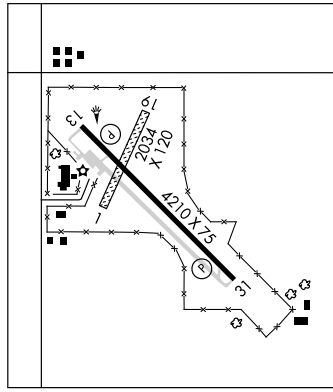
AIRPORT REMARKS: Attended dalgt hrs. Waterfowl and gulls on and invof arpt. Rwy 01–19 marked with black and white cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 120.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.

ABERDEEN (H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 041° 35.6 NM to fld. 1301/7E.



BROOKINGS RGNL (BKX) 0 SW UTC−6(−5DT) N44°18.29′ W96°49.02′ — OMAHA H–2I, L–12I IAP

1648 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE BKX

RWY 12–30: H5231X100 (ASPH–PFC) S–39, D–54, 2S–83, 2D–76 HIRL 0.4% up SE

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Railroad.

RWY 30: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.

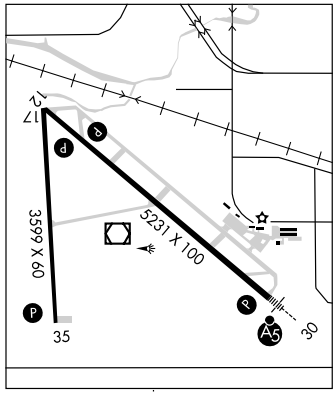
RWY 17–35: H3599X60 (ASPH) S–12.5 MIRL 1.1% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Railroad.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–5231	TODA–5231	ASDA–5231	LDA–5231
RWY 17:	TORA–3599	TODA–3599	ASDA–3599	LDA–3599
RWY 30:	TORA–5231	TODA–5231	ASDA–5231	LDA–5231
RWY 35:	TORA–3599	TODA–3599	ASDA–3599	LDA–3599



AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant after hrs call 605–691–7149 or 605–690–6013. Rwy 12 and Rwy 17 apch ends are closely aligned. Verify correct rwy and compass heading prior to dep. Deer on and invof arpt. PPR 48 hrs for unscheduled air carrier ops with 31 plus passenger seats call arpt manager (605) 697–8664. Rwy 17–35 not avbl scheduled ops involving air carrier acft designed for 10–30 passenger seats and unscheduled air carrier ops involving acft designed 30 plus passenger seats. Scheduled air carrier ops involving acft designed for 10–30 passenger seats and unscheduled air carrier ops involving acft designed for 31 plus passenger seats are not authorized under part 139 to operate at BKX in excess of 15 mins before or after scheduled arrival/departure times. Coordinate scheduled changes with airport manager to assure ARFF avbl call (605) 697–8664. Intensive student training. Wildlife on and invof arpt. Large flocks of geese and gulls on and invof arpt Apr–Oct. During summer months mowing and farming ops dalgt hrs only. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, MALSR Rwy 30, REIL Rwy 12, Rwy 17 and Rwy 35, PAPI Rwy 12, Rwy 30, Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 108.8 BKX (605) 692–1809.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.65 (HURON RADIO)

AIRSPACE: CLASS E svc Mon–Fri 1130–0130Z‡, Sat 1100–1300Z‡ and 1900–2100Z‡, Sun 2100–0130Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKX.

(T) VORW/DME 108.8 BKX Chan 25 N44°18.20′ W96°48.91′ at fld. 1641/6E. **AWOS–3.**

VOR portion unusable:

116°–129° byd 10 NM blo 6,000′ 270°–029° byd 10 NM blo 6,000′

130°–180° blo 6,000′

ILS 110.9 I–BKX Rwy 30. Class IE. Unmonitored.

APP CRS	Rwy Idg	4210
129°	TDZE	1318
	Apt Elev	1318

RNAV (GPS) RWY 13

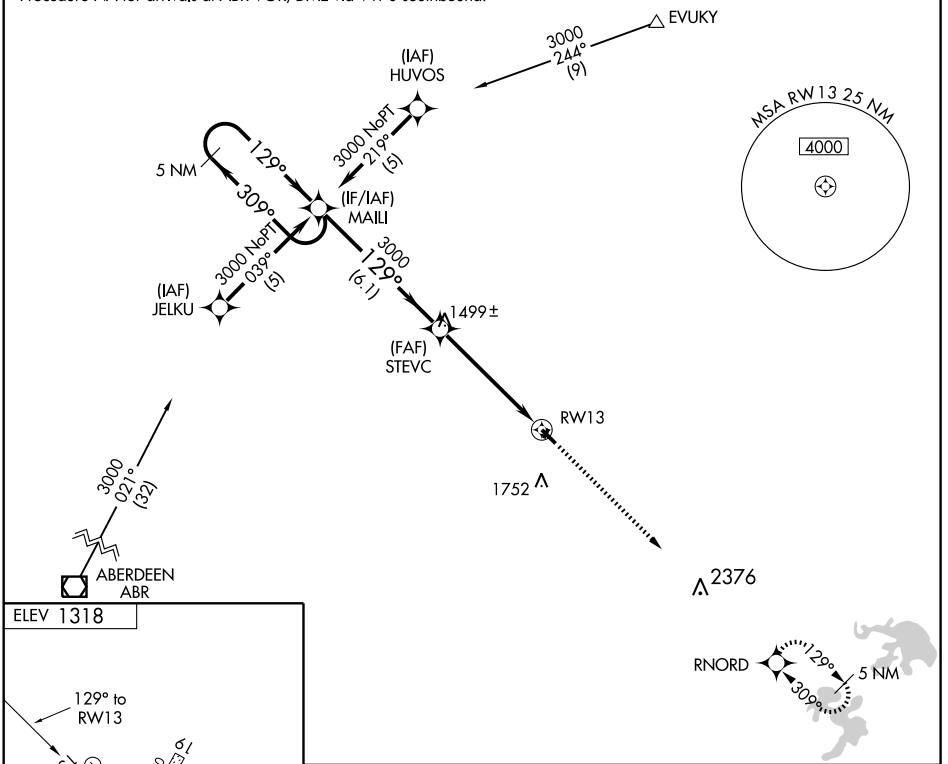
BRITTON MUNI (BTN)

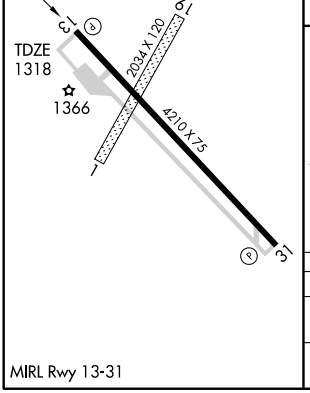
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

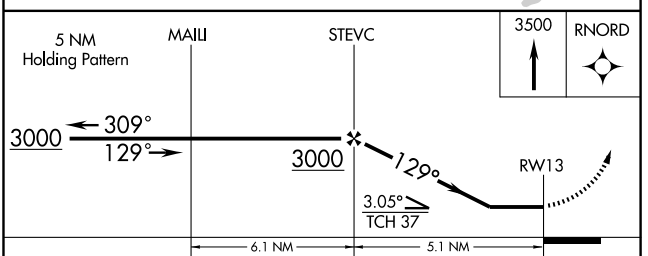
MISSED APPROACH: Climb to 3500 direct RNORD and hold.

MINNEAPOLIS CENTER	UNICOM
120.6 371.9	122.8 (CTAF)

Procedure NA for arrivals at ABR VOR/DME via V170 southbound.







CATEGORY	A	B	C	D
LNAV MDA	1840-1	522 (600-1)	1840-1½ 522 (600-1½)	NA
CIRCLING	1900-1	582 (600-1)	2060-2¼ 742 (800-2¼)	NA

MIRL Rwy 13-31

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

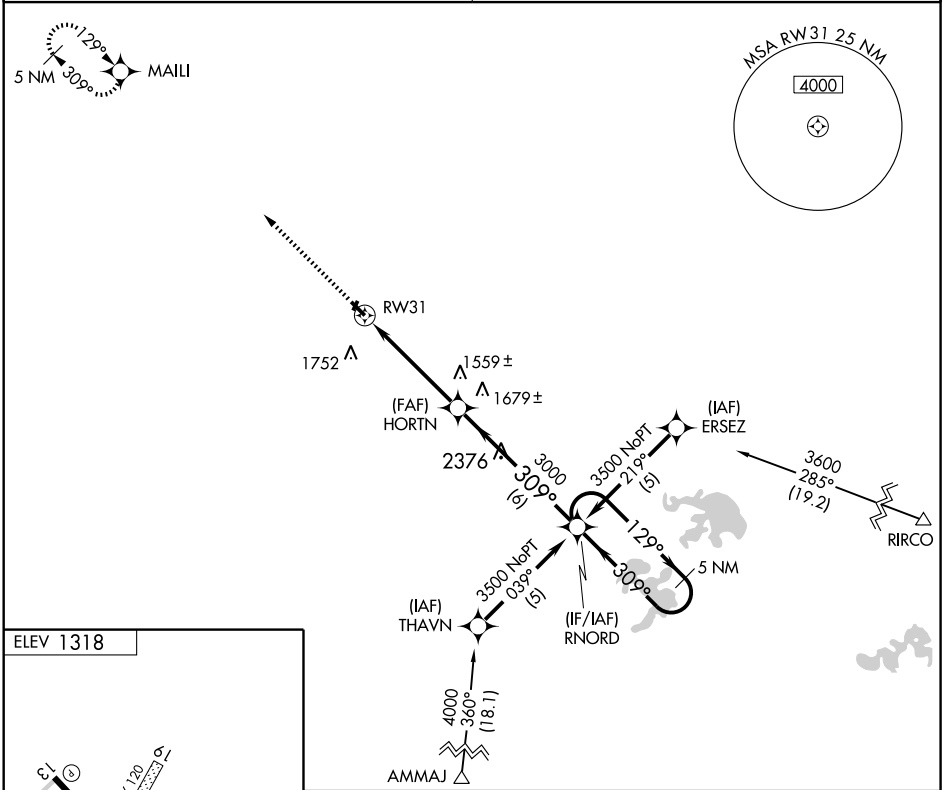
APP CRS	Rwy Idg	4210
309°	TDZE	1318
	Apt Elev	1318

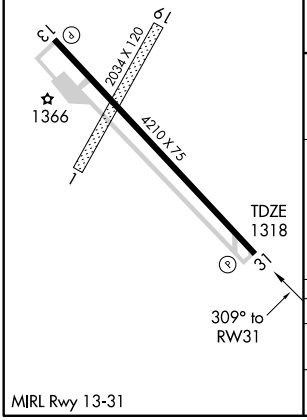
RNAV (GPS) RWY 31
BRITTON MUNI (BTN)

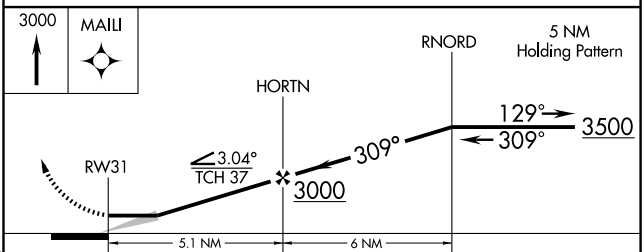
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Aberdeen altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct MAILI and hold.

MINNEAPOLIS CENTER	UNICOM
120.6 371.9	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1820-1	502 (600-1)	1820-1½ 502 (600-1½)	NA
CIRCLING	1900-1	582 (600-1)	2060-2¼ 742 (800-2¼)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

BRITTON MUNI (BTN) 2 NE UTC−6(−5DT) N45°48.90′ W97°44.57′ — TWIN CITIES L–14G IAP

1318 B S2 **FUEL** 100LL NOTAM FILE HON

RWY 13–31: H4210X75 (ASPH) S–12.5 MIRL

RWY 13: PAPI(P4L)—GA 3.0° TCH 37′. Road.

RWY 31: PAPI(P4L)—GA 3.2° TCH 37′.

RWY 01–19: 2034X120 (TURF)

RWY 01: Fence. **RWY 19:** Road.

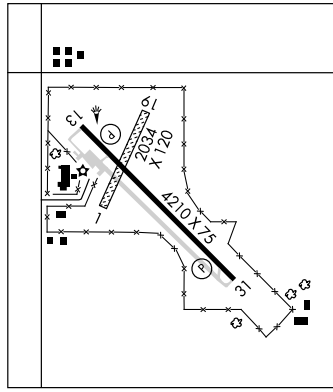
AIRPORT REMARKS: Attended dalgt hrs. Waterfowl and gulls on and invof arpt. Rwy 01–19 marked with black and white cones.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 120.6

RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.

ABERDEEN (H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 041° 35.6 NM to fld. 1301/7E.



BROOKINGS RGNL (BKX) 0 SW UTC−6(−5DT) N44°18.29′ W96°49.02′ — OMAHA H–2I, L–12I IAP

1648 B S4 **FUEL** 100LL, JET A Class IV, ARFF Index A NOTAM FILE BKX

RWY 12–30: H5231X100 (ASPH–PFC) S–39, D–54, 2S–83, 2D–76 HIRL 0.4% up SE

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Railroad.

RWY 30: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 45′. Tree.

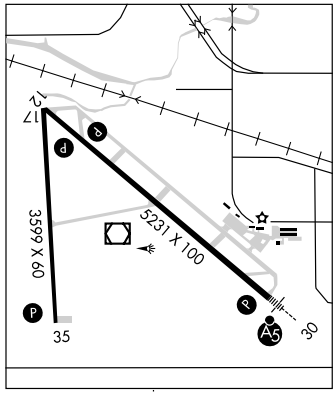
RWY 17–35: H3599X60 (ASPH) S–12.5 MIRL 1.1% up S

RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 27′. Railroad.

RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 24′. Road.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–5231	TODA–5231	ASDA–5231	LDA–5231
RWY 17:	TORA–3599	TODA–3599	ASDA–3599	LDA–3599
RWY 30:	TORA–5231	TODA–5231	ASDA–5231	LDA–5231
RWY 35:	TORA–3599	TODA–3599	ASDA–3599	LDA–3599



AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant after hrs call 605–691–7149 or 605–690–6013. Rwy 12 and Rwy 17 apch ends are closely aligned. Verify correct rwy and compass heading prior to dep. Deer on and invof arpt. PPR 48 hrs for unscheduled air carrier ops with 31 plus passenger seats call arpt manager (605) 697–8664. Rwy 17–35 not avbl scheduled ops involving air carrier acft designed for 10–30 passenger seats and unscheduled air carrier ops involving acft designed 30 plus passenger seats. Scheduled air carrier ops involving acft designed for 10–30 passenger seats and unscheduled air carrier ops involving acft designed for 31 plus passenger seats are not authorized under part 139 to operate at BKX in excess of 15 mins before or after scheduled arrival/departure times. Coordinate scheduled changes with airport manager to assure ARFF avbl call (605) 697–8664. Intensive student training. Wildlife on and invof arpt. Large flocks of geese and gulls on and invof arpt Apr–Oct. During summer months mowing and farming ops dalgt hrs only. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, MALSR Rwy 30, REIL Rwy 12, Rwy 17 and Rwy 35, PAPI Rwy 12, Rwy 30, Rwy 17 and Rwy 35—CTAF.

WEATHER DATA SOURCES: AWOS–3 108.8 BKX (605) 692–1809.

COMMUNICATIONS: CTAF/UNICOM 123.0

RCO 122.65 (HURON RADIO)

AIRSPACE: CLASS E svc Mon–Fri 1130–0130Z‡, Sat 1100–1300Z‡ and 1900–2100Z‡, Sun 2100–0130Z‡ other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE BKX.

(T) VORW/DME 108.8 BKX Chan 25 N44°18.20′ W96°48.91′ at fld. 1641/6E. **AWOS–3.**

VOR portion unusable:

116°–129° byd 10 NM blo 6,000′ 270°–029° byd 10 NM blo 6,000′

130°–180° blo 6,000′

ILS 110.9 I–BKX Rwy 30. Class IE. Unmonitored.

LOC I-BKX	APP CRS	Rwy Idg	5231
110.9	303°	TDZE	1629
		Apt Elev	1648

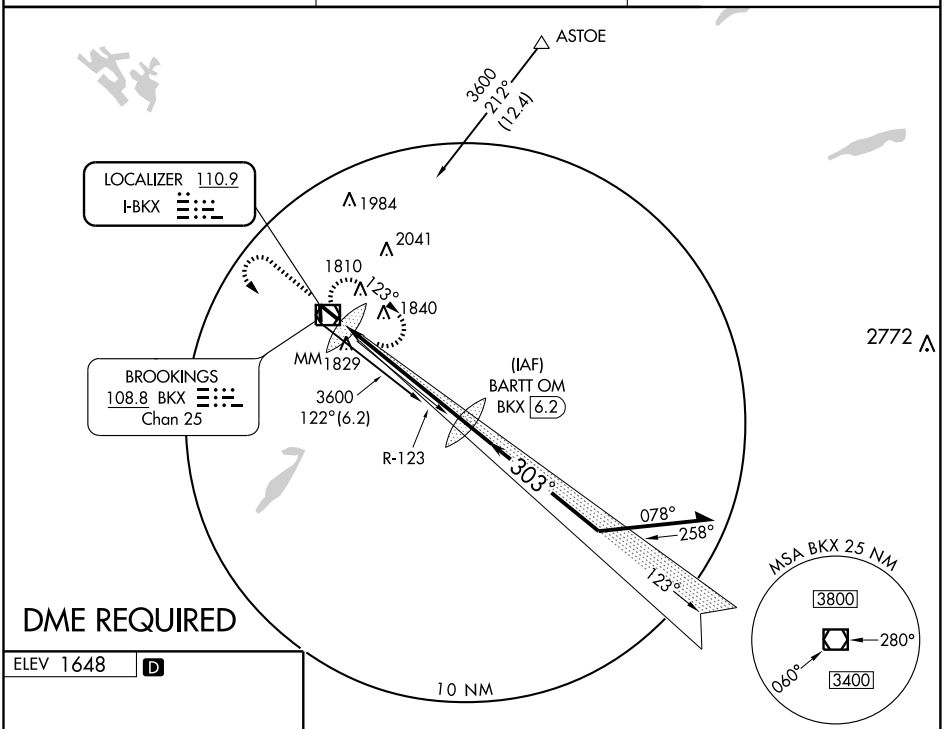
ILS or LOC RWY 30
BROOKINGS RGNL (BKX)

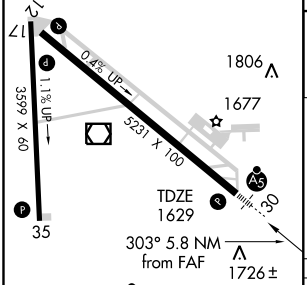
T
NA

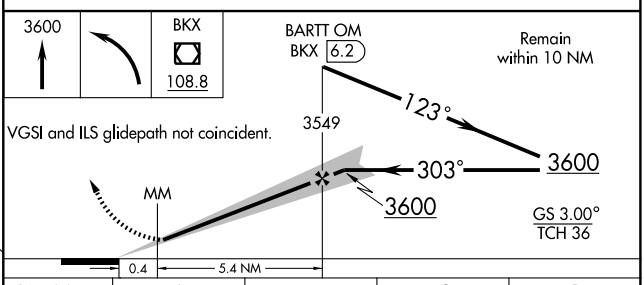
MALSR

MISSED APPROACH: Climb to 3600 then left turn direct BKX VOR/DME and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L







HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 30	1829-½ 200 (200-½)			
S-LOC 30	2040-½ 411 (400-½)		2040-¾ 411 (400-¾)	
CIRCLING	2140-1 492 (500-1)		2140-1½ 492 (500-1½)	2200-2 552 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	5231
Chan **72799**	**123°**	TDZE	**1620**
W12A		Apt Elev	**1648**

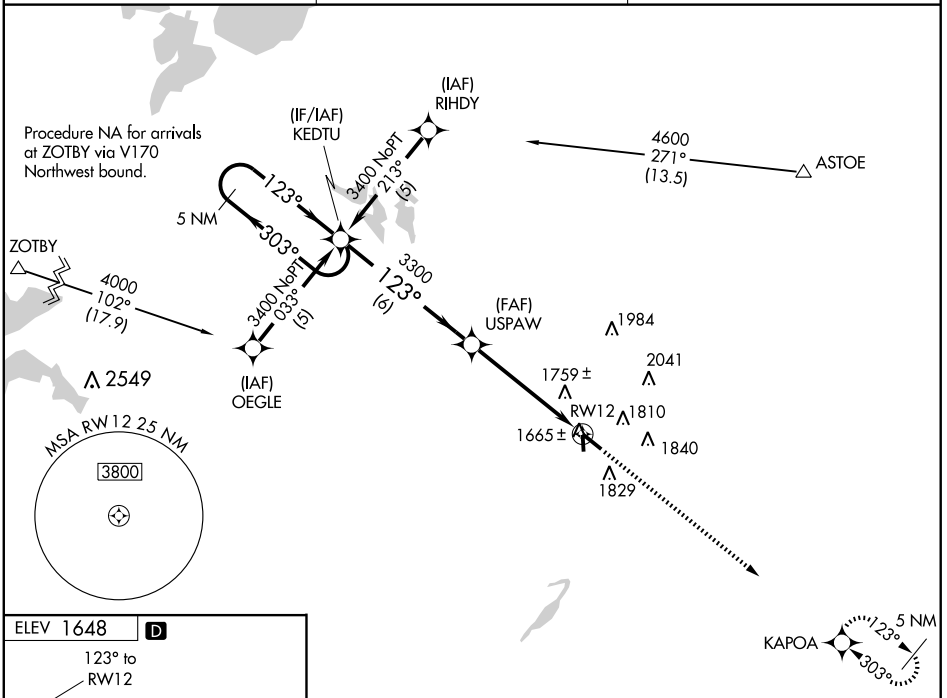
RNAV (GPS) RWY 12

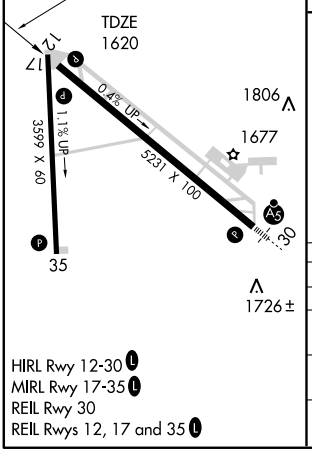
BROOKINGS RGNL (BKX)

If local altimeter setting not received, use Pipestone Muni altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Pipestone Muni altimeter setting.
Baro-VNAV NA below -18°C (0°F).
DME/DME RNP-0.3 NA.

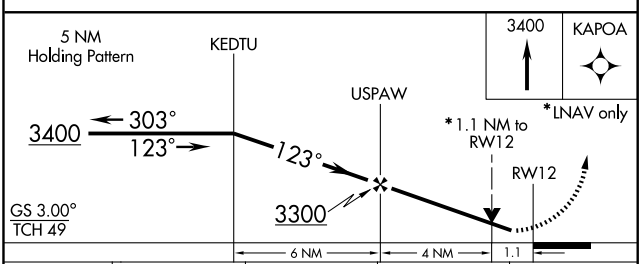
MISSED APPROACH: Climb to 3400 direct KAPOA and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	**122.65**	**123.0** (CTAF) L





HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L



CATEGORY	A	B	C	D
LPV DA	1870-1 250 (300-1)			
LNAV/VNAV DA	1956-1¼ 336 (400-1¼)			
LNAV MDA	2020-1 400 (400-1)			2020-1¼ 400 (400-1¼)
CIRCLING	2140-1¼ 492 (500-1¼)		2140-1½ 492 (500-1½)	2200-2 552 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS Chan 69399 W30A	APP CRS 303°	Rwy Idg 5231 TDZE 1629 Apt Elev 1648

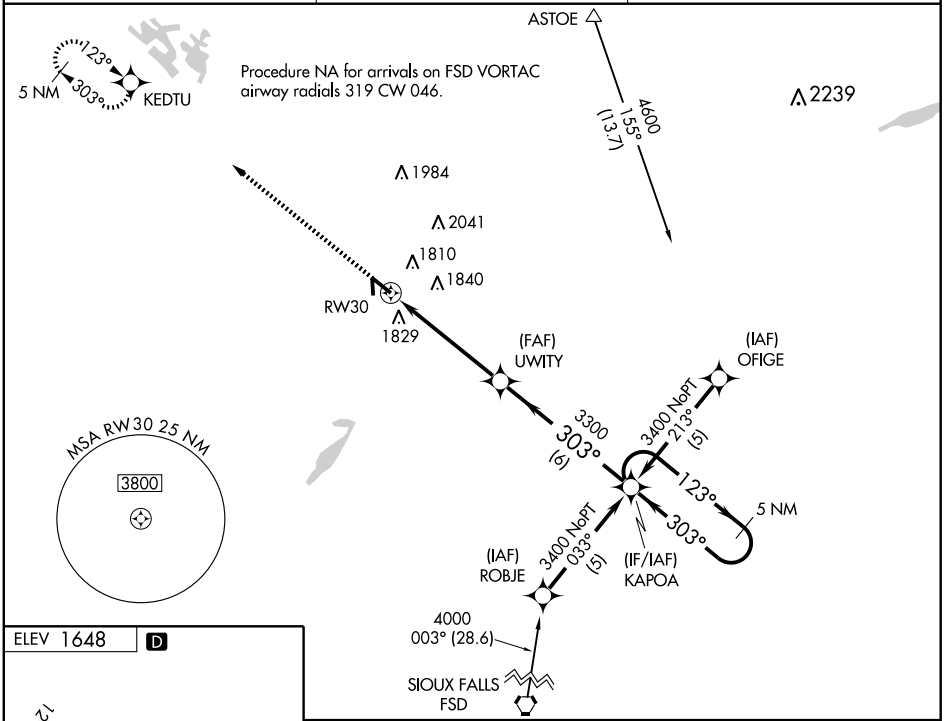
RNAV (GPS) RWY 30
BROOKINGS RGNL (BKX)

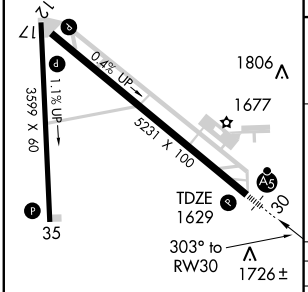
If local altimeter setting not received, use Pipestone Muni altimeter setting and increase all DAs/MDAs 100 feet.
Baro-VNAV NA below -18°C (0°F). DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA when using Pipestone Muni altimeter setting.
For inoperative MALSR increase LPV all Cats visibility to 1.

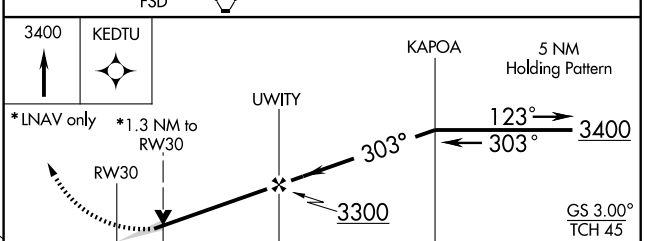
MALSR

MISSED APPROACH: Climb to 3400 direct KEDTU and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF)







CATEGORY	A	B	C	D
LPV DA	1934-½ 305 (300-½)			
LNAV/VNAV DA	2138-1¼ 509 (500-1¼)			
LNAV MDA	2080-½ 451 (500-½)		2080-¾ 451 (500-¾)	2080-1 451 (500-1)
CIRCLING	2140-1¾ 492 (500-1¾)			2200-2 552 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

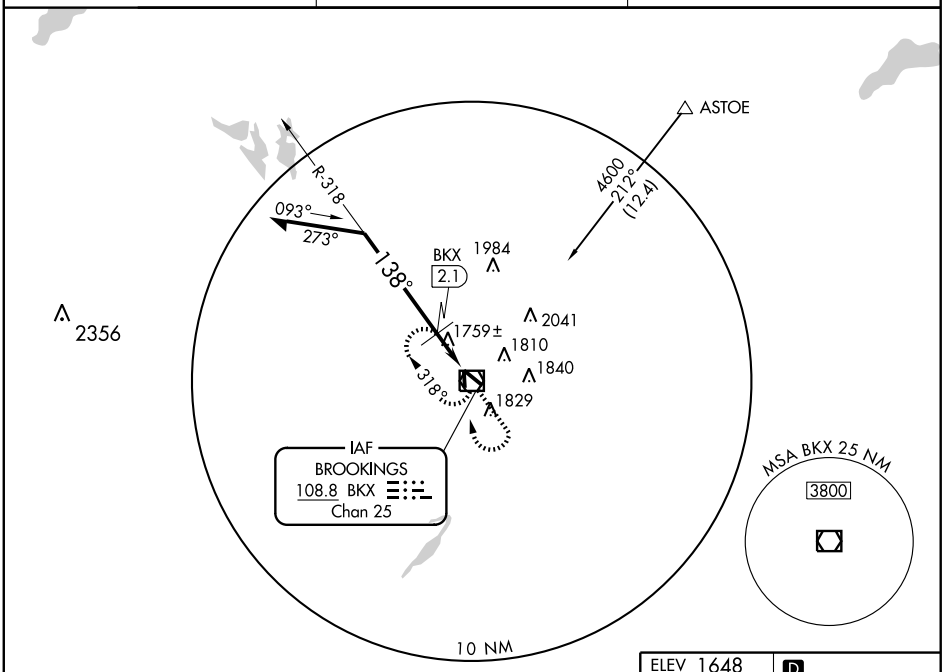
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

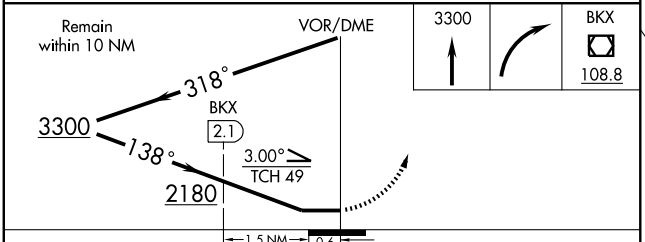
VOR/DME BKX	APP CRS	Rwy Idg	5231
108.8	138°	TDZE	1620
Chan 25		Apt Elev	1648

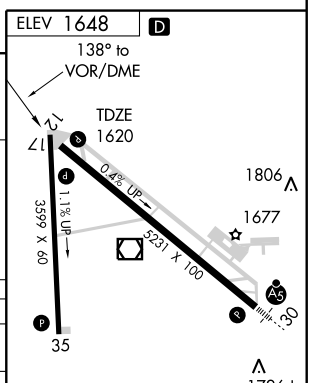
VOR RWY 12
BROOKINGS RGNL (BKX)

MISSED APPROACH: Climb to 3300 then right turn direct BKX VOR/DME and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-12	2180-1	560 (600-1)	2180-1½ 560 (600-1½)	2180-1¾ 560 (600-1¾)
CIRCLING	2180-1	532 (600-1)	2180-1½ 532 (600-1½)	2200-2 552 (600-2)
DME MINIMUMS				
S-12	2040-1	420 (400-1)	2040-1¼ 420 (400-1¼)	
CIRCLING	2140-1	492 (500-1)	2140-1½ 492 (500-1½)	2200-2 552 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

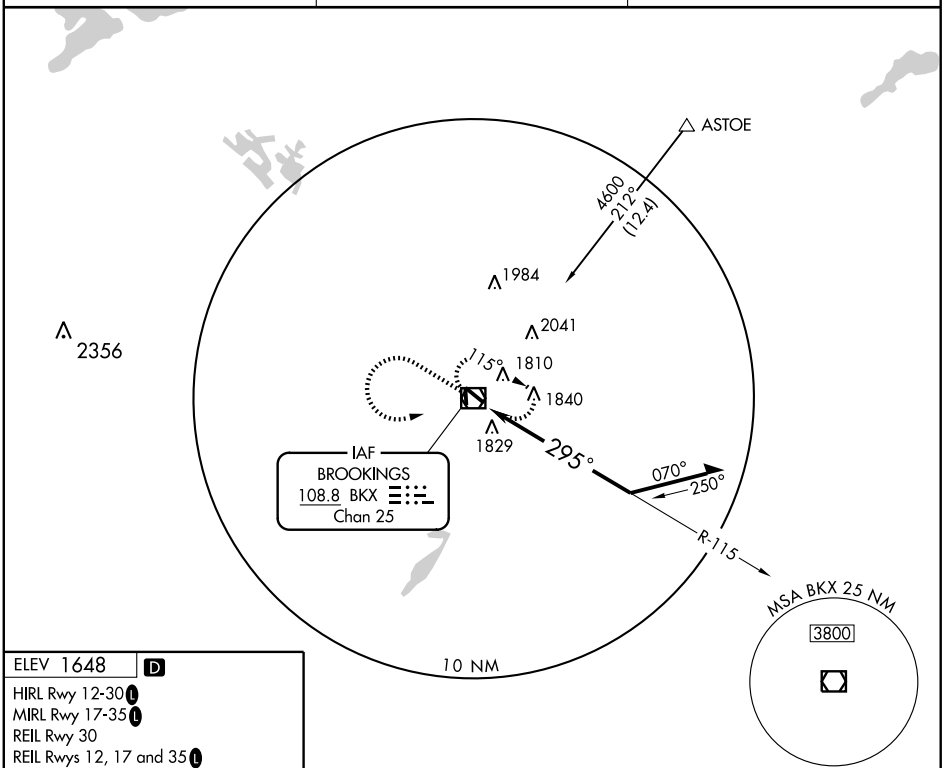
VOR/DME BKX	APP CRS	Rwy Idg	5231
108.8	295°	TDZE	1629
Chan 25		Apt Elev	1648

VOR RWY 30
BROOKINGS RGNL (BKX)

MALSR

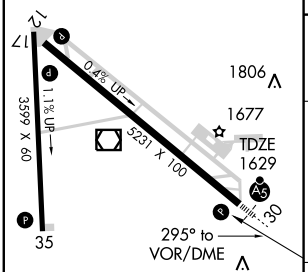
MISSED APPROACH: Climb to 3300 then left turn direct BKX VOR/DME and hold.

AWOS-3	HURON RADIO	UNICOM
108.8	122.65	123.0 (CTAF) L

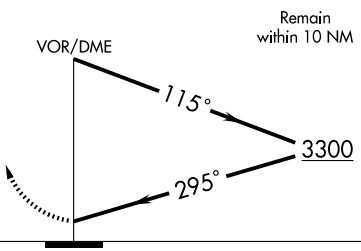


ELEV 1648 D

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwy 30
REIL Rwys 12, 17 and 35 L



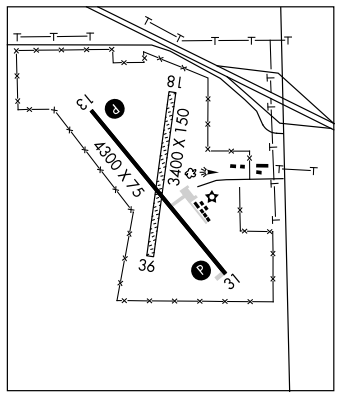
3300	BKX 108.8



CATEGORY	A	B	C	D
S-30	2660-¾ 1031 (1100-¾)	2660-1 1031 (1100-1)	2660-2½ 1031 (1100-2½)	
CIRCLING	2660-1¼ 1012 (1100-1¼)	2660-1½ 1012 (1100-1½)	2660-3 1012 (1100-3)	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

CHAMBERLAIN MUNI (9V9) 3 S UTC−6(−5DT) N43°45.97′ W99°19.28′ OMAHA
1695 B S4 **FUEL** 100LL, JET A NOTAM FILE HON L–12H
RWY 13–31: H4300X75 (ASPH) S–12.5 MIRL IAP
RWY 13: PAPI(P2L)—GA 3.0° TCH 40′. Tree.
RWY 31: PAPI (P2L)—GA 3.0° TCH 40′.
RWY 18–36: 3400X150 (TURF)
RWY 18: Pole.
AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs with credit card. Waterfowl on and invof arpt. Ultralight activity on and invof arpt. Rwy 18 A–frame markings–black and yellow. Rwy 36 A–frame markings–black and yellow. MIRL Rwy 13–31 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 125° 52.4 NM to fld. 1789/11E. **HIWAS.**



CHAN GURNEY MUNI (See YANKTON)

CHEYENNE EAGLE BUTTE (See EAGLE BUTTE)

CLARK CO (8D7) 2 NE UTC−6(−5DT) N44°53.70′ W97°42.67′ TWIN CITIES
1792 B **FUEL** 100LL NOTAM FILE HON L–12H, 14G
RWY 13–31: H3700X60 (ASPH) S–13 MIRL
RWY 13: Road.
RWY 03–21: 2800X100 (TURF)
RWY 03: Road. **RWY 21:** Tree belt.
AIRPORT REMARKS: Unattended. For fuel call 605–532–3862. Rwy 03–21 CLOSED indefinitely due to wet conditions. Wildlife on and invof arpt. Rwy 03–21 SW end of rwy soft when wet. Rwy 03–21 marked with yellow and black split barrels. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
WATERTOWN (L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 249°24.8 NM to fld. 1762/9E.
HIWAS.

CLEAR LAKE MUNI (5H3) 1 N UTC−6(−5DT) N44°46.28′ W96°41.29′ TWIN CITIES
1801 B NOTAM FILE HON
RWY 13–31: 3000X150 (TURF) LIRL
RWY 13: Road. **RWY 31:** P-line.
RWY 02–20: 2130X150 (TURF)
RWY 20: Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months due to snow conditions, call 605–874–2121 for conditions. Wildlife on and invof arpt. Rwy 31 +4′ fence 255′ fm thld. Rwy 13–31 marked with yellow and black metal A-frame markers. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9

CORSICA MUNI (D65) 1 NE UTC−6(−5DT) N43°26.07′ W98°23.85′ OMAHA
1579 B NOTAM FILE HON
RWY 17–35: 3400X150 (TURF) MIRL
RWY 17: Fence. **RWY 35:** Road.
AIRPORT REMARKS: Unattended. Rwy 17 A–frame rwy markings–red and white. Rwy 35 A–frame rwy markings–orange and white. Rwy 17–35 LIRL OTS indef. ACTIVATE MIRL Rwy 17–35—CTAF.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4300
133°	TDZE	1688
	Apt Elev	1695

RNAV (GPS) RWY 13

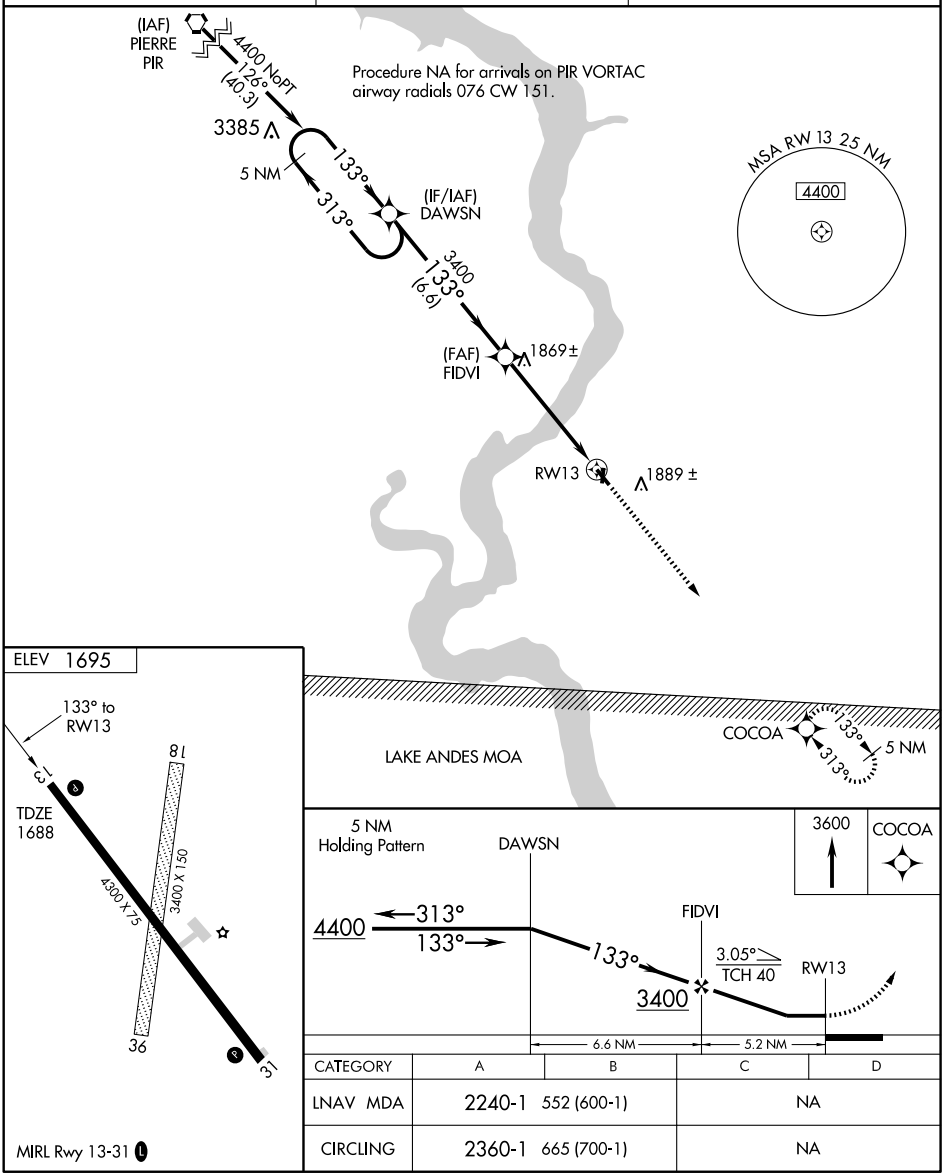
CHAMBERLAIN MUNI (9V9)

DME/DME RNP-0.3 NA.
Use Winner altimeter setting; if not recieved, use Pierre Rgnl altimeter setting and increase all MDAs 20 feet.
When VGSI inoperative, Straight-in/Circling Rwy 13 NA at night.

NA

MISSED APPROACH: Climb to 3600 direct COCOA and hold.

WINNER ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	125.1 269.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2240-1 552 (600-1)		NA	
CIRCLING	2360-1 665 (700-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

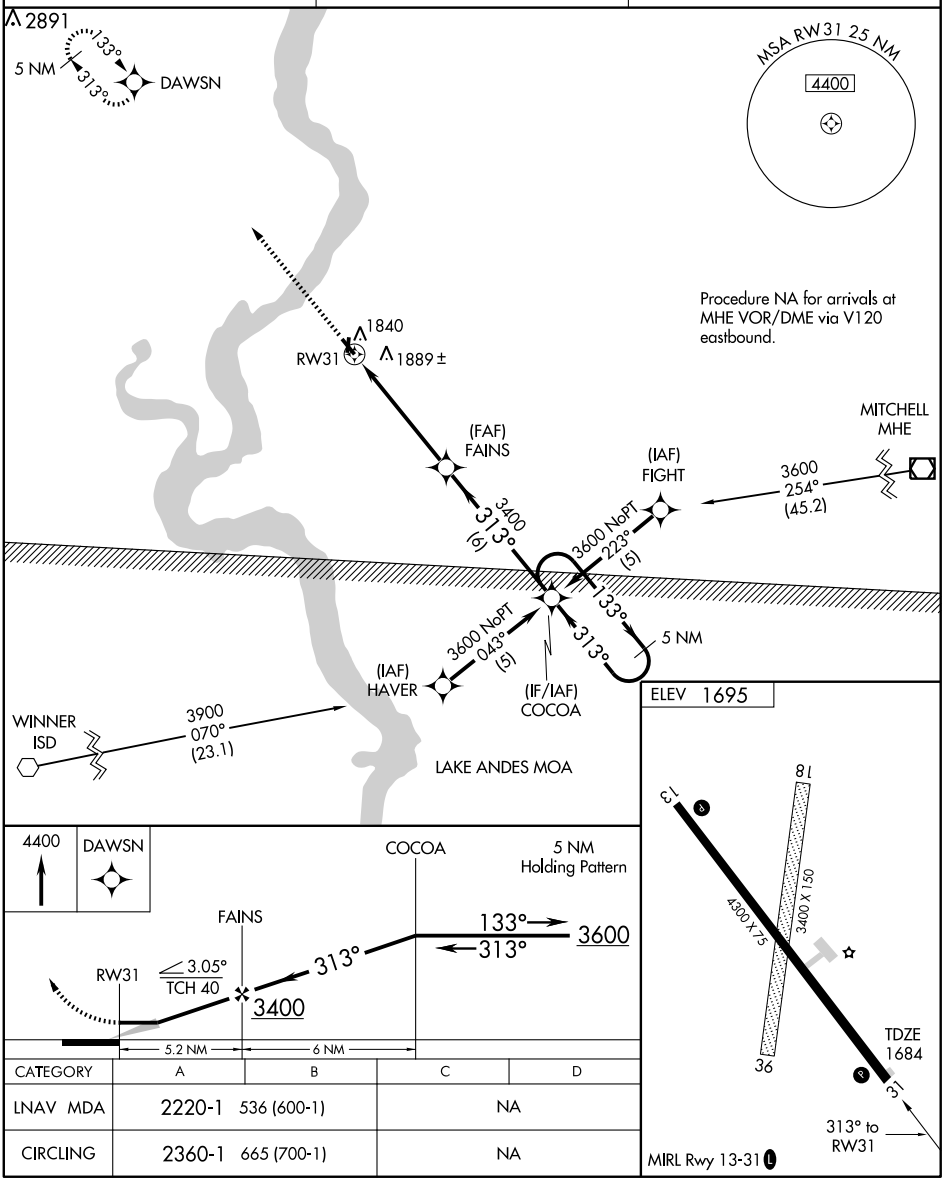
APP CRS	Rwy Idg	4300
313°	TDZE	1684
	Apt Elev	1695

RNAV (GPS) RWY 31
CHAMBERLAIN MUNI (9V9)

T
NA
DME/DME RNP-0.3 NA.
Use Winner altimeter setting; if not received, use Pierre Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 4400 direct DAWSN and hold.

WINNER ASOS	MINNEAPOLIS CENTER	UNICOM
126.775	125.1 269.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2220-1	536 (600-1)	NA	
CIRCLING	2360-1	665 (700-1)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

EAGLE BUTTE

CHEYENNE EAGLE BUTTE (84D) 1 S UTC−7(−6DT) N44°59.06′ W101°15.06′ BILLINGS

2448 B NOTAM FILE HON L–12G, 14F

RWY 13–31: H4200X60 (ASPH) S–12.5 MIRL 0.4% up SE IAP

RWY 13: Road.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 13–31—122.8.

WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.

COMMUNICATIONS: CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 126 .8

RADIO AIDS TO NAVIGATION: NOTAM FILE HON.

DUPREE (H) VORTACW 116.8 DPR Chan 115 N45°04.69′ W101°42.91′ 096° 20.5 NM to fld. 2530/10E. HIWAS.

EDGEMONT MUNI (6VØ) 1 SW UTC−7(−6DT) N43°17.72′ W103°50.61′ CHEYENNE

3605 B NOTAM FILE HON L–12F

RWY 12–30: H3900X60 (ASPH–AFSC) LIRL

RWY 16–34: 2015X100 (TURF)

RWY 16: Building. **RWY 34:** Fence.

AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Ultralight activity on and invof arpt. For LIRL Rwy 12–30 key 5 times—CTAF.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.

RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 209° 54.6 NM to fld. 3160/13E.

APP CRS	Rwy Idg	4200
306°	TDZE	2447
	Apt Elev	2447

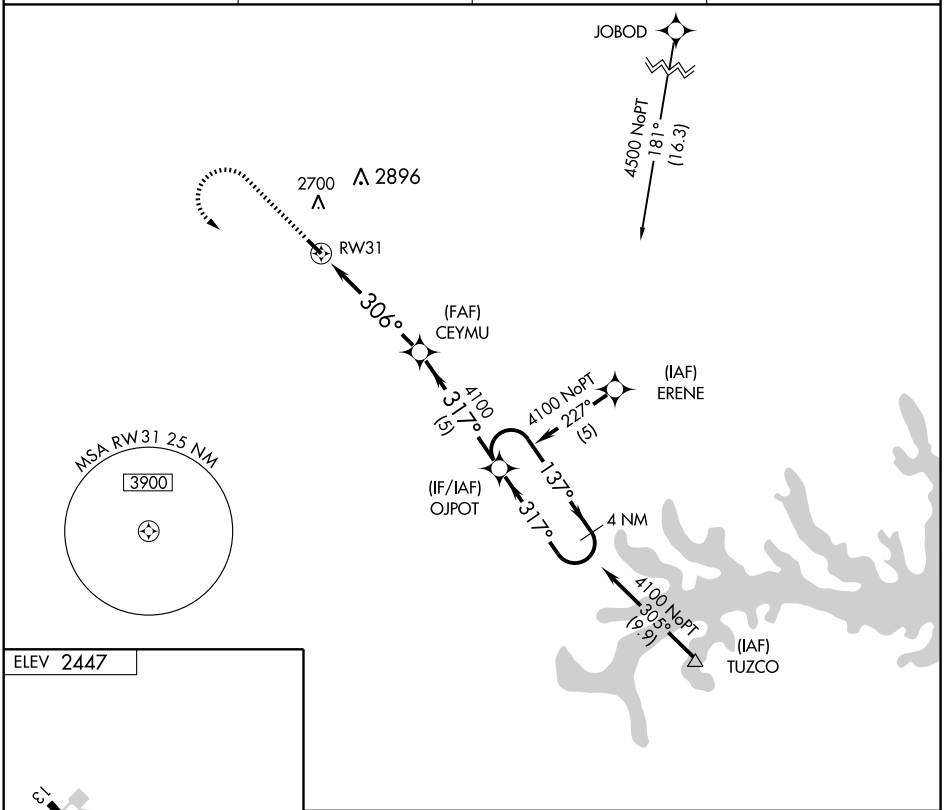
RNAV (GPS) RWY 31

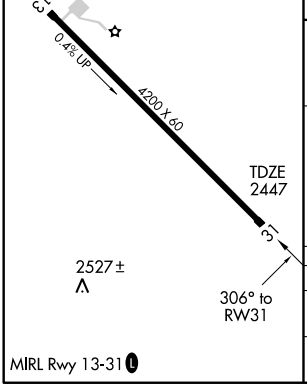
EAGLE BUTTE/CHEYENNE EAGLE BUTTE (84D)

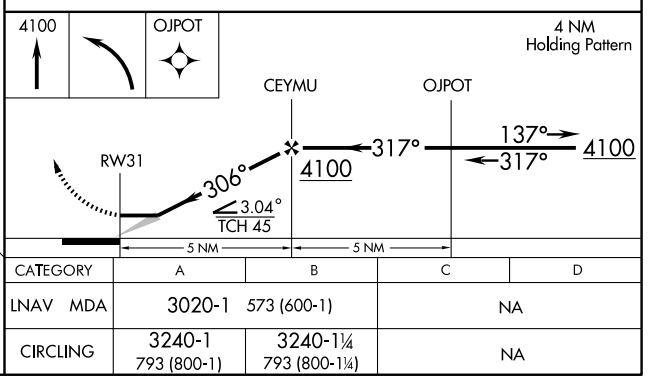
T
NA GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Use Pierre altimeter setting.

MISSED APPROACH: Climb to 4100 then turn left direct OJPOT WP and hold.

AWOS-3	MINNEAPOLIS CENTER	CTAF	
122.8	126.8 256.7	122.9	122.8 L







CATEGORY	A	B	C	D
LNAV MDA	3020-1	573 (600-1)	NA	
CIRCLING	3240-1 793 (800-1)	3240-1¼ 793 (800-1¼)	NA	

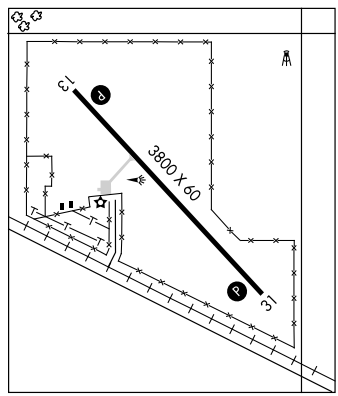
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

FLANDREAU MUNI (4P3) 3 S UTC−6(−5DT) N44°00.23′ W96°35.59′ **OMAHA**
1645 B NOTAM FILE HON **L–12I**
RWY 10–28: H3100X60 (ASPH) S–12.5 LIRL
RWY 10: PAPI(P2L)—GA 3.0° TCH 25′. Trees. **RWY 28:** PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. ACTIVATE LIRL Rwy 10–28; PAPI Rwys 10 and 28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BKX.
BROOKINGS (T) VORW/DME 108.8 BKX Chan 25 N44°18.20′ W96°48.91′ 146° 20.4 NM to fld. 1641/6E.

GETTYSBURG MUNI (ØD8) 1 S UTC−6(−5DT) N44°59.20′ W99°57.17′ **TWIN CITIES**
2062 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H, 14G**
RWY 13–31: H4400X75 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 30′. Pole. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 29′.
RWY 04–22: 2505X150 (TURF) 0.5% up NE
AIRPORT REMARKS: Attended Mon–Sat dalgt hrs, Sun irregularly. For fuel call 605–765–9197/9782. Wildlife on and invof arpt. Rwy 04–22 marked with orange and black metal A-frame markers. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.9 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 003° 36.6 NM to fld. 1789/11E.
HIWAS.

GRAHAM FLD (See NORTH SIOUX CITY)

GREGORY MUNI–FLYNN FLD (9D1) 1 SE UTC−6(−5DT) N43°13.31′ W99°24.20′ **OMAHA**
2168 B S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H**
RWY 13–31: H3800X60 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 31: PAPI(P2L)—GA 3.0° TCH 32′.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 13–31 surface has coal tar rejuvenator. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
WINNER RCO 122.1R 112.8T (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 024° 46.9 NM to fld. 2582/9E. **HIWAS.**



GROTON MUNI (2E6) 5 N UTC−6(−5DT) N45°32.06′ W98°05.71′ **TWIN CITIES**
1305 NOTAM FILE HON
RWY 15–33: 2070X140 (TURF)
RWY 15: Antenna. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. SE 170′ of Rwy 15–33 CLSD indefly. Arpt not recommended for winter use. Arpt CLOSED Dec–Apr except PPR 605–397–8422. Rwy 15–33 marked with yellow/black wood a–frames.
COMMUNICATIONS: CTAF 122.9

HARDING CO (See BUFFALO)

HAROLD DAVIDSON FLD (See VERMILLION)

APP CRS	Rwy Idg	4400
135°	TDZE	2061
	Apt Elev	2061

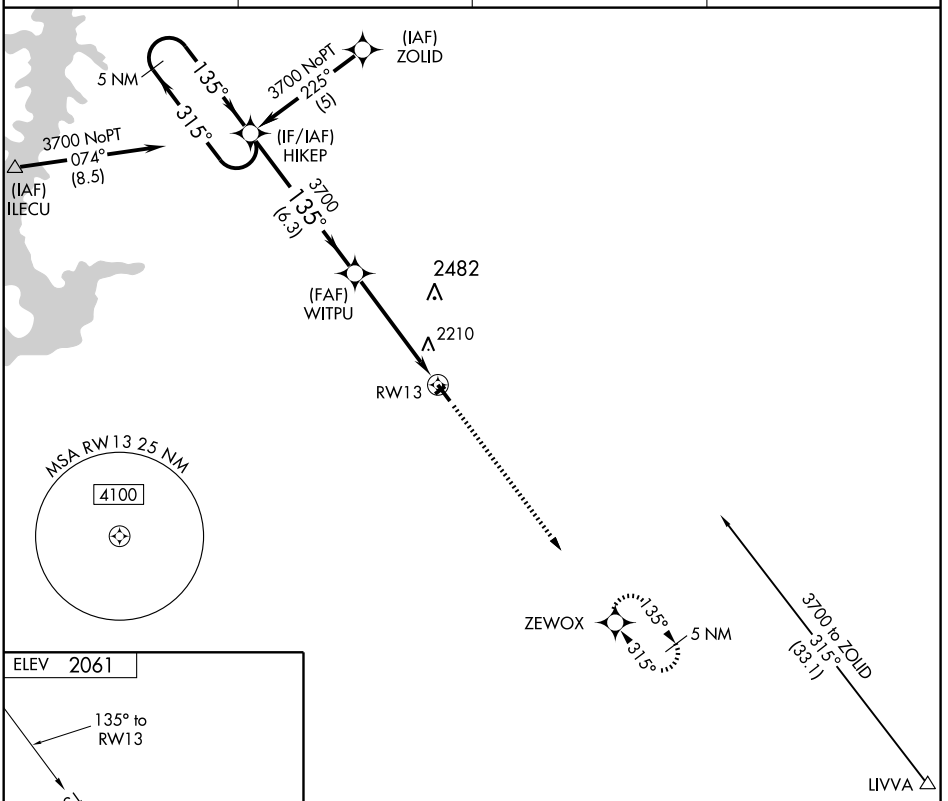
RNAV (GPS) RWY 13

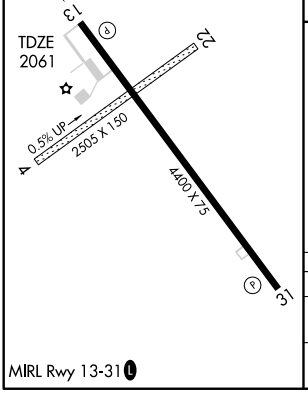
GETTYSBURG MUNI (ØD8)

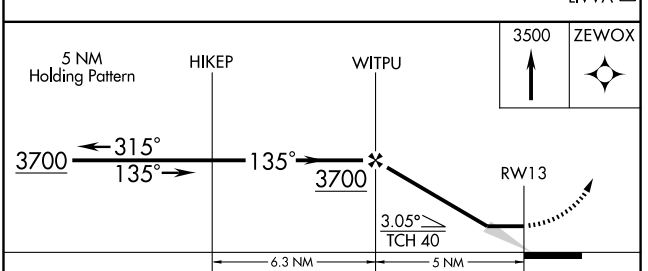
T
A NA — Use Pierre Rgnl altimeter setting; if not received, use Mobridge Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct ZEWOX and hold.

AWOS-A	PIERRE RGNL ASOS	MINNEAPOLIS CENTER	UNICOM
122.9	119.025	125.1 269.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2600-1 539 (600-1)		2600-1½ 539 (600-1½)	NA
CIRCLING	2660-1 599 (600-1)		2660-1½ 599 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4400
315°	TDZE	2061
	Apt Elev	2061

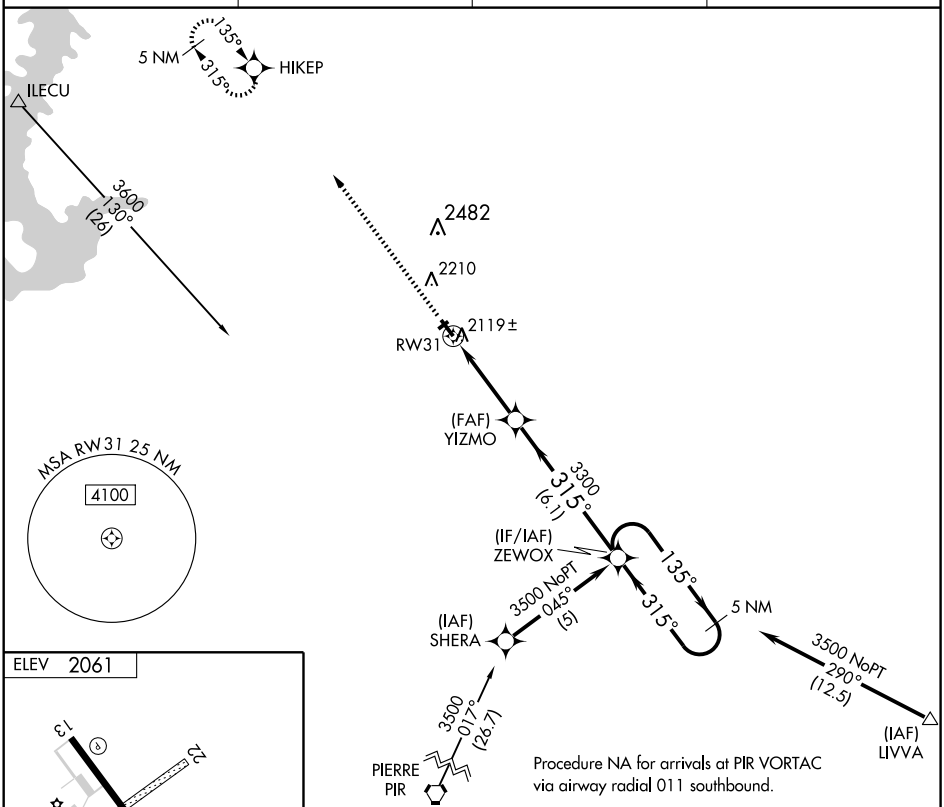
RNAV (GPS) RWY 31

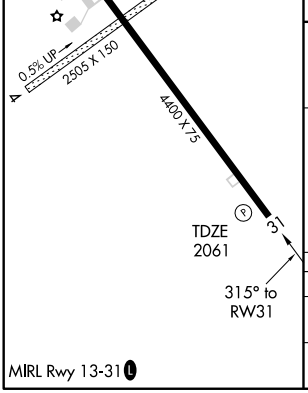
GETTYSBURG MUNI (ØD8)

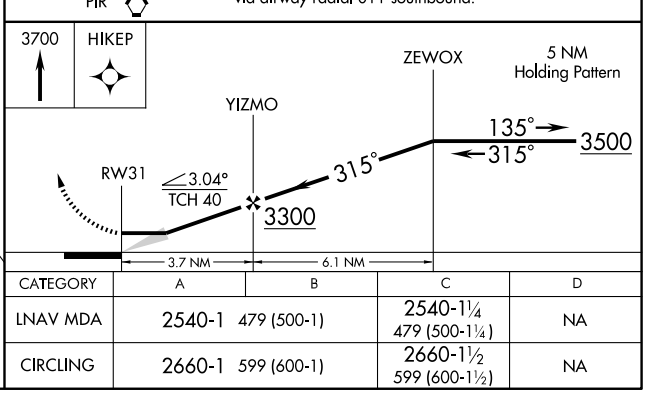
T
A NA — Use Pierre Rgnl altimeter setting; if not received, use Mobridge Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct HIKEP and hold.

AWOS-A	PIERRE RGNL ASOS	MINNEAPOLIS CENTER	UNICOM
122.9	119.025	125.1 269.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2540-1 479 (500-1)		2540-1¼ 479 (500-1¼)	NA
CIRCLING	2660-1 599 (600-1)		2660-1½ 599 (600-1½)	NA

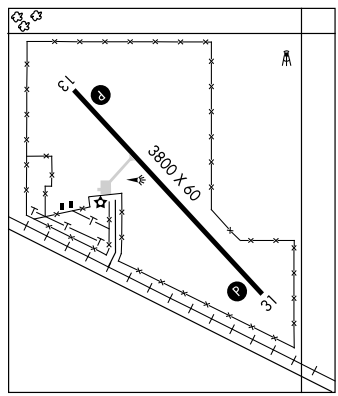
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

FLANDREAU MUNI (4P3) 3 S UTC−6(−5DT) N44°00.23′ W96°35.59′ **OMAHA**
1645 B NOTAM FILE HON **L–12I**
RWY 10–28: H3100X60 (ASPH) S–12.5 LIRL
RWY 10: PAPI(P2L)—GA 3.0° TCH 25′. Trees. **RWY 28:** PAPI(P2L)—GA 3.0° TCH 25′. Road.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. ACTIVATE LIRL Rwy 10–28; PAPI Rwys 10 and 28—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE BKX.
BROOKINGS (T) VORW/DME 108.8 BKX Chan 25 N44°18.20′ W96°48.91′ 146° 20.4 NM to fld. 1641/6E.

GETTYSBURG MUNI (ØD8) 1 S UTC−6(−5DT) N44°59.20′ W99°57.17′ **TWIN CITIES**
2062 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H, 14G**
RWY 13–31: H4400X75 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 30′. Pole. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 29′.
RWY 04–22: 2505X150 (TURF) 0.5% up NE
AIRPORT REMARKS: Attended Mon–Sat dalgt hrs, Sun irregularly. For fuel call 605–765–9197/9782. Wildlife on and invof arpt. Rwy 04–22 marked with orange and black metal A-frame markers. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.9 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 003° 36.6 NM to fld. 1789/11E.
HIWAS.

GRAHAM FLD (See NORTH SIOUX CITY)

GREGORY MUNI–FLYNN FLD (9D1) 1 SE UTC−6(−5DT) N43°13.31′ W99°24.20′ **OMAHA**
2168 B S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H**
RWY 13–31: H3800X60 (ASPH) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 31′. Trees.
RWY 31: PAPI(P2L)—GA 3.0° TCH 32′.
AIRPORT REMARKS: Attended dawn–dusk. Rwy 13–31 surface has coal tar rejuvenator. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
WINNER RCO 122.1R 112.8T (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 024° 46.9 NM to fld. 2582/9E. **HIWAS.**



GROTON MUNI (2E6) 5 N UTC−6(−5DT) N45°32.06′ W98°05.71′ **TWIN CITIES**
1305 NOTAM FILE HON
RWY 15–33: 2070X140 (TURF)
RWY 15: Antenna. **RWY 33:** Road.
AIRPORT REMARKS: Unattended. SE 170′ of Rwy 15–33 CLSD indefly. Arpt not recommended for winter use. Arpt CLOSED Dec–Apr except PPR 605–397–8422. Rwy 15–33 marked with yellow/black wood a–frames.
COMMUNICATIONS: CTAF 122.9

HARDING CO (See BUFFALO)

HAROLD DAVIDSON FLD (See VERMILLION)

APP CRS	Rwy Idg	3800
308°	TDZE	2168
	Apt Elev	2168

GPS RWY 31

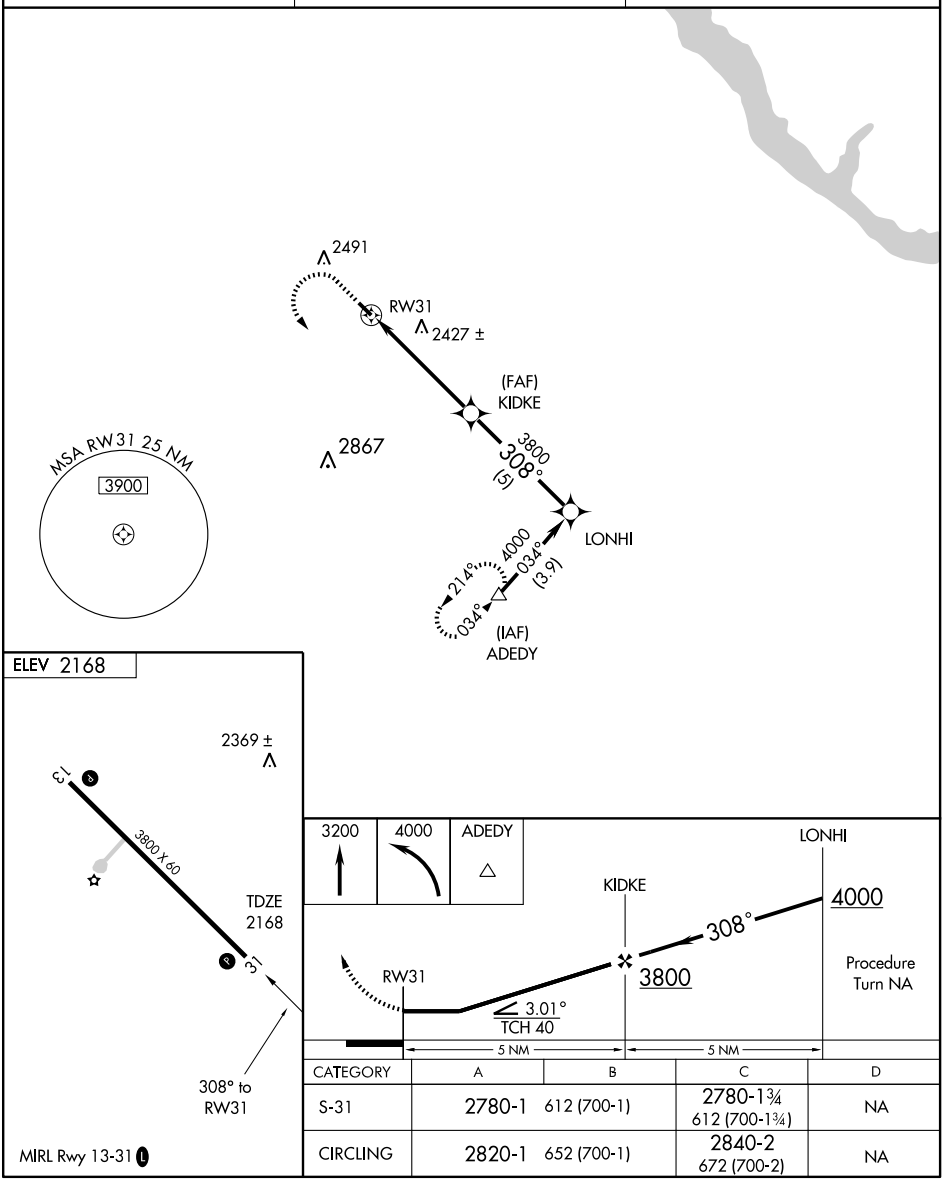
GREGORY MUNI, FLYNN FIELD (9D1)

Use O'Neill altimeter setting.

NA

MISSED APPROACH: Climb to 3200 then climbing left turn to 4000 direct ADEDY and hold.

AWOS-A	HURON RADIO	UNICOM
122.8	122.1R	122.8 (CTAF) L



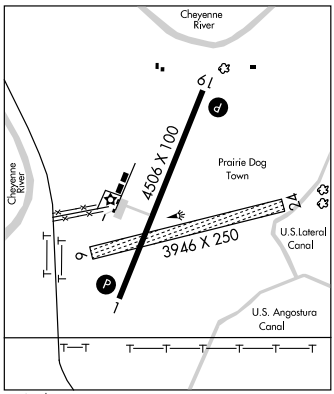
CATEGORY	A	B	C	D
S-31	2780-1	612 (700-1)	2780-1¾ 612 (700-1¾)	NA
CIRCLING	2820-1	652 (700-1)	2840-2 672 (700-2)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HERREID MUNI (5T4) 1 N UTC−6(−5DT) N45°51.25′ W100°04.52′ **TWIN CITIES**
1725 NOTAM FILE HON
RWY 12–30: H2230X200 (ASPH–TURF)
RWY 30: Road.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 12 marked with orange/black metal markers. Rwy 30 marked with orange/black metal markers.
COMMUNICATIONS: CTAF 122.9

HIGHMORE MUNI (9DØ) 1 N UTC−6(−5DT) N44°32.50′ W99°26.77′ **TWIN CITIES**
1854 B S2 NOTAM FILE HON **L–12H**
RWY 12–30: H3700X60 (ASPH) LIRL
RWY 12: Fence **RWY 30:** Road
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 063° 32.0 NM to fld. 1789/11E. **HIWAS**

HOT SPRINGS MUNI (HSR) 5 SE UTC−7(−6DT) N43°22.10′ W103°23.30′ **CHEYENNE**
3150 B **FUEL** 100LL NOTAM FILE HON **L–12G**
RWY 01–19: H4506X100 (ASPH) S–7 MIRL **IAP**
RWY 01: PAPI(P2L)—GA 3.0° TCH 29′. Trees.
RWY 19: PAPI(P2L)—GA 3.0° TCH 31′. Fence.
RWY 06–24: 3946X250 (TURF)
AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z‡. Fuel avbl 24 hrs with credit card. Birds on and invof arpt. Glider ops on and invof arpt. Rwy 06–24 marked with black and white cones. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 191° 40.0 NM to fld. 3160/13E.



HOVEN MUNI (9F8) 2 NW UTC−6(−5DT) N45°15.45′ W99°47.87′ **TWIN CITIES**
1884 B **FUEL** 100LL NOTAM FILE HON **L–12H, 14G**
RWY 13–31: H3700X60 (ASPH) S–12.5 MIRL
RWY 31: PAPI(P2L)—GA 3.0° TCH 28′. Highway.
AIRPORT REMARKS: Unattended. Birds and deer on and invof arpt. Church steeple 2029′ MSL 6800′ from Rwy 31 thld. Rwy 31 PAPI OTS indef. ACTIVATE MIRL Rwy 13–31, PAPI Rwy 31—CTAF.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L)VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 006° 54.1 NM to fld. 1789/11E. **HIWAS**

HOWARD MUNI (8D9) 1 N UTC−6(−5DT) N44°01.75′ W97°32.27′ **OMAHA**
1582 B NOTAM FILE HON
RWY 13–31: 2672X150 (TURF) LIRL
RWY 13: Road.
RWY 18–36: 1932X150 (TURF)
RWY 18: P–line. **RWY 36:** Fence.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 18–36 marked with new white/black markder cones. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF 122.9

APP CRS	Rwy Idg	4506
192°	TDZE	3144
	Apt Elev	3148

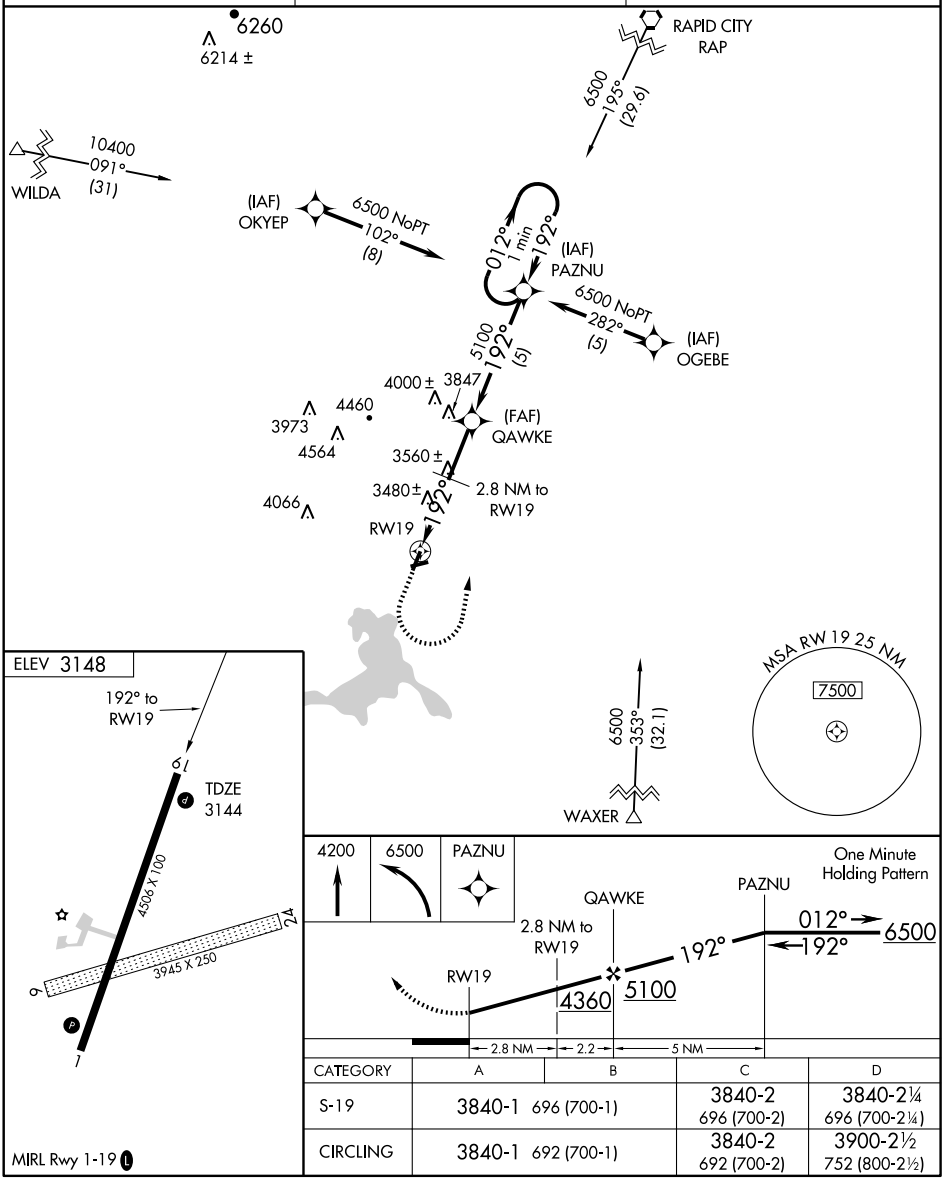
GPS RWY 19
HOT SPRINGS MUNI (HSR)

T NA — Use Rapid City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4200 then climbing left turn to 6500 direct PAZNU WPT and hold.

AWOS-A	DENVER CENTER	UNICOM
122.8	127.95 338.2	122.8 (CTAF) L

NC-1, 21 OCT 2010 to 18 NOV 2010

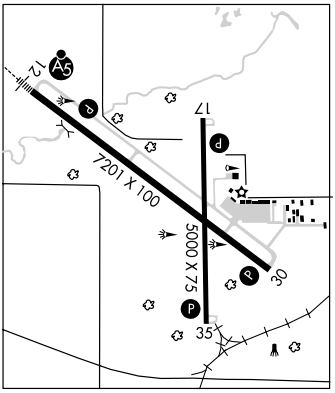


CATEGORY	A	B	C	D
S-19	3840-1 696 (700-1)		3840-2 696 (700-2)	3840-2¼ 696 (700-2¼)
CIRCLING	3840-1 692 (700-1)		3840-2 692 (700-2)	3900-2½ 752 (800-2½)

MIRL Rwy 1-19 L

HURON RGNL (HON) 0 NW UTC−6(−5DT) N44°23.11′ W98°13.71′ **OMAHA**
1289 B S4 **FUEL** 100LL, JET A OX 4 TPA–2101(812) ARFF Index—See Remarks **H–2I, L–12H**
NOTAM FILE HON **IAP**

RWY 12–30: H7201X100 (CONC–GRVD) S–75, D–150, 2S–175, 2D–280, 2D/2D2–395 HIRL
RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Antenna.
RWY 17–35: H5000X75 (CONC) S–40, D–55 MIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 27′.
RWY 35: REIL. PAPI(P4L)—GA 3.0° TCH 23′.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 12:	TORA–7201	TODA–7201	ASDA–7201	LDA–7201
RWY 17:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000
RWY 30:	TORA–7201	TODA–7201	ASDA–7201	LDA–7201
RWY 35:	TORA–5000	TODA–5000	ASDA–5000	LDA–5000

AIRPORT REMARKS: Attended 1300Z‡–SS. For attendant after hrs call 605–352–9262. Snow removal in progress Nov–Apr. Deer and game birds on and invof arpt. Agricultural acft spraying invof arpt Apr–Aug. Class II, ARFF Index A. PPR 1 hr for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 605–353–8516. Rwy 17–35 not avbl for air carrier ops. Scheduled air carrier ops acft designed for 10–30 passenger seats and unscheduled air carrier ops involving acft designed for 31 plus passenger seats are not authorized under PART 139 to operate at HON in excess of 15 mins before or after scheduled arrival/departure times. ARFF Index B avbl on request with PPR, ctc arpt manager 605–353–8516. Coordinate scheduled changes with arpt manager to assure ARFF avbl call 605–353–8516. HIRL Rwy 12–30 preset on low ints SS–0400Z‡, to increase ints and ACTIVATE MALSR Rwy 12, REIL Rwys 17, 35 and Rwy 30 and MIRL Rwy 17–35—123.0. PAPI Rwy 12, Rwy 17, Rwy 30 and Rwy 35 opr SR–0400Z‡; other times ACTIVATE–123.0.
WEATHER DATA SOURCES: ASOS 118.125 (605) 352–7531.
COMMUNICATIONS: CTAF 123.6 **UNICOM** 123.0
RCO 123.6 122.6 122.2 122.1R. (HURON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.25
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
(L) VORTAC 117.6 HON Chan 123 N44°26.40′ W98°18.66′ 123° 4.8 NM to fld. 1300/10E.
BEADY NDB (LOM) 302 HO N44°26.63′ W98°20.21′ 120° 5.8 NM to fld.
ILS/DME 110.3 I–HON Chan 40 Rwy 12 Class IE. LOM BEADY NDB.
COMM/NAV/WEATHER REMARKS: Ctc Huron Radio for airport advisory service on 123.6.

ISABEL MUNI (3Y7) 0 SW UTC−7(−6DT) N45°23.37′ W101°26.25′ **BILLINGS**
2398 B NOTAM FILE HON
RWY 13–31: 3000X150 (TURF) LIRL
RWY 31: Trees.
AIRPORT REMARKS: Unattended. Rwy 13–31 marked with 2′ metal A–frames. ACTIVATE LIRL Rwy 13–31—CTAF 5 times.
COMMUNICATIONS: CTAF 122.9

JOE FOSS FLD (See SIOUX FALLS)

KADOKA MUNI (5V8) 1 E UTC−7(−6DT) N43°50.00′ W101°29.83′ **CHEYENNE**
2460 B NOTAM FILE HON
RWY 12–30: 2600X150 (TURF–GRVL) LIRL
RWY 12: Antenna.
RWY 04–22: 1600X100 (TURF)
AIRPORT REMARKS: Unattended. Center portion of Rwy 12–30 is turf/aggregate 2400′X50′. Rwy 12–30 few bumps on rwy due to local rodents. ACTIVATE LIRL Rwy 12–30—122.8.
COMMUNICATIONS: CTAF 122.9

KIMBALL MUNI (6A6) 2 NW UTC−6(−5DT) N43°45.50′ W98°58.69′ **OMAHA**
1755 NOTAM FILE HON
RWY 13–31: 2600X250 (TURF)
RWY 13: Road. **RWY 31:** Road
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months. Rwy 13–31 A-Frame rwy markings black and yellow.
COMMUNICATIONS: CTAF 122.9

LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	121°	TDZE	1289
Chan 40		Apt Elev	1289

ILS or LOC RWY 12

HURON RGNL (HON)

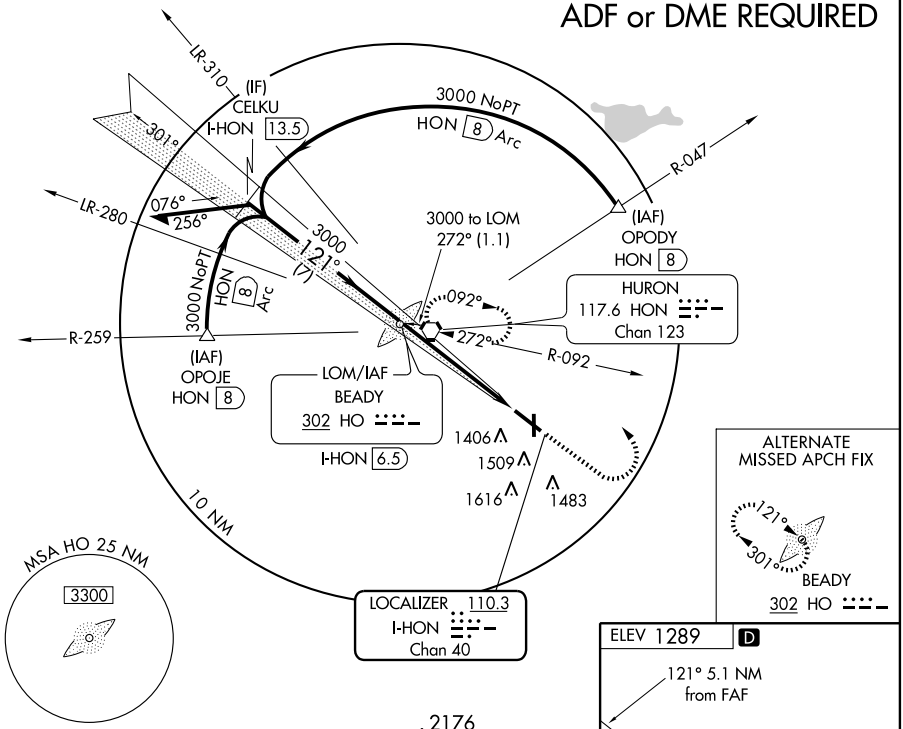
For inoperative MALSR when using Mitchell altimeter setting increase S-ILS 12 all cats visibility to 1 mile. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase S-LOC 12 Cats C and D visibility ¼ mile and Circling Cats C and D ¼ mile. VDP NA when using Mitchell altimeter setting.

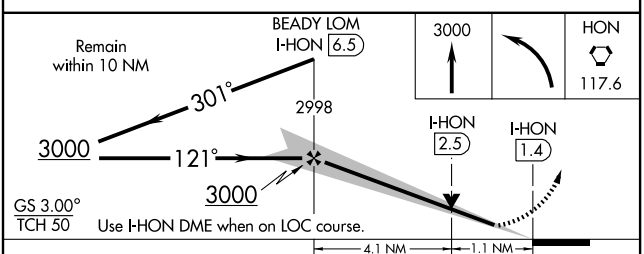
MALSR

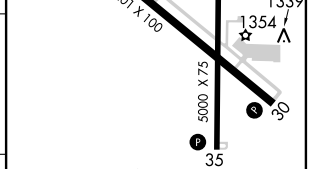
MISSED APPROACH: Climb to 3000 then left turn direct HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L

ADF or DME REQUIRED







CATEGORY	A	B	C	D
S-ILS 12	1489-½ 200 (200-½)			
S-LOC 12	1680-½ 391 (400-½)			1680-¾ 391 (400-¾)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOC/DME I-HON	APP CRS	Rwy Idg	7201
110.3	301°	TDZE	1286
Chan 40		Apt Elev	1289

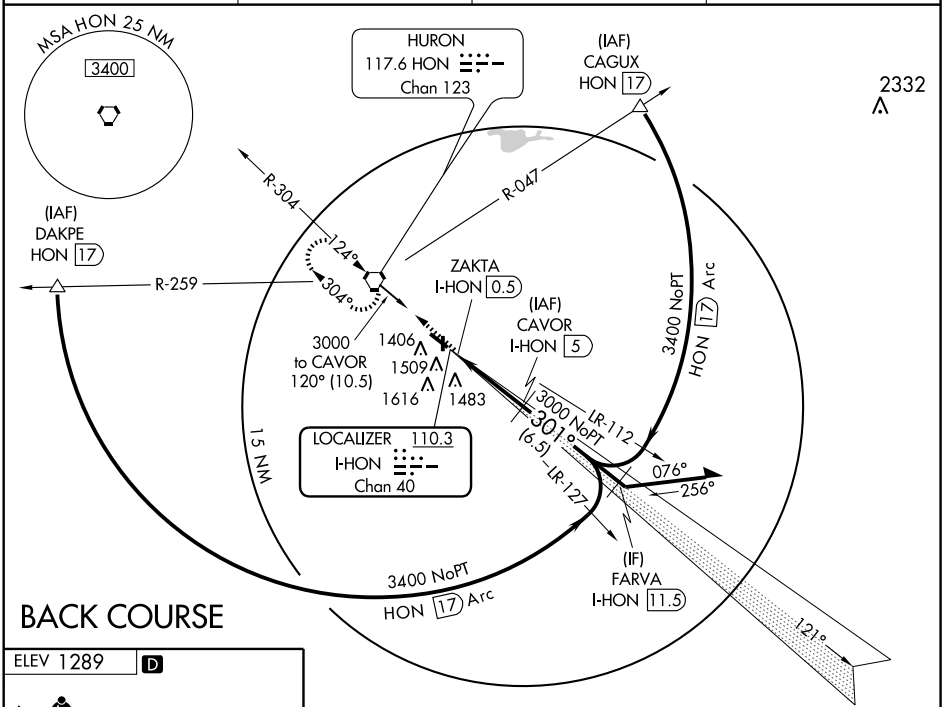
LOC/DME BC RWY 30

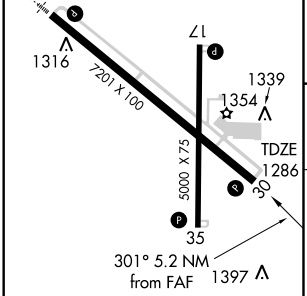
HURON RGNL (HON)

If local altimeter setting not received, use Mitchell Muni altimeter setting and increase all MDAs 100 feet.

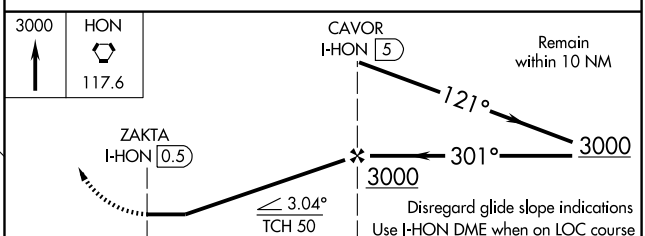
MISSED APPROACH: Climb to 3000 direct HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L





DME REQUIRED



CATEGORY	A	B	C	D
S-30	1700-1 414 (500-1)		1700-1¼ 414 (500-1¼)	
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 70314	121°	TDZE	1289
W12A		Apt Elev	1289

RNAV (GPS) RWY 12

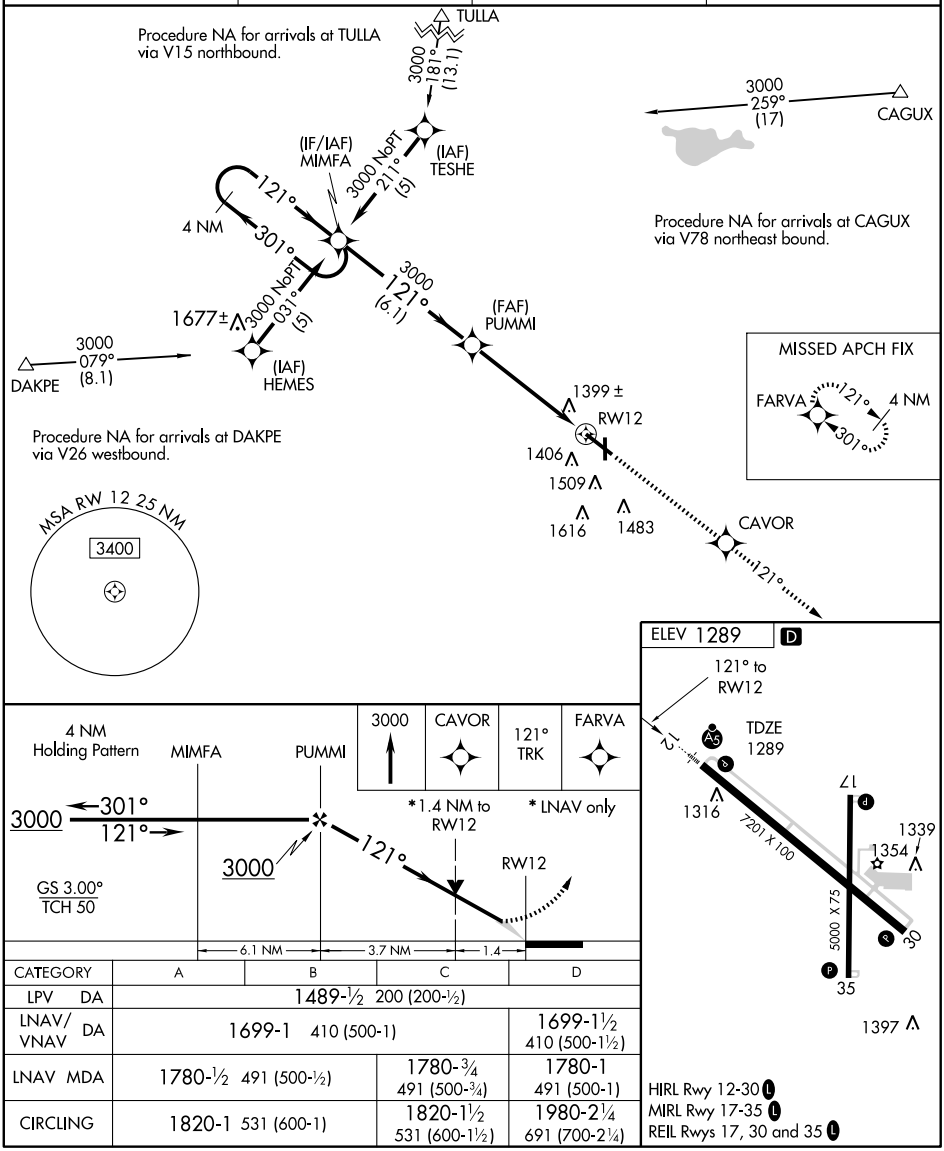
HURON RGNL (HON)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mitchell Muni altimeter setting. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. For inoperative MALSR when using Mitchell Muni altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3000 direct CAVOR and via 121° track to FARVA and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L



CATEGORY	A	B	C	D
LPV DA	1489-½ 200 (200-½)			
LNAV/VNAV DA	1699-1 410 (500-1)			1699-1½ 410 (500-1½)
LNAV MDA	1780-½ 491 (500-½)		1780-¾ 491 (500-¾)	1780-1 491 (500-1)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	7201
CH 77514	301°	TDZE	1286
W30A		Apt Elev	1289

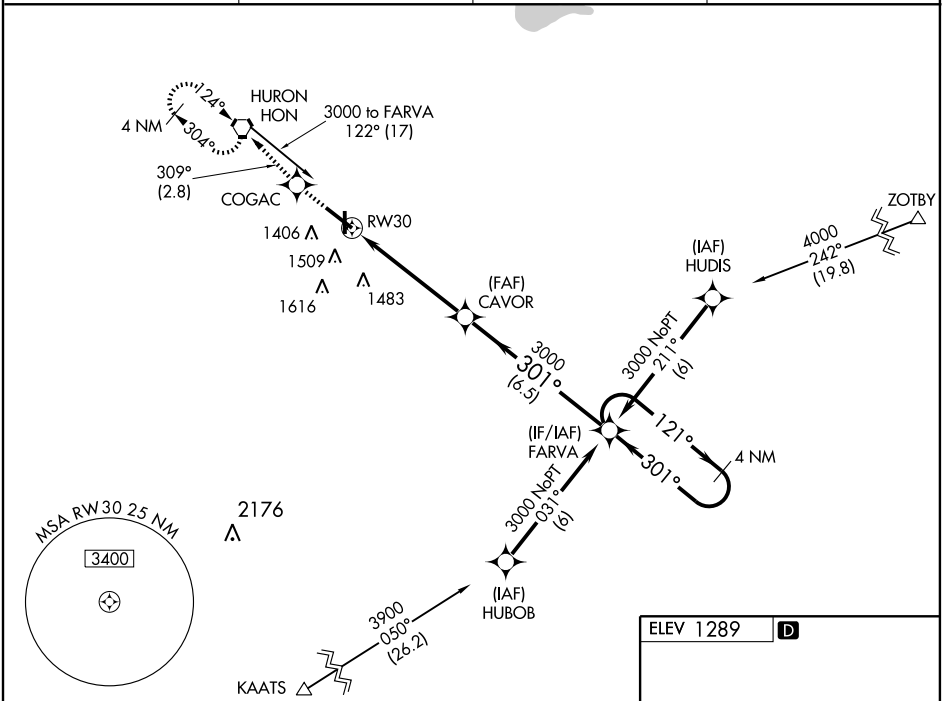
RNAV (GPS) RWY 30

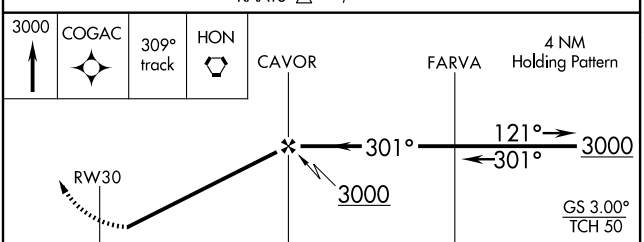
HURON RGNL (HON)

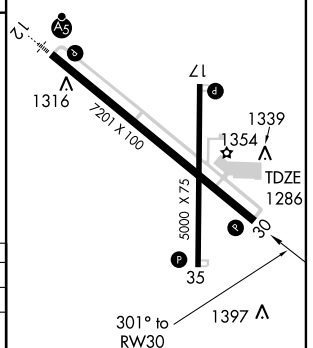
DME/DME RNP - 0.3 NA. When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all DA 89 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats C/D, and Circling Cats C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). Baro-VNAV NA when using Mitchell Muni altimeter setting.

MISSED APPROACH: Climb to 3000 direct COGAC and via 309° track to HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L







CATEGORY	A	B	C	D
LPV DA	1559-1 273 (300-1)			
LNAV/VNAV DA	1721-1½ 435 (500-1½)			
LNAV MDA	1760-1 474 (500-1)		1760-1¼ 474 (500-1¼)	1760-1½ 474 (500-1½)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC HON	APP CRS	Rwy Idg	7201
117.6	124°	TDZE	1289
Chan 123		Apt Elev	1289

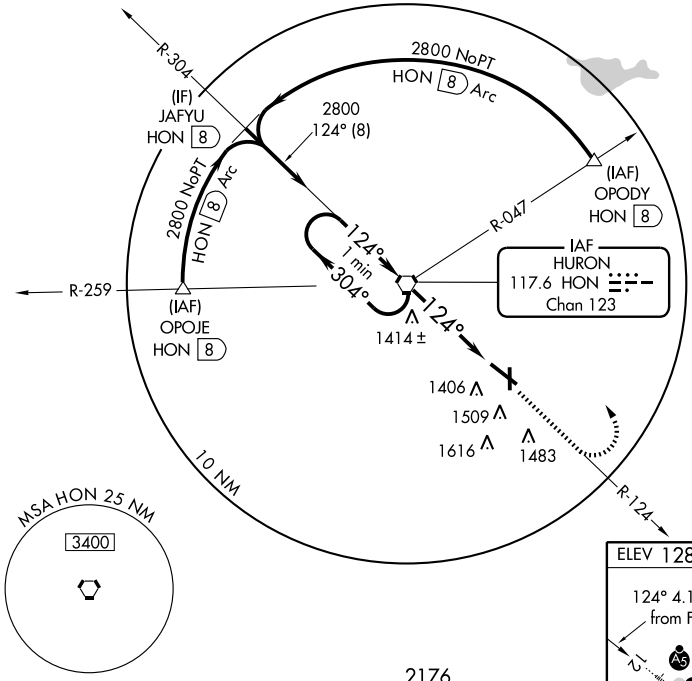
VOR RWY 12
HURON RGNL (HON)

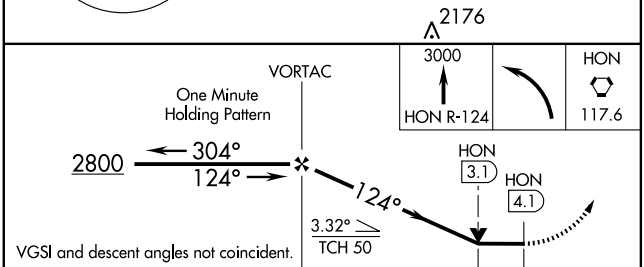
When local altimeter setting not received, use Mitchell Muni altimeter setting and increase all MDA 100 feet, increase S-12 Cat C visibility ¼ mile and circling Cats C and D ¼ mile. For inoperative MALSR increase S-12 Cat D visibility 1¼ mile. VDP NA when using Mitchell Muni altimeter setting.

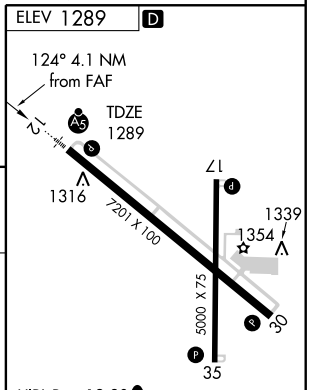
MALSR

MISSED APPROACH: Climb to 3000 via HON VORTAC R-124 then left turn direct HON VORTAC and hold.

ASOS	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
118.125	126.25 339.8	123.6 (CTAF)	123.0 L







HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 17, 30 and 35 L

CATEGORY	A	B	C	D
S-12	1680-½ 391 (400-½)			1680-1 391 (400-1)
CIRCLING	1820-1 531 (600-1)		1820-1½ 531 (600-1½)	1980-2¼ 691 (700-2¼)

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LAKE ANDES MUNI (8D8) 1 S UTC−6(−5DT) N43°08.88′ W98°32.42′ **OMAHA**

1475 NOTAM FILE HON

RWY 12–30: 2600X250 (TURF)

RWY 12: Road. **RWY 30:** P-line.

AIRPORT REMARKS: Unattended. Arpt clsd for night ops. Wildlife on and invof arpt. Rwy 12 and Rwy 30 have black/yellow metal A-frame markers.

COMMUNICATIONS: CTAF 122.9

LAKE PRESTON MUNI (Y34) 0 SW UTC−6(−5DT) N44°21.44′ W97°23.09′ **OMAHA**

1725 B NOTAM FILE HON

RWY 12–30: 2220X250 (TURF) LIRL

RWY 12: Fence. **RWY 30:** Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1–Apr 1 ctc arpt manager 605–847–4402 for PPR. Birds on and invof arpt. Rwy 12–30 marked with yellow and black metal A–frame markers. ACTIVATE LIRL Rwy 12–30—122.8.

COMMUNICATIONS: CTAF 122.9

LEMMON MUNI (LEM) 3 SE UTC−7(−6DT) N45°55.12′ W102°06.37′ **BILLINGS**

2571 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **L–14F**

RWY 11–29: H4501X75 (ASPH) S–12.5 MIRL **IAP**

RWY 11: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 29:** PAPI(P2L)—GA 3.0° TCH 25′.

RWY 07–25: 3300X120 (TURF)

AIRPORT REMARKS: Unattended. For fuel call 605–374–5281. ACTIVATE MIRL Rwy 11–29, PAPI Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.

DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 140° 62.9 NM to fld. 2520/14E. **HIWAS.**

(T) VORW 111.4 LEM N45°55.19′ W102°06.22′ at fld. (VFR Use Only) NOTAM FILE HON. Unmonitored. Out of svc indefinitely.

LICAN N44°48.20′ W97°09.01′ NOTAM FILE ATY. **TWIN CITIES**

NDB (LOM) 215 AT 352° 6.7 NM to Watertown Rgnl.

MADISON MUNI (MDS) 1 NE UTC−6(−5DT) N44°00.98′ W97°05.14′ **OMAHA**

1718 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE HON **H–2I, L–12H**

RWY 15–33: H5000X75 (ASPH–CONC) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Silo.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.

RWY 03–21: 2400X200 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Ultra–light activity on and invof arpt. Rwy 03–21 CLOSED 1 Nov–1 Apr except with PPR call 605–256–9774. Rwy 03–21 marked with black and white cones. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.35 (605) 427–9380.

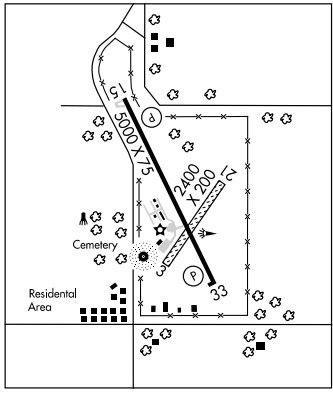
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05

RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 320° 25.7 NM to fld. 1570/9E. **HIWAS.**

WENTWORTH NDB (MHW) 400 MDS N44°00.80′ W97°05.31′ at fld. NOTAM FILE HON. NDB unmonitored.



MARV SKIE–LINCOLN CO (See TEA)

APP CRS	Rwy Idg	4501
296°	TDZE	2571
	Apt Elev	2571

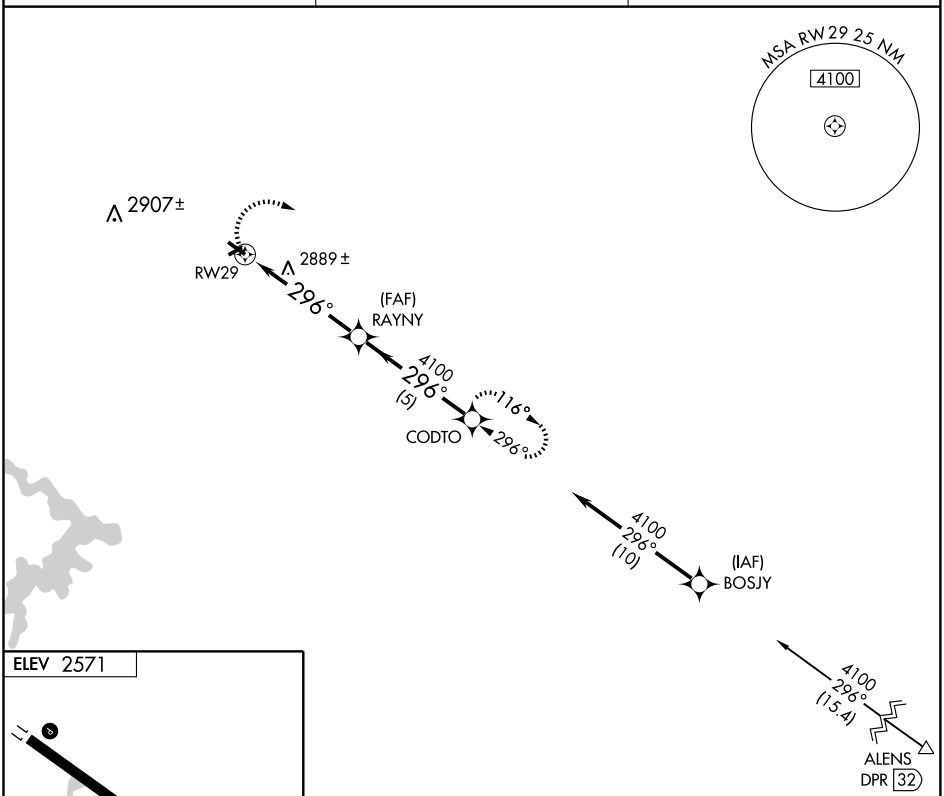
GPS RWY 29
LEMMON MUNI (LEM)

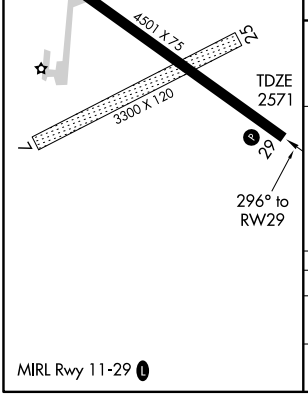
NA

Use Hettinger altimeter setting.

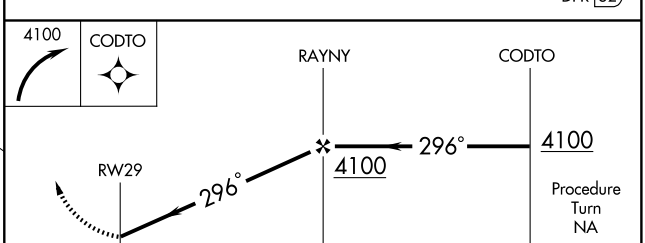
MISSED APPROACH: Climbing right turn to 4100 direct CODTO and hold.

AWOS-A	MINNEAPOLIS CENTER	UNICOM
122.8	124.25 380.3	122.8 (CTAF) L





MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
S-29	3220-1	649 (700-1)	3220-1¾ 649 (700-1¾)	3220-2 649 (700-2)
CIRCLING	3220-1	649 (700-1)	3280-2 709 (800-2)	3280-2¼ 709 (800-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LAKE ANDES MUNI (8D8) 1 S UTC−6(−5DT) N43°08.88′ W98°32.42′ **OMAHA**

1475 NOTAM FILE HON

RWY 12–30: 2600X250 (TURF)

RWY 12: Road. **RWY 30:** P-line.

AIRPORT REMARKS: Unattended. Arpt clsd for night ops. Wildlife on and invof arpt. Rwy 12 and Rwy 30 have black/yellow metal A-frame markers.

COMMUNICATIONS: CTAF 122.9

LAKE PRESTON MUNI (Y34) 0 SW UTC−6(−5DT) N44°21.44′ W97°23.09′ **OMAHA**

1725 B NOTAM FILE HON

RWY 12–30: 2220X250 (TURF) LIRL

RWY 12: Fence. **RWY 30:** Road.

AIRPORT REMARKS: Unattended. Arpt CLOSED Nov 1–Apr 1 ctc arpt manager 605–847–4402 for PPR. Birds on and invof arpt. Rwy 12–30 marked with yellow and black metal A–frame markers. ACTIVATE LIRL Rwy 12–30—122.8.

COMMUNICATIONS: CTAF 122.9

LEMMON MUNI (LEM) 3 SE UTC−7(−6DT) N45°55.12′ W102°06.37′ **BILLINGS**

2571 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **L–14F**

RWY 11–29: H4501X75 (ASPH) S–12.5 MIRL **IAP**

RWY 11: PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 29:** PAPI(P2L)—GA 3.0° TCH 25′.

RWY 07–25: 3300X120 (TURF)

AIRPORT REMARKS: Unattended. For fuel call 605–374–5281. ACTIVATE MIRL Rwy 11–29, PAPI Rwys 11 and 29—CTAF.

WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.

COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.25

RADIO AIDS TO NAVIGATION: NOTAM FILE DIK.

DICKINSON (H) VORTACW 112.9 DIK Chan 76 N46°51.60′ W102°46.41′ 140° 62.9 NM to fld. 2520/14E. **HIWAS.**

(T) VORW 111.4 LEM N45°55.19′ W102°06.22′ at fld. (VFR Use Only) NOTAM FILE HON. Unmonitored. Out of svc indefinitely.

LICAN N44°48.20′ W97°09.01′ NOTAM FILE ATY. **TWIN CITIES**

NDB (LOM) 215 AT 352° 6.7 NM to Watertown Rgnl.

MADISON MUNI (MDS) 1 NE UTC−6(−5DT) N44°00.98′ W97°05.14′ **OMAHA**

1718 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE HON **H–2I, L–12H**

RWY 15–33: H5000X75 (ASPH–CONC) S–12.5 MIRL **IAP**

RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Silo.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.

RWY 03–21: 2400X200 (TURF)

AIRPORT REMARKS: Attended Mon–Sat 1400–0000Z‡. Ultra–light activity on and invof arpt. Rwy 03–21 CLOSED 1 Nov–1 Apr except with PPR call 605–256–9774. Rwy 03–21 marked with black and white cones. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.35 (605) 427–9380.

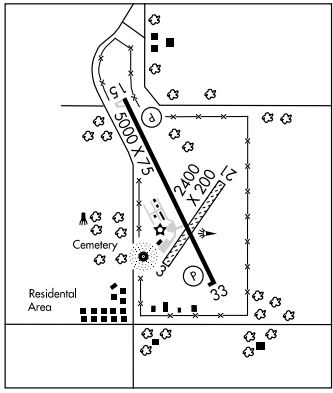
COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 132.05

RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.

SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 320° 25.7 NM to fld. 1570/9E. **HIWAS.**

WENTWORTH NDB (MHW) 400 MDS N44°00.80′ W97°05.31′ at fld. NOTAM FILE HON. NDB unmonitored.



MARV SKIE–LINCOLN CO (See TEA)

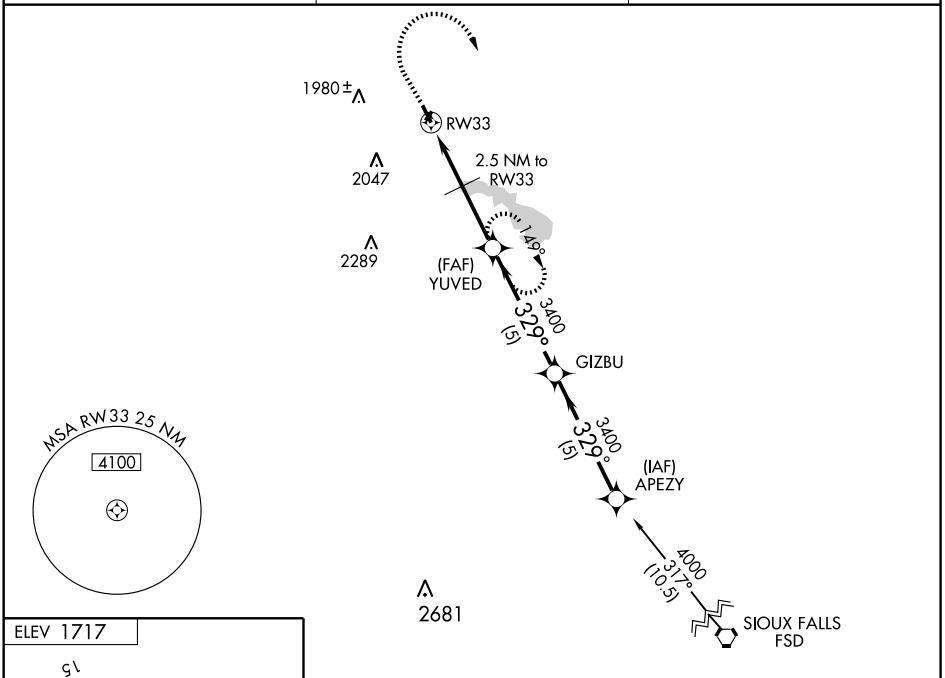
APP CRS	Rwy Idg	5000
329°	TDZE	1714
	Apt Elev	1717

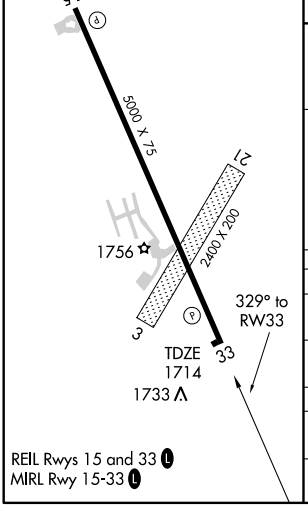
GPS RWY 33
MADISON MUNI (MDS)

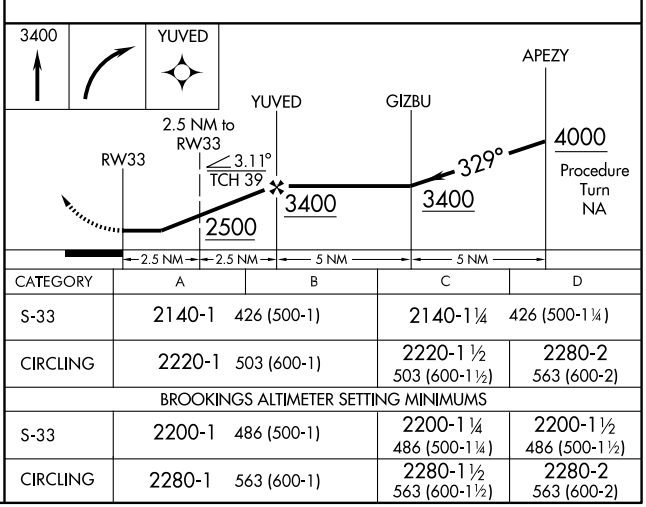
NA Category D Circling not authorized west of Rwy 15-33. Obtain local altimeter setting on CTAF; when not received, use Brookings altimeter setting.

MISSED APPROACH: Climb to 3400 then right turn direct YUVED WP and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.35	**132.05 317.4**	**122.8** (CTAF) L







CATEGORY	A	B	C	D
S-33	2140-1	426 (500-1)	2140-1¼	426 (500-1¼)
CIRCLING	2220-1	503 (600-1)	2220-1½ 503 (600-1½)	2280-2 563 (600-2)
BROOKINGS ALTIMETER SETTING MINIMUMS				
S-33	2200-1	486 (500-1)	2200-1¼ 486 (500-1¼)	2200-1½ 486 (500-1½)
CIRCLING	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-2 563 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB MDS	APP CRS	Rwy Idg	5000
400	157°	TDZE	1717
		Apt Elev	1717

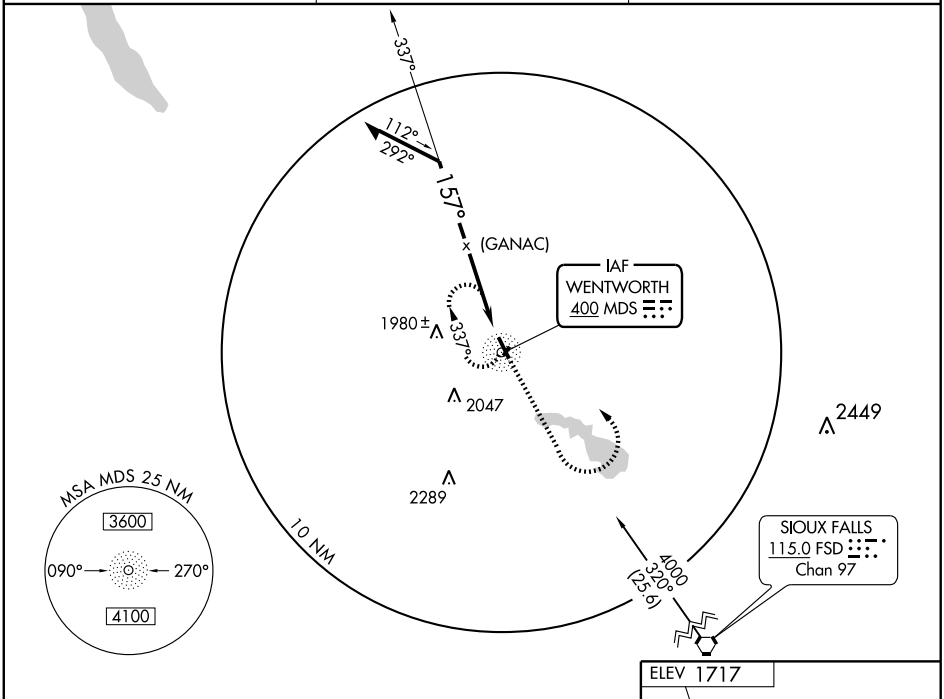
NDB or GPS RWY 15

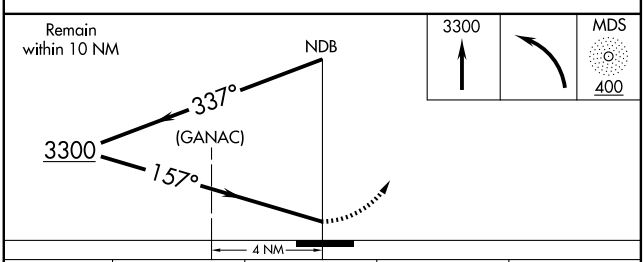
MADISON MUNI (MDS)

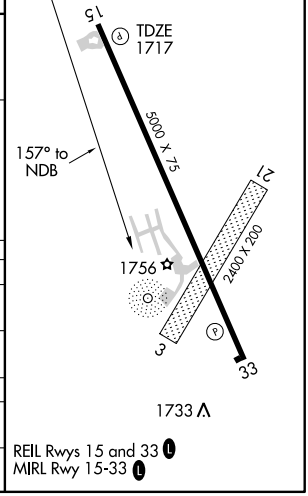
NA Category D Circling not authorized west of Rwy 15-33. Obtain local altimeter setting on CTAF; when not received, use Brookings altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MDS NDB and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
118.35	**132.05 317.4**	**122.8** (CTAF) L



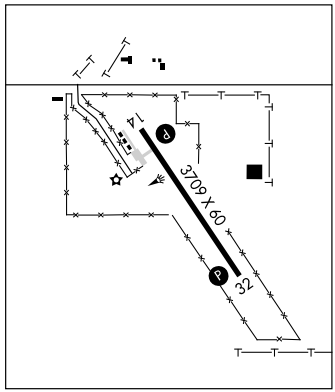




CATEGORY	A	B	C	D
S-15	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-1¾ 563 (600-1¾)
CIRCLING	2280-1	563 (600-1)	2280-1½ 563 (600-1½)	2280-2 563 (600-2)
BROOKINGS ALTIMETER SETTING MINIMUMS				
S-15	2340-1	623 (700-1)	2340-1¾ 623 (700-1¾)	2340-2 623 (700-2)
CIRCLING	2340-1	623 (700-1)	2340-1¾ 623 (700-1¾)	2340-2 623 (700-2)

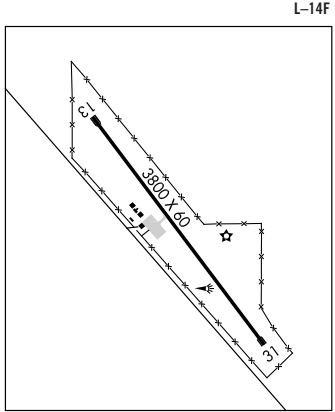
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MARTIN MUNI (9V6) 1 SE UTC−7(−6DT) N43°09.94′ W101°42.76′ **CHEYENNE**
3293 B S2 NOTAM FILE HON **L–12G**
RWY 14–32: H3709X60 (ASPH) S–9 MIRL 0.4% up NW **IAP**
RWY 14: PAPI(P2L)—GA 3.0 TCH 25′. Road.
RWY 32: PAPI (P2L)—GA 3.0 TCH 25′.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. ACTIVATE MIRL Rwy 14–32 and PAPI Rwy 14 and Rwy 32—122.9.
COMMUNICATIONS: CTAF/UNICOM 123.0
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 170° 53.5 NM to fld. 2340/12E. **HIWAS.**



McINTOSH MUNI (8D6) 1 S UTC−7(−6DT) N45°54.50′ W101°20.77′ **BILLINGS**
2251 B NOTAM FILE HON
RWY 14–32: 3700X150 (TURF–GRVL) LIRL
RWY 14: Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED winter months due to lack of snow removal, call arpt manager on 605–273–4210 for arpt conditions. Rwy 14–32 turf rwy is rough due to heavy amount of rodent holes. Large prairie dog town adjacent to arpt. Condition of strip is monitored. Rwy 14–32 center 50′ portion is turf/aggregate. Rwy 14 marked with yellow and black metal A-frame markers. Rwy 32 marked with yellow and black metal A–frame markers. ACTIVATE LIRL Rwy 14–32 key 122.8 5 times.
COMMUNICATIONS: CTAF 122.9

Mc LAUGHLIN MUNI (5P2) 2 SE UTC−7(−6DT) N45°47.81′ W100°47.06′ **TWIN CITIES**
2006 B S4 NOTAM FILE HON **L–14F**
RWY 13–31: H3800X60 (ASPH–AFSC) S–12.5 LIRL
RWY 13: Fence.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE BIS.
BISMARCK (L) VORW/DME 116.5 BIS Chan 112 N46°45.71′ W100°39.92′ 173° 58.1 NM to fld. 1841/12E. **HIWAS.**



APP CRS		
317°	Rwy Idg	3709
	TDZE	3293
	Apt Elev	3293

GPS RWY 32
MARTIN MUNI (9V6)

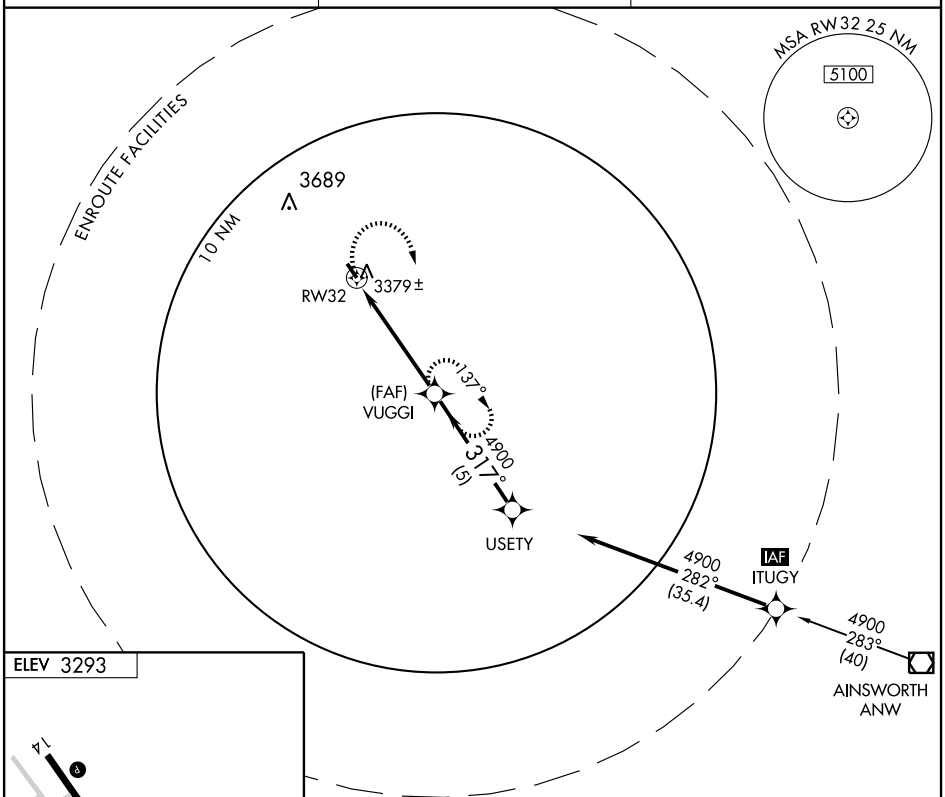
NA

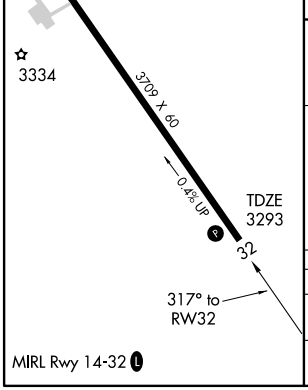
Use Pine Ridge, SD altimeter setting.

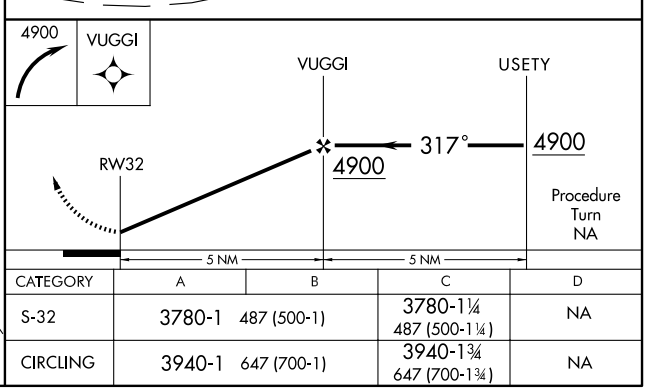
IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 4900 direct VUGGI WP and hold.

DENVER CENTER	UNICOM	
127.95 338.2	123.0 (CTAF)	122.9 L





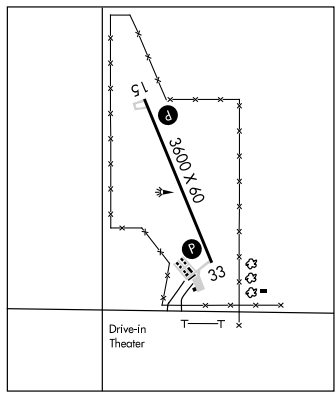


CATEGORY	A	B	C	D
S-32	3780-1	487 (500-1)	3780-1¼ 487 (500-1¼)	NA
CIRCLING	3940-1	647 (700-1)	3940-1¾ 647 (700-1¾)	NA

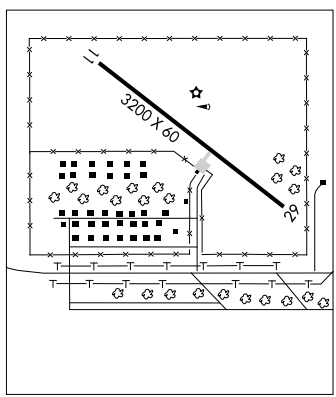
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MILBANK MUNI (1D1) 3 E UTC−6(−5DT) N45°13.83′ W96°33.97′ **TWIN CITIES**
1118 B S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12I, 14H**
RWY 13–31: H4000X60 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 37′. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 07–25: 3607X150 (TURF)
RWY 07: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–2100Z‡. Unattended holidays. Fuel avbl 24 hrs with credit card. Rwy 07–25 CLOSED winter months. Ultralight on and invof arpt. Rwy 07–25 marked with black and orange 'A' frames. ACTIVATE MIRL Rwy 13–31 —CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
WATERTOWN (L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 049° 28.7 NM to fld. 1762/9E. **HIWAS.**

MILLER MUNI (MKA) 2 E UTC−6(−5DT) N44°31.52′ W98°57.49′ **TWIN CITIES**
1569 S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H**
RWY 15–33: H3600X60(ASPH) MIRL 0.3% up SE **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 33: PAPI(P2L)—GA 3.0° TCH 35′. Pole.
AIRPORT REMARKS: Attended intermittently. For fuel call 605–853–2497, 871–3833. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—122.8.
WEATHER DATA SOURCES: AWOS–A 122.9 (617) 262–3825.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 125.1.
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
HURON (L) VORTAC 117.6 HON Chan 123 N44°26.40′ W98°18.66′ 271° 28.3 NM to fld. 1300/10E.



MISSION SIOUX (ØV6) 2 E UTC−6(−5DT) N43°18.42′ W100°37.69′ **OMAHA**
2605 B NOTAM FILE HON **L–12G**
RWY 11–29: H3200X60 (ASPH–AFSC) S–12.5 LIRL
RWY 11: Fence **RWY 29:** Road.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 319° 52.5 NM to fld. 2582/9E. **HIWAS.**



RNAV (GPS) RWY 31

MILBANK MUNI (1D1)

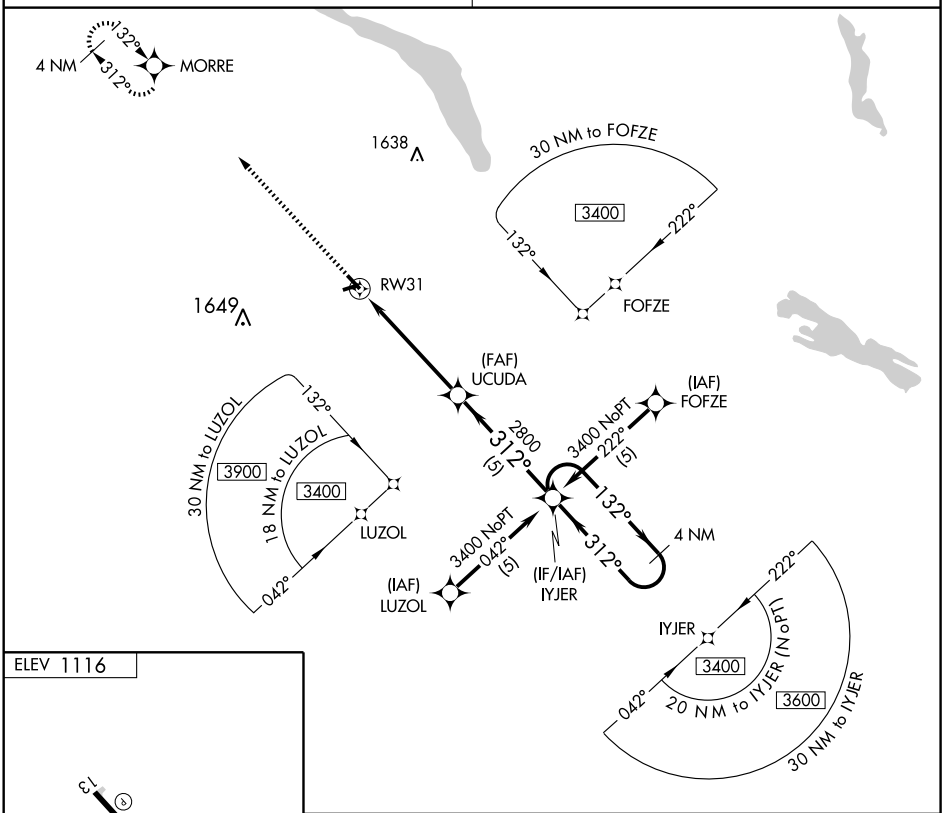
APP CRS	Rwy Idg	4000
312°	TDZE	1114
	Apt Elev	1116

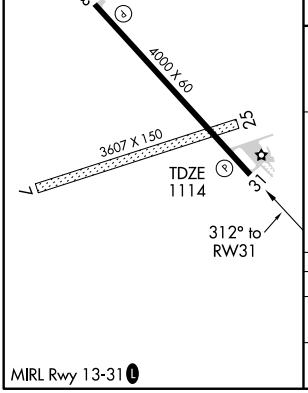
Use Watertown Muni, SD altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

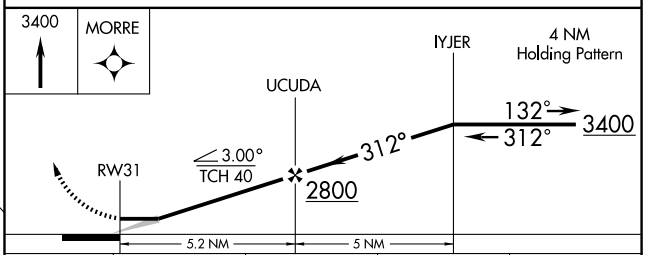
MISSED APPROACH: Climb to 3400 direct MORRE WP and hold.

MINNEAPOLIS CENTER
128.5 306.2

UNICOM
122.8 (CTAF) L







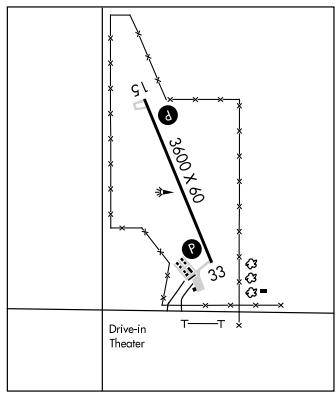
CATEGORY	A	B	C	D
LNAV MDA	1720-1 606 (700-1)		NA	
CIRCLING	1720-1 604 (700-1)		NA	

MIRL Rwy 13-31 L

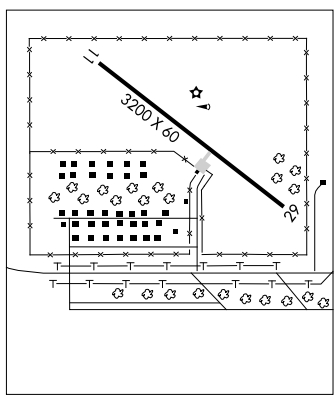
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MILBANK MUNI (1D1) 3 E UTC−6(−5DT) N45°13.83′ W96°33.97′ **TWIN CITIES**
1118 B S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12I, 14H**
RWY 13–31: H4000X60 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 37′. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 36′. Road.
RWY 07–25: 3607X150 (TURF)
RWY 07: Fence.
AIRPORT REMARKS: Attended Mon–Fri 1500–2100Z‡. Unattended holidays. Fuel avbl 24 hrs with credit card. Rwy 07–25 CLOSED winter months. Ultralight on and invof arpt. Rwy 07–25 marked with black and orange 'A' frames. ACTIVATE MIRL Rwy 13–31 —CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
WATERTOWN (L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 049° 28.7 NM to fld. 1762/9E. **HIWAS.**

MILLER MUNI (MKA) 2 E UTC−6(−5DT) N44°31.52′ W98°57.49′ **TWIN CITIES**
1569 S2 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H**
RWY 15–33: H3600X60(ASPH) MIRL 0.3% up SE **IAP**
RWY 15: PAPI(P2L)—GA 3.0° TCH 40′.
RWY 33: PAPI(P2L)—GA 3.0° TCH 35′. Pole.
AIRPORT REMARKS: Attended intermittently. For fuel call 605–853–2497, 871–3833. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—122.8.
WEATHER DATA SOURCES: AWOS–A 122.9 (617) 262–3825.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 125.1.
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
HURON (L) VORTAC 117.6 HON Chan 123 N44°26.40′ W98°18.66′ 271° 28.3 NM to fld. 1300/10E.



MISSION SIOUX (ØV6) 2 E UTC−6(−5DT) N43°18.42′ W100°37.69′ **OMAHA**
2605 B NOTAM FILE HON **L–12G**
RWY 11–29: H3200X60 (ASPH–AFSC) S–12.5 LIRL
RWY 11: Fence **RWY 29:** Road.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 11–29—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ANW.
AINSWORTH (L) VORW/DME 112.7 ANW Chan 74 N42°34.15′ W99°59.38′ 319° 52.5 NM to fld. 2582/9E. **HIWAS.**



APP CRS		
151°	Rwy Idg	3600
	TDZE	1567
	Apt Elev	1569

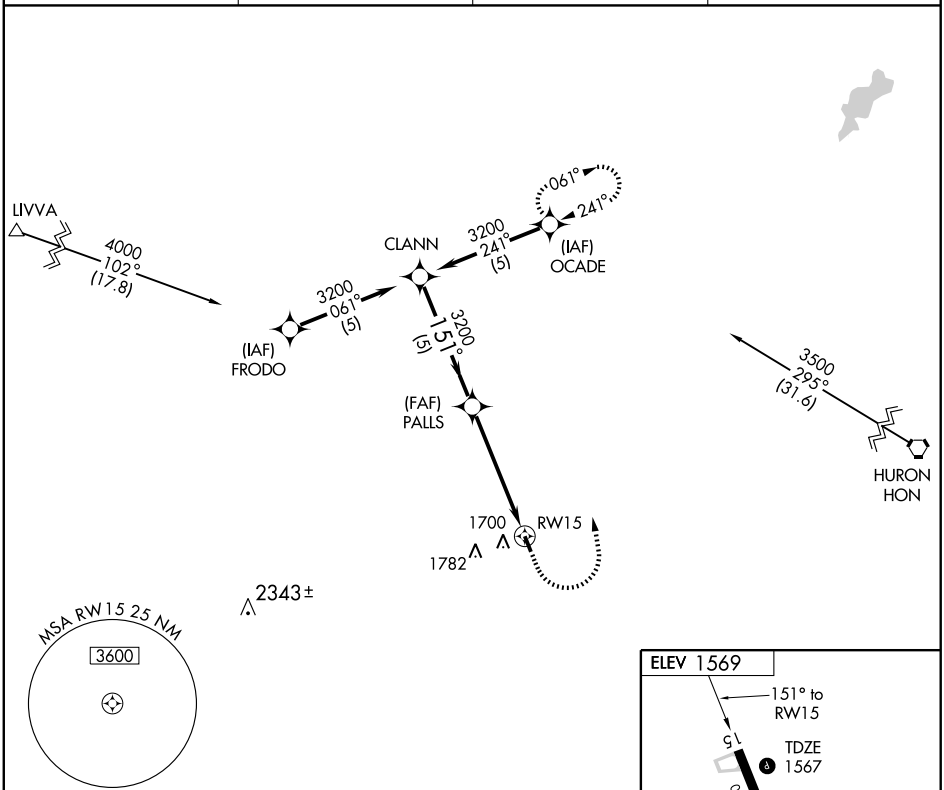
GPS RWY 15
MILLER MUNI (MKA)

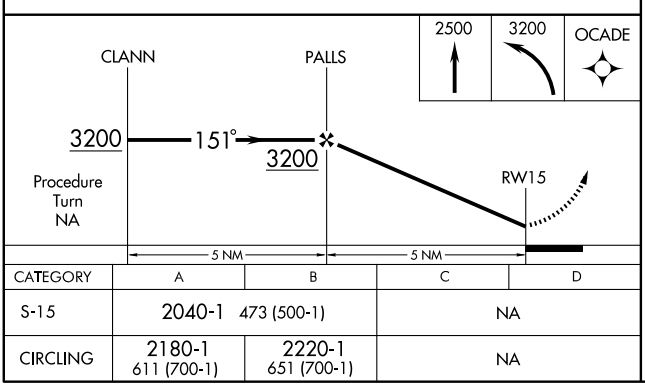
T
A NA

Use Huron altimeter setting.

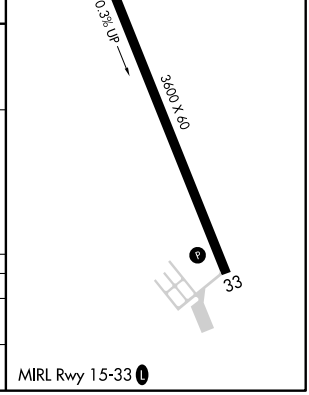
MISSED APPROACH: Climb to 2500 then climbing left turn to 3200 direct OCADE WP and hold.

AWOS-A	MINNEAPOLIS CENTER	CTAF	
122.9	125.1 269.1	122.9	122.8 L





CATEGORY	A	B	C	D
S-15	2040-1 473 (500-1)		NA	
CIRCLING	2180-1 611 (700-1)	2220-1 651 (700-1)	NA	



NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3600
331°	TDZE	1569
	Apt Elev	1569

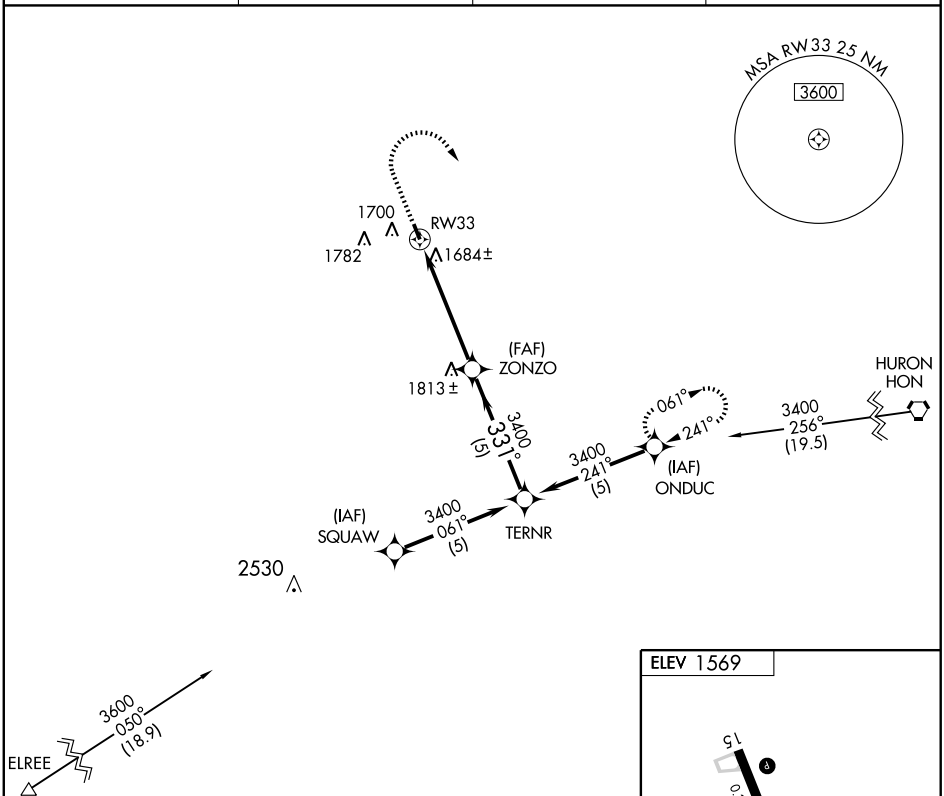
GPS RWY 33
MILLER MUNI (MKA)

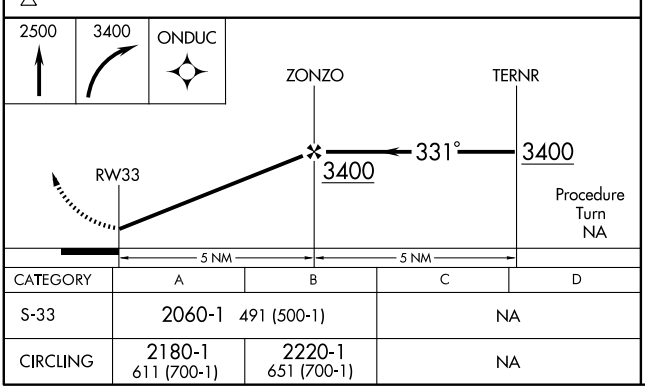
T
NA

Use Huron altimeter setting.

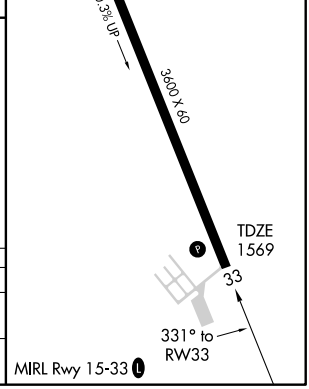
MISSED APPROACH: Climb to 2500 then climbing right turn to 3400 direct ONDUC WP and hold.

AWOS-A	MINNEAPOLIS CENTER	CTAF	122.8 L
122.9	125.1 269.1	122.9	



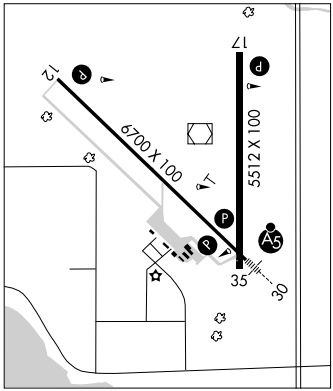


CATEGORY	A	B	C	D
S-33	2060-1 491 (500-1)		NA	
CIRCLING	2180-1 611 (700-1)	2220-1 651 (700-1)	NA	

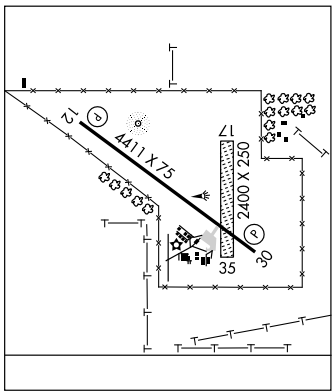


NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MITCHELL MUNI (MHE) 3 N UTC−6(−5DT) N43°46.49′ W98°02.32′ **OMAHA**
1304 B S4 **FUEL** 100LL, JET A NOTAM FILE MHE **H–2I, L–12H**
RWY 12–30: H6700X100 (ASPH) S–55, D–90, 2S–114, 2D–120 HIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 60′.
RWY 17–35: H5512X100 (ASPH–PFC) S–35, D–90, 2S–114, 2D–110 MIRL 0.4% up S
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 50′.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant other hrs call 605–996–1228. Fuel avbl 24 hrs a day. Ultralight activity on and invof arpt. Migratory birds on and invof arpt. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, MALSR Rwy 30, REIL Rwy 12 and Rwy 17, PAPI Rwy 12, 30, 17 and 35—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (605) 995–5803. **HIWAS** 109.2 MHE.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MHE.
(L) VORW/DME 109.2 MHE Chan 29 N43°46.62′ W98°02.25′ at fld. 1301/7E. **HIWAS.**
ILS 109.7 I–LPA Rwy 30. GS unusable for auto pilot coupled approaches blo 2174′ MSL.



MOBRIDGE MUNI (MBG) 1 NE UTC−6(−5DT) N45°32.78′ W100°24.38′ **TWIN CITIES**
1716 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MBG **L–14F**
RWY 12–30: H4411X75 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 31′. Ground.
RWY 30: PAPI(P2R)—GA 3.0° TCH 31′. P-line.
RWY 17–35: 2400X250 (TURF) 1.0% up N
RWY 17: Road.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant other hrs call 605–845–2977. Rwy 17–35 CLOSED winter months. ACTIVATE MIRL Rwy 12–30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (605) 845–2056.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
DUPREE (H) VORTACW 116.8 DPR Chan 115 N45°04.69′ W101°42.91′ 053° 62.1 NM to fld. 2530/10E. **HIWAS.**
RIVERBEND NDB (MHW) 407 RVB N45°32.99′ W100°24.61′ at fld. NOTAM FILE MBG. NDB unmonitored.



LOC I-LPA	APP CRS	Rwy Idg	6700
109.7	307°	TDZE	1304
		Apt Elev	1304

ILS or LOC RWY 30

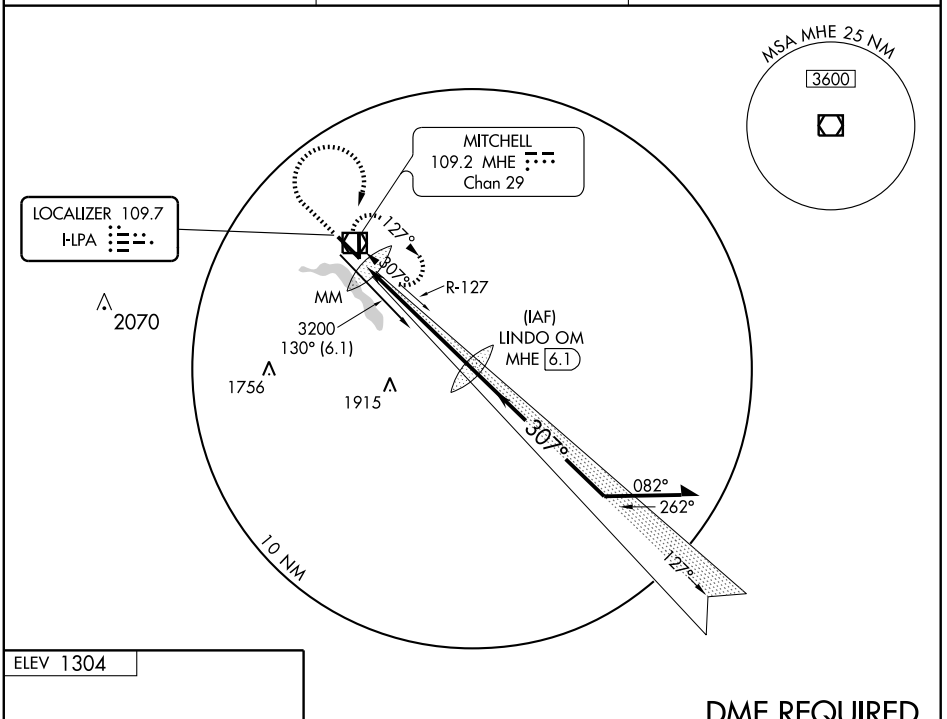
MITCHELL MUNI (MHE)

NA Autopilot coupled approach NA below 2174 MSL.

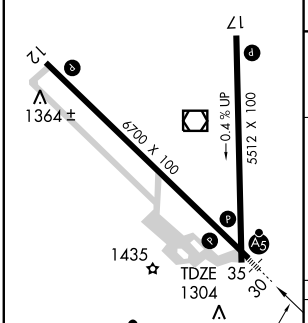
MALSR

MISSED APPROACH: Climb to 3200 then right turn direct MHE VOR/DME and hold.

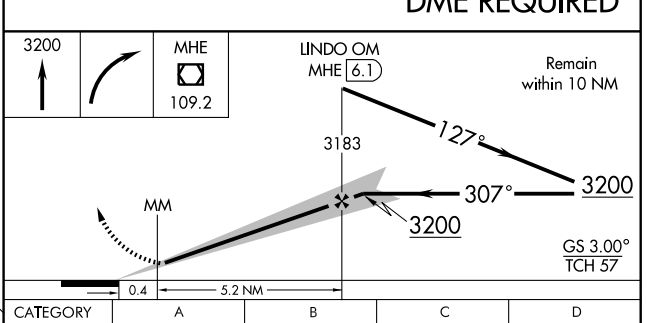
ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L



DME REQUIRED



FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52



CATEGORY	A	B	C	D
S-ILS 30	1504-½ 200 (200-½)			
S-LOC 30	1700-½ 396 (400-½)			1700-¾ 396 (400-¾)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

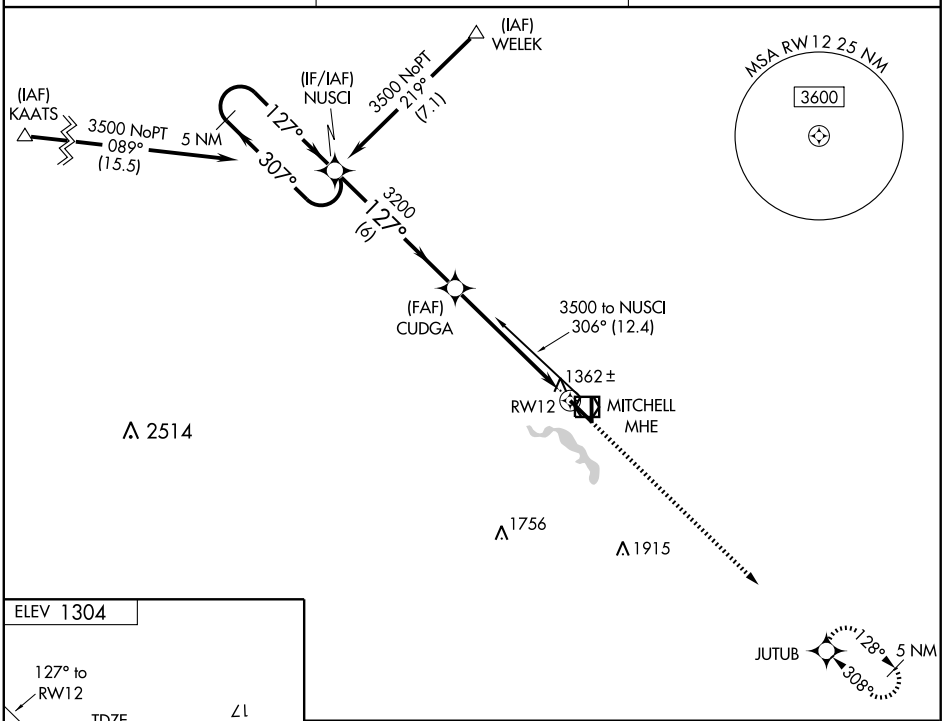
WAAS	APP CRS	Rwy Idg	6700
CH 77900	127°	TDZE	1301
W12A		Apt Elev	1304

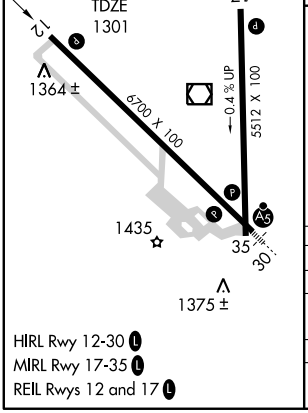
RNAV (GPS) RWY 12
MITCHELL MUNI (MHE)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
VDP and Baro VNAV NA with Huron Rgnl altimeter setting.
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DAs/MDAs 100 feet.

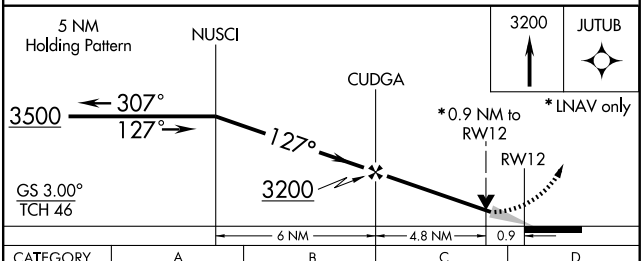
MISSED APPROACH: Climb to 3200 direct JUTUB and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L





HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L



CATEGORY	A	B	C	D
LPV DA	1575-1 274 (300-1)			
LNAV/VNAV DA	1627-1¼ 326 (400-1¼)			
LNAV MDA	1620-1 319 (400-1)			
CIRCLING	1740-1¼ 436 (500-1¼)	1760-1¼ 456 (500-1¼)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6700
CH 70700	307°	TDZE	1304
W30A		Apt Elev	1304

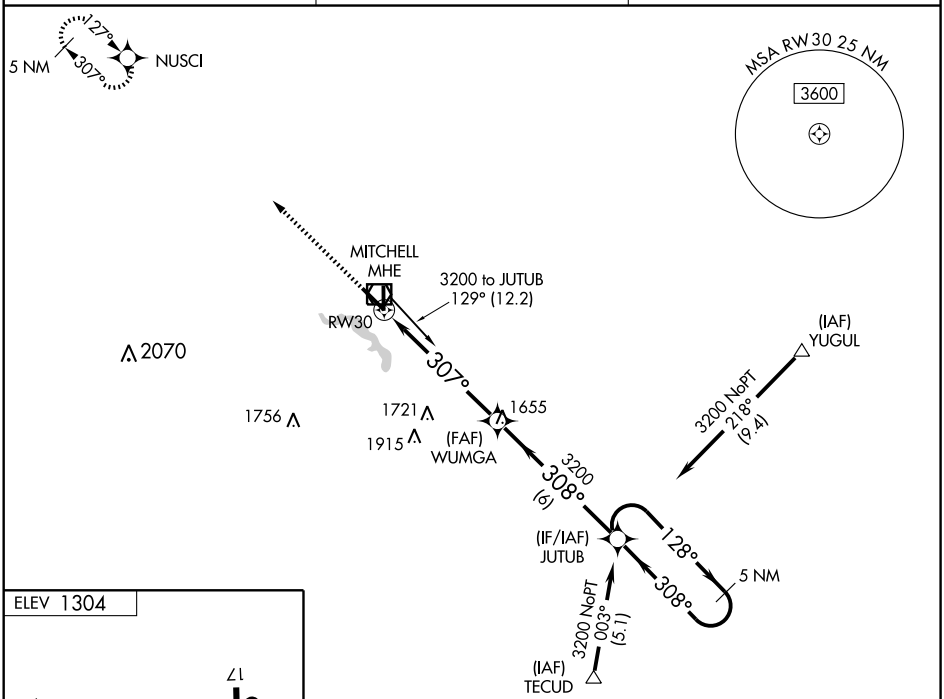
RNAV (GPS) RWY 30
MITCHELL MUNI (MHE)

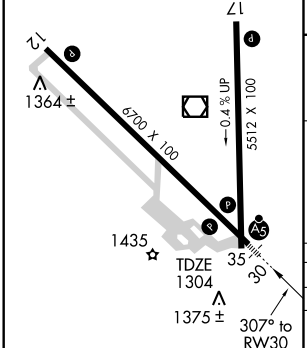
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all DAs/MDAs 100 feet.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).
For inoperative MALSR, increase LPV all Cats. visibility to ¾, and LNAV/VNAV Cat. D to 1. DME/DME RNP- 0.3 NA.
VDP and Baro-VNAV NA with Huron Rgnl altimeter setting.

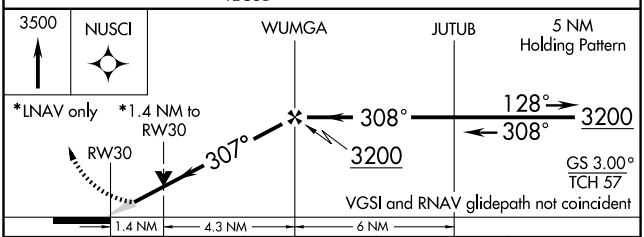
MALSR

MISSED APPROACH: Climb to 3500 direct NUSCI and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1554-½ 250 (300-½)			
LNAV/VNAV DA	1625-½ 321 (400-½)			1625-¾ 321 (400-¾)
LNAV MDA	1800-½ 496 (500-½)		1800-¾ 496 (500-¾)	1800-1 496 (500-1)
CIRCLING	1800-1 496 (500-1)		1800-1½ 496 (500-1½)	1860-2 556 (600-2)

HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

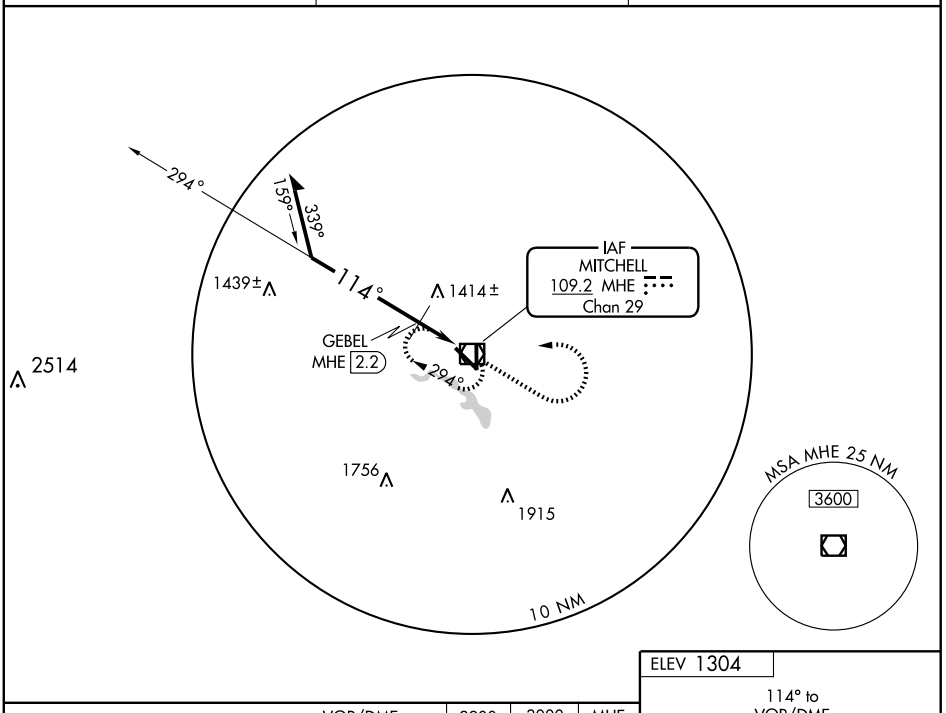
VOR/DME MHE	APP CRS	Rwy Idg	6700
109.2	114°	TDZE	1301
Chan 29		Apt Elev	1304

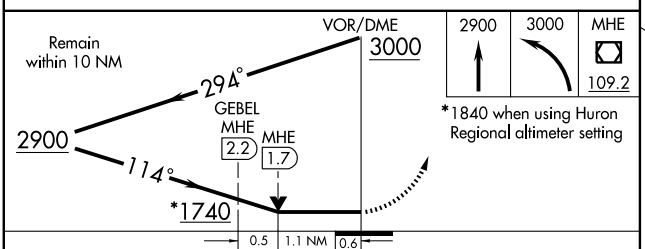
VOR RWY 12
MITCHELL MUNI (MHE)

If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Huron Rgnl altimeter setting.

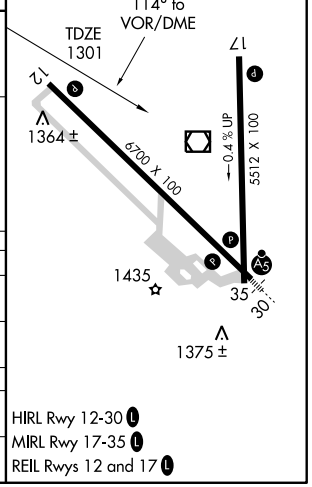
MISSED APPROACH: Climb to 2900 then climbing left turn to 3000 direct MHE VOR/DME and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-12	1740-1 439 (500-1)		1740-1¼ 439 (500-1¼)	1740-1½ 439 (500-1½)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)
GEBEL FIX MINIMUMS				
S-12	1680-1 379 (400-1)			1680-1¼ 379 (400-1¼)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)



HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME MHE	APP CRS	Rwy Idg	6700
109.2	322°	TDZE	1304
Chan 29		Apt Elev	1304

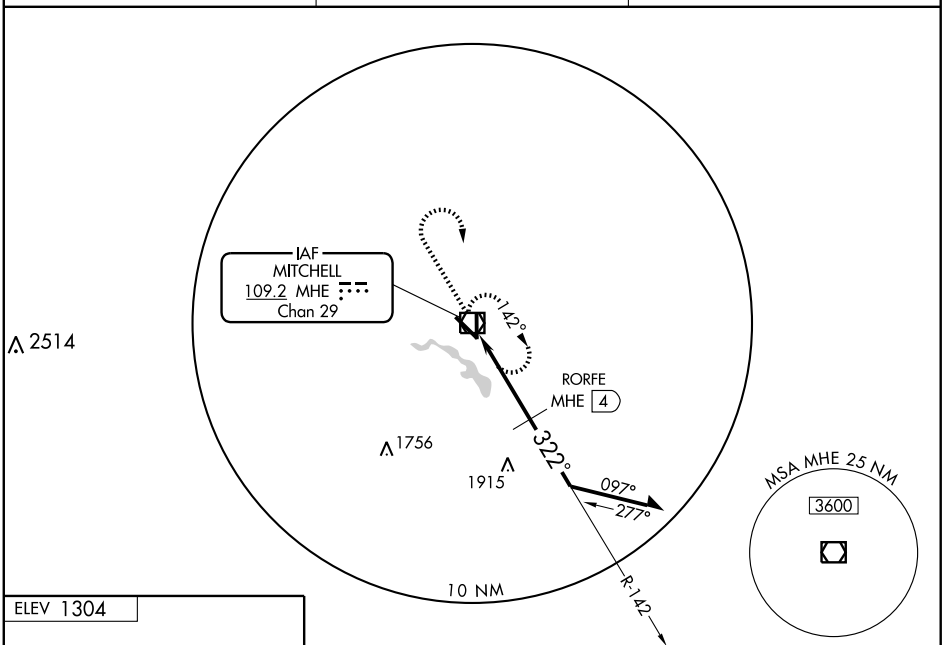
VOR RWY 30
MITCHELL MUNI (MHE)

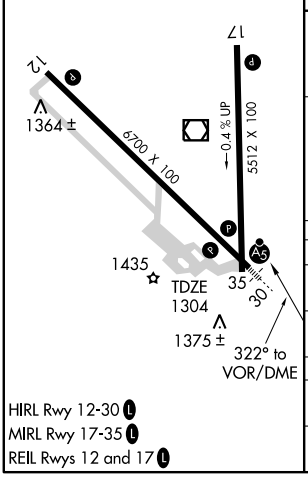
If local altimeter setting not received, use Huron Rgnl altimeter setting and increase all MDAs 100 feet.
VOR MINIMUMS: Inoperative table does not apply to S-30 Cats. C and D. RORFE FIX MINIMUMS: For inoperative MALSR, increase S-30 Cat. D visibility to 1¼ mile.
VDP NA when using Huron Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 2900 then climbing right turn to 3000 direct MHE VOR/DME and hold.

ASOS	HURON RADIO	UNICOM
124.175	122.3	122.8 (CTAF) L

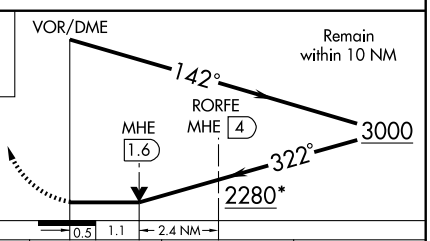




HIRL Rwy 12-30 L
MIRL Rwy 17-35 L
REIL Rwys 12 and 17 L

2900	3000	MHE
		109.2

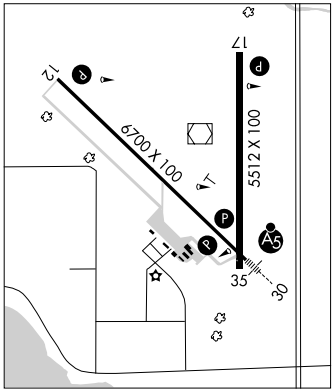
*2380 when using Huron Regional altimeter setting



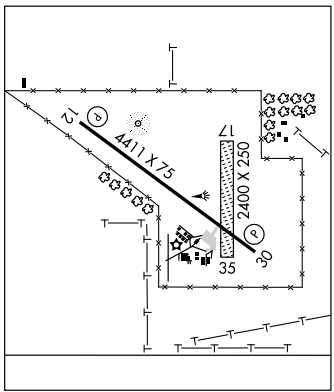
CATEGORY	A	B	C	D
S-30	2280-¾ 976 (1000-¾)	2280-1 976 (1000-1)	2280-3	976 (1000-3)
CIRCLING	2280-1¼ 976 (1000-1¼)	2280-1½ 976 (1000-1½)	2280-3	976 (1000-3)
RORFE FIX MINIMUMS				
S-30	1700-½ 396 (400-½)			1700-1 396 (400-1)
CIRCLING	1740-1 436 (500-1)	1760-1 456 (500-1)	1760-1½ 456 (500-1½)	1860-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

MITCHELL MUNI (MHE) 3 N UTC−6(−5DT) N43°46.49′ W98°02.32′ **OMAHA**
1304 B S4 **FUEL** 100LL, JET A NOTAM FILE MHE **H–2I, L–12H**
RWY 12–30: H6700X100 (ASPH) S–55, D–90, 2S–114, 2D–120 HIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 30: MALSR. PAPI(P4L)—GA 3.0° TCH 60′.
RWY 17–35: H5512X100 (ASPH–PFC) S–35, D–90, 2S–114, 2D–110 MIRL 0.4% up S
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 35: PAPI(P4L)—GA 3.0° TCH 50′.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant other hrs call 605–996–1228. Fuel avbl 24 hrs a day. Ultralight activity on and invof arpt. Migratory birds on and invof arpt. ACTIVATE HIRL Rwy 12–30, MIRL Rwy 17–35, MALSR Rwy 30, REIL Rwy 12 and Rwy 17, PAPI Rwy 12, 30, 17 and 35—CTAF.
WEATHER DATA SOURCES: ASOS 124.175 (605) 995–5803. **HIWAS** 109.2 MHE.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.3 (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE MHE.
(L) VORW/DME 109.2 MHE Chan 29 N43°46.62′ W98°02.25′ at fld. 1301/7E. **HIWAS.**
ILS 109.7 I–LPA Rwy 30. GS unusable for auto pilot coupled approaches blo 2174′ MSL.



MOBRIDGE MUNI (MBG) 1 NE UTC−6(−5DT) N45°32.78′ W100°24.38′ **TWIN CITIES**
1716 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MBG **L–14F**
RWY 12–30: H4411X75 (ASPH) S–12.5 MIRL **IAP**
RWY 12: PAPI(P2L)—GA 3.0° TCH 31′. Ground.
RWY 30: PAPI(P2R)—GA 3.0° TCH 31′. P-line.
RWY 17–35: 2400X250 (TURF) 1.0% up N
RWY 17: Road.
AIRPORT REMARKS: Attended 1400–0000Z‡. For attendant other hrs call 605–845–2977. Rwy 17–35 CLOSED winter months. ACTIVATE MIRL Rwy 12–30—CTAF.
WEATHER DATA SOURCES: ASOS 121.425 (605) 845–2056.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.35 (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
DUPREE (H) VORTACW 116.8 DPR Chan 115 N45°04.69′ W101°42.91′ 053° 62.1 NM to fld. 2530/10E. **HIWAS.**
RIVERBEND NDB (MHW) 407 RVB N45°32.99′ W100°24.61′ at fld. NOTAM FILE MBG. NDB unmonitored.



NDB RVB 407	APP CRS 108°	Rwy Idg 4411 TDZE 1703 Apt Elev 1715

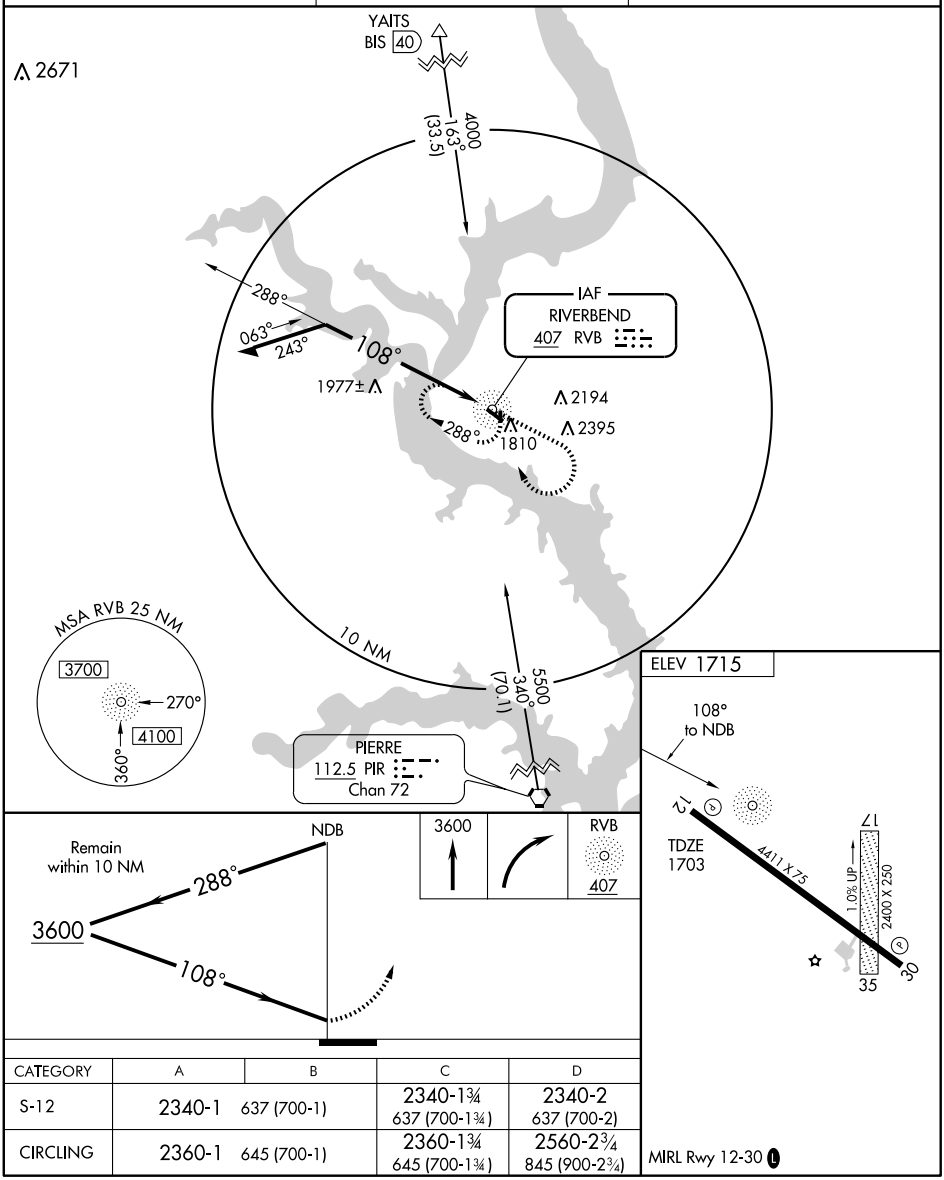
NDB RWY 12
MOBRIDGE MUNI (MBG)

T
NA If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climb to 3600 then right turn direct RVB NDB and hold.

ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L

NC-1, 21 OCT 2010 to 18 NOV 2010



CATEGORY	A	B	C	D
S-12	2340-1	637 (700-1)	2340-1¾ 637 (700-1¾)	2340-2 637 (700-2)
CIRCLING	2360-1	645 (700-1)	2360-1¾ 645 (700-1¾)	2560-2¾ 845 (900-2¾)

MIRL Rwy 12-30 L

RNAV (GPS) RWY 12

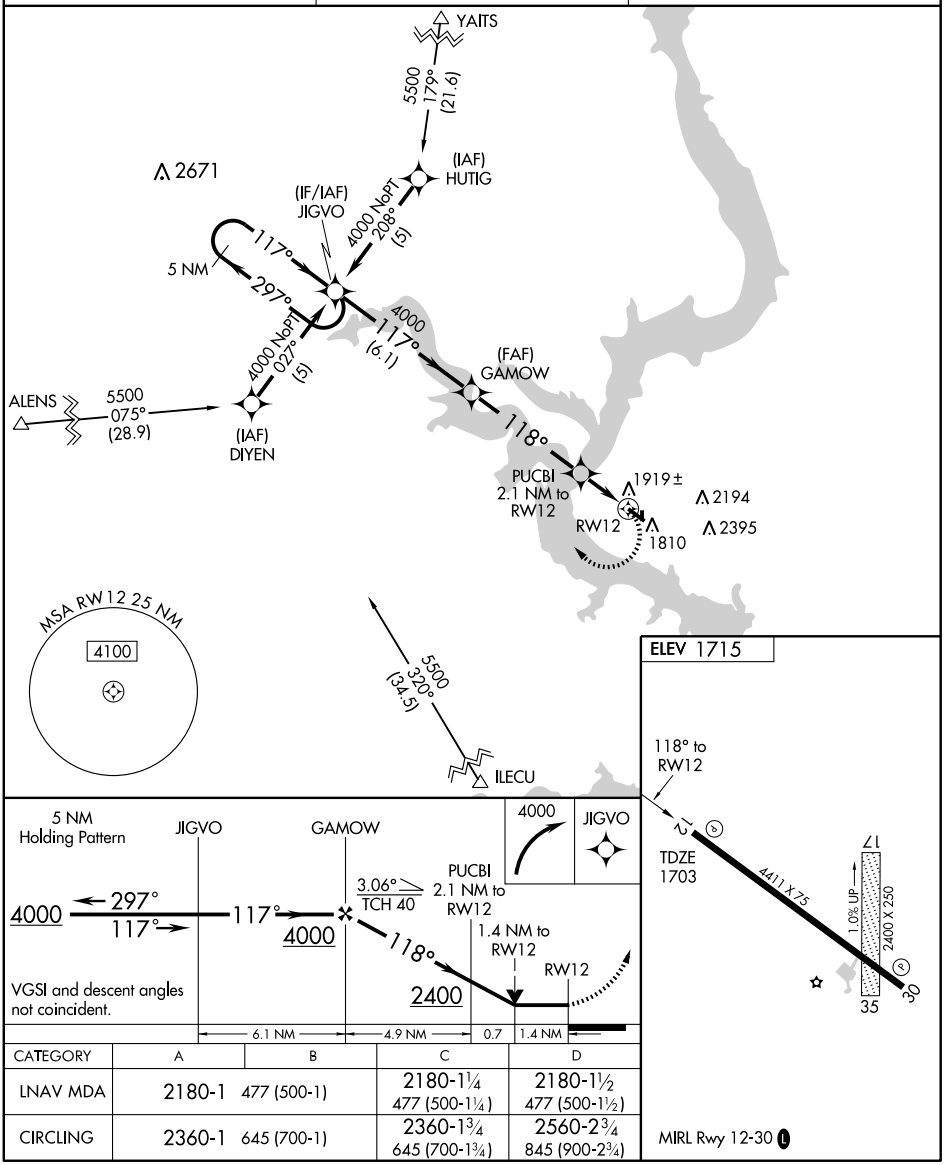
MOBRIDGE MUNI (MBG)

APP CRS	Rwy Idg	4411
118°	TDZE	1703
	Apt Elev	1715

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 4000 direct JIGVO and hold.

ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2180-1	477 (500-1)	2180-1¼ 477 (500-1¼)	2180-1½ 477 (500-1½)
CIRCLING	2360-1	645 (700-1)	2360-1¾ 645 (700-1¾)	2560-2¾ 845 (900-2¾)

MIRL Rwy 12-30 L

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	4411
308°	TDZE	1703
	Apt Elev	1715

RNAV (GPS) RWY 30

MOBRIDGE MUNI (MBG)

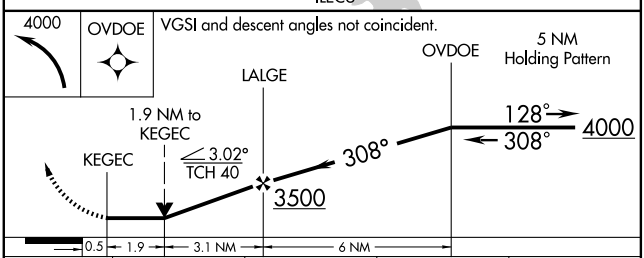
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
If local altimeter setting not received, use Pierre Rgnl altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing left turn to 4000 direct OVDOE and hold.

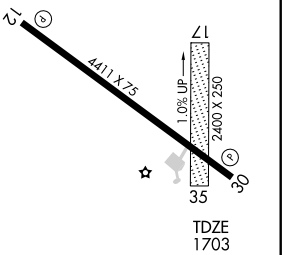
ASOS	HURON RADIO	UNICOM
121.425	122.35	122.8 (CTAF) L

NC-1, 21 OCT 2010 to 18 NOV 2010

YAITS
4000
148°
(41.9)
1810
2194
2395
(MAP)
KEGEC
(FAF)
LALGE
3500
308°
(6)
(IAF)
HONEG
4000 NoPT
218°
(5)
128°
308°
5 NM
(IF/IAF)
OVDOE
(IAF)
KEKPE
4000 NoPT
038°
(5)
Procedure NA for arrivals at CALOG via V344 westbound.
4000
056°
(23.8)
CALOG
4000 NoPT
005°
(17.6)
(IAF)
ILECU
MSA KEGEC 25 NM
4100
3001



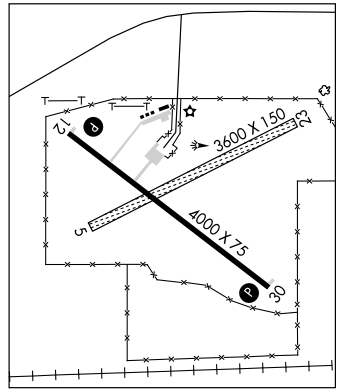
ELEV 1715



CATEGORY	A	B	C	D
LNAV MDA	2500-1 797 (800-1)	2500-1¼ 797 (800-1¼)	2500-2¼ 797 (800-2¼)	2500-2½ 797 (800-2½)
CIRCLING	2500-1 785 (800-1)	2500-1¼ 785 (800-1¼)	2500-2¼ 785 (800-2¼)	2560-2¾ 845 (900-2¾)

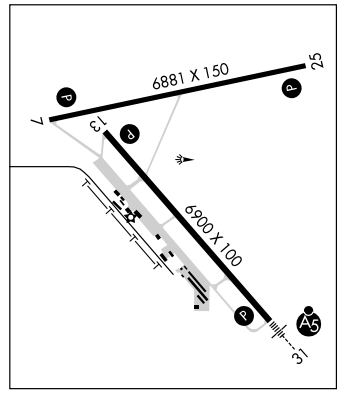
MIRL Rwy 12-30 L

PHILIP (PHP) 3 E UTC−7(−6DT) N44°02.88′ W101°35.94′ **CHEYENNE**
2207 B **FUEL** 100LL NOTAM FILE PHP **L–12G**
RWY 12–30: H4000X75 (ASPH) S–12.5 HIRL 0.4% up NW **IAP**
RWY 12: PAPI(P2L). Pole. **RWY 30:** PAPI(P2L).
RWY 05–23: 3600X150 (TURF)
RWY 23: Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Rwy 05–23 marked with black/white cones. ACTIVATE HIRL Rwy 12–30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (605) 859–3281. **HIWAS** 108.4 PHP.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (HURON RADIO)
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
(L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 090° 2.9 NM to fld. 2340/12E. **HIWAS.**
VOR unusable 250°–325° byd 30 NM blo 4500′.



PIERRE RGNL (PIR) 3 E UTC−6(−5DT) N44°22.96′ W100°17.16′ **OMAHA**
1744 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index A NOTAM FILE PIR **H–2I, L–12H**
RWY 13–31: H6900X100 (ASPH–GRVD) S–91, D–108, 2S–137, 2D–168 HIRL **IAP**
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 07–25: H6881X150 (ASPH–GRVD) S–91, D–114, 2S–145, 2D–180 HIRL 0.6% up W
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tank.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 54′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–6881	TODA–6881	ASDA–6881	LDA–6881
RWY 13:	TORA–6900	TODA–6900	ASDA–6900	LDA–6900
RWY 25:	TORA–6881	TODA–6881	ASDA–6881	LDA–6881
RWY 31:	TORA–6900	TODA–6900	ASDA–6900	LDA–6900



AIRPORT REMARKS: Attended Mon–Fri 1100–0600Z‡, Sat–Sun 1100–0400Z‡. For attendant other times call 605–224–9000/8621. Arpt conditions unmonitored during 0530–1000Z‡. Numerous non–radio acft operating in area. Birds on and invof arpt and within a 25 NM radius. No line of sight between rwy ends of Rwy 07–25. ARFF provided for part 121 air carrier ops only. 48 hr PPR for unscheduled acr ops involving acft designed for 31+ passenger seats call 605–773–7447. Taxiway C is 50′ wide and restricted to acft 75,000 pounds or less. ACTIVATE HIRL Rwy 13–31 and Rwy 07–25, MALSR Rwy 31, REIL Rwy 07, Rwy 13 and Rwy 25, PAPI Rwy 07, Rwy 25, Rwy 13 and Rwy 31—CTAF 122.7. NOTE: See Special Notices Section—
Aerobatic Practice Areas.
WEATHER DATA SOURCES: ASOS 119.025 (605) 224–6087. **HIWAS** 112.5 PIR.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.95
RCO 122.2 (HURON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
(L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 251° 5.3 NM to fld. 1789/11E. **HIWAS.**
ILS/DME 111.9 I–PIR Chan 56 Rwy 31. Class IA ILS GS unusable for coupled apch blo 2,255′.

VOR/DME PHP	APP CRS	Rwy Idg	N/A
108.4	090°	TDZE	N/A
Chan 21		Apt Elev	2207

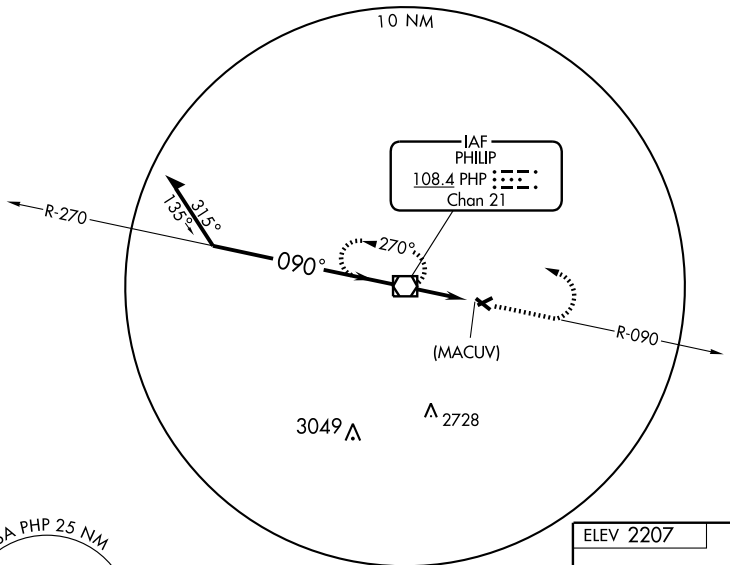
VOR or GPS-A

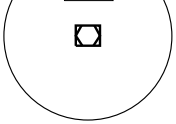
PHILIP (PHP)

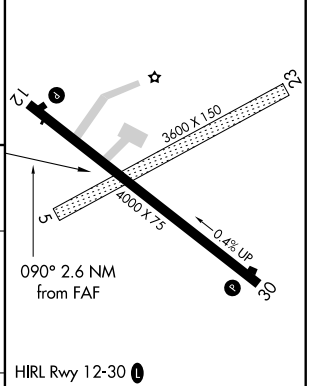
NA

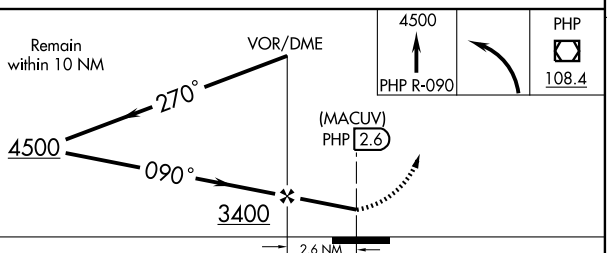
MISSED APPROACH: Climb to 4500 via PHP R-090, then left turn direct PHP VOR/DME and hold.

ASOS	DENVER CENTER	HURON RADIO	UNICOM
118.375	127.95 338.2	122.4	122.8 (CTAF) L









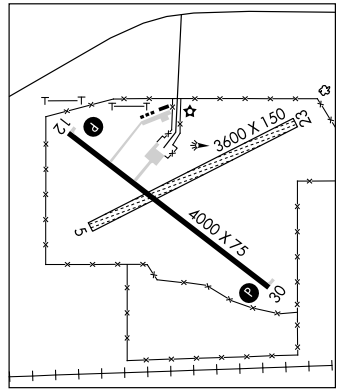
HIRL Rwy 12-30 L

CATEGORY	A	B	C	D
CIRCLING	2720-1 513 (600-1)	2740-1 533 (600-1)	2780-1½ 573 (600-1½)	2820-2 613 (700-2)

FAF to MAP 2.6 NM					
Knots	60	90	120	150	180
Min:Sec	2:36	1:44	1:18	1:02	0:52

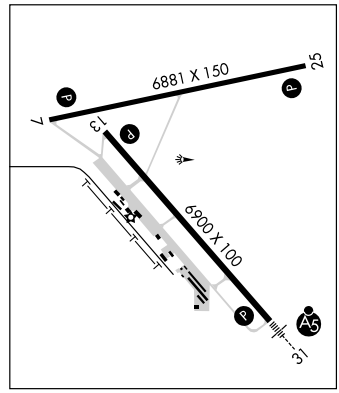
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PHILIP (PHP) 3 E UTC−7(−6DT) N44°02.88′ W101°35.94′ **CHEYENNE**
2207 B **FUEL** 100LL NOTAM FILE PHP **L–12G**
RWY 12–30: H4000X75 (ASPH) S–12.5 HIRL 0.4% up NW **IAP**
RWY 12: PAPI(P2L). Pole. **RWY 30:** PAPI(P2L).
RWY 05–23: 3600X150 (TURF)
RWY 23: Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Rwy 05–23 marked with black/white cones. ACTIVATE HIRL Rwy 12–30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 118.375 (605) 859–3281. **HIWAS** 108.4 PHP.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.4 (HURON RADIO)
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
(L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 090° 2.9 NM to fld. 2340/12E. **HIWAS.**
VOR unusable 250°–325° byd 30 NM blo 4500′.



PIERRE RGNL (PIR) 3 E UTC−6(−5DT) N44°22.96′ W100°17.16′ **OMAHA**
1744 B S4 **FUEL** 100LL, JET A OX 1, 2, 3, 4 Class I, ARFF Index A NOTAM FILE PIR **H–2I, L–12H**
RWY 13–31: H6900X100 (ASPH–GRVD) S–91, D–108, 2S–137, 2D–168 HIRL **IAP**
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 31: MALSR. PAPI(P4L)—GA 3.0° TCH 52′.
RWY 07–25: H6881X150 (ASPH–GRVD) S–91, D–114, 2S–145, 2D–180 HIRL 0.6% up W
RWY 07: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tank.
RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 54′.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 07:	TORA–6881	TODA–6881	ASDA–6881	LDA–6881
RWY 13:	TORA–6900	TODA–6900	ASDA–6900	LDA–6900
RWY 25:	TORA–6881	TODA–6881	ASDA–6881	LDA–6881
RWY 31:	TORA–6900	TODA–6900	ASDA–6900	LDA–6900



AIRPORT REMARKS: Attended Mon–Fri 1100–0600Z‡, Sat–Sun 1100–0400Z‡. For attendant other times call 605–224–9000/8621. Arpt conditions unmonitored during 0530–1000Z‡. Numerous non–radio acft operating in area. Birds on and invof arpt and within a 25 NM radius. No line of sight between rwy ends of Rwy 07–25. ARFF provided for part 121 air carrier ops only. 48 hr PPR for unscheduled acr ops involving acft designed for 31+ passenger seats call 605–773–7447. Taxiway C is 50′ wide and restricted to acft 75,000 pounds or less. ACTIVATE HIRL Rwy 13–31 and Rwy 07–25, MALSR Rwy 31, REIL Rwy 07, Rwy 13 and Rwy 25, PAPI Rwy 07, Rwy 25, Rwy 13 and Rwy 31—CTAF 122.7. NOTE: See Special Notices Section—
Aerobatic Practice Areas.
WEATHER DATA SOURCES: ASOS 119.025 (605) 224–6087. **HIWAS** 112.5 PIR.
COMMUNICATIONS: CTAF 122.7 **UNICOM** 122.95
RCO 122.2 (HURON RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.1
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
(L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 251° 5.3 NM to fld. 1789/11E. **HIWAS.**
ILS/DME 111.9 I–PIR Chan 56 Rwy 31. Class IA ILS GS unusable for coupled apch blo 2,255′.

LOC/DME I-PIR	APP CRS	Rwy Idg	6900
111.9	313°	TDZE	1720
Chan 56		Apt Elev	1744

ILS or LOC RWY 31

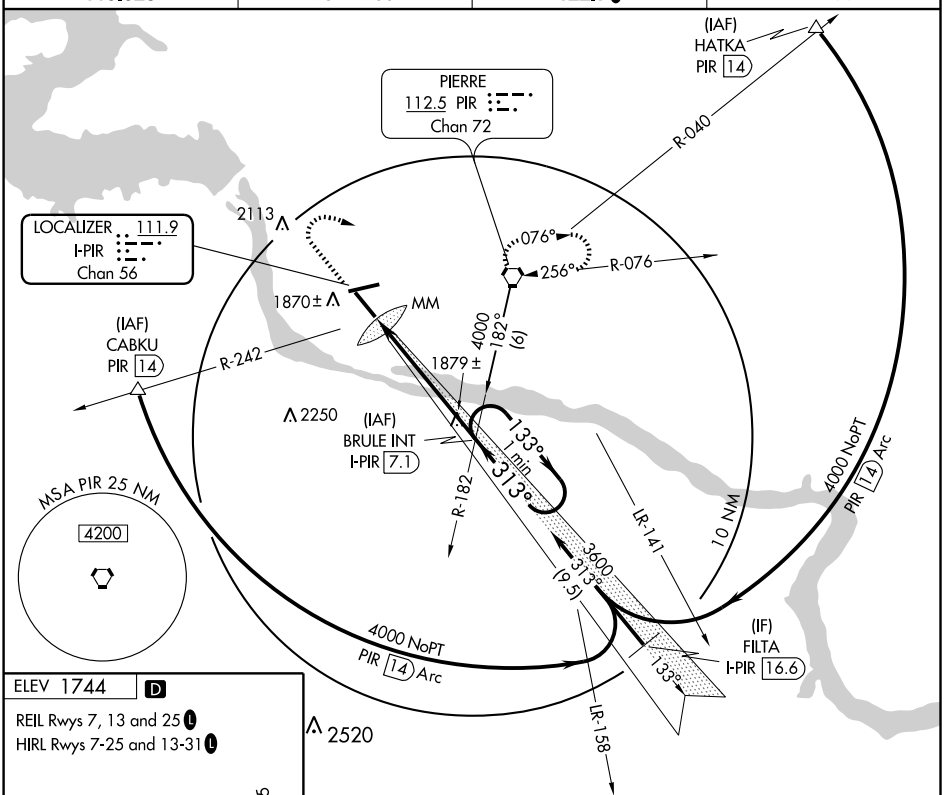
PIERRE RGNL (PIR)

Autopilot coupled approach NA below 2255.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct PIR VORTAC and hold, continue climb-in-hold to 4000.

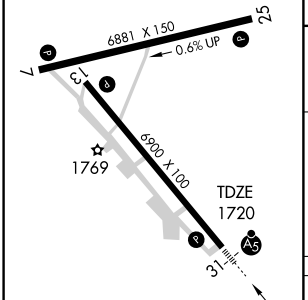
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95



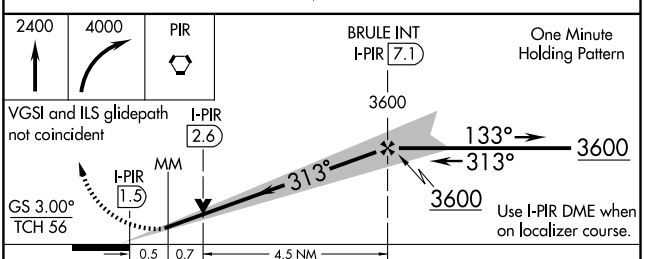
ELEV 1744 D

REIL Rwys 7, 13 and 25 L

HIRL Rwys 7-25 and 13-31 L



FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31	1920-½ 200 (200-½)			
S-LOC 31	2140-½ 420 (400-½)		2140-¾ 420 (400-¾)	
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6881
CH 45804	069°	TDZE	1744
W07A		Apt Elev	1744

RNAV (GPS) RWY 7

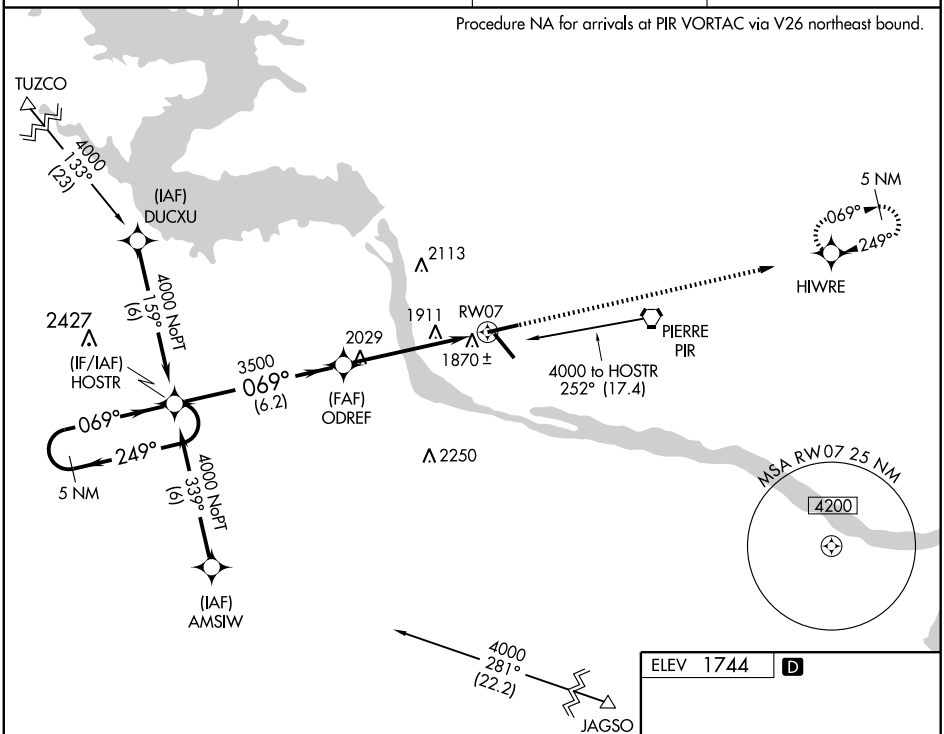
PIERRE RGNL (PIR)

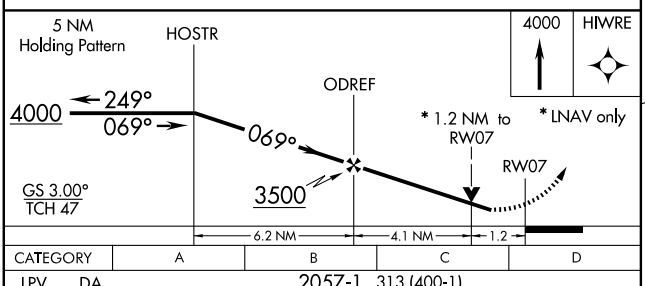
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

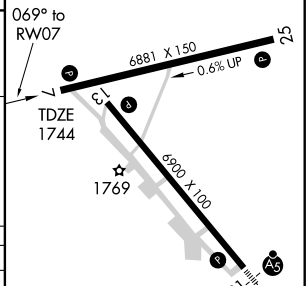
MISSED APPROACH: Climb to 4000 direct HIWRE and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95

Procedure NA for arrivals at PIR VORTAC via V26 northeast bound.







CATEGORY	A	B	C	D
LPV DA	2057-1 313 (400-1)			
LNAV/VNAV DA	2170-1½ 426 (500-1½)			
LNAV MDA	2180-1 436 (500-1)		2180-1¼ 436 (500-1¼)	2180-1½ 436 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6900
CH 53404	133°	TDZE	1731
W13A		Apt Elev	1744

RNAV (GPS) RWY 13

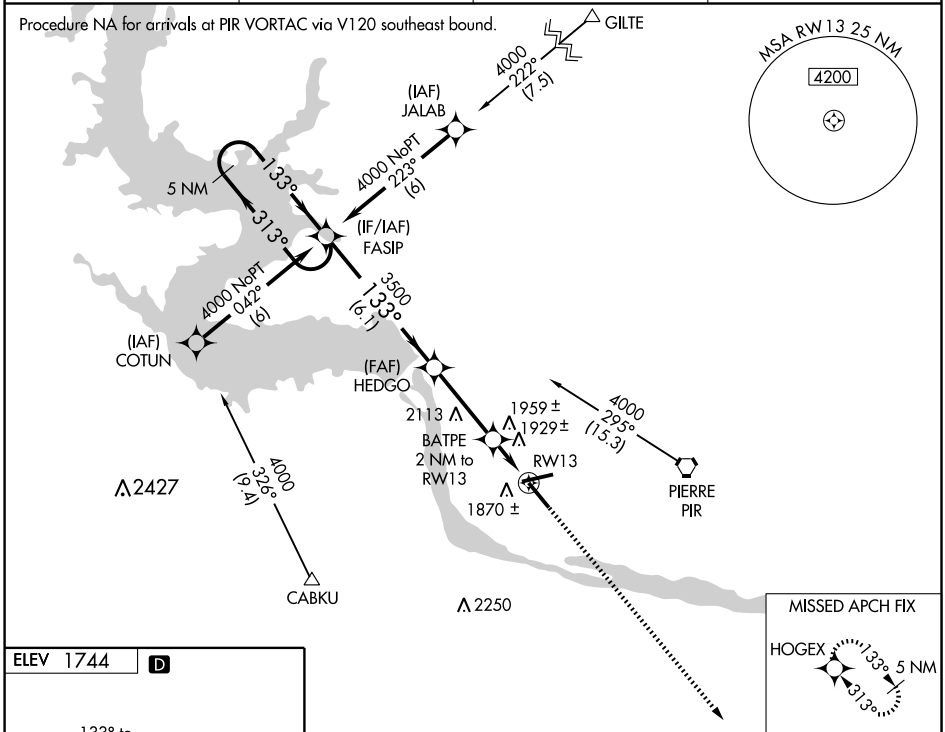
PIERRE RGNL (PIR)

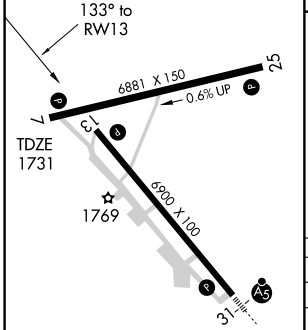
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

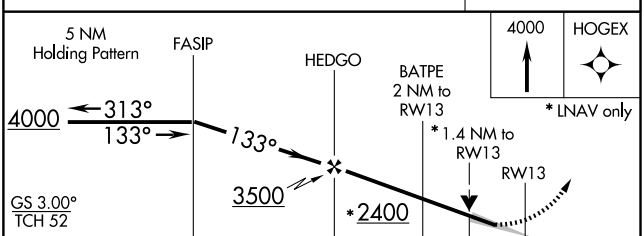
MISSED APPROACH: Climb to 4000 direct HOGEX and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95

Procedure NA for arrivals at PIR VORTAC via V120 southeast bound.







CATEGORY	A	B	C	D
LPV DA	1981-¾ 250 (300-¾)			
LNAV/VNAV DA	2285-2 554 (600-2)			
LNAV MDA	2220-1 489 (500-1)		2220-1¼ 489 (500-1¼)	2220-1½ 489 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6881
CH 63104	249°	TDZE	1725
W25A		Apt Elev	1744

RNAV (GPS) RWY 25

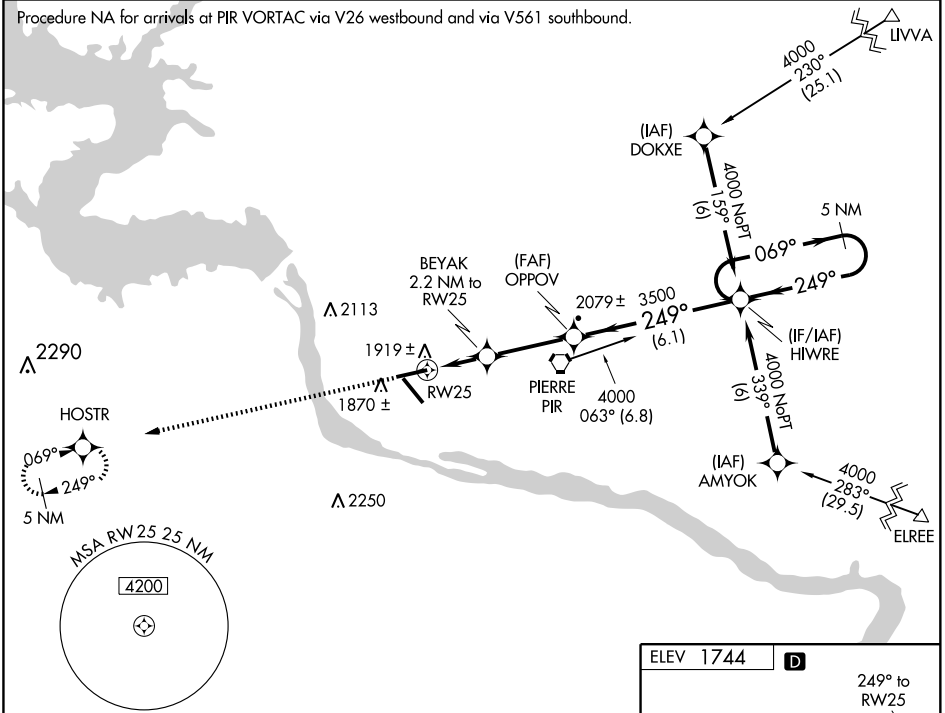
PIERRE RGNL (PIR)

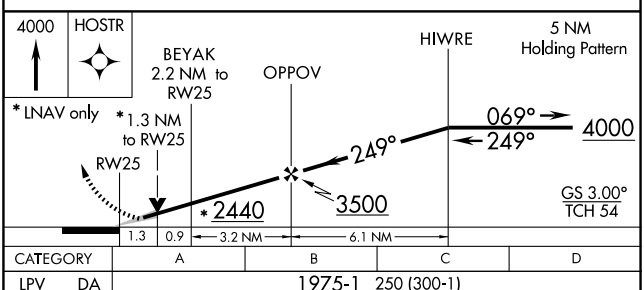
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct HOSTR and hold.

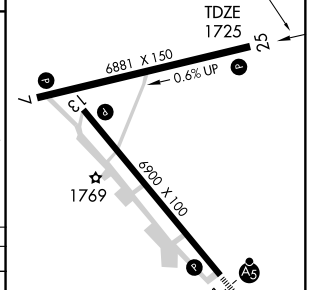
ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95

Procedure NA for arrivals at PIR VORTAC via V26 westbound and via V561 southbound.





CATEGORY	A	B	C	D
LPV DA	1975-1 250 (300-1)			
LNAV/VNAV DA	2179-1¾ 454 (500-1¾)			
LNAV MDA	2180-1 455 (500-1)		2180-1¼ 455 (500-1¼)	2180-1½ 455 (500-1½)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)



REIL Rwys 7, 13, and 25 L

HIRL Rwys 7-25 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6900
Chan 65623	313°	TDZE	1720
W31A		Apt Elev	1744

RNAV (GPS) RWY 31

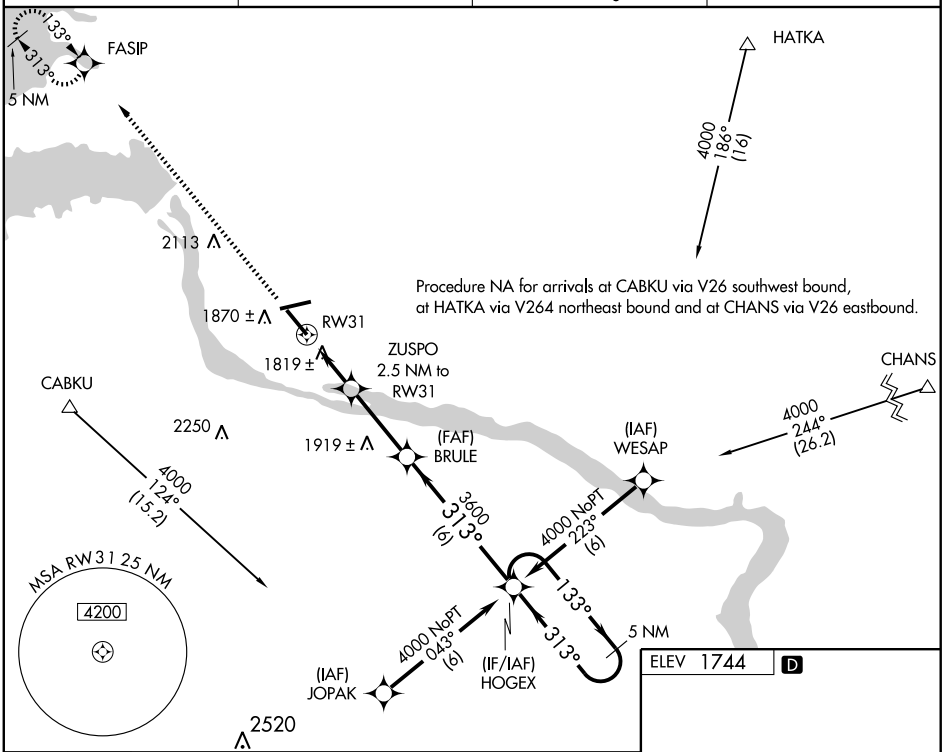
PIERRE RGNL (PIR)

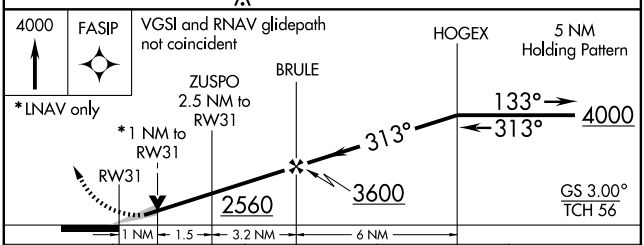
T DME/DME RNP-0.3 NA.
Baro-VNAV NA below -18°C (0°F).
For inoperative MALSR increase LPV visibility to ¾ all Cats, and LNAV Cat D visibility to 1¼.

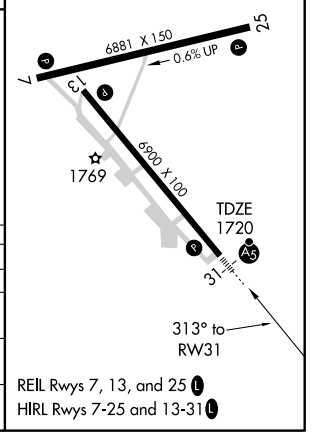
MALSR

MISSED APPROACH: Climb to 4000 direct FASIP and hold.

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95







CATEGORY	A	B	C	D
LPV DA	1970-½ 250 (300-½)			
LNAV/VNAV DA	2115-¾ 395 (400-¾)			
LNAV MDA	2080-½ 360 (400-½)			2080-1 360 (400-1)
CIRCLING	2240-1¼ 496 (500-1¼)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

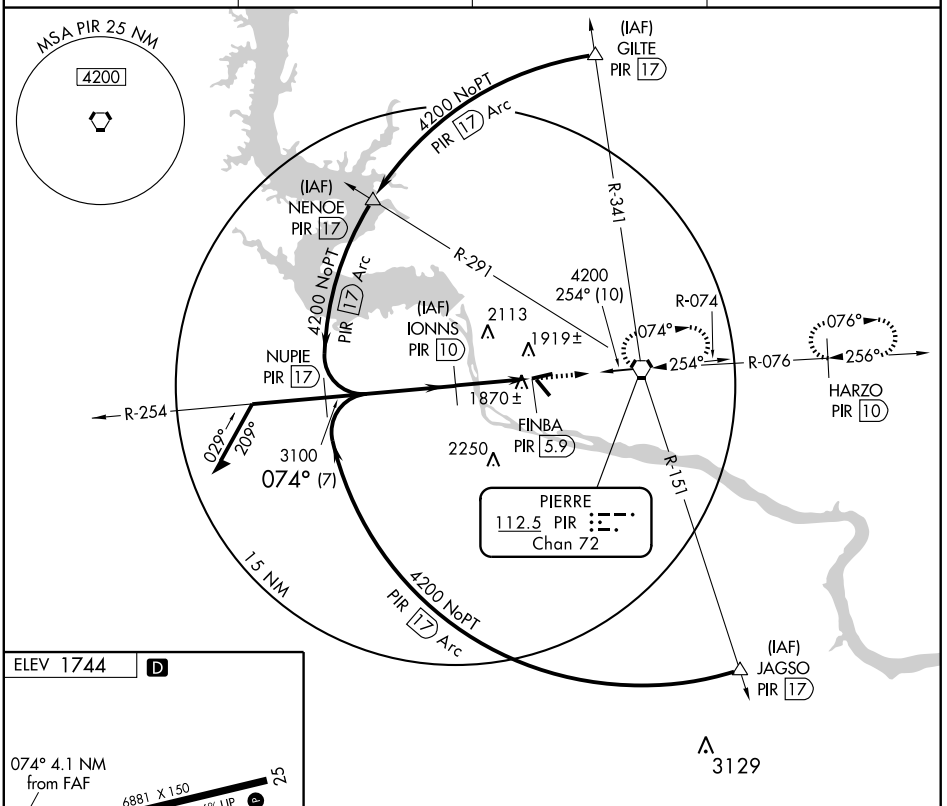
VORTAC PIR	APP CRS	Rwy Idg	6881
112.5	074°	TDZE	1744
Chan 72		Apt Elev	1744

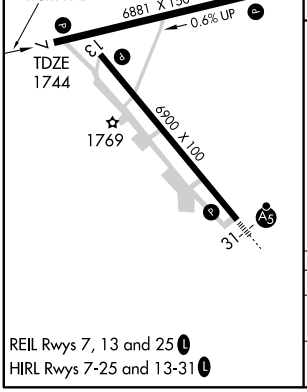
VOR/DME or TACAN RWY 7

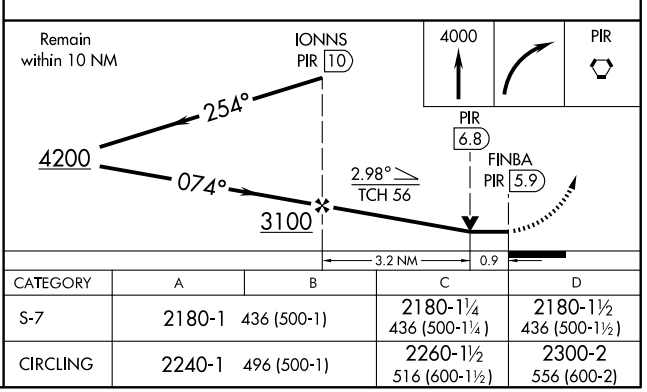
PIERRE RGNL (PIR)

MISSED APPROACH: Climb to 4000 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold East, right turns, 256° inbound).

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95







CATEGORY	A	B	C	D
S-7	2180-1	436 (500-1)	2180-1¼ 436 (500-1¼)	2180-1½ 436 (500-1½)
CIRCLING	2240-1	496 (500-1)	2260-1½ 516 (600-1½)	2300-2 556 (600-2)

REIL Rwys 7, 13 and 25 L
HIRL Rwys 7-25 and 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

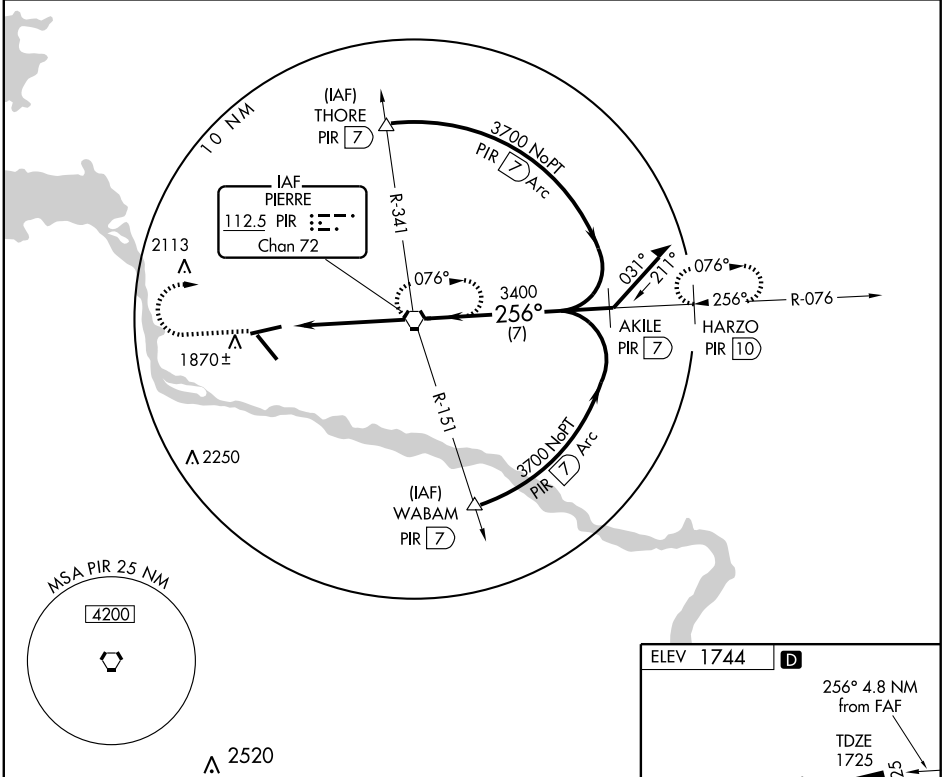
VORTAC PIR	APP CRS	Rwy Idg	6881
112.5	256°	TDZE	1725
Chan 72		Apt Elev	1744

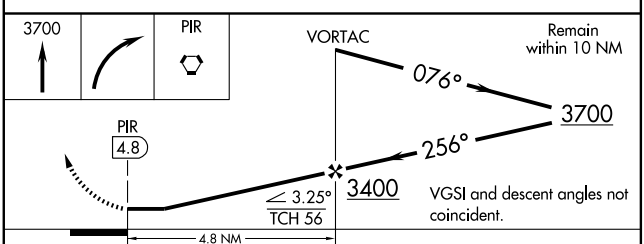
VOR or TACAN RWY 25

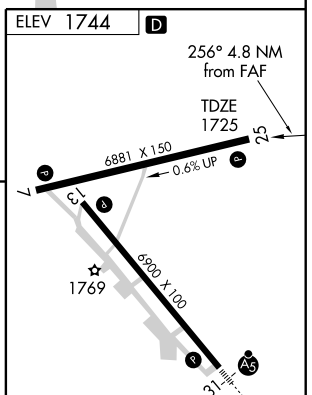
PIERRE RGNL (PIR)

MISSED APPROACH: Climb to 3700 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold east, right turns, 256° inbound)

ASOS	MINNEAPOLIS CENTER	CTAF	UNICOM
119.025	125.1 269.1	122.7 L	122.95







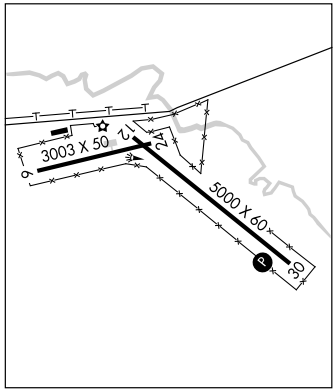
REIL Rwys 7, 13, and 25 L
HIRL Rwys 7-25 and 13-31 L

CATEGORY	A	B	C	D
S-25	2120-1 395 (400-1)			2120-1¼ 395 (400-1¼)
CIRCLING	2240-1 496 (500-1)		2260-1½ 516 (600-1½)	2300-2 556 (600-2)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

PINE RIDGE (IEN) 2 E UTC−7(−6DT) N43°01.35′ W102°30.66′ **CHEYENNE**
3333 B NOTAM FILE IEN **H–5B, L–12G**
RWY 12–30: H5000X60 (ASPH) S–12 MIRL 0.7% up SE **IAP**
RWY 12: P–line.
RWY 30: PAPI(P2L)—GA 3.0° TCH 26′. Fence.
RWY 06–24: H3003X50 (ASPH) S–12 0.7% up NE
RWY 24: Fence.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 06–24 CLOSED indef. MIRL Rwy 12–30 and PAPI Rwy 30 opr dusk–0530Z‡, after 0530Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (605) 867–1584.
COMMUNICATIONS: CTAF 122.9
DENVER CENTER APP/DEP CON 127.95
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 146° 61.3 NM to fld. 3160/13E.



PLATTE MUNI (1D3) 1 NE UTC−6(−5DT) N43°24.20′ W98°49.77′ **OMAHA**
1618 B S2 NOTAM FILE HON **L–12H**
RWY 14–32: H3100X60 (ASPH) LIRL
RWY 14: Tree. **RWY 32:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1400–2300Z‡. During winter months rwy could be slippery, confirm winter conditions with arpt manager call 605–337–2334/3923. Deer and other wildlife on and invof arpt. ACTIVATE LIRL Rwy 14–32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE MHE.
MITCHELL (L) VORW/DME 109.2 MHE Chan 29 N43°46.62′ W98°02.25′ 230° 41.2 NM to fld. 1301/7E.
HIWAS.

PRESHO MUNI (5P5) 1 E UTC−6(−5DT) N43°54.38′ W100°02.22′ **OMAHA**
1760 B NOTAM FILE HON
RWY 10–28: 3350X150 (TURF–GRVL) LIRL
RWY 10: Road. **RWY 28:** Fence.
AIRPORT REMARKS: Unattended. Wildlife and waterfowl on and invof arpt. Rwy 10–28 center 52′ gravel. Rwy 10–28 marked with yellow and black metal A-frame markers. ACTIVATE LIRL Rwy 10–28—CTAF.
COMMUNICATIONS: CTAF 122.9

RANCH N43°57.89′ W102°59.93′ NOTAM FILE RAP. **CHEYENNE**
NDB (HW/LOM) 254 RA 324° 5.5 NM to Rapid City Rgnl. **L–12G**

RNAV (GPS) RWY 30

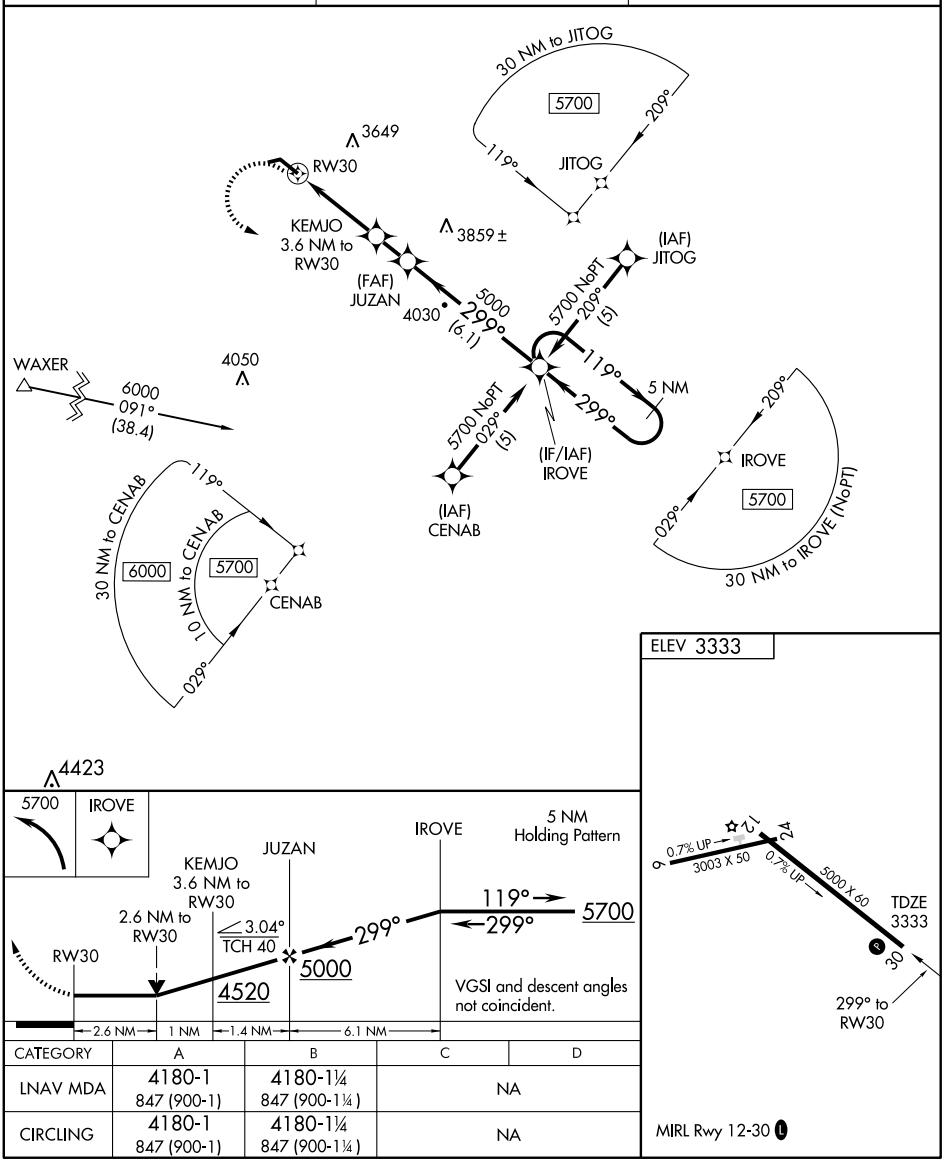
PINE RIDGE (IEN)

APP CRS		
299°	Rwy Idg	5000
	TDZE	3333
	Apt Elev	3333

T DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
A VDP NA when using Chadron altimeter setting.
When local altimeter setting not received, use Chadron altimeter setting and increase all MDA 80 feet, and Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 5700 direct IROVE and hold.

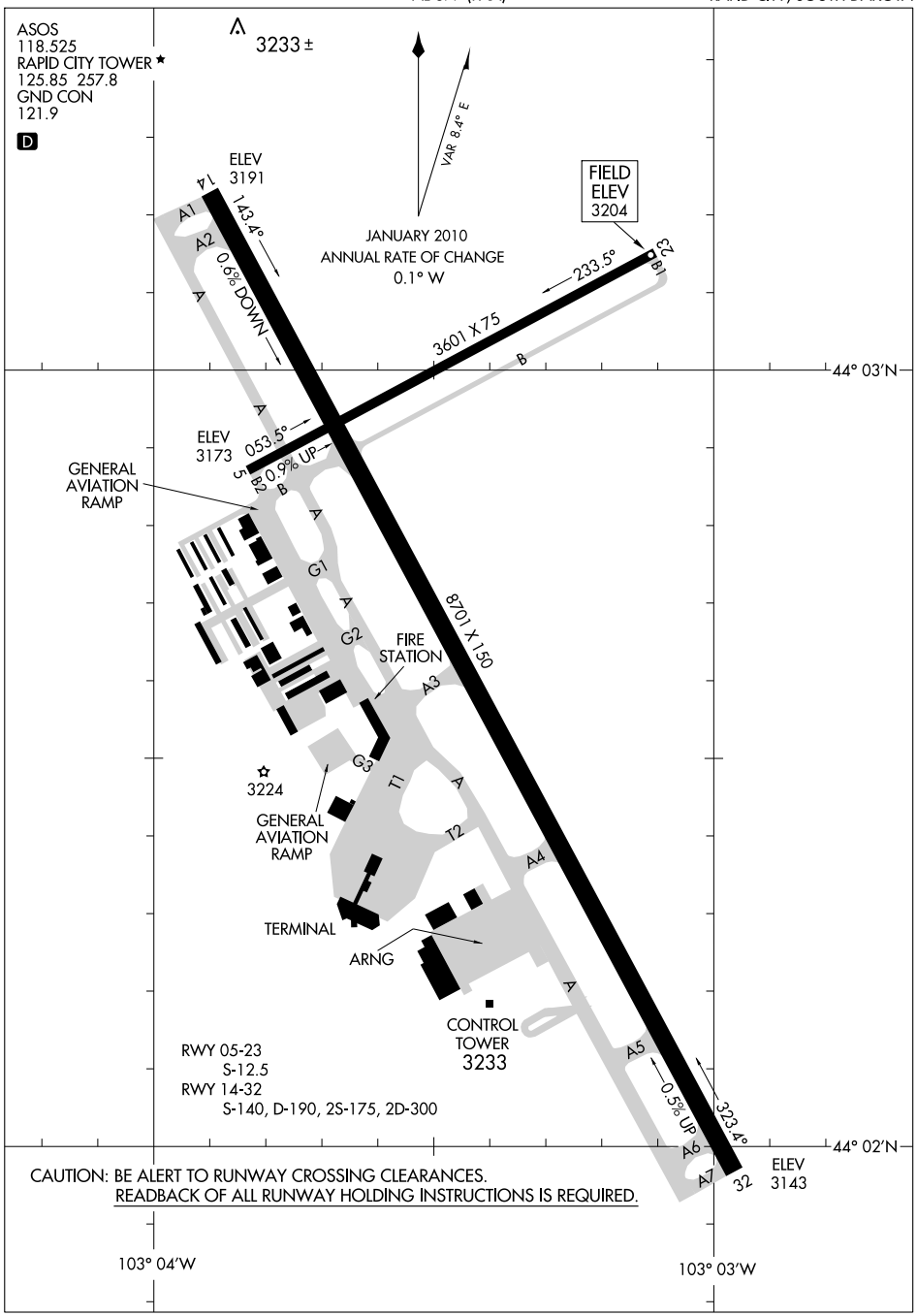
ASOS	DENVER CENTER	CTAF
126.775	127.95 338.2	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	
CIRCLING	4180-1 847 (900-1)	4180-1¼ 847 (900-1¼)	NA	

MIRL Rwy 12-30 L

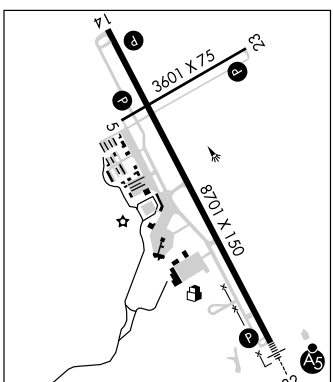
NC-1, 21 OCT 2010 to 18 NOV 2010



NC-1, 21 OCT 2010 to 18 NOV 2010

RAPID CITY RGNL (RAP) 8 SE UTC−7(−6DT) N44°02.72′ W103°03.44′ **CHEYENNE**
3204 B S4 **FUEL** 100LL, JET A OX 3 ARFF Index—See Remarks NOTAM FILE RAP **H–2H, L–12G**
RWY 14–32: H8701X150 (CONC–GRVD) S–140, D–190, 2S–175, 2D–300 HIRL **IAP, AD**
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 47′. 0.6% down.
RWY 32: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. 0.5% up.
RWY 05–23: H3601X75 (ASPH) S–12.5 MIRL 0.9% up NE
RWY 05: PAPI(P4L)—GA 3.0° TCH 32′. Rgt tfc.
RWY 23: PAPI(P4L)—GA 3.0° TCH 26′. Road.
RUNWAY DECLARED DISTANCE INFORMATION

RWY 05:	TORA–3601	TODA–3601	ASDA–3601	LDA–3601
RWY 14:	TORA–8701	TODA–8701	ASDA–8701	LDA–8701
RWY 23:	TORA–3601	TODA–3601	ASDA–3601	LDA–3601
RWY 32:	TORA–8701	TODA–8701	ASDA–8701	LDA–8701



AIRPORT REMARKS: Attended continuously. CAUTION: Extensive military jet traffic in vicinity of and NNW of arpt. Birds on and in vicinity of arpt. Be alert do not mistake Ellsworth AFB, located 6.5 NM NNW for Rapid City Rgnl. 152′ AGL twr 2.5 NM NNW of arpt. Line of sight is restricted between Rwy 14 and Rwy 23 physical ends. Twr has limited visibility of Twy T1 and Twy T2 and Twy B at AER Rwy 23. Rwy 05–23 not avbl for scheduled air carrier ops with acft designed for 10 plus passenger seats, and scheduled/unscheduled air carrier ops with acft designed for 31 plus passenger seats. ARFF Index ''C'' PPR, call airport manager 605–394–4195 or 605–593–3419. Rwy 32 touchdown runway visual range. When twr clsd ACTIVATE HIRL Rwy 14–32, MIRL Rwy 05–23, MALSR Rwy 32, PAPI Rwy 05, Rwy 23, Rwy 14 and Rwy 32, REIL Rwy 14 and Twy A and Twy B lgts —CTAF.
WEATHER DATA SOURCES: ASOS 118.525 (605) 393–2832.
COMMUNICATIONS: CTAF 125.85 **UNICOM** 122.95
RCO 122.65 122.1R 112.3T (HURON RADIO)
Ⓡ **ELLSWORTH APP/DEP CON** 119.5 (Opr 24 hrs, from Mon 1200Z‡ thru Sat 0400Z‡, Sat, Sun 1200–0400Z‡), other times ctc **DENVER CENTER** 127.95.
TOWER 125.85 (1300–0500Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1300–0500Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
(H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 322° 4.6 NM to fld. 3160/13E
RANCH NDB (HW/LOM) 254 RA N43°57.89′ W102°59.93′ 324° 5.5 NM to fld.
ILS/DME 109.3 I–RAP Chan 30 Rwy 32. Class IE. LOM RANCH NDB.

REDFIELD MUNI (1D8) 1 SW UTC−6(−5DT) N44°51.75′ W98°31.77′ **TWIN CITIES**
1307 B S2 **FUEL** 100LL NOTAM FILE HON **L–12H, 14G**
RWY 13–31: H3300X60 (ASPH) S–13 LIRL
RWY 13: Tree. **RWY 31:** Trees.
RWY 01–19: 2600X250 (TURF)
RWY 19: Tree.
AIRPORT REMARKS: Unattended. Rwy 01–19 CLOSED winter months. Fuel avbl 24 hrs with credit card. Ultralight activity on and invof arpt. Migratory birds on and invof arpt. Rwy 01–19 marked with yellow and black metal A-frame markers.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
HURON (L) VORTAC 117.6 HON Chan 123 N44°26.40′ W98°18.66′ 330° 27.0 NM to fld. 1300/10E.

RENEY N45°23.16′ W98°19.70′ NOTAM FILE ABR. **TWIN CITIES**
NDB (LOM) 203 AB 307° 5.4 NM to Aberdeen Rgnl.

RIVERBEND N45°32.99′ W100°24.61′ NOTAM FILE MBG. **TWIN CITIES**
NDB (MHW) 407 RVB at Mobridge Muni. NDB unmonitored. **L–14F**

ROKKY N43°29.65′ W96°49.73′ NOTAM FILE FSD. **OMAHA**
NDB (H/LOM) 245 FS 031° 6.5 NM to Joe Foss Fld. Unmonitored. **L–12I**

SIOUX FALLS N43°38.97′ W96°46.87′ NOTAM FILE FSD. **OMAHA**
(H) VORTACW 115.0 FSD Chan 97 148° 4.4 NM to Joe Foss Fld. 1570/9E. **HIWAS.** **H–5C, L–12I**
VOR portion unusable 320°–360° byd 20 NM blo 4000′.
RCO 122.2 (HURON RADIO)

ILS or LOC RWY 32

RAPID CITY RGNL (RAP)

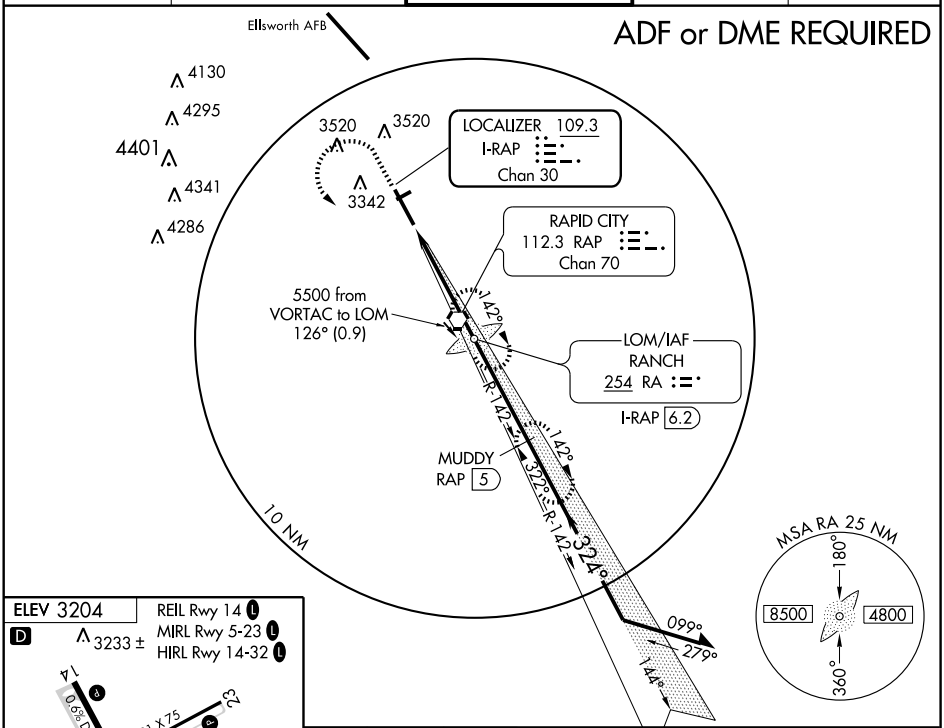
LOC/DME I-RAP	APP CRS	Rwy Idg	8701
109.3	324°	TDZE	3160
Chan 30		Apt Elev	3204

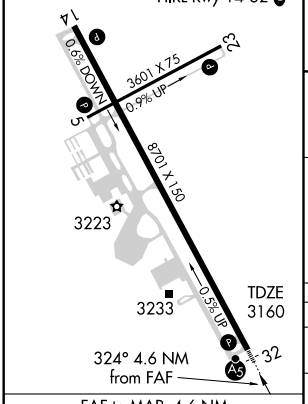
Circling to Rwy 5-23 NA at night. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet, increase S-LOC 32 Cat E visibility ½ mile. For inoperative MALSR, increase S-LOC 32 Cat E visibility to 1½ and S-ILS 32 Cat E visibility to RVR 4000. VDP NA with Ellsworth AFB altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR, when using Ellsworth AFB altimeter setting, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 5500 then left turn direct RAP VORTAC and hold. (TACAN aircraft continue via RAP VORTAC R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.)

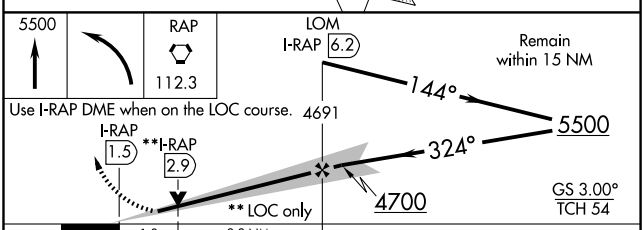
ASOS	ELLSWORTH APP CON *	RAPID CITY TOWER *	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95





FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 32	* 3360/24 200 (200-½)				3360/24 200 (200-½)
S-LOC 32	3620/24 460 (500-½)		3620/40 460 (500-¾)	3620/50 460 (500-1)	
CIRCLING	3660-1 456 (500-1)	3680-1 476 (500-1)	3680-1½ 476 (500-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8701
CH 60919	144°	TDZE	3191
W14A		Apt Elev	3204

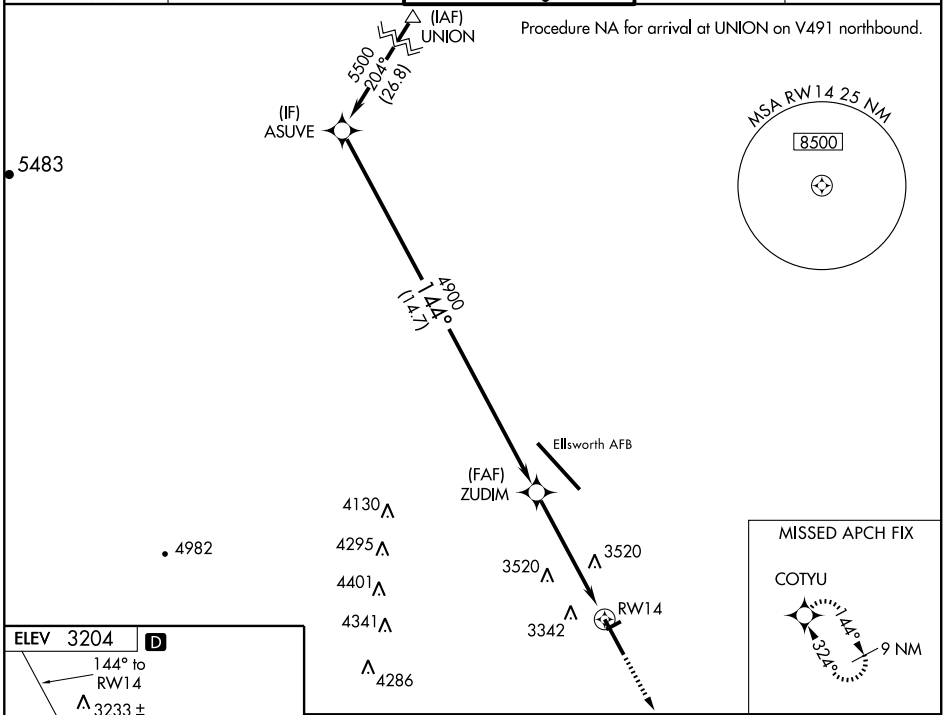
RNAV (GPS) RWY 14

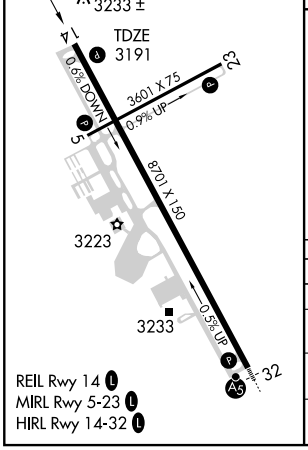
RAPID CITY RGNL (RAP)

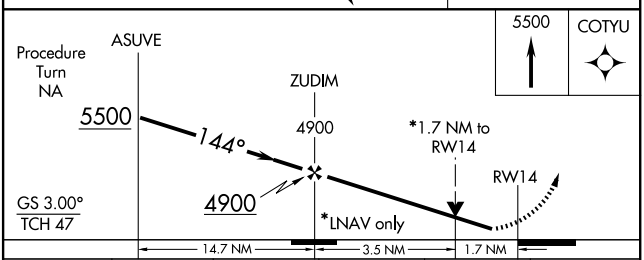
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet and increase LNAV Cats C/D/E and Circling Cat C visibility ¼ mile. VDP NA with Ellsworth AFB altimeter setting. Baro-VNAV NA when using Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 5500 direct COTYU and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
LPV DA	3450-1 259 (300-1)				
LNAV/VNAV DA	3871-2½ 680 (700-2½)				
LNAV MDA	3780-1 589 (600-1)		3780-1½ 589 (600-1½)	3780-1¾ 589 (600-1¾)	3780-2 589 (600-2)
CIRCLING	3780-1 576 (600-1)		3780-1½ 576 (600-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	8701
CH 93717	324°	TDZE	3160
W32A		Apt Elev	3204

RNAV (GPS) RWY 32

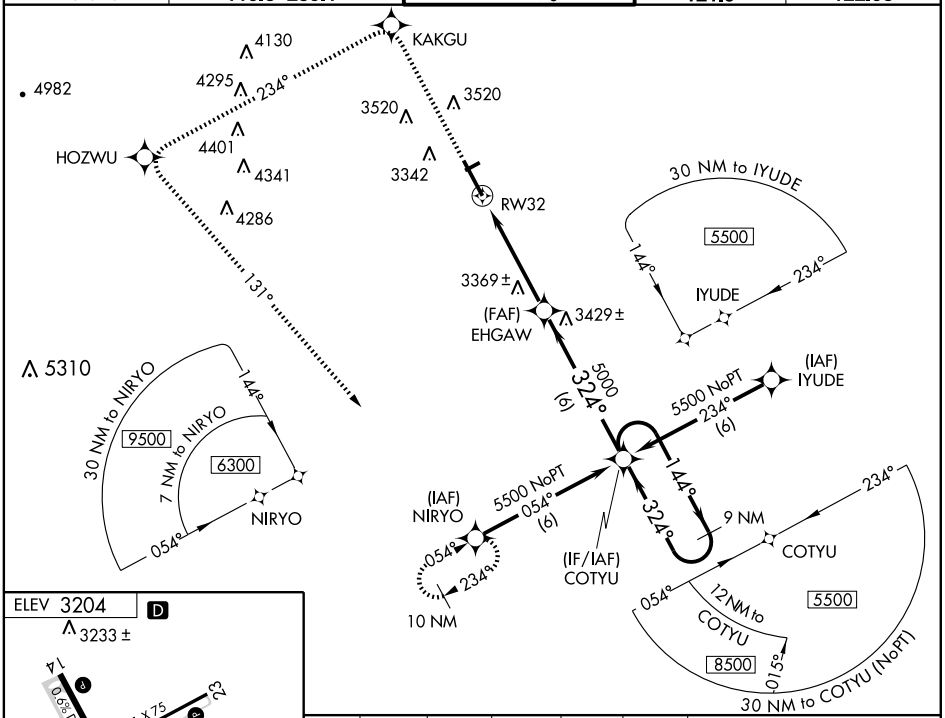
RAPID CITY RGNL (RAP)

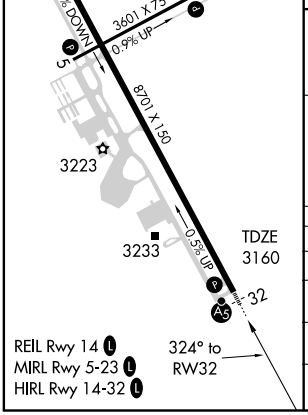
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all DA 26 feet and all MDA 40 feet and increase LNAV Cat E visibility ¼ mile. VDP NA with Ellsworth AFB altimeter setting. Baro-VNAV NA when using Ellsworth AFB altimeter setting. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000 and LNAV Cat E visibility to 1½. For inoperative MALSR, when using Ellsworth AFB altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000 and LNAV Cat E visibility to 1¾.

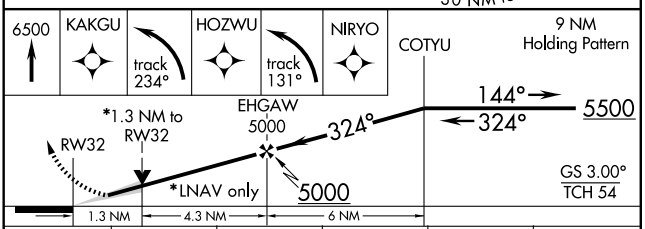
MALSR

MISSED APPROACH: Climb to 6500 direct KAKGU and left turn on track 234° to HOZWU and left turn on track 131° to NIRYO and hold.

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
LPV DA	3360/24 200 (200-½)				
LNAV/VNAV DA	3410/24 250 (300-½)			3410/40 250 (300-¾)	
LNAV MDA	3620/24 460 (500-½)		3620/40 460 (500-¾)	3620/50 460 (500-1)	
CIRCLING	3660-1 456 (500-1)	3680-1 476 (500-1)	3680-1½ 476 (500-1½)	3820-2 616 (700-2)	3960-2¾ 756 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	141°	TDZE	3191
Chan 70		Apt Elev	3204

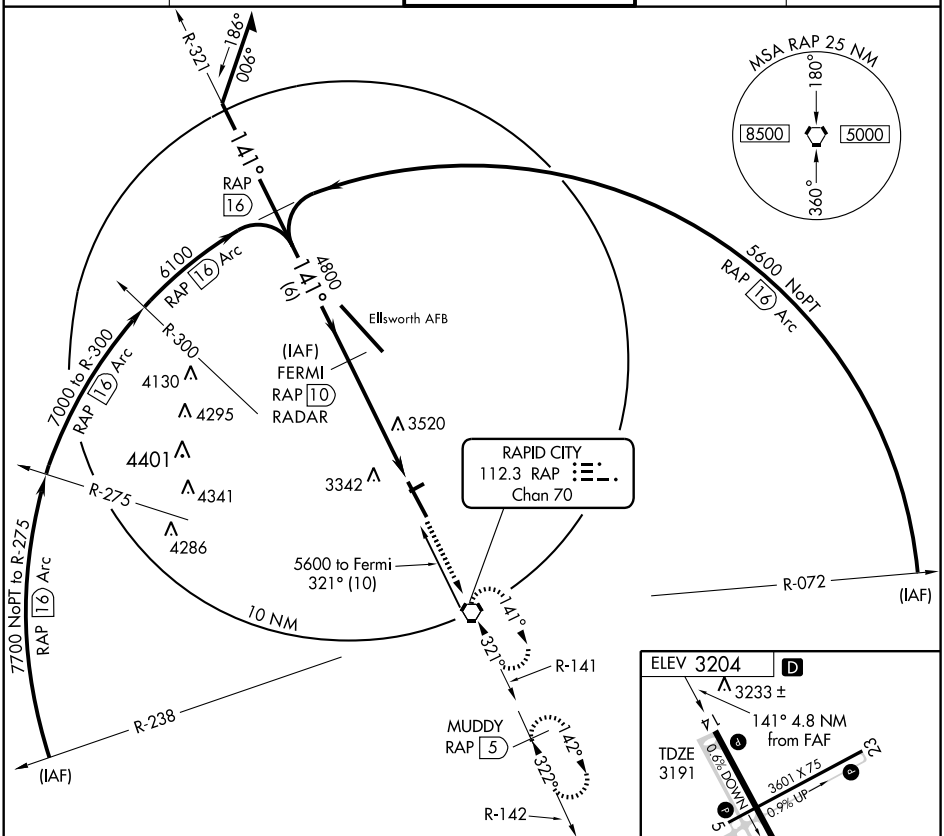
VOR or TACAN RWY 14

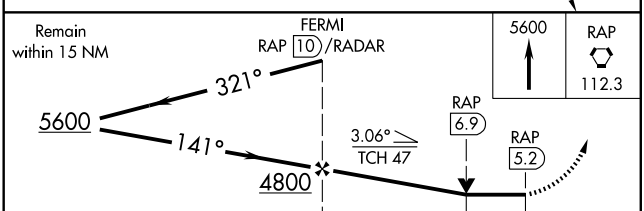
RAPID CITY RGNL (RAP)

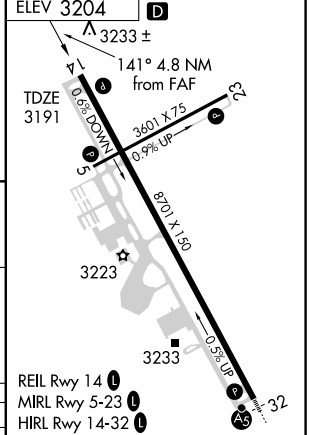
If local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all MDAs 40 feet. VDP NA when using Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 5600 direct RAP VORTAC and hold, continue climb-in-hold to 5600. (TACAN aircraft continue via RAP R-142 to MUDDY 5 DME and hold SE, RT, 322° inbound.)

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D	E
S-14	3780-1 589 (600-1)		3780-1½ 589 (600-1½)	3780-1¾ 589 (600-1¾)	3780-2 589 (600-2)
CIRCLING	3780-1 576 (600-1)		3780-1½ 576 (600-1½)	3820-2 616 (700-2)	3820-2¼ 616 (700-2¼)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC RAP	APP CRS	Rwy Idg	8701
112.3	322°	TDZE	3160
Chan 70		Apt Elev	3204

VOR or TACAN RWY 32

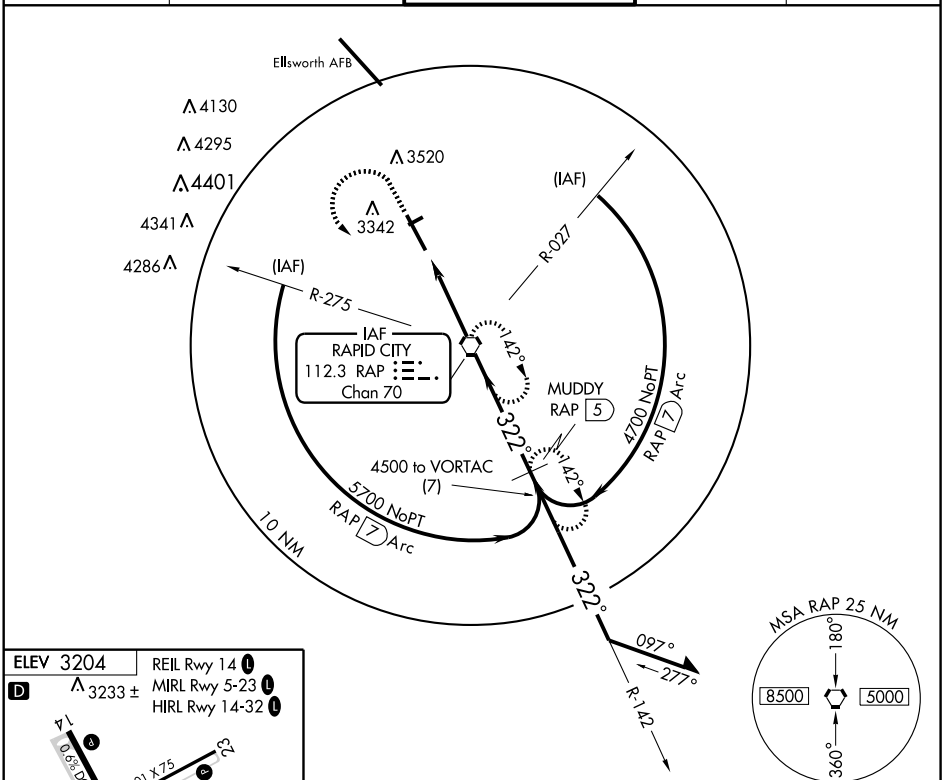
RAPID CITY RGNL (RAP)

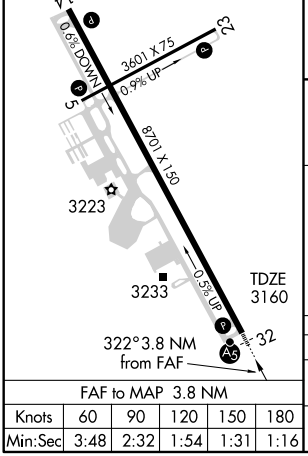
T Inoperative table does not apply to Cats D and E.
A If local altimeter setting not received, use Ellsworth AFB altimeter setting and increase all MDAs 40 feet.

MALSR

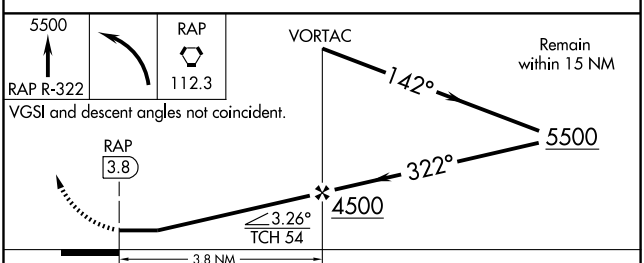
MISSED APPROACH: Climb to 5500 via RAP R-322 then left turn direct RAP VORTAC and hold. (TACAN aircraft continue via RAP R-142 to MUDDY 5 DME and hold SE, RT, 322°inbound.)

ASOS	ELLSWORTH APP CON ★	RAPID CITY TOWER ★	GND CON	UNICOM
118.525	119.5 259.1	125.85 (CTAF) L 257.8	121.9	122.95





FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16



CATEGORY	A	B	C	D	E
S-32	3440/24 280 (300-½)			3440/50 280 (300-1)	
CIRCLING	3660-1 456 (500-1)		3660-1½ 456 (500-1½)	3820-2 616 (700-2)	3820-2¼ 616 (700-2¼)

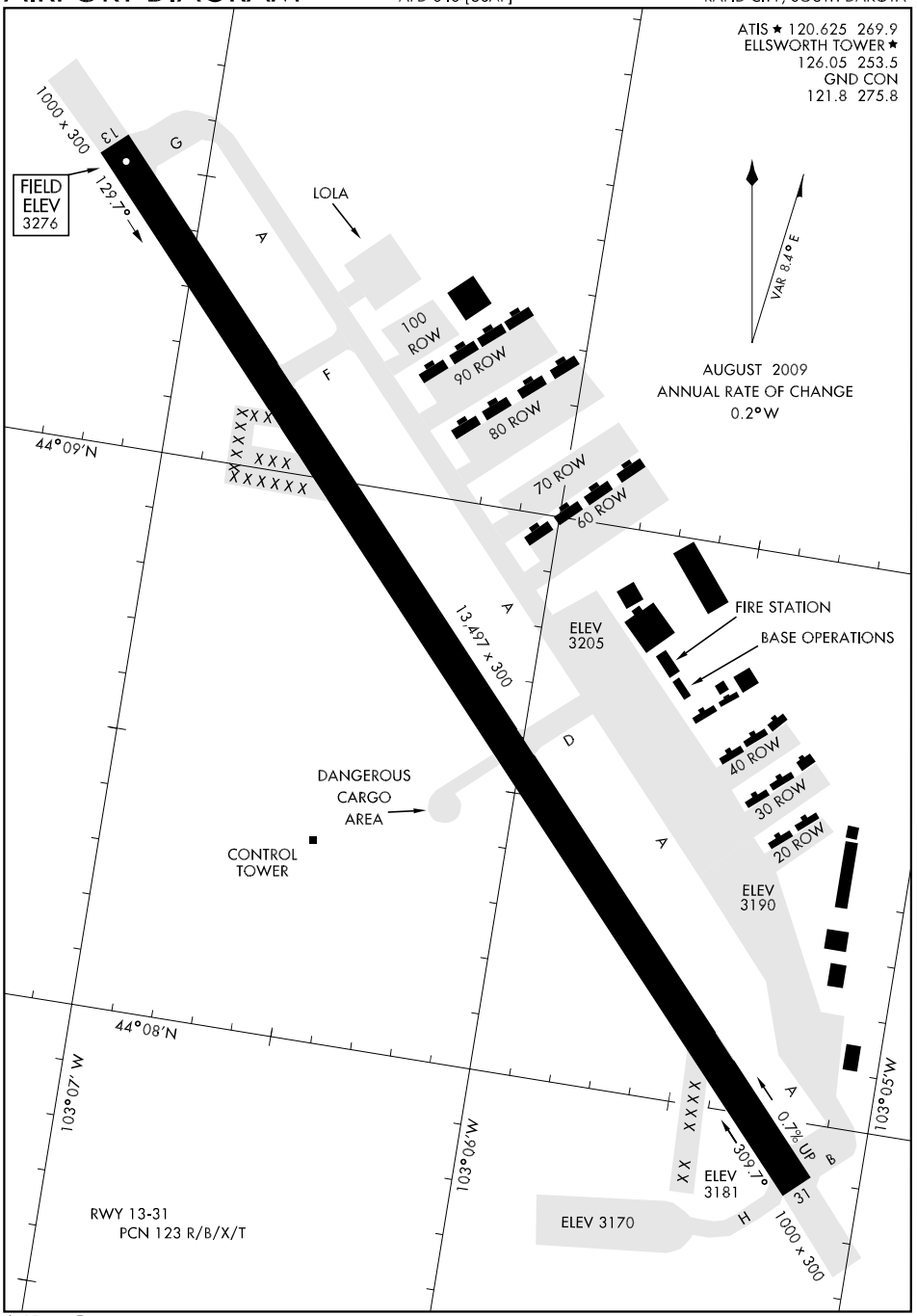
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AFD-343 [USAF]

ELLSWORTH AFB (KRCA)

RAPID CITY, SOUTH DAKOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

RAPID CITY, SOUTH DAKOTA

ELLSWORTH AFB (KRCA)

ELLSWORTH AFB (RCA)(KRCA) AF 5 SW UTC−7(−6DT) N44°08.71′ W103°06.21′ **CHEYENNE**
3276 B S4 TPA—See Remarks NOTAM FILE RCA Not insp. **H–2H, L–12G**
RWY 13–31: H13503X300 (CONC) PCN 123 R/B/X/T HIRL **DIAP, AD**
RWY 13: REIL. ALSF1. PAPI(P4L). **RWY 31:** REIL. ALSF1. PAPI(P4L).
MILITARY SERVICE: LGT Rwy 13 and Rwy 31 ILS & PAPI GS are not on coincidental.
JASU (AM32A–95) (A/M32A–86) **FUEL** J8 **FLUID** SP LPOX LOX–48 hr prior notice rqr.
OIL 0–132–133–148 **TRAN ALERT** Svc avbl Mon–Fri 1500–2300Z‡, clsd Sat, Sun and holidays. If afld is open trans avbl on Sat and Sun from 1500–2300Z‡. Transient acft not allowed when transient alert not avbl. No fleet svc avbl.
MILITARY REMARKS: Opr Mon–Thu 1400–0730Z‡, Fri 1400–0300Z‡, CLOSED, Sat, Sun ACC down days and holidays. See Flip AP/1 Supplementary Arpt Information. **RSTD** All acft maintain at or abv 7700′ and 2640′ horizontal separation in the immediate vicinity of Mt. Rushmore, avoid Devils Twr by 5 NM. PPR all full stop acft ctc base ops no earlier than 72 hr prior to ETA. Fax DSN 675–1053, C605–385–1053. BWC–(severe) no APP/DEP without 28 OG/CC approval. (Moderate) takeoff/approaches with squadron ops officer or higher PPR only. Req BWC update before each approach prior to reaching the final apch fix. (Low) normal operating procedures in effect. **CAUTION** Extensive general aviation and commercial traffic in vicinity of Rapid City Arpt 6.5 NM SE of arpt. When on visual apch to Rwy 31 exercise extreme caution for civil high intensity parking lot lgt located 6600′ from end of rwy and in line with apch lgt system. Migratory bird activity Aug–Nov (phase II) and Mar–May (phase II), sfc to 5000′ AGL. Deer hazard, report any activity to Twr/PTD. **TFC PAT** TPA–Rectangular 4500(1224), overhead 5000(1724). Avoid over flight of base proper when circling to ldg. **MISC** Inbound VIP Code 7 or higher, ctc Raymond 33 15 min prior to block time with name, rank and purpose of visit. The Pride hangar is located just N of the base WX station. The height and size of the hangar blocks 20% of the horizon and hinders obsn of thunderstorm and other convective clouds. From the obs point, WX technicians are unable to see the tdz of both rwys. The S end wind sensor typically reads 10–15 kts lower than the N end during strong N wind events. AMOPS avbl to store classified up to secret, COMSEC issuing not avbl from AMOPS.
COMMUNICATIONS: SFA **ATIS** 120.625 269.9 (Mon–Fri 1400–0700Z‡, closed Sat, Sun and holidays) **PTD** 372.2
Ⓡ **APP CON** 119.5 259.1 (Opr 24 hrs, from Mon 1200Z‡ thru Sat 0400Z‡ Sat, Sun, 1200–0400Z‡)
Ⓡ **DEP CON** 119.5 289.4 (Opr 24 hrs, from Mon 1200Z‡ thru Sat 0400Z‡ Sat, Sun, 1200–0400Z‡) other times ctc.
DENVER CENTER APP/DEP CON 127.95 338.2 (Opr 24 hrs, from Sat 0400Z‡ thru Mon 1200Z‡, Sat, Sun 0400–1200Z‡)
TOWER 126.05 353.5 Mon–Thu 1400–0730Z‡, Fri 1400–0300Z‡, clsd Sat, Sun, ACC down days and holidays.
GND CON 121.8 275.8
COMD POST (Raymond 33) 321.0 (Have Quick timing avbl 287.7.)
PMSV METRO 375.775 (Full svc avbl during afld opr hrs (see NOTAM), limited svc other times. Remote briefing svc avbl Scott AFB 15 OWS DSN 576–9755, C618–256–9755.)
AIRSPACE: CLASS D svc Mon–Thu 1400–0730Z‡, Fri 1400–0300Z‡, closed Sat, Sun, ACC down days, and holidays other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 326° 10.9 NM to fld. 3160/13E.
(L) TACAN Chan 25 RCA (108.8) N44°08.34′ W103°06.11′ at fld. 3219/11E. NOTAM FILE RCA. No NOTAM MP Mon 1330–1630Z‡. TACAN unusable 010°–020° byd 20 NM blo 10,000′.
ILS 111.5 I–ELR Rwy 13. Class IT. No NOTAM MP Tue, Thu 1300–1530Z‡.
ILS 110.3 I–RCA Rwy 31. Class IT. No NOTAM MP Tue, Thu 1300–1530Z‡.
ASR No-NOTAM MP Tue, Thu 1300–1530Z‡, clsd Sat, Sun, holidays other times Class E. Radar see Terminal FLIP for Radar Minima.

EUREKA MUNI (3W8) 2 N UTC−6(−5DT) N45°48.00′ W99°38.52′ **TWIN CITIES**
1935 B NOTAM FILE HON **L–14G**
RWY 12–30: H3100X60 (ASPH–AFSC) LIRL
RWY 07–25: 2100X150 (TURF)
RWY 07: Fence.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Rwy 07–25 marked with yellow and black metal A-frame markers. ACTIVATE LIRL Rwy 12–30—122.8.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ABR.
ABERDEEN (H) VOR/DME 113.0 ABR Chan 77 N45°25.04′ W98°22.12′ 287° 58.3 NM to fld. 1301/7E.

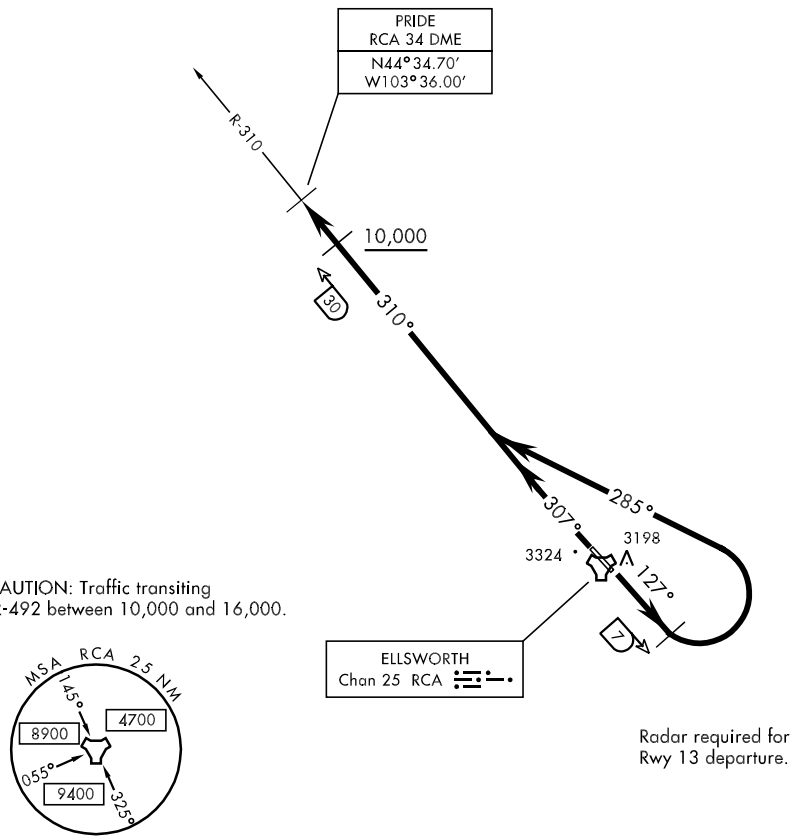
ELLSWORTH-ONE DEPARTURE (RCA1•RCA)

SHL-343 [USAF] RAPID CITY, SOUTH DAKOTA

ATIS ★120.625 269.9
GND CON
121.8 275.8
ELLSWORTH TOWER ★
126.05 253.5
ELLSWORTH DEP CON
119.5 289.4
DENVER CENTER
127.95 338.2
ELLSWORTH APP CON
119.5 259.1

Rwy	Knots	60	120	180	240	300	360
31	V/V(fpm)	240	480	720	960	1200	1440

ATC Climb Rate to 10,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13: Track 127°to RCA 7 DME. Turn left track 285°to intercept RCA R-310, outbound to PRIDE. Cross RCA 30 DME at or above 10,000.

TAKE-OFF RWY 31: Track 307°to intercept RCA R-310, outbound to PRIDE. Cross RCA 30 DME at or above 10,000.

NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 13

LOC I-ELR	APCH CRS	Rwy ldg 13,497 / TDZE 3276 / Arpt Elev 3276
111.5	127°	

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

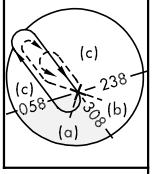
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

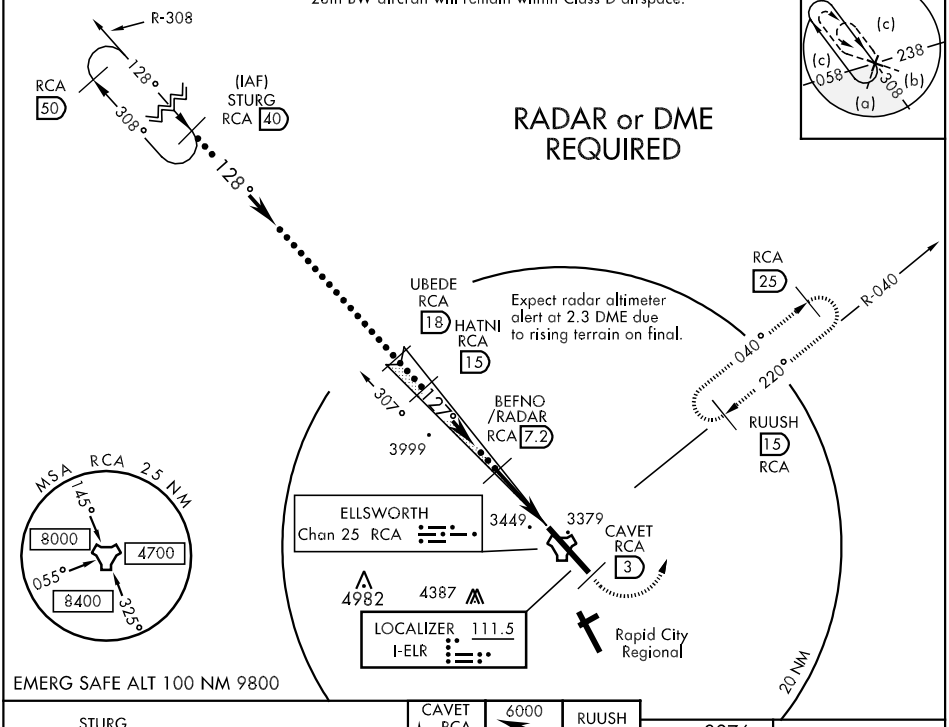
ALSF-1

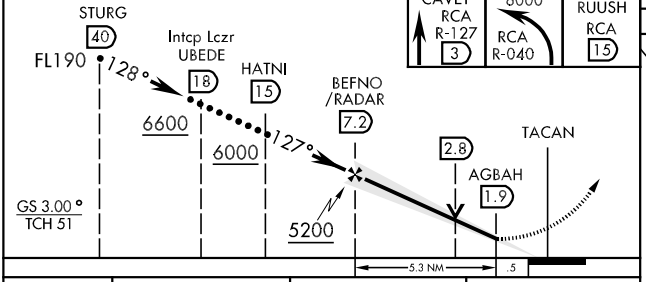
MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

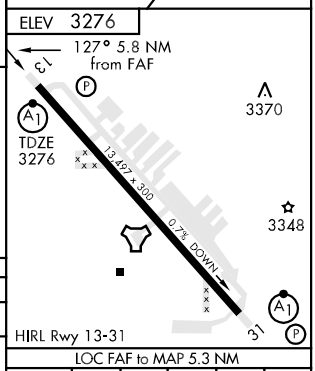
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.









CATEGORY	C	D	E
S-ILS 13 ★	3476/24 200 (200-½)		
S-LOC 13 ★★	3780/50 504 (600-1)		3780/60 504 (600-1¼)
CIRCLING ★★★	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

LOC FAF to MAP 5.3 NM

Knots	120	140	160	180	200
Min:Sec	2:39	2:16	1:59	1:46	1:35

HI-ILS or LOC RWY 13

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS or LOC RWY 31

LOC I-RCA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	307°	13,497 / 3192 / 3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

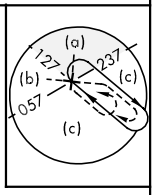
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

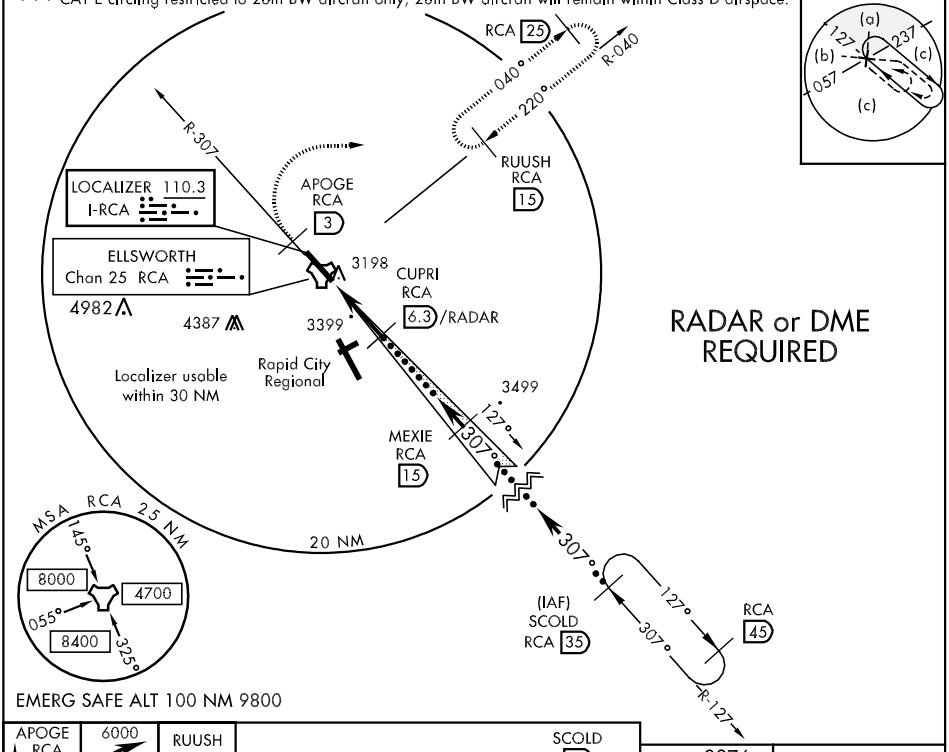
ALSF-1

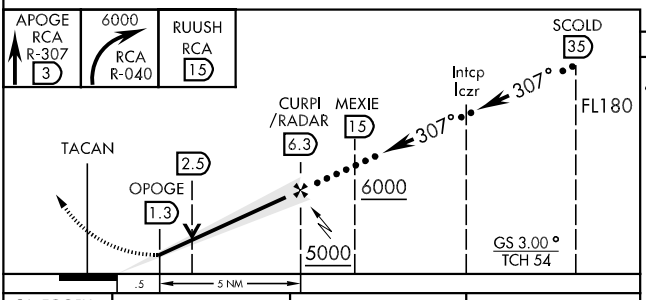
MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

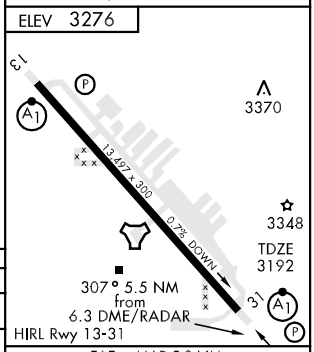
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.









CATEGORY	C	D	E
S-ILS 31 *	3392/24 200 (200-½)		
S-LOC 31 **	3800/60 608 (600-1¼)	3800-1½ 608 (600-1½)	3800-1¾ 608 (600-1¾)
*** CIRCLING	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

FAF to MAP 5.0 NM

Knots	120	140	160	180	200
Min:Sec	2:30	2:09	1:52	1:40	1:30

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 13

TACAN	RCA	APCH CRS	Rwy ldg	13,497
Chan	25	133°	TDZE	3276
			Arpt Elev	3276

JAL-343 [USAF]

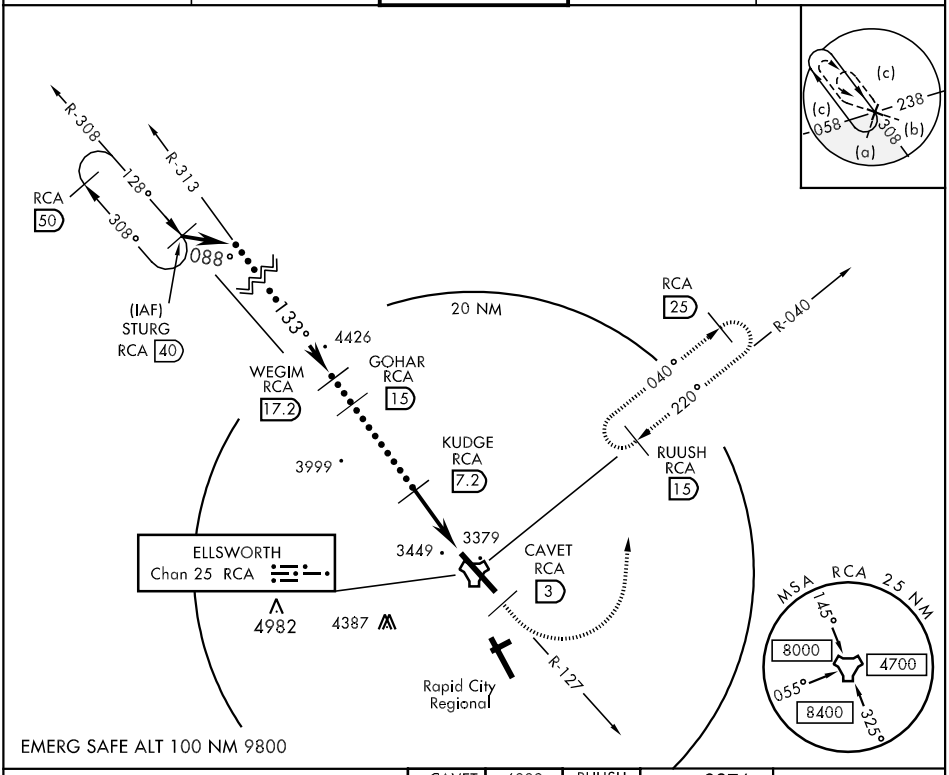
ELLSWORTH AFB (KRCA)

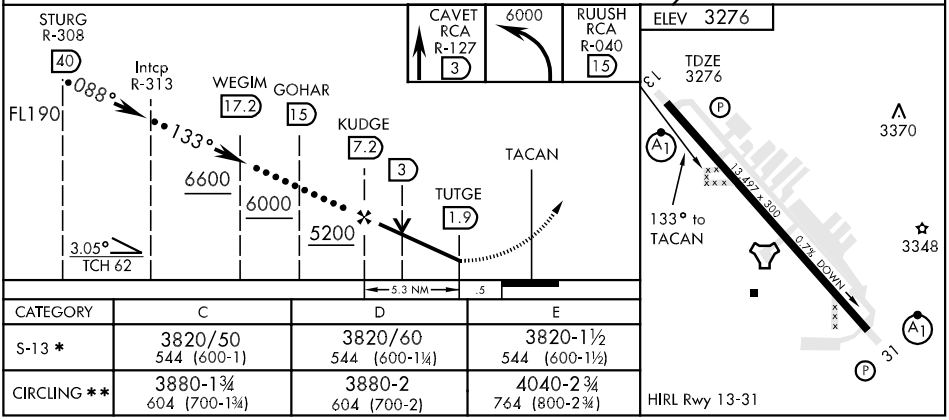
* When ALS inop, increase CAT CDE vis ½ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

ALSF-1

MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	





CATEGORY	C	D	E
S-13 ★	3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)
CIRCLING ★★	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-TACAN RWY 31

TACAN	RCA
Chan	25

APCH CRS
299°

Rwy ldg	13,497
TDZE	3192
Arpt Elev	3276

JAL-343 [USAF]

ELLSWORTH AFB (KRCA)

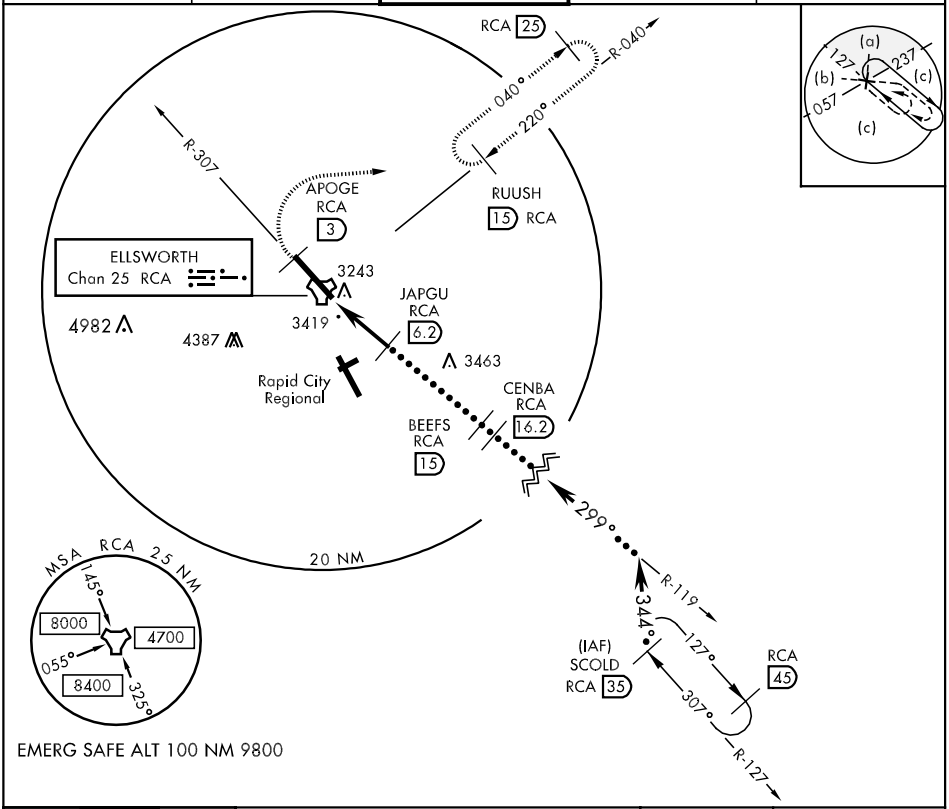
* When ALS inop, increase CAT CDE vis ½ mile.

** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

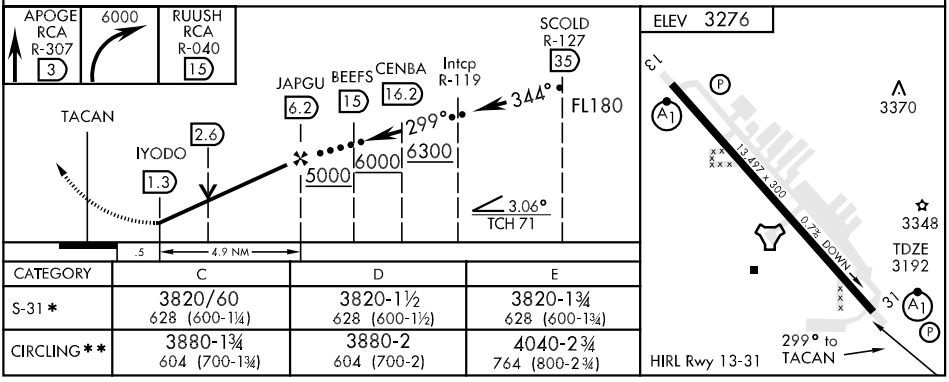
ALSF-1

MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	



EMERG SAFE ALT 100 NM 9800



CATEGORY	C	D	E
S-31 *	3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)
CIRCLING **	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 13

LOC I-ELR	APCH CRS	Rwy ldg 13,497 / TDZE 3276 / Arpt Elev 3276
111.5	127°	

AL-343 [USAF]

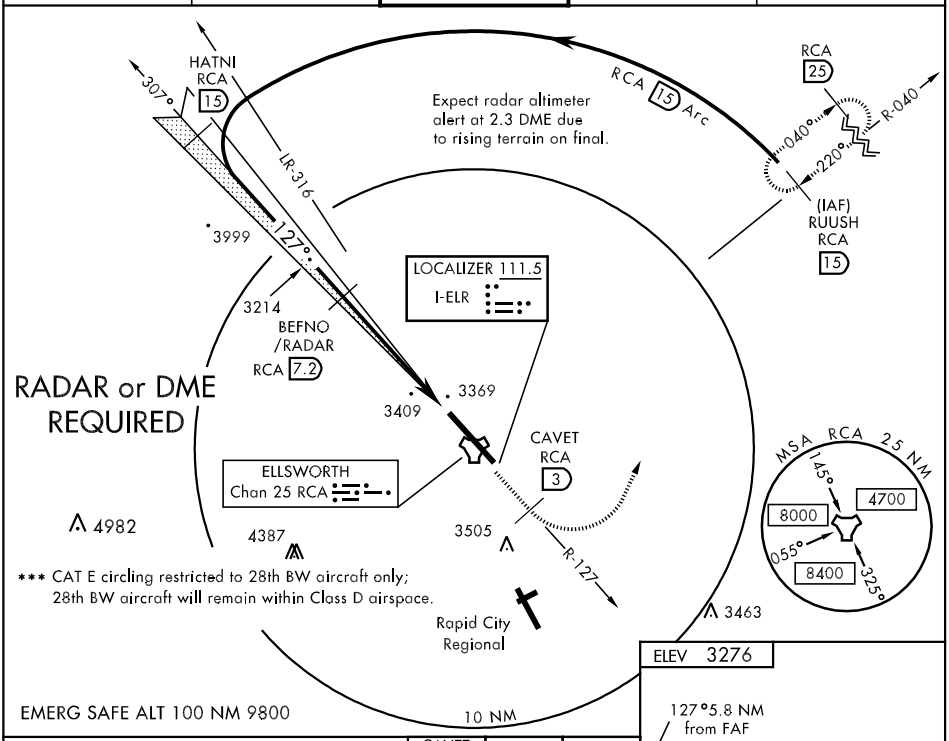
ELLSWORTH AFB (KRCA)

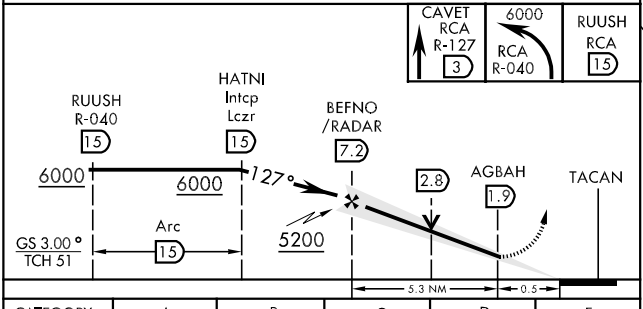
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.

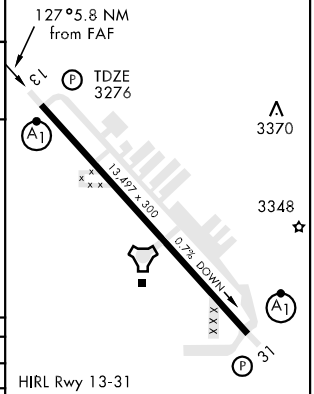
ALSF-1

MISSED APPROACH: Track outbound RCA R-127 to RCA 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	







CATEGORY	A	B	C	D	E
S-ILS 13 *	3476/24		200	(200-½)	
S-LOC/DME 13 **	3780/24 504 (600-½)		3780/50 504 (600-1)		3780/60 504 (600-1¼)
CIRCLING ***	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

LOC FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 31

LOC I-RCA	APCH CRS	Rwy ldg 13,497 / TDZE 3192 / Arpt Elev 3276
110.3	307°	

AL-343 [USAF]

ELLSWORTH AFB (KRCA)

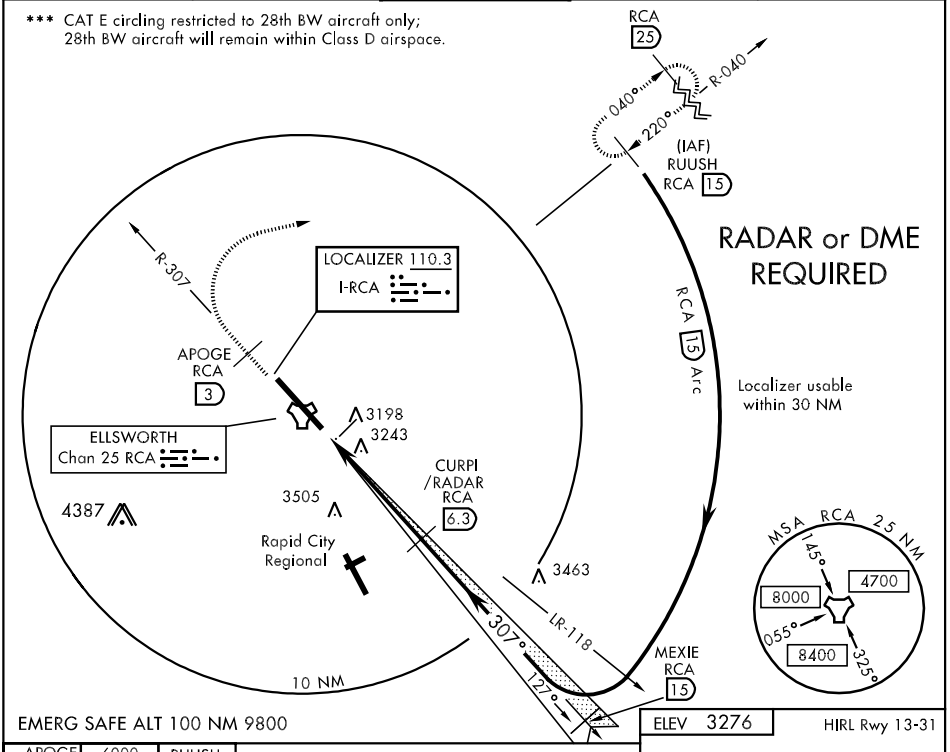
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

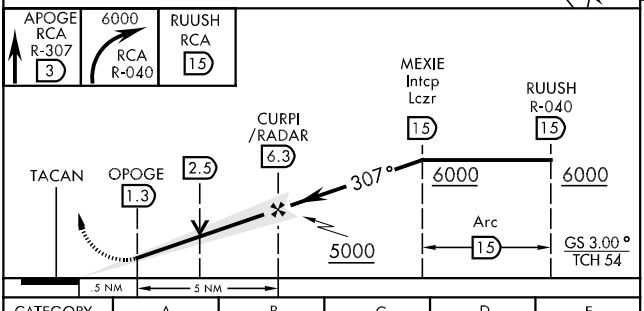
MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

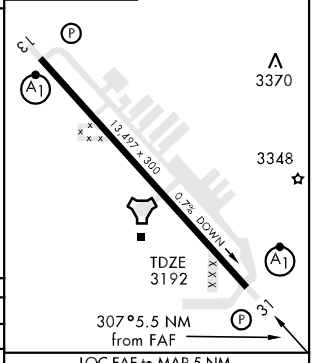
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	

*** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.



EMERG SAFE ALT 100 NM 9800





CATEGORY	A	B	C	D	E
S-ILS 31 *	3392/24		200	(200-½)	
S-LOC/DME 31 **	3800/24 608 (600-½)		3800/60 608 (600-1¼)	3800-1½ 608 (600-1½)	3800-1¾ 608 (600-1¾)
CIRCLING ***	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

LOC FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 13

TACAN RCA Chan 25	APCH CRS 133°	Rwy Idg 13,497 TDZE 3276 Arpt Elev 3276

AL-343 [USAF]

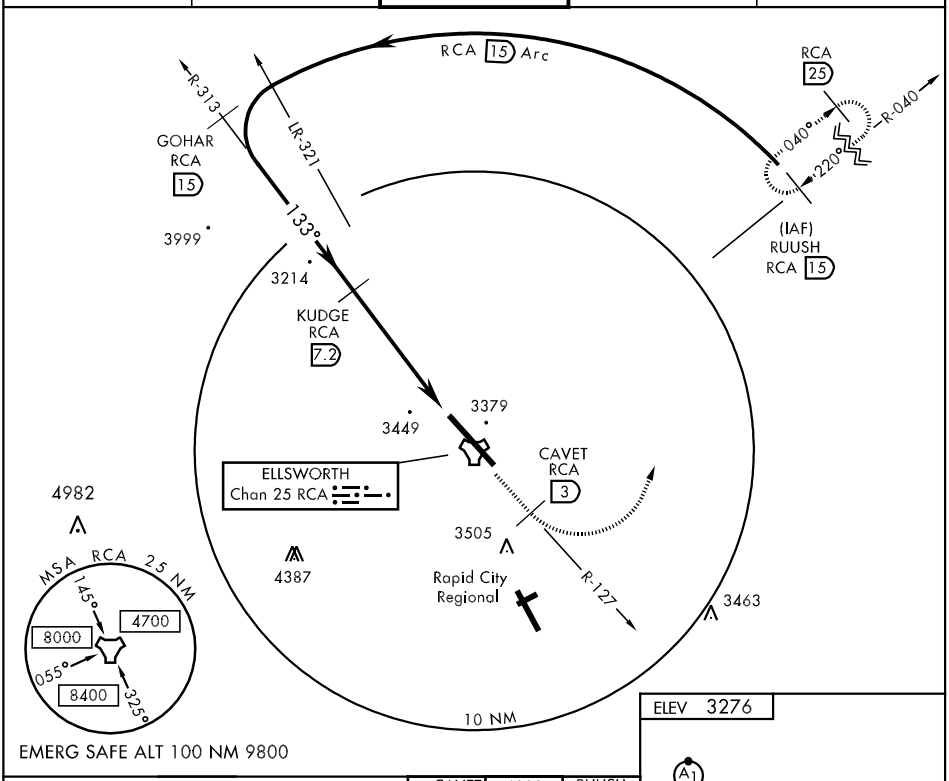
ELLSWORTH AFB (KRCA)

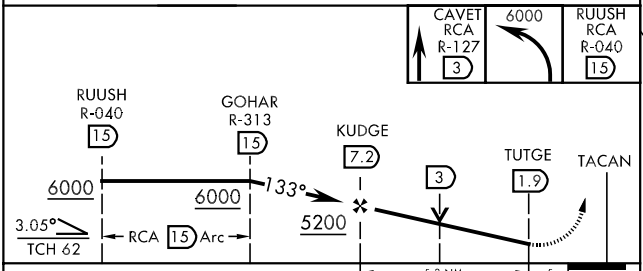
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT CDE vis ½ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW,aircraft will remain within Class D airspace.

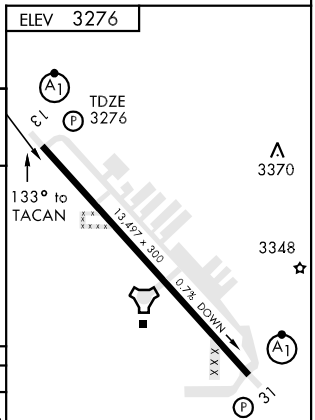
ALSF-1

MISSED APPROACH: Track outbound RCA R-127 to 3 DME (CAVET), then turn left to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	







CATEGORY	A	B	C	D	E
S-13 *	3820/24 544 (600-½)		3820/50 544 (600-1)	3820/60 544 (600-1¼)	3820-1½ 544 (600-1½)
CIRCLING **	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¾)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

TACAN RWY 31

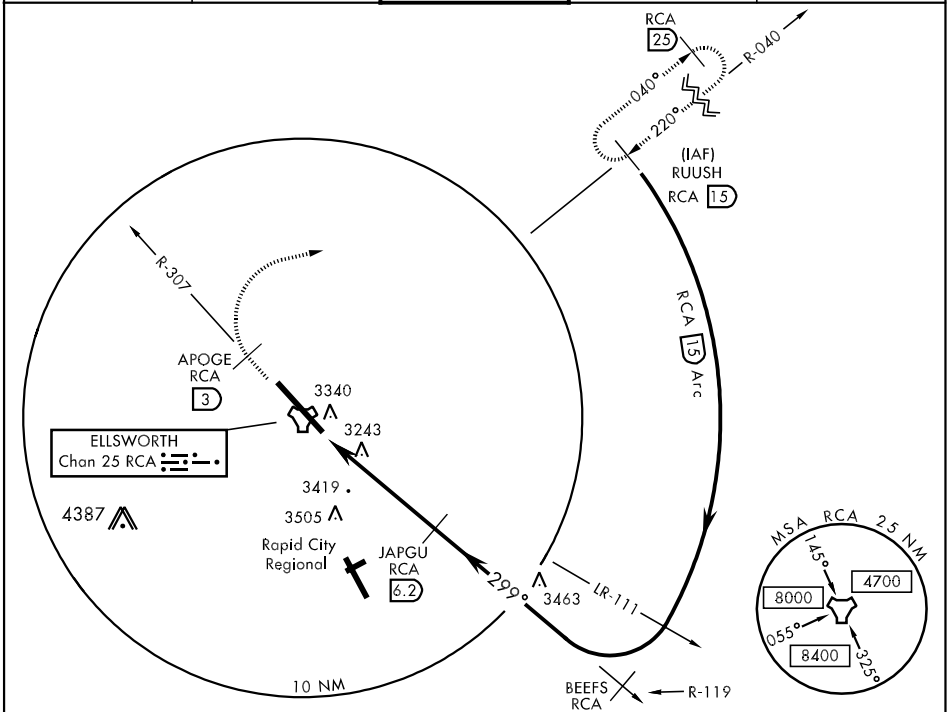
TACAN RCA Chan 25	APCH CRS 299°	Rwy ldg 13,497 TDZE 3192 Arpt Elev 3276	AL-343 [USAF]	ELLSWORTH AFB (KRCA)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT CDE vis ½ mile.
** CAT E circling restricted to 28th BW aircraft only; 28th BW aircraft will remain within Class D airspace.

ALSF-1

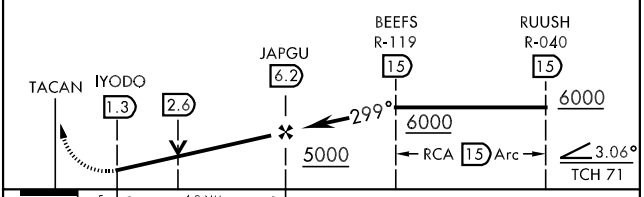
MISSED APPROACH: Track outbound RCA R-307 to 3 DME (APOGE), then turn right to join RCA R-040 outbound to (RUUSH) RCA 15 DME and hold. Maintain 6000.

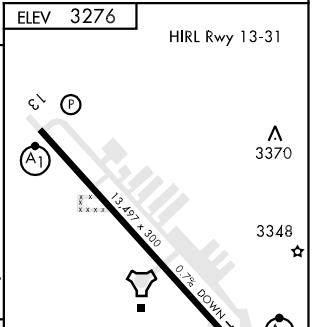
ATIS ★	ELLSWORTH APP CON	ELLSWORTH TOWER ★	GND CON	ASR
120.625 269.9	119.5 259.1	126.05 253.5	121.8 275.8	



EMERG SAFE ALT 100 NM 9800

APOGE RCA R-307 3	6000	RUUSH RCA R-040 15





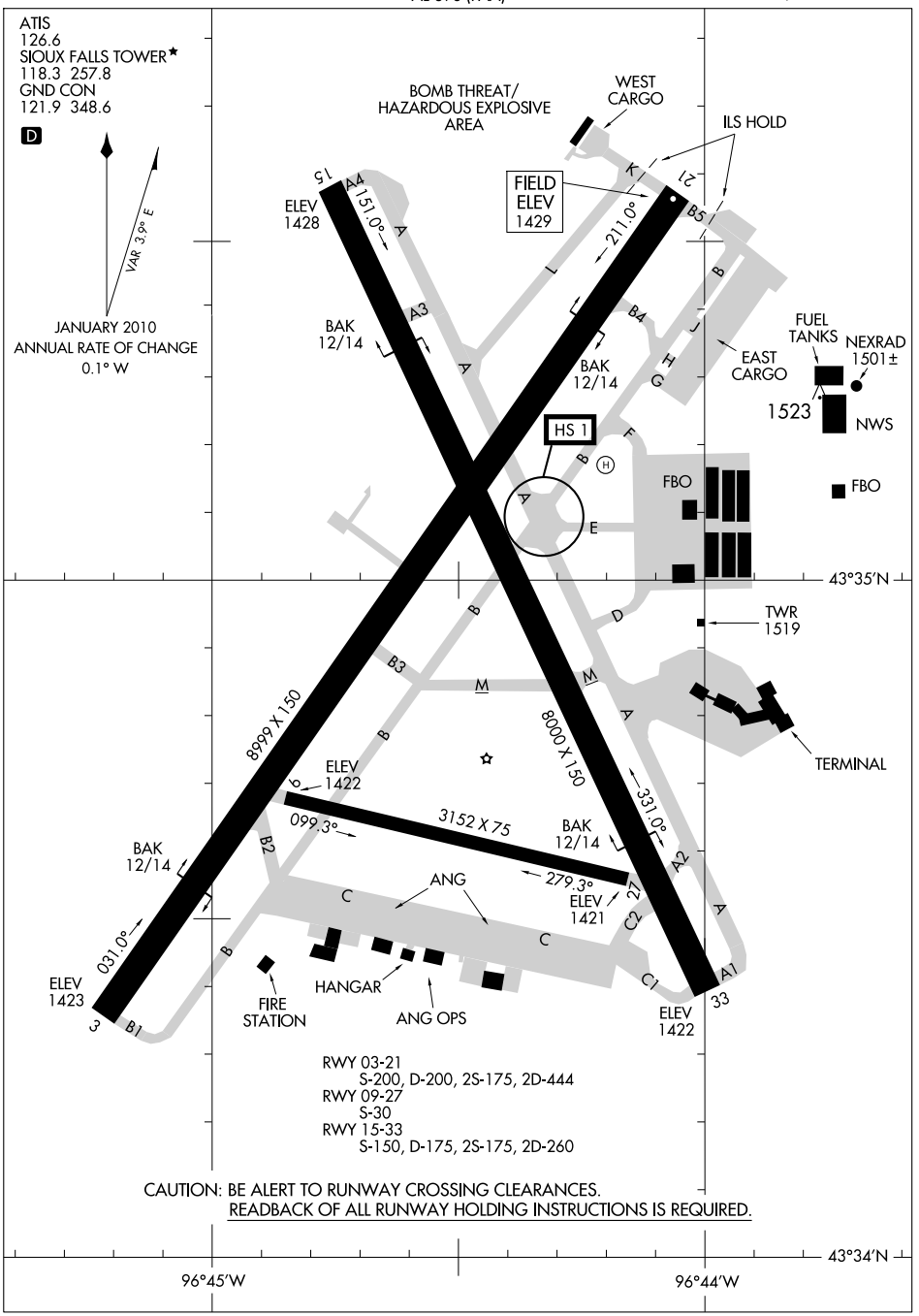
CATEGORY	A	B	C	D	E
S-31 *	3820/24 628 (600-½)		3820/60 628 (600-1¼)	3820-1½ 628 (600-1½)	3820-1¾ 628 (600-1¾)
CIRCLING **	3860-1 584 (600-1)	3880-1 604 (700-1)	3880-1¾ 604 (700-1¼)	3880-2 604 (700-2)	4040-2¾ 764 (800-2¾)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

AIRPORT DIAGRAM

AL-396 (FAA)

SIOUX FALLS/JOE FOSS FIELD (FSD)
SIOUX FALLS, SOUTH DAKOTA



NC-1, 21 OCT 2010 to 18 NOV 2010

NC-1, 21 OCT 2010 to 18 NOV 2010

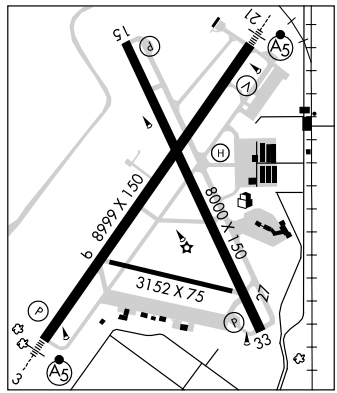
AIRPORT DIAGRAM

SIOUX FALLS, SOUTH DAKOTA
SIOUX FALLS/JOE FOSS FIELD (FSD)

10266

SIOUX FALLS

JOE FOSS FLD (FSD) 3 NW UTC−6(−5DT) N43°34.92′ W96°44.52′ **OMAHA**
1429 B S4 **FUEL** 100LL, JET A OX 1, 3 Class I, ARFF Index B NOTAM FILE FSD **H–5C, L–12I**
RWY 03–21: H8999X150 (CONC–WC) S–200, D–200, 2S–175, 2D–444 HIRL CL **IAP, AD**
RWY 03: MALSR. PAPI(P4L). Tree.
RWY 21: MALSR. TDZL. VASI(V4L)—GA 3.0° TCH 51′. Railroad.
RWY 15–33: H8000X150 (CONC–GRVD) S–150, D–175, 2S–175, 2D–260 HIRL
RWY 15: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Fence.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 42′. Trees.
RWY 09–27: H3152X75 (CONC–WC) S–30 MIRL
RWY 27: Poles.



RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA–8999	TODA–8999	ASDA–8999	LDA–8999
RWY 09:	TORA–3152	TODA–3152	ASDA–3152	LDA–3152
RWY 15:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000
RWY 21:	TORA–8999	TODA–8999	ASDA–8999	LDA–8999
RWY 27:	TORA–3152	TODA–3152	ASDA–3152	LDA–3152
RWY 33:	TORA–8000	TODA–8000	ASDA–8000	LDA–8000

ARRESTING GEAR/SYSTEM
RWY 03 ←BAK–14 BAK–12B(B) (1500′)
BAK–14 BAK–12B(B) (1500′) →**RWY 21**
RWY 15 ←BAK–14 BAK–12B(B) (1500′)
BAK–14 BAK–12B(B) (1500′) →**RWY 33**

AIRPORT REMARKS: Attended continuously. Waterfowl, birds and deer on and invof arpt. Migratory birds within 25 NM primarily between Mar–Nov. ATCT has limited visibility on Twy H, Twy G and Twy J between the east cargo ramp and Twy B. General aviation ramp restricted to 60,000 pounds. Rwy 09–27 avbl for taxi only, scheduled air carrier ops involve acft designed for 10 or more passengers seats and scheduled/unscheduled air carrier ops involv acft designed for 31 or more seats. Wide body acft must use wing walkers to taxi in front/behind parked F–16 acft. CAUTION: Marv skie–Lincoln county airport (Y14) located 7.2 miles sw of FSD and 2 miles east of Rokky has heavy VFR traffic. Arresting device BAK 14/12B(B) located 1500′ fm apch end Rwy 15 and Rwy 33. Arresting device BAK 14/12B(B) located 1500′ fm apch end Rwy 03 and Rwy 21. HIRL Rwys 03–21 and 15–33, MIRL Rwy 09–27 MALSR Rwy 03 and Rwy 21 preset on low ints 0600–1100Z‡. To increase ints and ACTIVATE REIL Rwys 15 and 33–CTAF. From 0600–1100Z‡ ACTIVATE HIRL Rwys 03–21 and 15–33, MIRL Rwy 09–27 and REIL Rwys 15 and 33, MALSR Rwy 03 and Rwy 21—CTAF. VASI Rwy 21 and PAPI Rwys 03, 15 and 33 opr 24 hrs. Flight Notification Service (ADCUS) avbl Mon–Fri 1400–2200Z‡ call 605–338–4384. After hrs call 605–373–3523 prior to departure.

WEATHER DATA SOURCES: ASOS (605) 331–7833. **HIWAS** 115.0 FSD. LLWAS.
COMMUNICATIONS: CTAF 118.3 **ATIS** 126.6 **UNICOM** 122.95
SIOUX FALLS RCO 122.2 (HURON RADIO)
Ⓡ **SIOUX FALLS APP/DEP CON** 125.8 126.9 (1100–0600Z‡)
MINNEAPOLIS CENTER APP/DEP CON 132.05 (0600–1100Z‡)
SIOUX FALLS TOWER 118.3 (1100–0600Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1100–0600Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 148° 4.4 NM to fld. 1570/9E. **HIWAS.**
ROKKY NDB(H/LOM) 245 FS N43°29.65′ W96°49.73′ 030° 6.5 NM to fld. Unmonitored.
ILS 109.9 I–FSD Rwy 03. Class ID. LOM ROKKY NDB. LOM unmonitored. ILS unmonitored when twr clsd. LOC unusable byd 30° left of course.
ILS 111.1 I–JOU Rwy 21. Class ID. ILS unmonitored when twr clsd.
ASR (1100–0500Z‡)

HELIPAD H1: H50X50 (ASPH)
HELIPORT REMARKS: Helicopter landing ops rstd to helipad only. Perimeter lgts.

HI-ILS or LOC RWY 3

SIOUX FALLS/JOE FOSS FIELD (KFSD)

LOC I-FSD	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	030°	8999	1423	1429

JAL-396 [USAF]

* RVR 1800 authorized with the use of Flight Director or Auto Pilot or Heads Up Display to DA. When ALS inop, increase CAT E vis to ¾ mile.

MALSR

MISSED APPROACH: Climb to 3400, then climbing left turn to 5000 via heading 240° and via FSD VORTAC R-269 to FRYRE (FSD 15 DME) and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	

** When ALS inop, increase CAT E vis to 1¾ mile.

† When local altimeter setting not received, use Brookings Regional altimeter setting and increase all DA 131′ and all MDA 140′, increase S-ILS CAT CDE RVR to 4000, S-LOC CAT C RVR to 6000, CAT D vis to 1½ miles, CAT E vis to 1¾ miles, Circling CAT C vis to 2 miles, CAT D vis to 2½ miles.

When ALS inop (while using Brookings Regional altimeter), increase S-ILS CAT E vis to 1 mile, and S-LOC CAT E vis to 1¾ miles.

MAREY INT minimums NA when using Brookings Regional altimeter setting.

FRYRE FSD 15 2675

R-269 089° 269°

FSD 25

SIOUX FALLS 115.0 FSD Chan 97

LOCALIZER 109.9 I-FSD

1527 1640 1665 3444 2442 1785

MAREY INT FSD R-167

LOM ROKKY 245 FS

HETBO FSD 20

030°

210° 015°

DME REQUIRED

20 NM

MSA FSD 25 NM 4500

YANKTON 5000 038° (17.1)

(IAF) SKIES FSD 35

Max holding 265 KIAS

015° 195°

R-195

ENROUTE FACILITIES

EMERG SAFE ALT 100 NM 4600 FROM "FSD" VORTAC

ELEV 1429

TDZL/CL Rwy 21
REIL Rwy 15-33
MIRL Rwy 9-27
HIRL Rwy 3-21 and 15-33

8999 x 150
3152 x 75
1519
TDZE 1423
1470
030° 5.7 NM from FAF

3400	5000 hdg 240°	FRYRE FSD 15

SKIES R-195 35
HETBO Intcp Lczr 20
ROKKY LOM 3334
MAREY INT FSD R-167
FL180
015° 030°
5000
GS 3.00° TCH 54
3400
1940 LOC
10.8 NM 4.3 NM 1.4 NM

CATEGORY	C	D	E
S-ILS 3 *†	1623/24	200	(200-½)
S-LOC 3 **†	1940/50 517 (600-1)	1940/60	517 (600-1¼)
CIRCLING †	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)
MAREY FIX MINIMA			
S-LOC 3 †	1780/24 357 (400-½)	1780/40	357 (400-¾)

FAF to MAP 5.7 NM

Knots	120	140	160	180	200
Min:Sec	2:51	2:27	2:08	1:54	1:43

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HI-ILS RWY 21

LOC I-JOU	APCH CRS	Rwy ldg 8999
111.1	210°	TDZE 1429
		Arpt Elev 1429

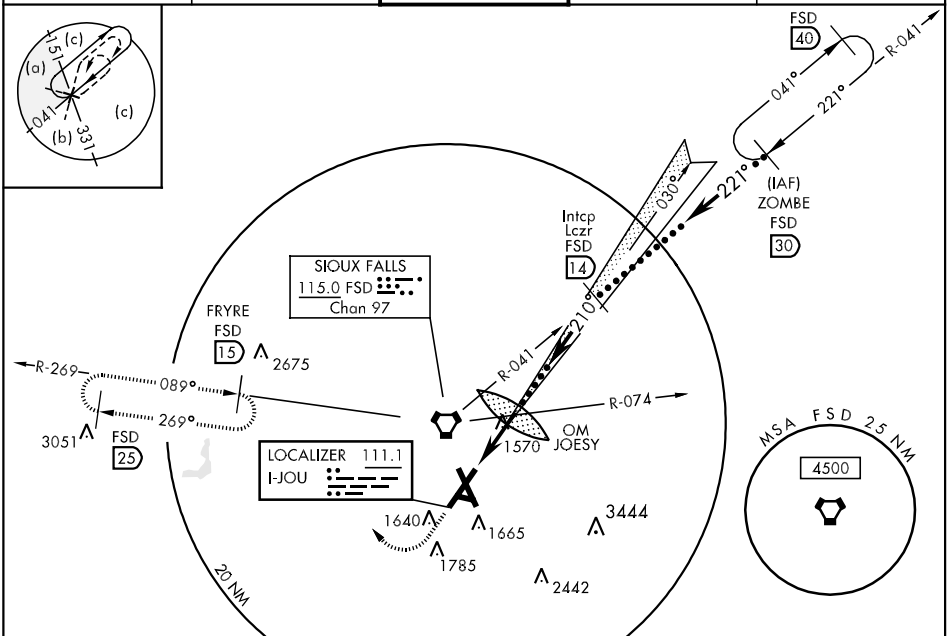
JAL-396 [USAF]

SIOUX FALLS/JOE FOSS FIELD (KFSD)

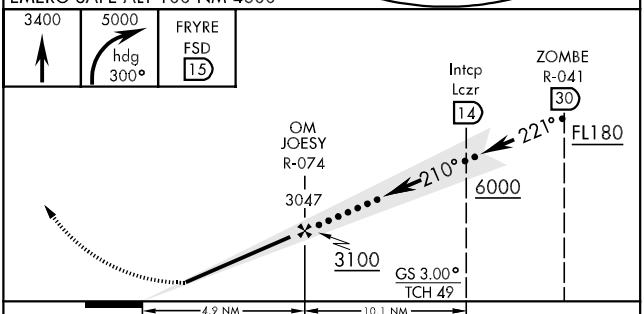
MALSR

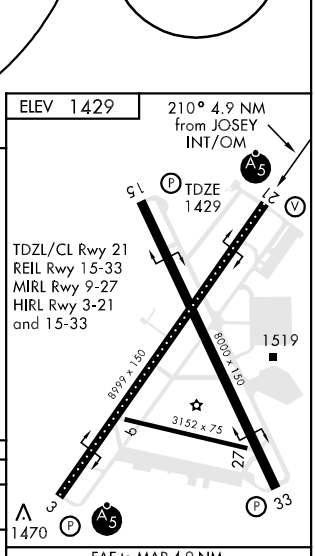
MISSED APPROACH: Climb to 3400 then climbing right turn to 5000 via heading 300° and FSD R-269 to FRYRE 15 DME and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	



EMERG SAFE ALT 100 NM 4600





CATEGORY	C	D	E
S-ILS 21	1629/18 200 (200-⅜)		1629/24 200 (200-½)
S-LOC 21	1920/40 491 (500-¾)	1920/50 491 (500-1)	1920/60 491 (500-1¼)
CIRCLING	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FSD 115.0 Chan 97	APCH CRS 147°	Rwy Idg 8000 TDZE 1428 Arpt Elev 1429

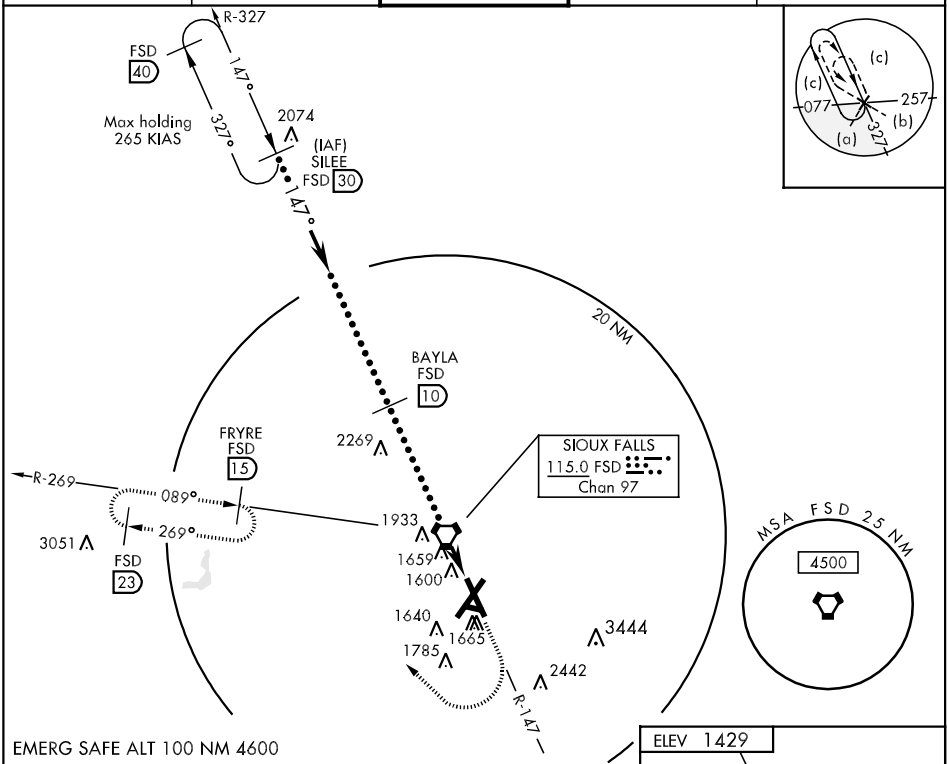
JAL-396 [USAF]

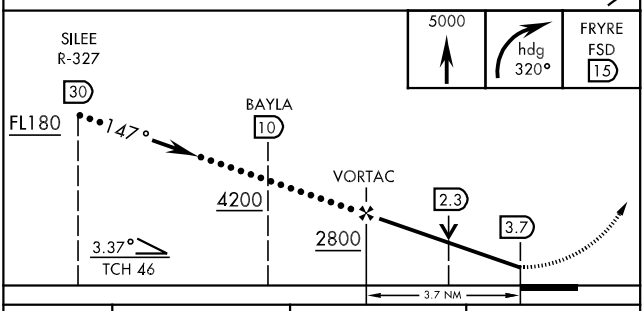
HI-TACAN RWY 15

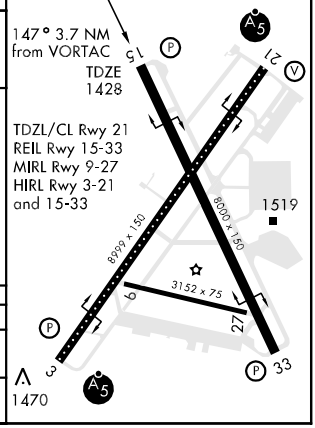
SIOUX FALLS/JOE FOSS FIELD (KFSD)

MISSED APPROACH: Climb to 5000 then right turn via heading 320° and FSD R-269 to FRYRE 15 DME and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	ASR
126.6	125.8 126.9 353.6	118.3 257.8	121.9 348.6	







CATEGORY	C	D	E
S-15	1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DULUTH, MN		
DULUTH INTL (DLH)	HS 1	Rwy 27 apch area.
	HS 2	Apch end of Rwy 27 located at Twy A5.
	HS 3	Rwy 21 via Twy A and Twy C complex int.
GRAND FORKS, ND		
GRAND FORKS INTL (GFK)	HS 1	Rwy 09L and Twy A int.
	HS 2	Rwy 17R and Twy B int.
MINNEAPOLIS, MN		
CRYSTAL (MIC)	HS 1	Short distance between rwys.
	HS 2	Short distance between rwys.
	HS 3	Short distance between rwys.
	HS 4	Int of Rwy 06R (sod) on Twy F.
	HS 5	Int of Rwy 24L (sod) on Twy D.
	HS 6	Multiple vehicle/pedestrian deviations occurrence.
	HS 7	Close proximity of Rwy 14R and Rwy 06R.
	HS 8	Rwy 24R proximity to Twy E and Twy B int.
MINNEAPOLIS, MN		
FLYING CLOUD (FCM)	HS 1	Hold position markings/sign proximity to Twy A.
	HS 2	Hold position markings/sign proximity to Twy A.
	HS 3	Hold position markings/sign proximity to Twy A.
	HS 4	Hold position markings/sign proximity to Twy A.
	HS 5	Hold position markings/sign proximity to Twy A.
	HS 6	Hold position markings/sign proximity to Twy A.
	HS 7	Hold position markings/sign proximity to Twy A.
	HS 8	Hold position markings/sign proximity to Twy A.
	HS 9	Rwy 18 apch area along Twy A.
	HS 10	Proximty of parallel rwys and holding positions.
	HS 11	Short distance between rwy hold short lines.
MINNEAPOLIS, MN		
MINNEAPOLIS-ST PAUL INTL/ WOLD-CHAMBERLAIN (MSP)	HS 1	Complex int of Twy A, Twy B, Twy C, Twy D, and Twy H in near proximity to Rwy 12R-30L and Rwy 04-22.
	HS 2	Complex twy/rwy geometry.
	HS 3	Complex int of Twy C, Twy D, Twy P, and Twy Q in near proximity to Rwy 12L-30R and Rwy 04-22.
	HS 4	Complex geometry at Rwy 04 apch end.
SIOUX FALLS, SD		
JOE FOSS FIELD (FSD)	HS 1	Complex twy int in close proximity of rwys.

21 OCT 2010 to 18 NOV 2010

21 OCT 2010 to 18 NOV 2010

*See appropriate A/FD, Alaska or Pacific Supplement HOT SPOT table for additional information.

LOC I-FSD	APP CRS	Rwy Idg	8999
109.9	030°	TDZE	1423
		Apt Elev	1429

ILS or LOC RWY 3

SIOUX FALLS/ JOE FOSS FIELD (FSD)

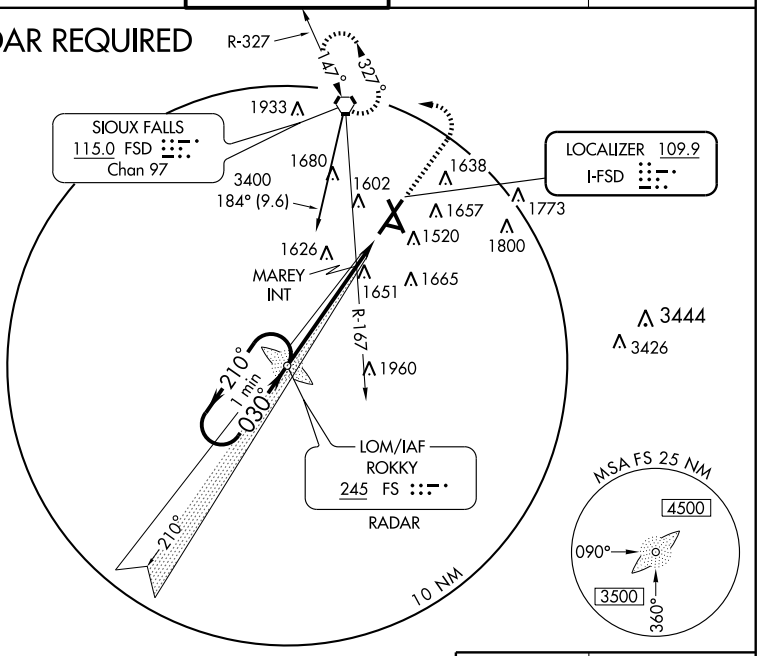
T A ASR — # RVR 1800 authorized with use of FD or AP or HUD to DA.

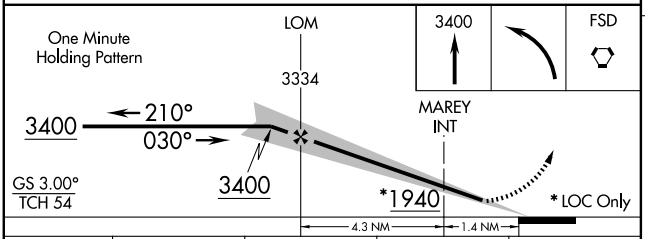
MALSR

MISSED APPROACH: Climb to 3400 then left turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95

ADF or RADAR REQUIRED

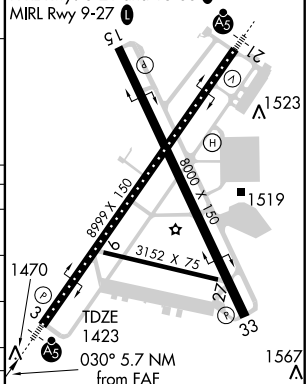




CATEGORY	A	B	C	D
S-ILS 3	# 1623/24 200 (200-½)			
S-LOC 3	1940/24 517 (600-½)		1940/50 517 (600-1)	1940/60 517 (600-1¼)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)
MAREY FIX MINIMUMS				
S-LOC 3	1780/24 357 (400-½)			1780/40 357 (400-¾)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

ELEV 1429 TDZ/CL Rwy 21 D

REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L
MIRL Rwy 9-27 L



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

ILS or LOC RWY 21

SIOUX FALLS/JOE FOSS FIELD (FSD)

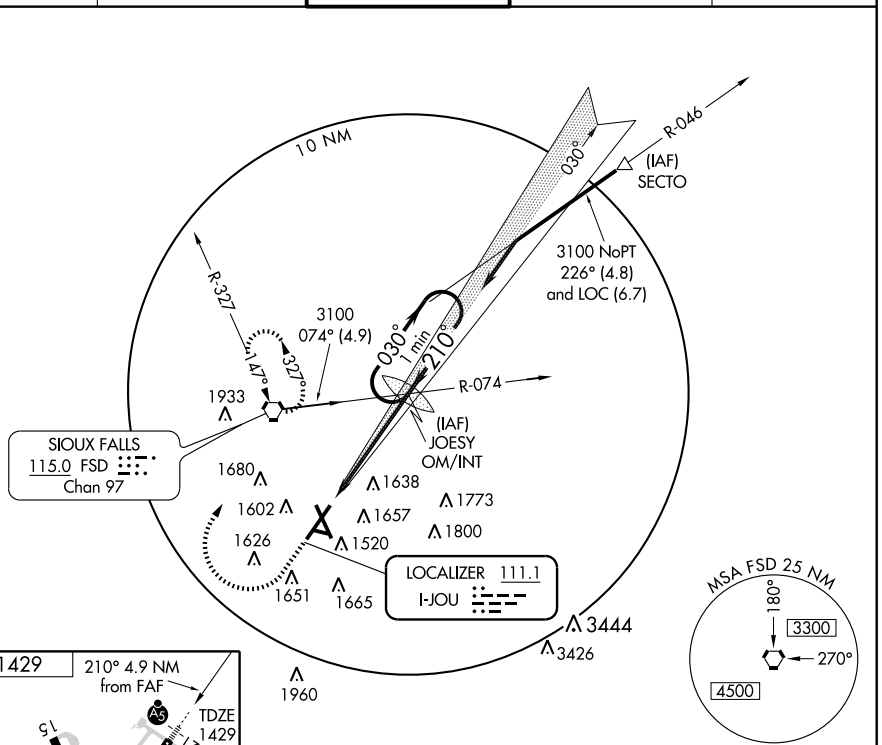
LOC I-JOU	APP CRS	Rwy Idg	8999
111.1	210°	TDZE	1429
		Apt Elev	1429

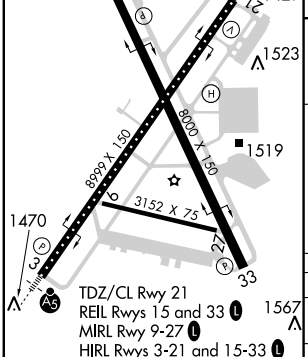
ASR

MALSR

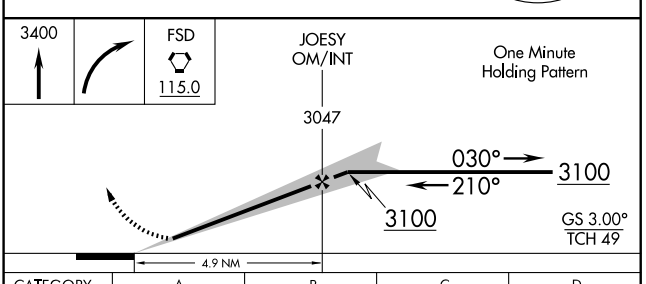
MISSED APPROACH: Climb to 3400 then right turn direct FSD VORTAC and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 21	1629/18 200 (200-½)			
S-LOC 21	1920/24 491 (500-½)		1920/40 491 (500-¾)	1920/50 491 (500-1)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8999
030°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 3

SIOUX FALLS/JOE FOSS FIELD (FSD)

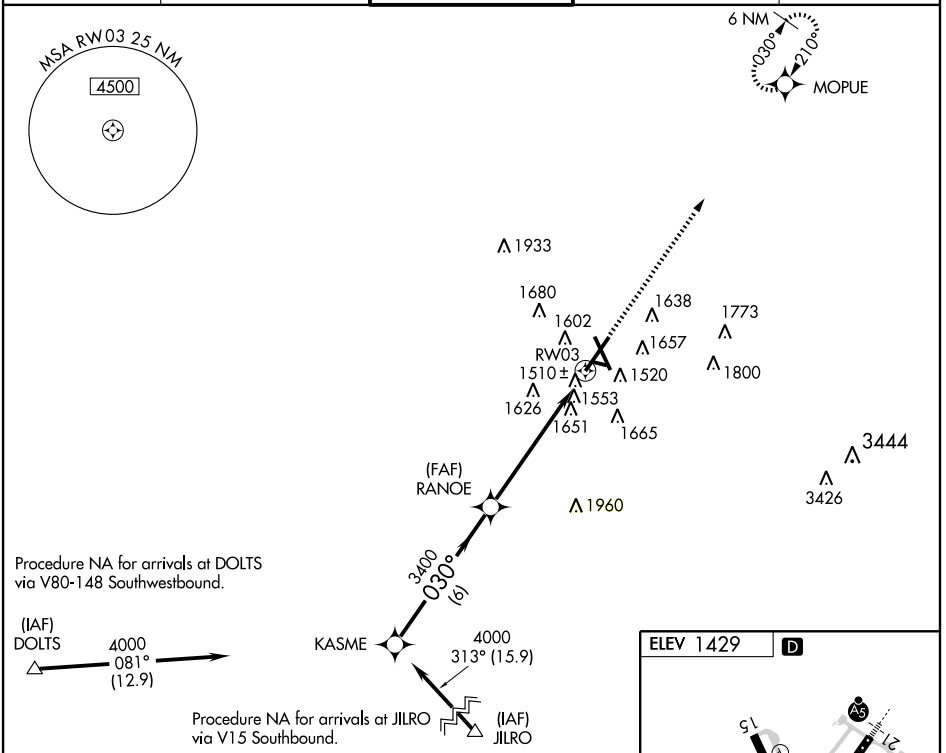
T NA ASR

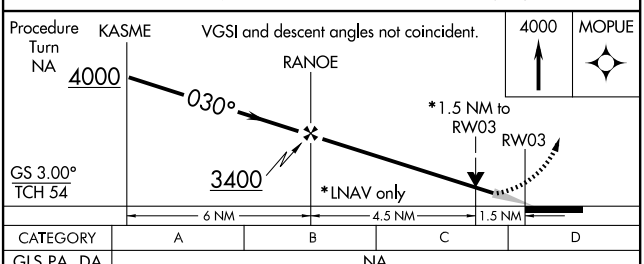
Baro-VNAV NA below -17°C (2°F).
DME/DME RNP- 0.3 NA.

MALSR

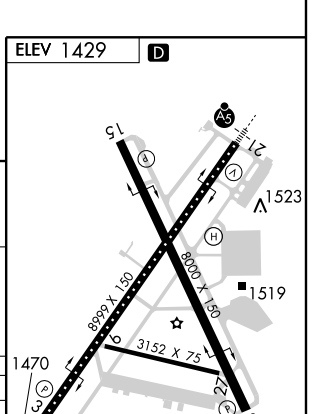
MISSED APPROACH: Climb to 4000 direct MOPUE WP and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1893/60 470 (500-1¼)			
LNAV MDA	1940/24 517 (600-½)		1940/50 517 (600-1)	1940/60 517 (600-1¼)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3152
098°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 9

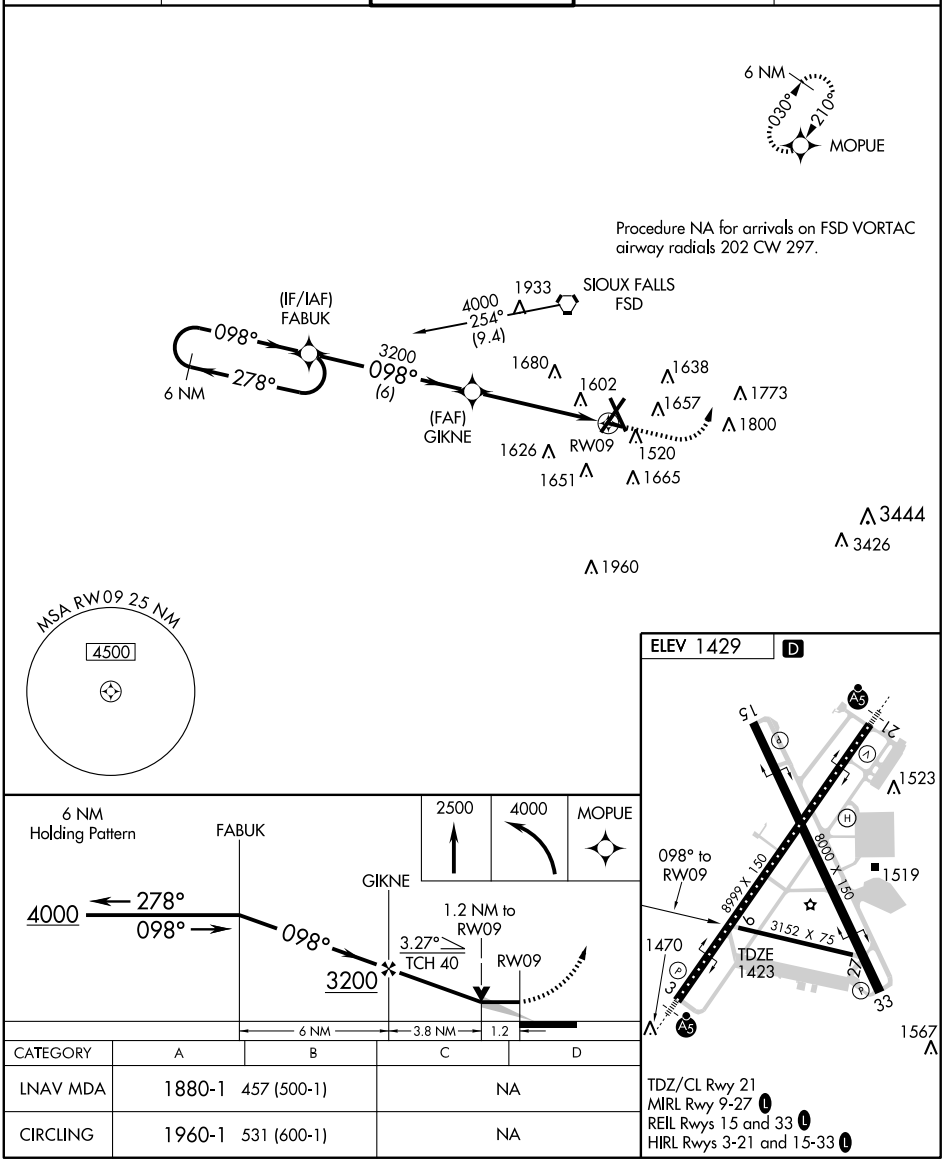
SIOUX FALLS/JOE FOSS FIELD (FSD)

T
NA
ASR

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct MOPUE WP and hold.

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95



CATEGORY	A	B	C	D
LNAV MDA	1880-1	457 (500-1)	NA	
CIRCLING	1960-1	531 (600-1)	NA	

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8000
150°	TDZE	1428
	Apt Elev	1429

RNAV (GPS) RWY 15

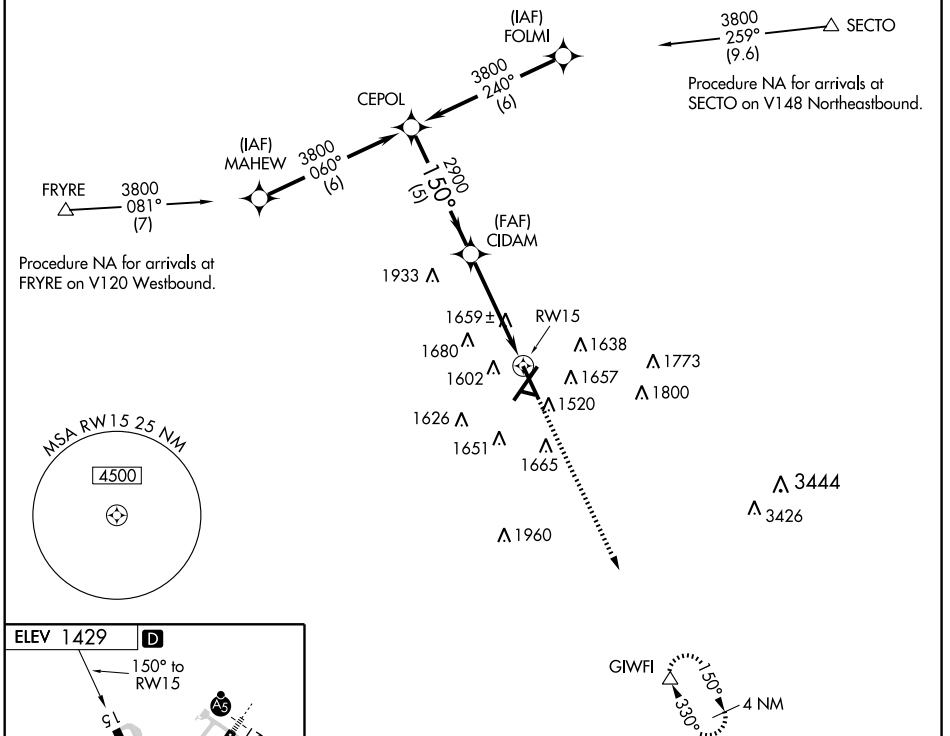
SIOUX FALLS/JOE FOSS FIELD (FSD)

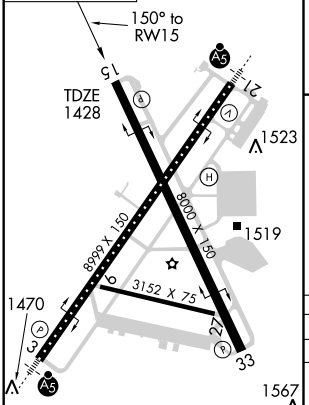
T
NA
ASR

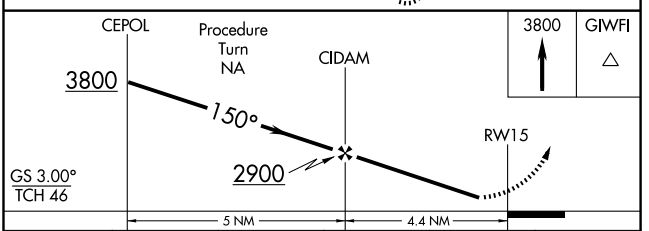
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3800 direct GIWFI WP and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
GLS PA DA	NA				
LNAV/VNAV DA	1893-1¾ 465 (500-1¾)				
LNAV MDA	1920-1 492 (500-1)		1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	8999
210°	TDZE	1429
	Apt Elev	1429

RNAV (GPS) RWY 21

SIOUX FALLS/JOE FOSS FIELD (FSD)

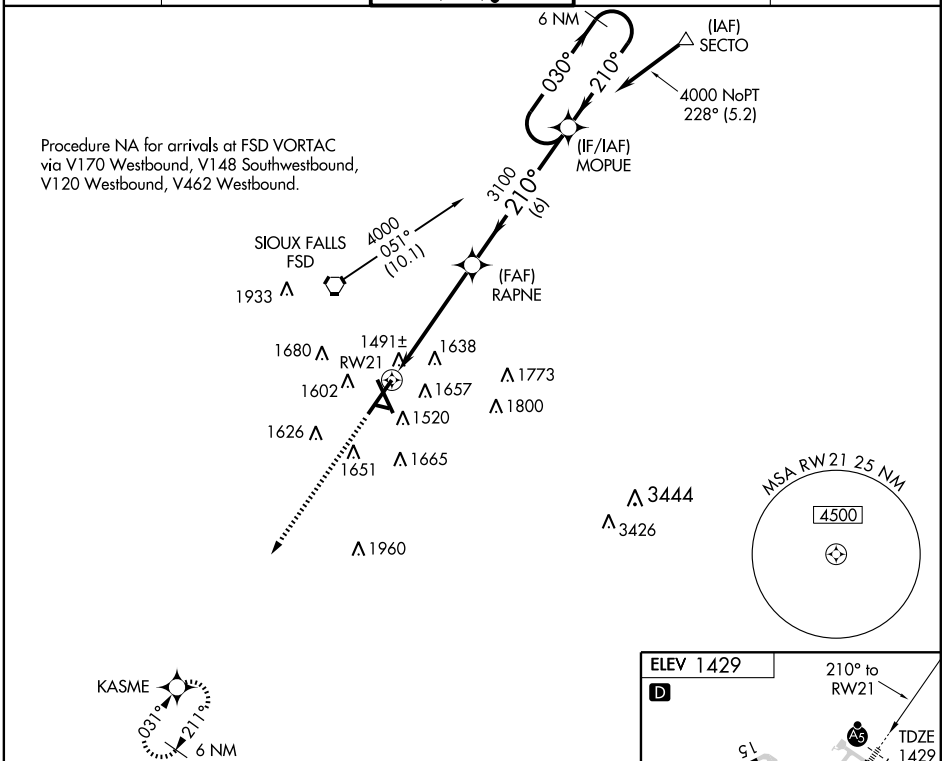
T
NA
ASR

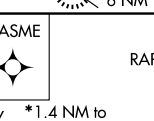
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).

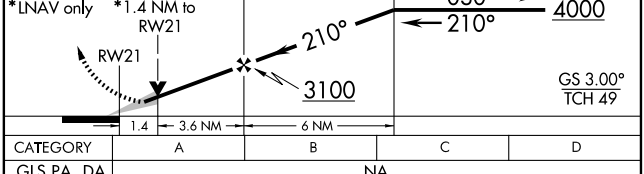
MALSR

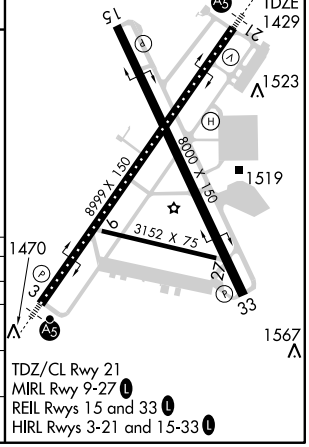
MISSED APPROACH: Climb to 4000 direct KASME WP and hold.

ATIS	SIOUX FALLS APP CON	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95









CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1760/40 331 (400-¾)			
LNAV MDA	1940/24 511 (600-½)		1940/50 511 (600-1)	
CIRCLING	1960-1¼ 531 (600-1¼)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

APP CRS	Rwy Idg	3152
272°	TDZE	1423
	Apt Elev	1429

RNAV (GPS) RWY 27

SIOUX FALLS/JOE FOSS FIELD (FSD)

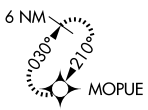
NA

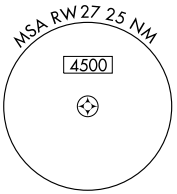
ASR

DME/DME RNP- 0.3 NA.

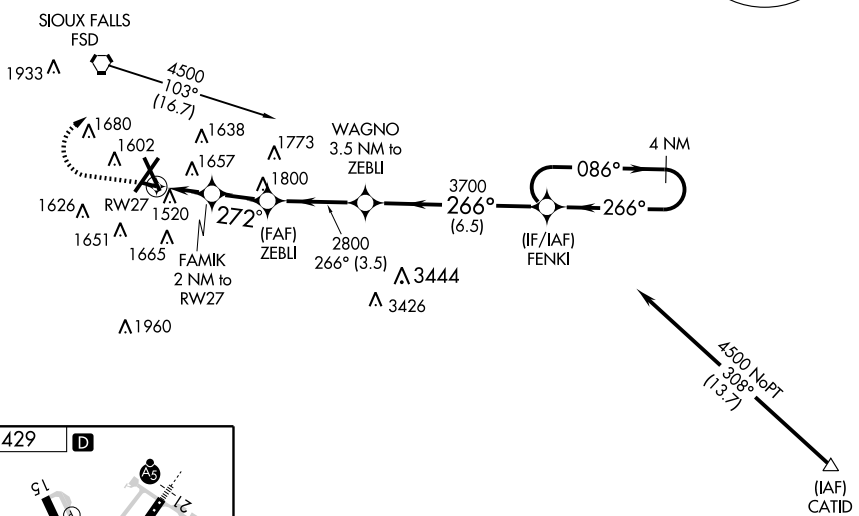
MISSED APPROACH: Climb to 2500, then climbing right turn to 4000 direct MOPUE WP and hold.

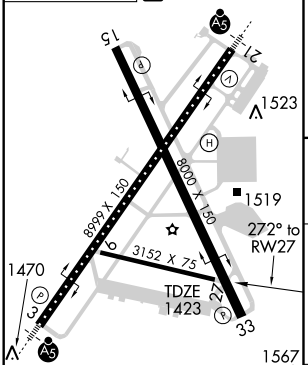
ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95

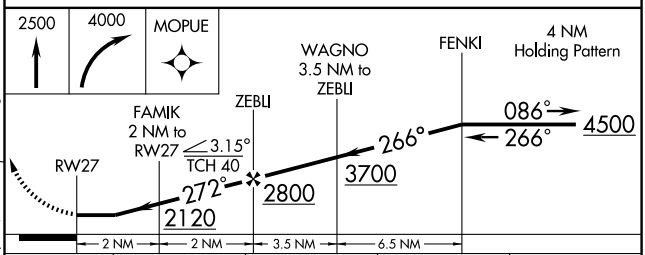




Procedure NA for arrivals on FSD VORTAC airway radials 046 CW 110.







CATEGORY	A	B	C	D
LNAV MDA	1960-1 537 (600-1)		NA	
CIRCLING	1960-1 531 (600-1)		NA	

TDZ/CL Rwy 21
MIRL Rwy 9-27 L
REIL Rwys 15 and 33 L
HIRL Rwys 3-21 and 15-33 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

RNAV (GPS) RWY 33

SIOUX FALLS/JOE FOSS FIELD (FSD)

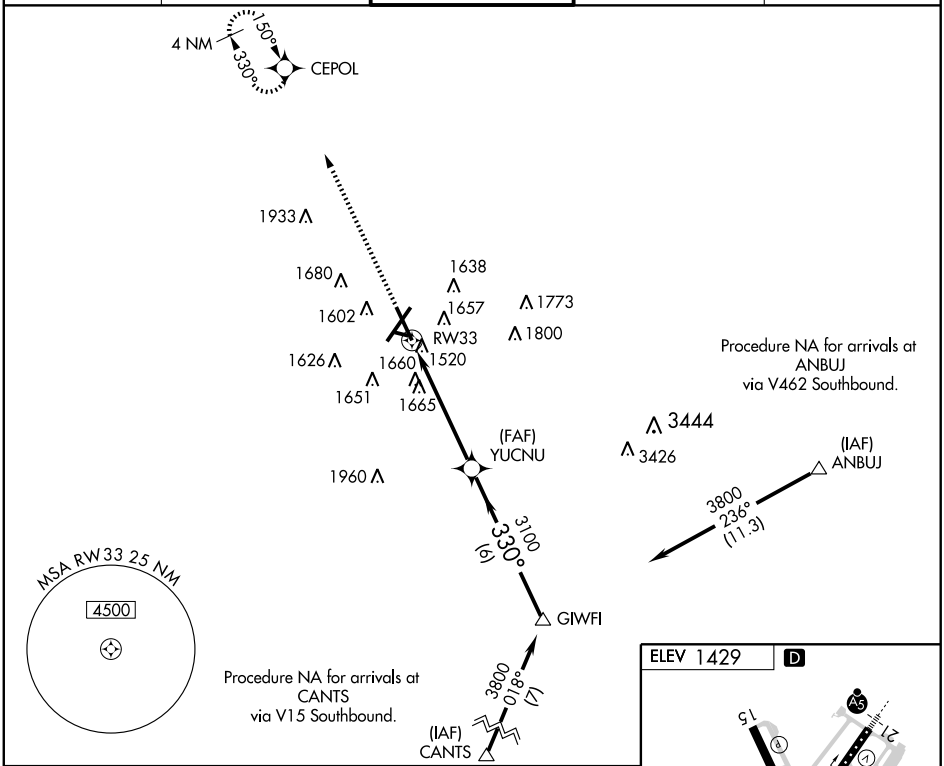
APP CRS	Rwy Idg	8000
330°	TDZE	1423
	Apt Elev	1429

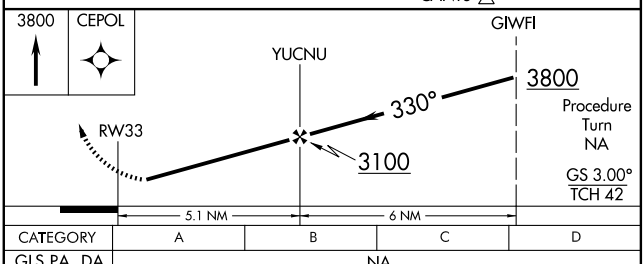
T
A NA
ASR

DME/DME RNP-0.3 NA.
Baro-VNAV NA below -17°C (2°F).

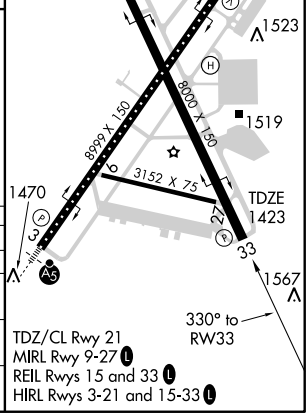
MISSED APPROACH: Climb to 3800 direct CEPOL WP and hold.

ATIS	SIOUX FALLS APP CON ★	SIOUX FALLS TOWER ★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1964-2 541 (600-2)			
LNAV MDA	1920-1 497 (500-1)		1920-1¼ 497 (500-1¼)	1920-1½ 497 (500-1½)
CIRCLING	1960-1 531 (600-1)		1960-1½ 531 (600-1½)	2040-2 611 (700-2)



NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FSD	APP CRS	Rwy Idg	8000
115.0	326°	TDZE	1423
Chan 97		Apt Elev	1429

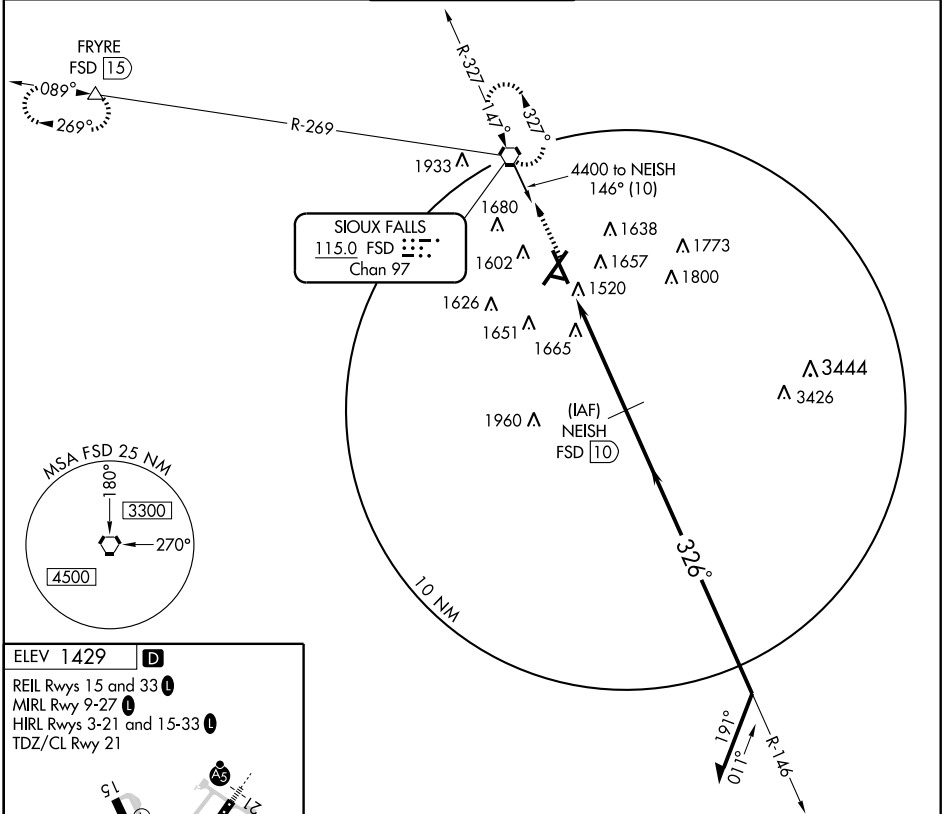
VOR/DME or TACAN RWY 33

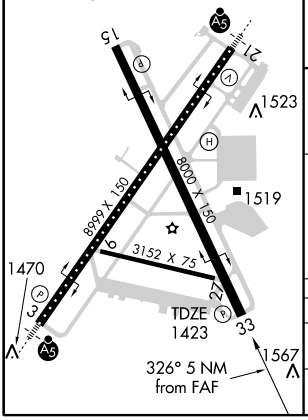
SIOUX FALLS/ JOE FOSS FIELD (FSD)

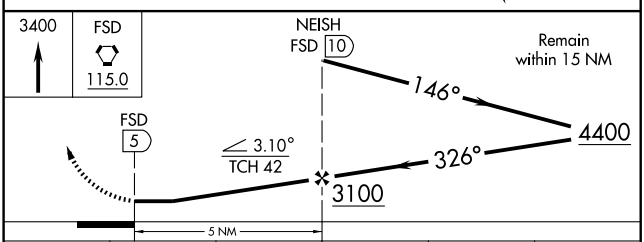
T A ASR

MISSED APPROACH: Climb to 3400 direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound.)

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95







CATEGORY	A	B	C	D	E
S-33	1940-1	517 (600-1)	1940-1½ 517 (600-1½)	1940-1¾	517 (600-1¾)
CIRCLING	1960-1	531 (600-1)	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC FSD	APP CRS	Rwy Idg	8000
115.0	147°	TDZE	1428
Chan 97		Apt Elev	1429

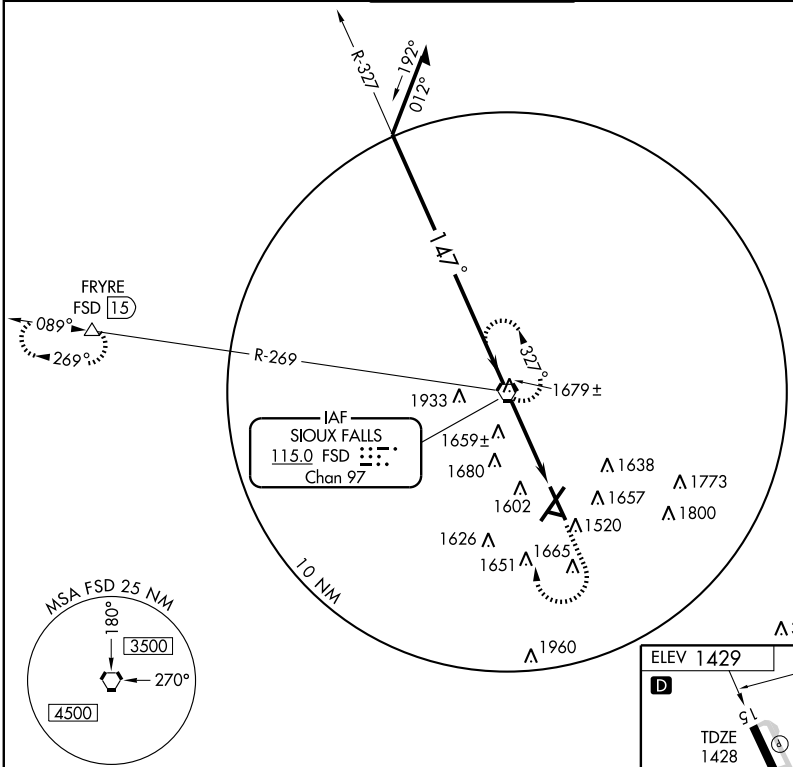
VOR or TACAN RWY 15

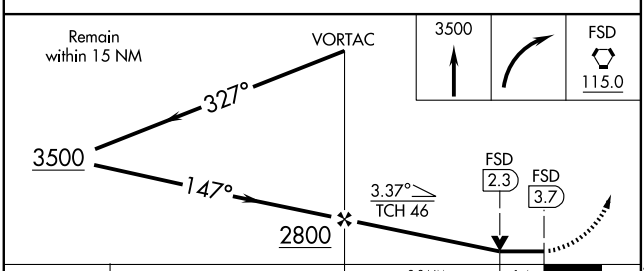
SIOUX FALLS/JOE FOSS FIELD (FSD)

ASR

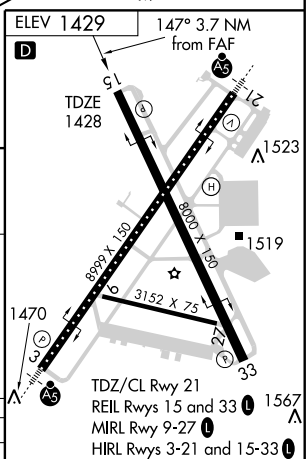
MISSED APPROACH: Climb to 3500 then right turn direct FSD VORTAC and hold. (TACAN aircraft continue climb to 5000 via FSD R-269 to FRYRE 15 DME and hold west, right turns, 089° inbound)

ATIS	SIOUX FALLS APP CON★	SIOUX FALLS TOWER★	GND CON	UNICOM
126.6	125.8 353.6	118.3 (CTAF) L 257.8	121.9 348.6	122.95





CATEGORY	A	B	C	D	E
S-15	1920-1	492 (500-1)	1920-1¼ 492 (500-1¼)	1920-1½ 492 (500-1½)	1920-1¾ 492 (500-1¾)
CIRCLING	1960-1	531 (600-1)	1960-1½ 531 (600-1½)	2040-2 611 (700-2)	2300-3 871 (900-3)



FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

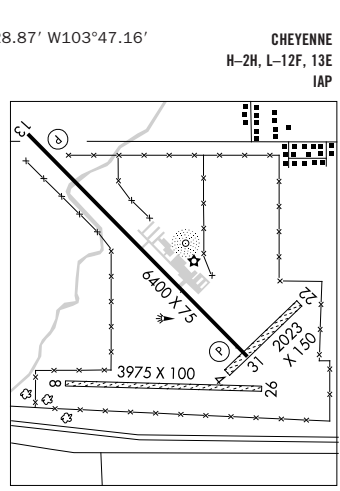
NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

SISSETON MUNI (8D3) 3 E UTC−6(−5DT) N45°40.25′ W96°59.77′ **TWIN CITIES**
1161 B **FUEL** 100LL NOTAM FILE HON **L–14G**
RWY 16–34: H3400X60 (ASPH) S–12 MIRL
RWY 16: PAPI (P2L). Road. **RWY 34:** PAPI (P2L). Fence.
RWY 04–22: 1932X150 (TURF)
RWY 04: Poles. **RWY 22:** Tree.
AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Rwy 04–22 CLOSED winter months. Waterfowl and gulls on and invof arpt. Rwy 04–22 marked with white cones.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
WATERTOWN (L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 359° 41.9 NM to fld. 1762/9E.
HIWAS.

SPEARFISH N44°19.63′ W103°50.10′ **CHEYENNE**
RCO 122.55 (HURON RADIO) **L–13E**

SPEARFISH

BLACK HILLS–CLYDE ICE FLD (SPF) 3 E UTC−7(−6DT) N44°28.87′ W103°47.16′ **CHEYENNE**
3931 B S4 **FUEL** 100LL, JET A OX 1, 3 NOTAM FILE SPF **H–2H, L–12F, 13E**
RWY 13–31: H6400X75 (ASPH) S–33, D–45 MIRL 0.4% up SE **IAP**
RWY 13: PAPI(P4L)—GA 3.0° TCH 25′. Hill. Rgt tfc.
RWY 31: PAPI(P4L)—GA 3.0° TCH 25′. Road.
RWY 08–26: 3975X100 (TURF) 0.7% up W
RWY 04–22: 2023X150 (TURF) 2% up SW
RWY 04: Highway. **RWY 22:** Fence.
AIRPORT REMARKS: Attended 1430Z‡–dusk. For attendant after hours call 605–642–2656/641–2787. Wildlife on and invof arpt. Rwy 22 4′ fence 50′ right 141′ fm thld and 50′ left 175′ fm thld. Irregular ops in and out of private airfield located approximately 3300′ S of arpt, check CTAF frequency for status. No snow removal on turf rwys, confirm conditions with arpt manager, call 605–642–4112/2656. Rwy 04–22 and Rwy 08–26 marked with black and white edge markers. ACTIVATE MIRL Rwy 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (605) 642–8536.
COMMUNICATIONS: CTAF/UNICOM 122.7
SPEARFISH RCO 122.55 (HURON RADIO)
ELLSWORTH APP/DEP 119.5 (Opr 24 hrs, from Mon 1200Z‡ thru Sat 0400Z‡, Sat, Sun 1200–0400Z‡), other times ctc **DENVER CENTER** 127.95.



RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 299° 45.0 NM to fld. 3160/13E.
NDB (MHW) 300 SPF N44°29.06′ W103°47.06′ at fld. NOTAM FILE SPF.

SPRINGFIELD MUNI (YØ3) 1 N UTC−6(−5DT) N42°52.80′ W97°54.07′ **OMAHA**
1324 B S7 **FUEL** 100LL, JET A NOTAM FILE HON **L–12H**
RWY 15–33: H3500X60 (ASPH) S–12.5 MIRL
RWY 15: PAPI(P2L)—GA 3.0° TCH 25′. **RWY 33:** PAPI(P2L)—GA 3.0° TCH 25′. Road.
RWY 01–19: 1900X100 (TURF)
RWY 19: Fence.
AIRPORT REMARKS: Unattended. For fuel call 605–369–2426. Wildlife on and invof arpt. Rwy 01 has a fence 75′ from thld; top of fence is 3′ blo rwy end. Rwy 01–19 marked with yellow and black metal A-frame markers. ACTIVATE MIRL Rwy 15–33 and PAPI Rwy 15 and Rwy 33—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ 257° 22.9 NM to fld. 1301/7E.

APP CRS	Rwy Idg	6400
114°	TDZE	3888
	Apt Elev	3931

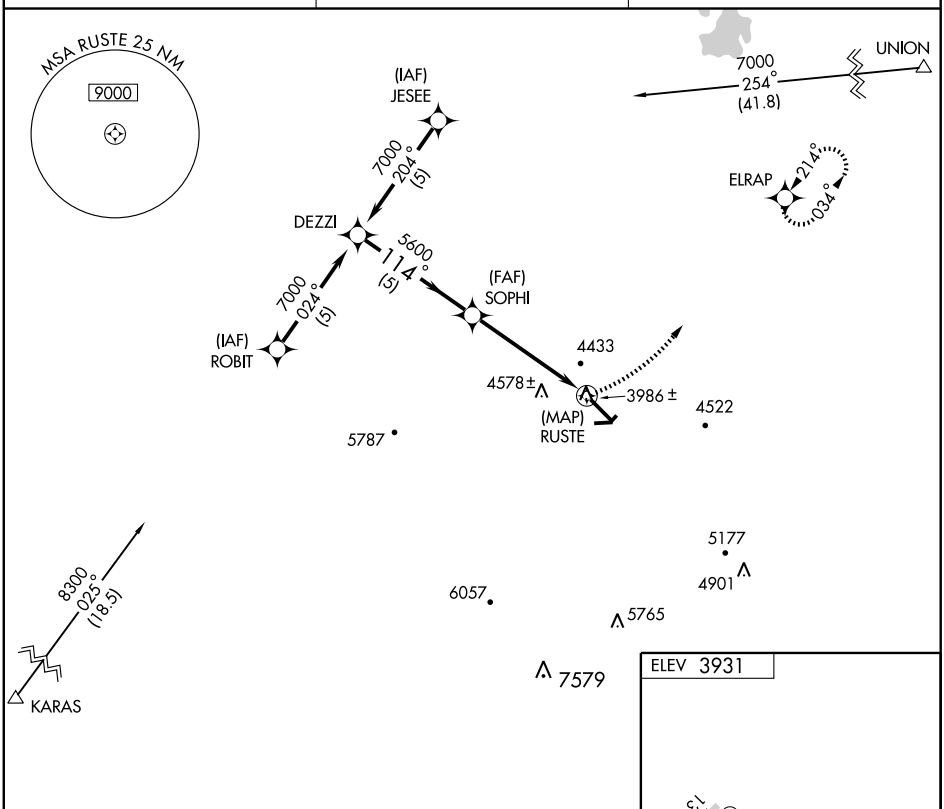
GPS RWY 13

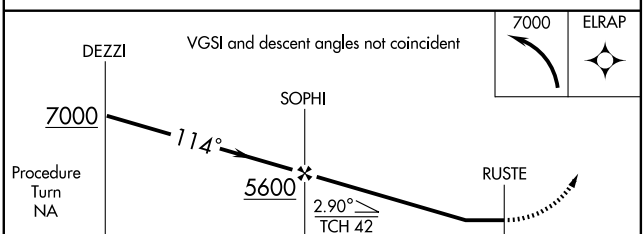
SPEARFISH/ BLACK HILLS-CLYDE ICE FIELD (SPF)

NA

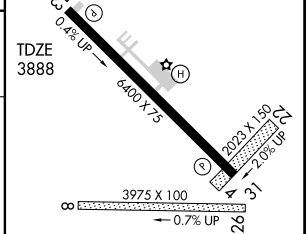
MISSED APPROACH: Climbing left turn to 7000 direct ELRAP WP and hold.

AWOS-3	ELLSWORTH APP CON★	UNICOM
118.325	119.5 259.1	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-13	4740-1 852 (900-1)	4740-1¼ 852 (900-1¼)	NA	
CIRCLING	4800-1 869 (900-1)	4800-1¼ 869 (900-1¼)	NA	



MIRL Rwy 13-31 L

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

NDB SPF 300	APP CRS 226°	Rwy Idg N/A TDZE N/A Apt Elev 3931

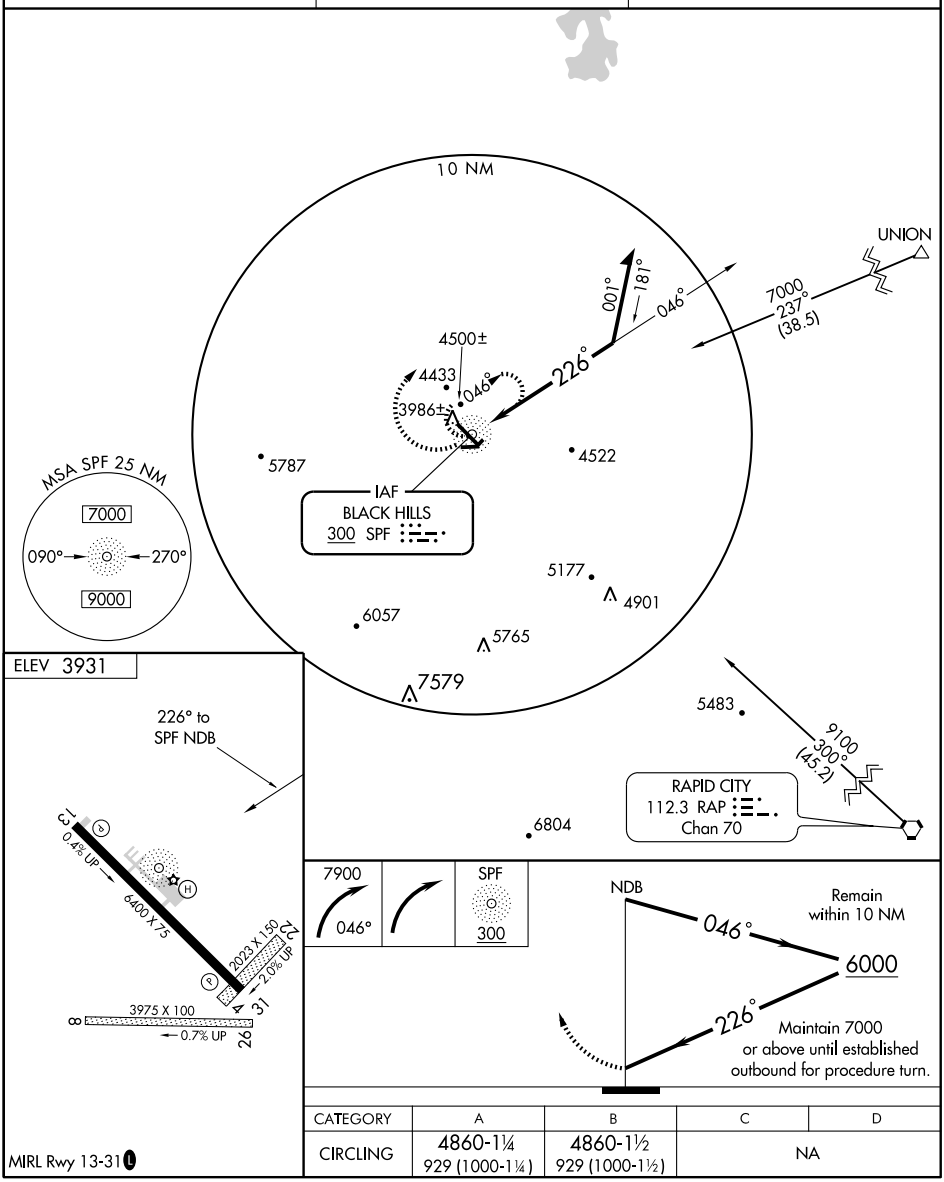
NDB or GPS-A

SPEARFISH/ BLACK HILLS-CLYDE ICE FIELD (SPF)

NA

MISSED APPROACH: Climbing right turn to 7900 via heading 046° then right turn direct SPF NDB and hold.

AWOS-3	ELLSWORTH APP CON★	UNICOM
118.325	119.5 259.1	122.7 (CTAF) L

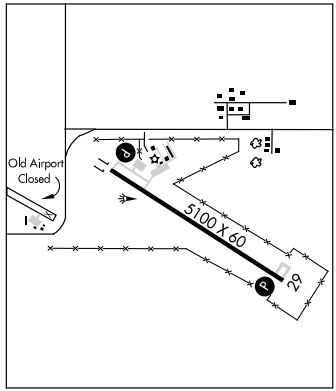


MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
CIRCLING	4860-1¼ 929 (1000-1¼)	4860-1½ 929 (1000-1½)	NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

STURGIS MUNI (49B) 4 E UTC−7(−6DT) N44°25.08′ W103°22.53′ **CHEYENNE**
3243 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **H–2H, L–12G, 13E**
RWY 11–29: H5100X60 (ASPH) S–12.5 MIRL 0.7% up NW **IAP**
RWY 11: PAPI(P2L). **RWY 29:** PAPI(P2L).
AIRPORT REMARKS: Attended dalgt hours. For attendant other hours call 605–347–3356. Wildlife on and invof arpt. Rwy 11–29 asphalt breaking up. ACTIVATE MIRL Rwy 11–29 and PAPI Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
ELLSWORTH APP/DEP CON 119.5 (Opr 24 hrs, from Mon 1200Z‡ thru Sat 0400Z‡, Sat, Sun 1200–0400Z‡), other times ctc **DENVER CENTER** 127.95.
RADIO AIDS TO NAVIGATION: NOTAM FILE RAP.
RAPID CITY (H) VORTAC 112.3 RAP Chan 70 N43°58.56′ W103°00.74′ 317° 30.8 NM to fld. 3160/13E.



TEA

MARV SKIE–LINCOLN CO (Y14) 2 NE UTC−6(−5DT) N43°27.29′ W96°48.08′ **OMAHA**
1515 B S4 **FUEL** 100LL, JET A NOTAM FILE HON **L–12I**
RWY 16–34: H3650X60 (ASPH) S–22 MIRL
RWY 16: PAPI(P4L)—GA 3.0° TCH 22′. Road. **RWY 34:** PAPI(P4L)—GA 3.0° TCH 29′.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Fuel avbl 24 hrs with credit card. Ultralights on and invof arpt. Be alert: Acft on apch to Rwy 03 at Joe Foss Fld (FSD) descending/holding at 3300′ over ROKKY LOM located 2.4 miles NNW of the arpt. Hay cutting operations May–Sep, farming equipment may be in apch zones. ACTIVATE MIRL Rwy 16–34—CTAF. NOTE: See Special Notices Section—Aerobatic Practice Areas.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE FSD.
SIOUX FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97′ W96°46.87′ 175° 11.7 NM to fld. 1570/9E.
HIWAS.

THE SIGURD ANDERSON (See WEBSTER)

TIMBER LAKE MUNI (D58) 1 SW UTC−7(−6DT) N45°24.90′ W101°04.99′ **BILLINGS**
2193 B S4 NOTAM FILE HON
RWY 12–30: 3300X150 (TURF) LIRL
RWY 30: Road.
RWY 17–35: 2400X120 (TURF)
RWY 17: Fence. **RWY 35:** Fence.
AIRPORT REMARKS: Attended dalgt hours. For field conditions call arpt manager 605–865–3500. Rwy 12–30 marked with yellow/black metal A–frame markers. Rwy 12–30 LIRL in poor condition. Rwy 12–30 LIRL OTS indef. ACTIVATE LIRL Rwy 12–30—122.8.
COMMUNICATIONS: CTAF 122.9

VERMILLION N42°45.80′ W96°56.06′ NOTAM FILE HON. **OMAHA**
NDB (MHW) 375 VMR at Harold Davidson Fld. NDB unmonitored. SHUTDOWN. **L–12I**

APP CRS	Rwy Idg	5100
292°	TDZE	3228
	Apt Elev	3239

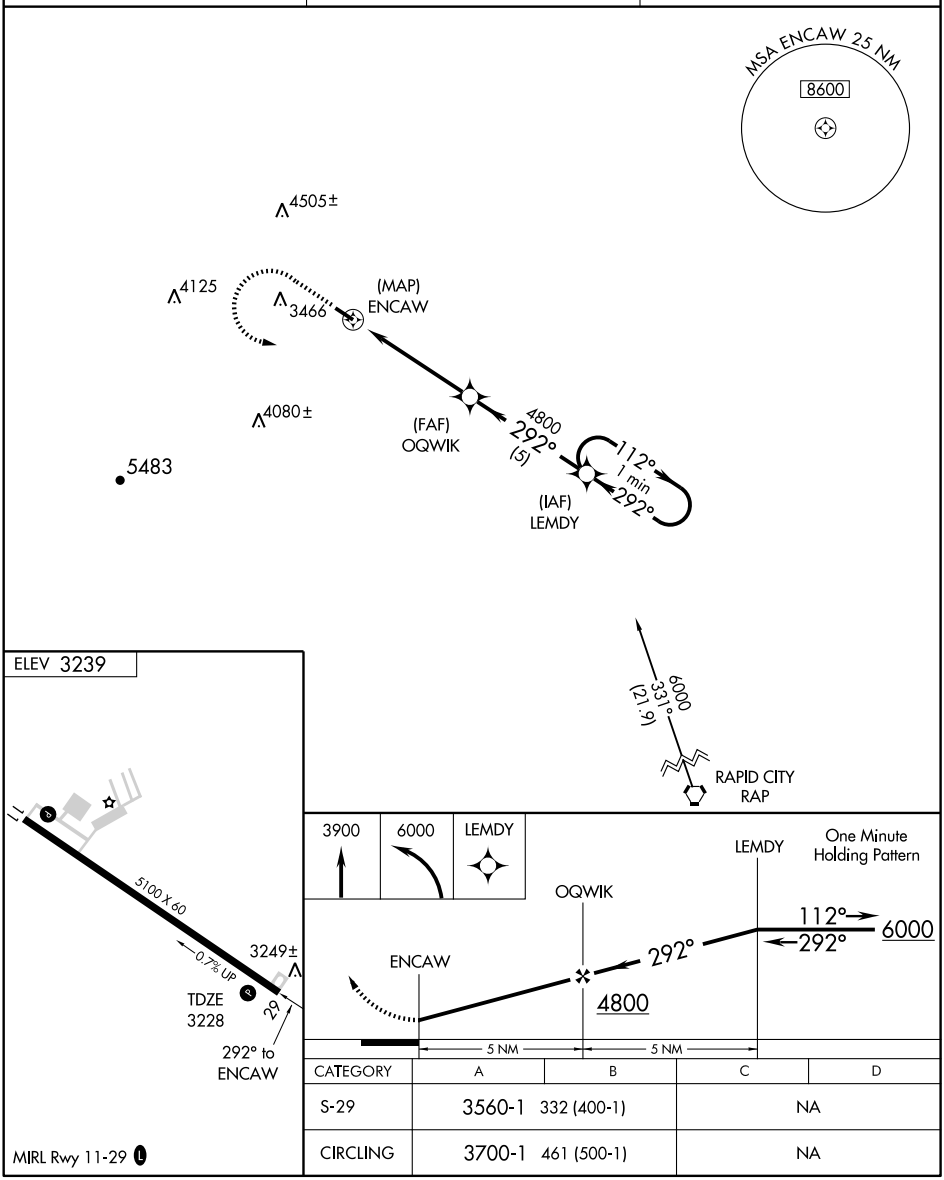
GPS RWY 29
STURGIS MUNI (49B)

NA

Use Ellsworth AFB altimeter setting.

MISSED APPROACH: Climb to 3900 then climbing left turn to 6000 direct LEMDY WP and hold.

AWOS-A	ELLSWORTH APP CON ★	UNICOM
122.8	119.5 259.1	122.8 (CTAF) L

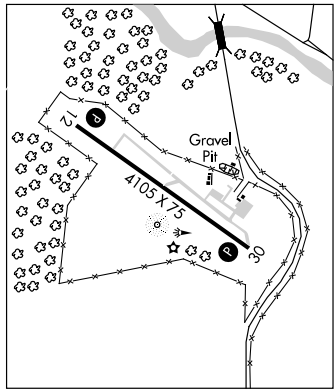


CATEGORY	A	B	C	D
S-29	3560-1 332 (400-1)		NA	
CIRCLING	3700-1 461 (500-1)		NA	

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VERMILLION

HAROLD DAVIDSON FLD (VMR) 1 S UTC−6(−5DT) N42°45.92′ W96°56.06′ OMAHA
1147 B S2 **FUEL** 100LL NOTAM FILE HON L–12I
RWY 12–30: H4105X75 (CONC) S–12 MIRL IAP
RWY 12: PAPI(P4L)—GA 3.0° TCH 38′. Rgt tfc.
RWY 30: PAPI(P4L)—GA 3.0° TCH 38′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 12–30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: AWOS–A 122.8 (617) 262–3825. Plus visibility.
COMMUNICATIONS: CTAF/UNICOM 122.8
YANKTON RCO 122.55 (HURON RADIO)
Ⓡ **SIOUX CITY APP/DEP CON** 124.6 (1200–0330Z‡)
MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ 108° 21.9 NM to fld. 1301/7E.
VERMILLION NDB (MHW) 375 VMR N42°45.80′ W96°56.06′ at fld. NOTAM FILE HON. NDB unmonitored. SHUTDOWN.



WAGNER MUNI (AGZ) 1 S UTC−6(−5DT) N43°03.80′ W98°17.77′ OMAHA
1475 B S4 **FUEL** 100LL NOTAM FILE HON L–12H
RWY 08–26: H3500X60 (ASPH) S–12.5 MIRL
RWY 08: P–line. **RWY 26:** Road.
RWY 14–32: 2228X150 (TURF)
RWY 14: Road. **RWY 32:** P-lines.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡. For attendant after hrs call 605–487–6262/491–0470. Rwy 14–32 CLOSED Nov 1–Apr 15. Spray acft operating invof arpt Apr–Nov. Wildlife on and invof arpt. Rwy 14 and Rwy 32 thlds are marked with yellow and black half barrels. MIRL Rwy 08–26 opr dusk–0600Z‡, after 0600Z‡ ACTIVATE—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE ONL.
O'NEILL (H) VORTACW 113.9 ONL Chan 86 N42°28.23′ W98°41.22′ 016° 39.5 NM to fld. 2030/10E.
HIWAS.
NDB (MHW) 392 AGZ N43°03.75′ W98°17.54′ at fld. NOTAM FILE HON. Unmonitored. VFR only.

WALL MUNI (6V4) 1 NW UTC−7(−6DT) N43°59.97′ W102°15.28′ CHEYENNE
2813 B **FUEL** 100LL TPA—3813(1000) NOTAM FILE HON L–12G
RWY 12–30: H3500X60 (ASPH) S–12 LIRL 0.4% up SE.
RWY 12: PAPI (P4L)—GA 3.0°. **RWY 30:** PAPI (P4L)—GA 3.0° TCH 29′. Antenna.
AIRPORT REMARKS: Unattended. Fuel avbl by req. call 605–279–2666. Deer/antelope/waterfowl on and invof arpt. LIRL Rwy 12–30 and PAPI Rwy 12 and Rwy 30 opr dusk–0400Z‡. After 0400Z‡ ACTIVATE CTAF.
COMMUNICATIONS: CTAF 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE PHP.
PHILIP (L) VORW/DME 108.4 PHP Chan 21 N44°03.50′ W101°39.85′ 250° 25.8 NM to fld. 2340/12E.
HIWAS.

WAAS	APP CRS	Rwy Idg	4105
CH 53614	300°	TDZE	1146
W30A		Apt Elev	1146

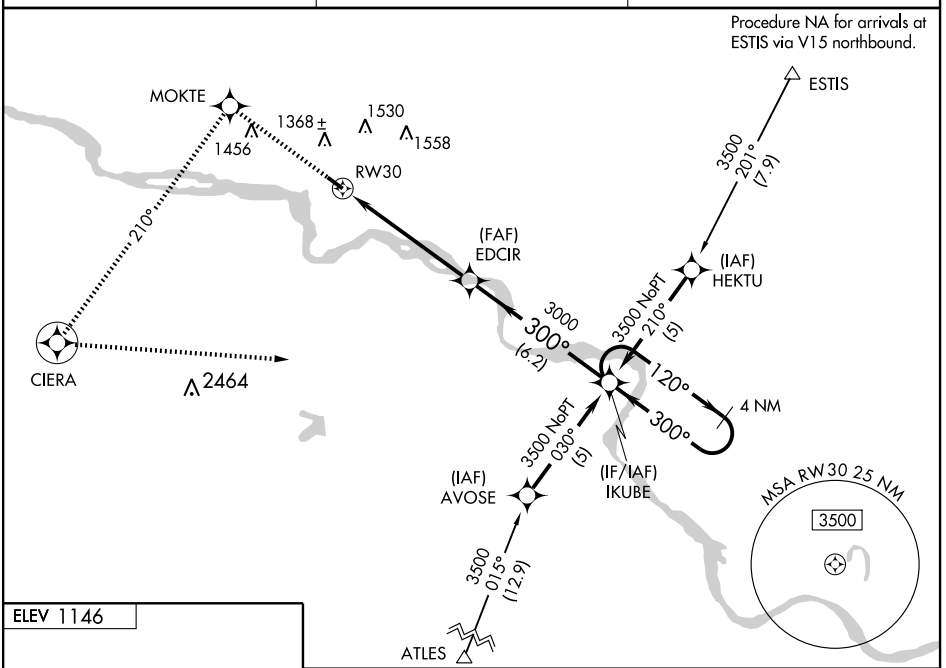
RNAV (GPS) RWY 30

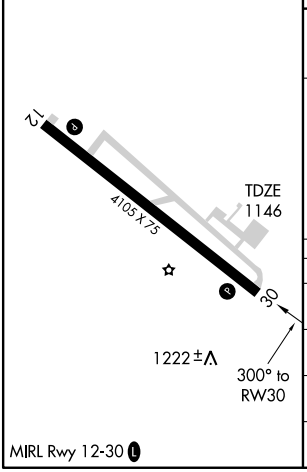
VERMILLION/ HAROLD DAVIDSON FIELD (VMR)

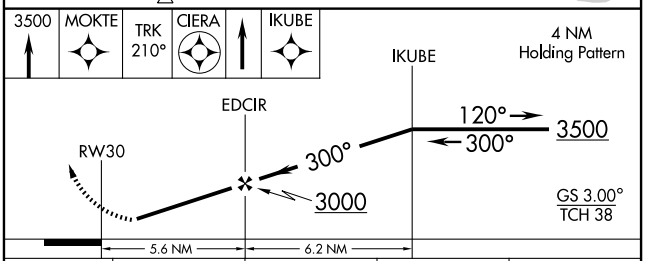
Baro-VNAV NA when using Yankton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Yankton altimeter setting and increase all DA 73 feet and LPV and LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 80 feet and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3500 direct MOKTE and via track 210° to CIERA and direct IKUBE and hold.

AWOS-A	SIOUX CITY APP CON ★	UNICOM
122.8	124.6 307.0	122.8 (CTAF) L



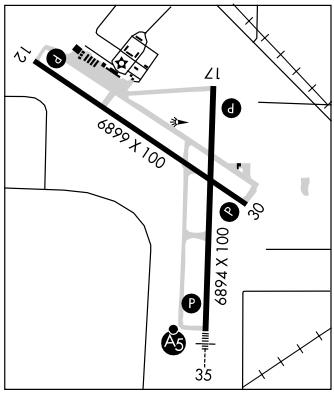




CATEGORY	A	B	C	D
LPV DA	1434-1 288 (300-1)			NA
LNAV/ VNAV DA	1559-1½ 413 (500-1½)			NA
LNAV MDA	1680-1 534 (600-1)		1680-1½ 534 (600-1½)	NA
CIRCLING	1740-1 594 (600-1)		1740-1½ 594 (600-1½)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WATERTOWN RGNL (ATY) 2 NW UTC−6(−5DT) N44°54.84′ W97°09.28′ **TWIN CITIES**
1749 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE ATY **H–2I, L–12H, 14G**
RWY 12–30: H6899X100 (ASPH–PFC) S–85, D–108, 2S–137, 2D–175 MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Tree.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 17–35: H6894X100 (ASPH–PFC) S–85, D–108, 2S–137, 2D–175 HIRL
RWY 17: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 54′. Elevator.



RUNWAY DECLARED DISTANCE INFORMATION
RWY 12: TORA–6899 TODA–6899 ASDA–6899 LDA–6899
RWY 17: TORA–6894 TODA–6894 ASDA–6894 LDA–6894
RWY 30: TORA–6899 TODA–6899 ASDA–6899 LDA–6899
RWY 35: TORA–6894 TODA–6894 ASDA–6894 LDA–6894
AIRPORT REMARKS: Attended Mon–Fri 1300–0100Z‡, Sat–Sun 1400–0000Z‡. Glider ops May thru Sep. Gulls and geese on and invof arpt Apr–Nov. Annually Apr–Sep hay cutting ops in progress, farming equip may be in apchs. PPR 48 hrs unscheduled air carrier ops with more than 30 passenger seats call arpt manager 605–882–6209/886–4733. Air carrier ops involving acft with more than 9 passengers are not authorized in excess of 15 minutes before or after scheduled arrival/departure times without prior coordination with arpt manager and confirmation that ARFF is avbl prior to landing or takeoff. ACTIVATE MALSR Rwy 35, HIRL Rwy 17–35, MIRL Rwy 12–30, REIL Rwy 12 and Rwy 30 and PAPI Rwy 12, Rwy 17, Rwy 30, and Rwy 35—CTAF.
WEATHER DATA SOURCES: ASOS 126.625 (605) 882–0578. **HIWAS** 116.6 ATY.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.5 (HURON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 128.5
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
(L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 179° 4.0 NM to fld. 1762/9E. **HIWAS.**
LICAN NDB (LOM) 215 AT N44°48.20′ W97°09.01′ 352° 6.7 NM to fld.
ILS/DME 111.9 I–ATY Chan 56 Rwy 35. Class IT. LOM LICAN NDB.

WEBSTER

THE SIGURD ANDERSON (1D7) 2 S UTC−6(−5DT) N45°17.56′ W97°30.83′ **TWIN CITIES**
1854 B **FUEL** MOGAS NOTAM FILE HON **L–12H, 14G**
RWY 12–30: H3700X60 (ASPH) S–12.5 LIRL
RWY 12: Road.
RWY 01–19: 2200X150 (TURF)
RWY 01: Fence. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Rwy 01–19 CLOSED winter months. Birds and waterfowl on and invof arpt. Rwy 01–19 marked with yellow and black metal A-frame markers. ACTIVATE LIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE ATY.
WATERTOWN (L) VORTACW 116.6 ATY Chan 113 N44°58.78′ W97°08.51′ 311° 24.5 NM to fld. 1762/9E. **HIWAS.**

WENTWORTH N44°00.80′ W97°05.31′ NOTAM FILE HON. **OMAHA**
NDB (MHW) 400 MDS at Madison Muni. NDB unmonitored. **L–12H**

WESSINGTON SPRINGS (4X4) 2 E UTC−6(−5DT) N44°03.66′ W98°31.85′ **OMAHA**
1546 B NOTAM FILE HON **L–12H**
RWY 12–30: H3600X60 (ASPH) LIRL
RWY 12: P–line.
AIRPORT REMARKS: Unattended. ACTIVATE LIRL Rwy 12–30 and rotating bcn—CTAF.
WEATHER DATA SOURCES: AWOS–3 122.9 (617) 262–3825.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE HON.
HURON (L) VORTAC 117.6 HON Chan 123 N44°26.40′ W98°18.66′ 193° 24.6 NM to fld. 1300/10E.

LOC/DME I-ATY	APP CRS	Rwy Idg	6894
111.9	354°	TDZE	1745
Chan 56		Apt Elev	1749

ILS or LOC RWY 35

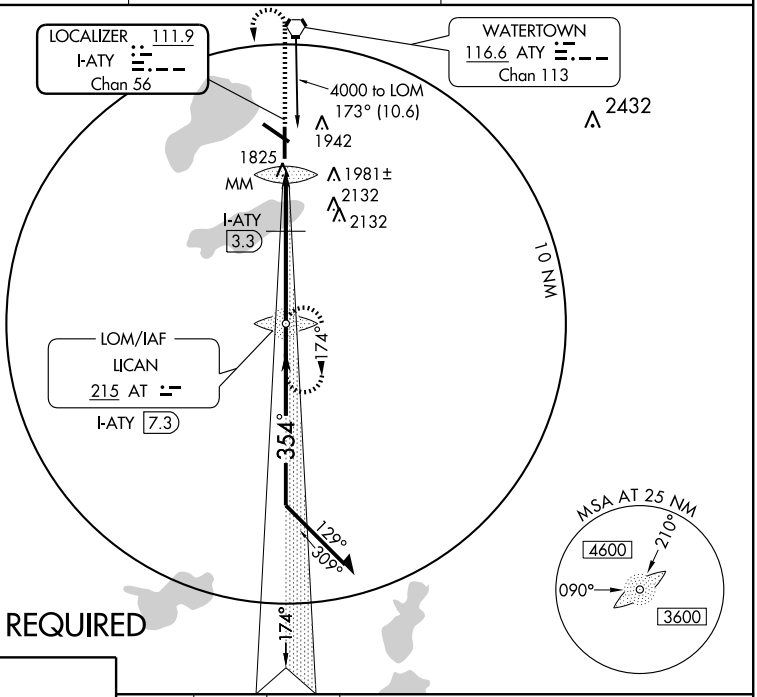
WATERTOWN RGNL (ATY)

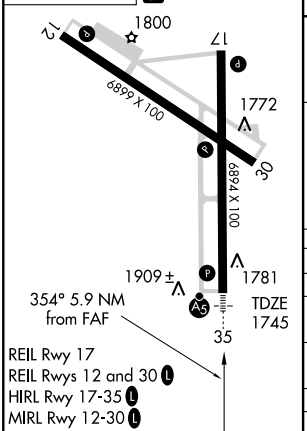
T S-LOC 35 DME minimums, increase Cat D visibility ¼ mile for inoperative MALSR.

MALSR

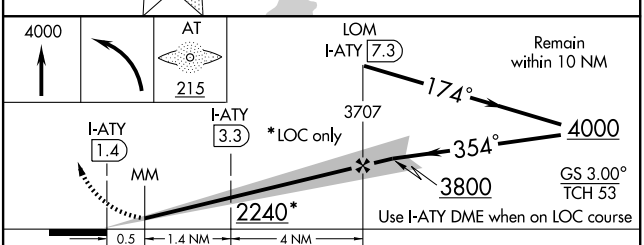
MISSED APPROACH: Climb to 4000 then left turn direct LICAN LOM/I-ATY 7.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 35	1945-½ 200 (200-½)			
S-LOC 35	2240-½ 495 (500-½)		2240-¾ 495 (500-¾)	2240-1 495 (500-1)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)
DME MINIMUMS				
S-LOC 35	2080-½ 335 (400-½)			2080-¾ 335 (400-¾)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

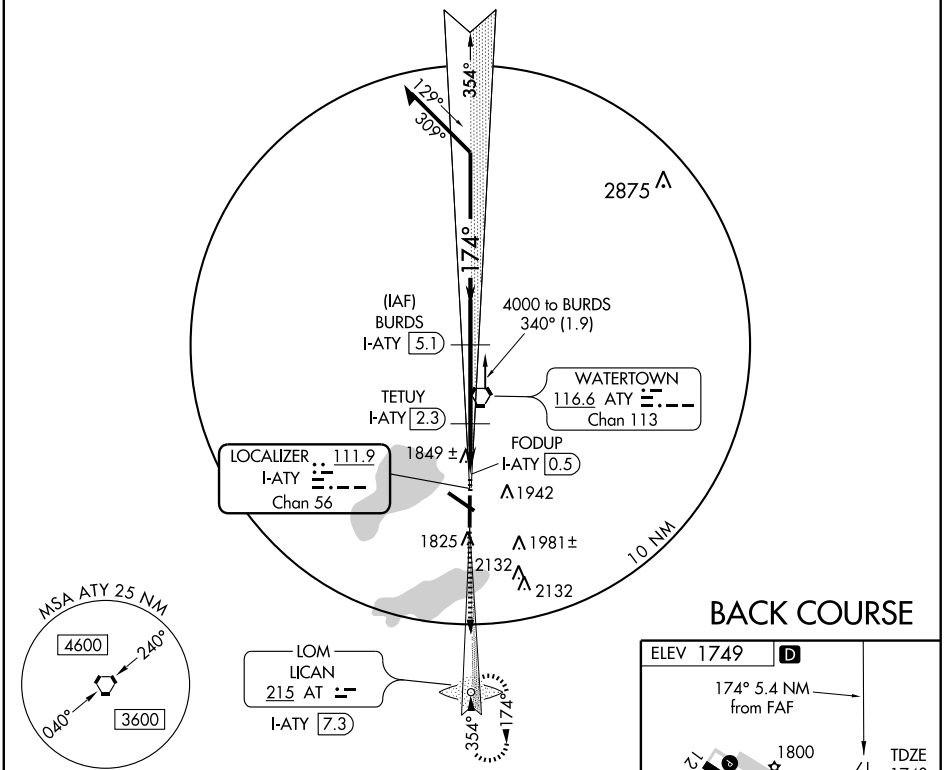
LOC/DME I-ATY	APP CRS	Rwy Idg	6894
111.9	174°	TDZE	1740
Chan 56		Apt Elev	1749

LOC/DME BC RWY 17
WATERTOWN RGNL (ATY)

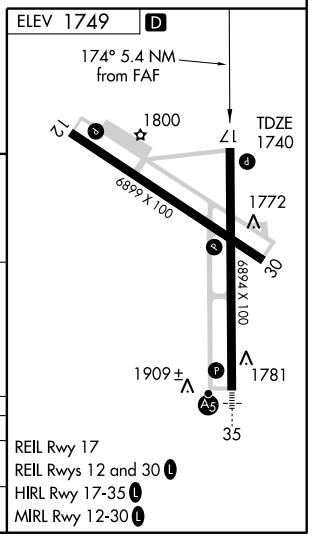
When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 120 feet and increase all Cat C and D visibilities ¼ mile.

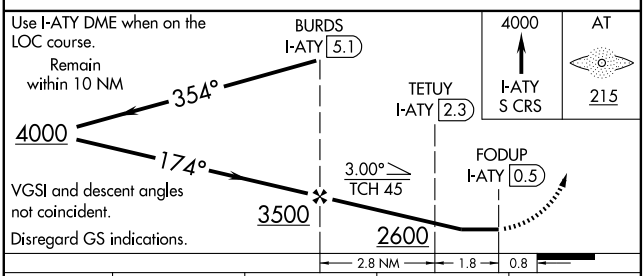
MISSED APPROACH: Climb to 4000 via I-ATY south course to LICAN LOM/I-ATY 7.3 DME and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



BACK COURSE





CATEGORY	A	B	C	D
S-17	2120-1 380 (400-1)			2120-1¼ 380 (400-1¼)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

LOM AT	APP CRS	Rwy Idg	6894
215	354°	TDZE	1745
		Apt Elev	1749

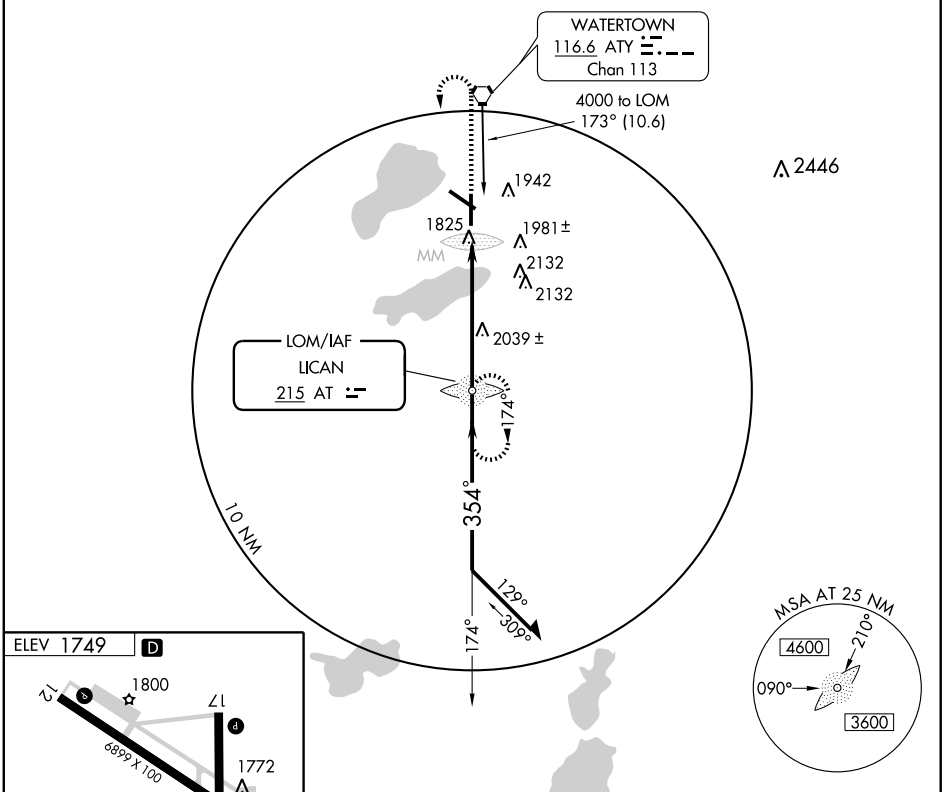
NDB RWY 35
WATERTOWN RGNL (ATY)

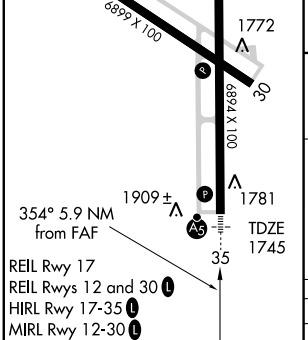
When local altimeter setting not received, use Brookings altimeter setting and increase all MDA 120 feet, increase S-35 Cat C/D visibility ½ mile, increase Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Inoperative table does not apply to S-35 Cat A and B.

MALSR

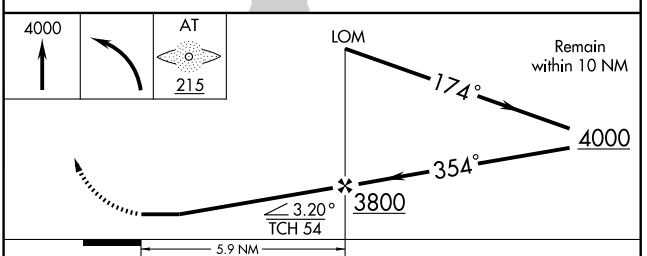
MISSED APPROACH: Climb to 4000 then left turn direct LICAN LOM and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-35	2340-1 595 (600-1)			2340-1½ 595 (600-1½)
CIRCLING	2340-1 591 (600-1)		2340-1½ 591 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

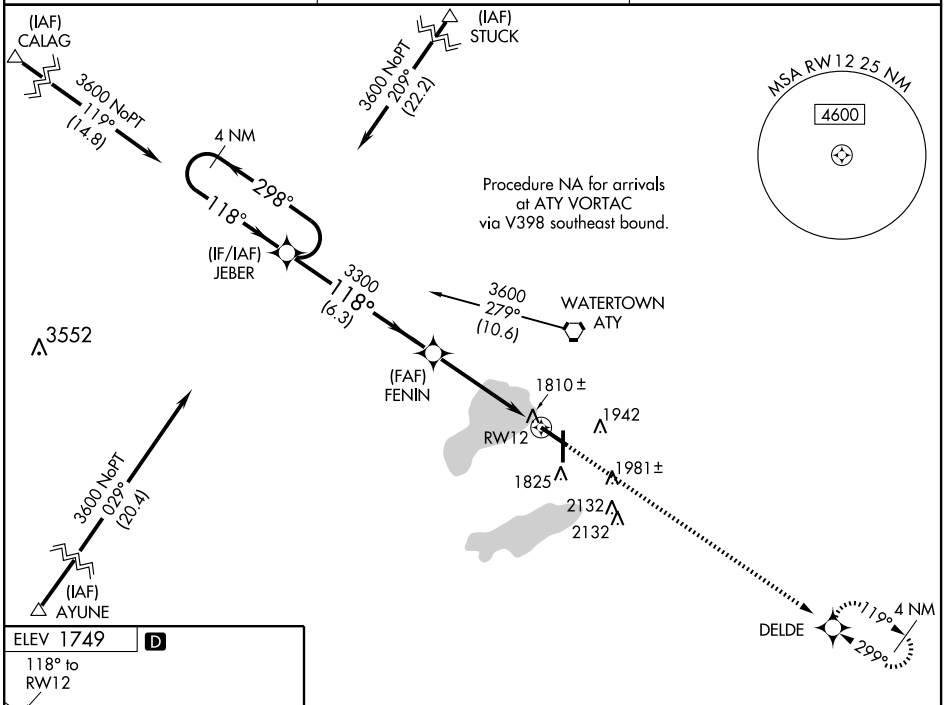
WAAS	APP CRS	Rwy Idg	6899
CH 53405	118°	TDZE	1749
W12A		Apt Elev	1749

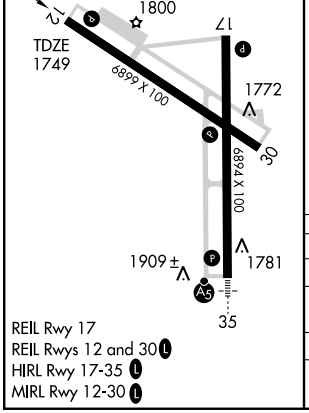
RNAV (GPS) RWY 12
WATERTOWN RGNL (ATY)

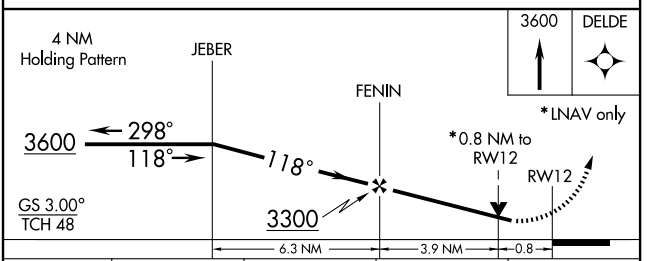
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Brookings altimeter setting and increase all DAs 105 feet and all MDAs 120 feet. VDP NA when using Brookings altimeter setting. Baro-VNAV NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 3600 direct DELDE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2021-1 272 (300-1)			
LNAV/VNAV DA	2076-1¼ 327 (400-1¼)			
LNAV MDA	2060-1 311 (400-1)			
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

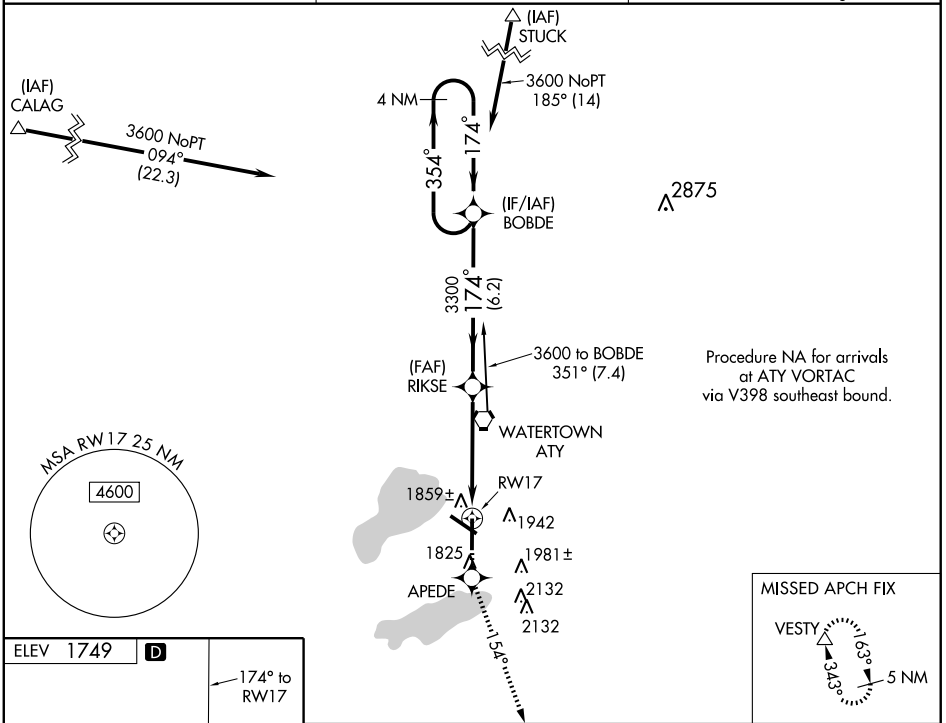
WAAS	APP CRS	Rwy ldg	6894
CH 82305	174°	TDZE	1740
W17A		Apt Elev	1749

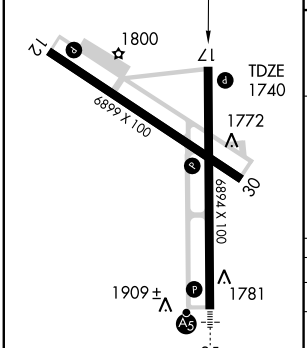
RNAV (GPS) RWY 17
WATERTOWN RGNL (ATY)

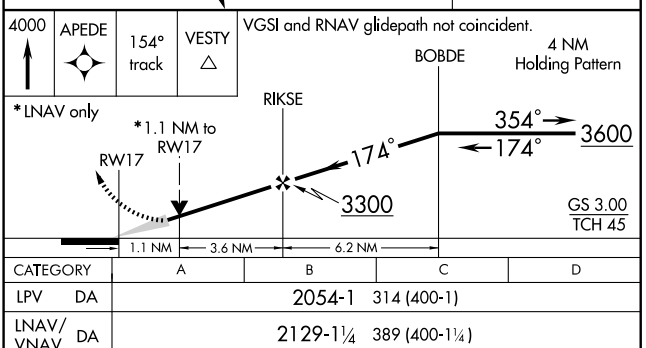
Baro-VNAV NA when using Brooking altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). VDP NA when using Brookings altimeter setting. If local altimeter setting not received, use Brookings altimeter setting and increase all DAs 105 feet and all MDAs 120 feet.

MISSED APPROACH: Climb to 4000 direct APEDE and via 154° track to VESTY and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2054-1 314 (400-1)			
LNAV/VNAV DA	2129-1¼ 389 (400-1¼)			
LNAV MDA	2120-1 380 (400-1)			2120-1¼ 380 (400-1¼)
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

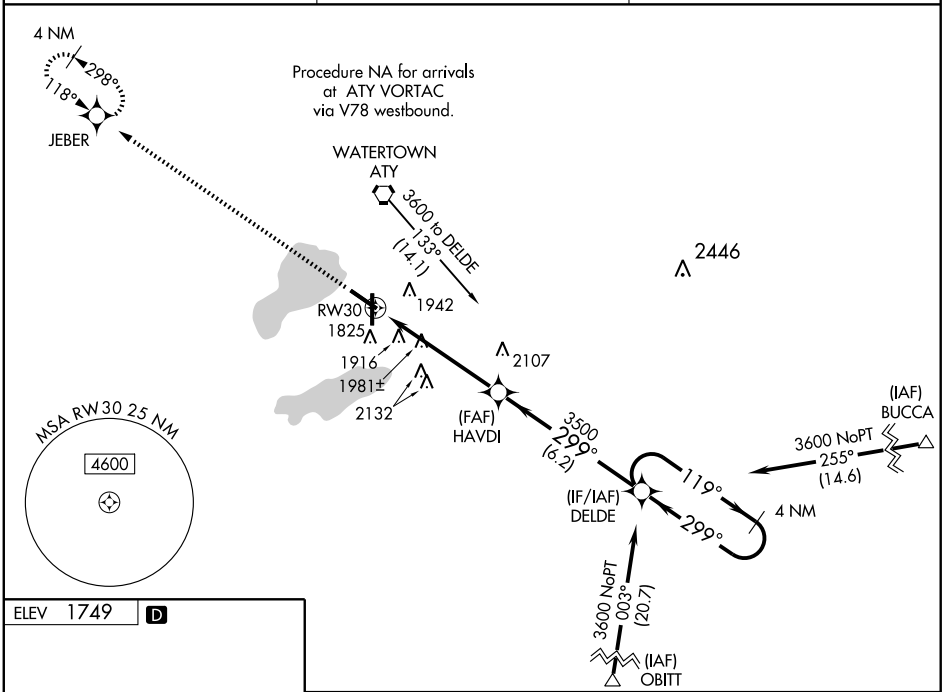
WAAS	APP CRS		
CH **50305**	**299°**	Rwy Idg	**6899**
W30A		TDZE	**1736**
		Apt Elev	**1749**

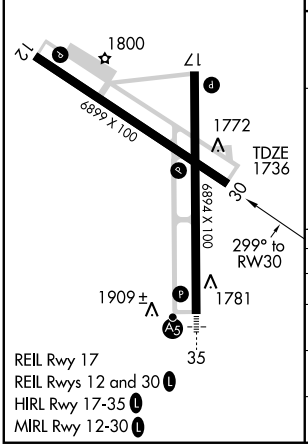
RNAV (GPS) RWY 30
WATERTOWN RGNL (ATY)

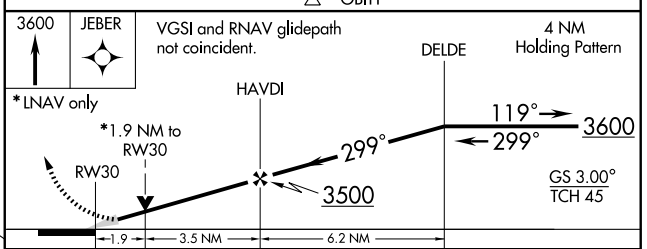
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile, LNAV and Circling Cat. B visibility ¼ mile, Cat. C/D visibility ½ mile. VDP NA when using Brookings altimeter setting. Baro-VNAV NA when using Brookings altimeter setting.

MISSED APPROACH: Climb to 3600 direct JEBER and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	**128.5 306.2**	**123.05** (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1990-1 254 (300-1)			
LNAV/VNAV DA	2208-1¾ 472 (500-1¾)			
LNAV MDA	2360-1 624 (700-1)		2360-1¾ 624 (700-1¾)	2360-2 624 (700-2)
CIRCLING	2360-1 611 (700-1)		2360-1¾ 611 (700-1¾)	2360-2 611 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6894
CH 82614	354°	TDZE	1745
W35A		Apt Elev	1749

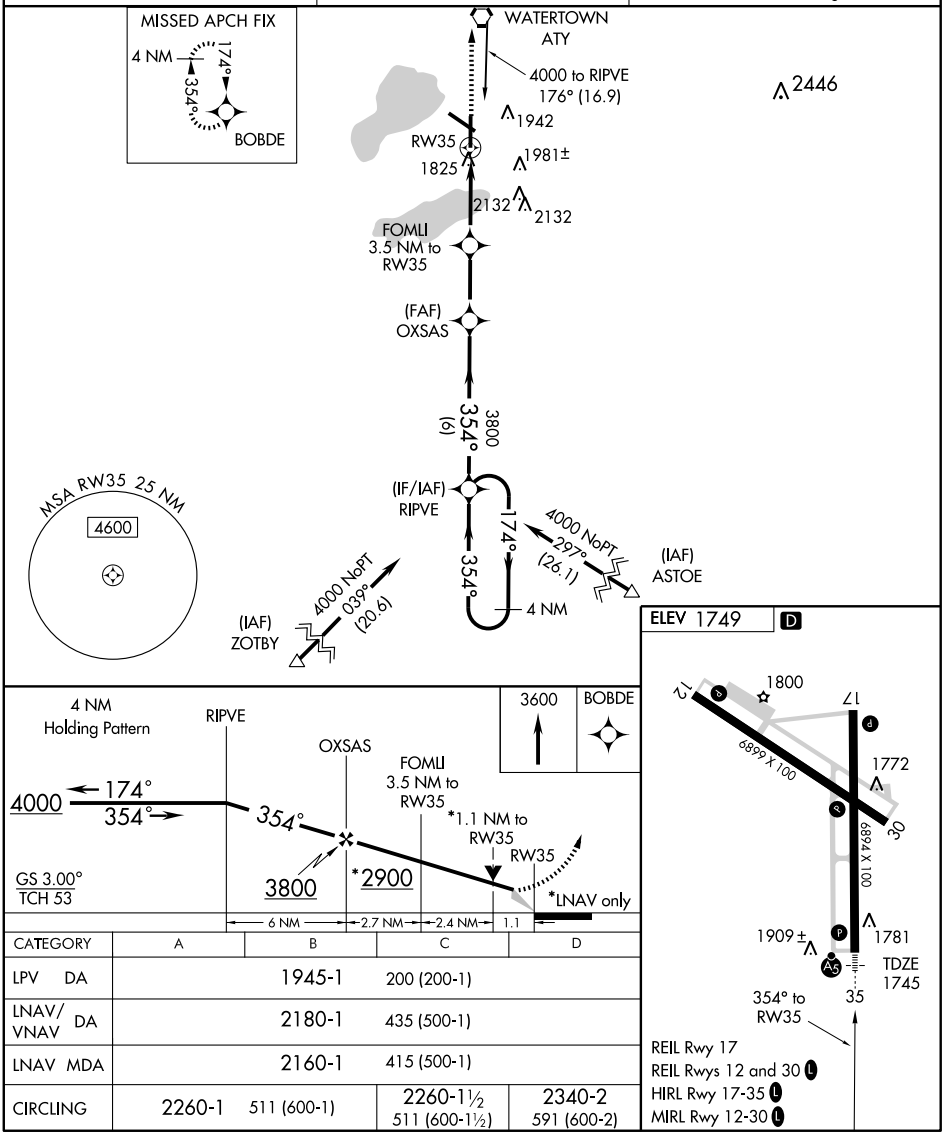
RNAV (GPS) RWY 35
WATERTOWN RGNL (ATY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Brookings altimeter setting. When local altimeter setting not received, use Brookings altimeter setting and increase all DA 105 feet and all MDA 120 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C/D visibility ¼ mile. For inoperative MALSR increase LNAV Cat C/D visibility ¼ mile. Inoperative table does not apply to LPV all Cats, LNAV Cats A/B. When using Brookings altimeter setting, inoperative table does not apply to LPV all Cats, LNAV Cats A/B.

MALSR

MISSED APPROACH: Climb to 3600 direct BOBDE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



CATEGORY	A	B	C	D
LPV DA		1945-1	200 (200-1)	
LNAV/VNAV DA		2180-1	435 (500-1)	
LNAV MDA		2160-1	415 (500-1)	
CIRCLING	2260-1 511 (600-1)		2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ATY	APP CRS	Rwy Idg	6894
116.6	356°	TDZE	1745
Chan 113		Apt Elev	1749

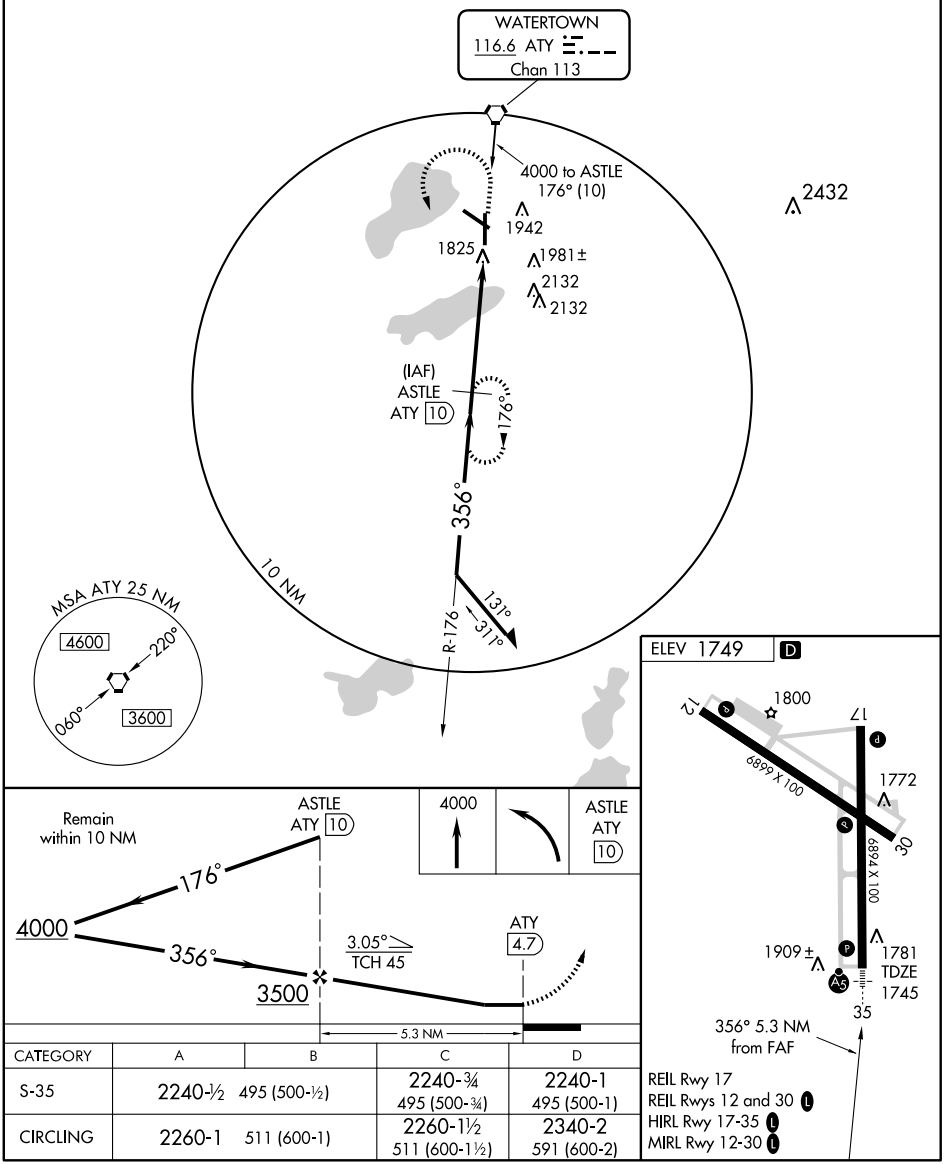
VOR/DME or TACAN RWY 35

WATERTOWN RGNL (ATY)

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct ASTLE and hold.

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-35	2240-½	495 (500-½)	2240-¾ 495 (500-¾)	2240-1 495 (500-1)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VORTAC ATY	APP CRS	Rwy Idg	6894
116.6	177°	TDZE	1740
Chan 113		Apt Elev	1749

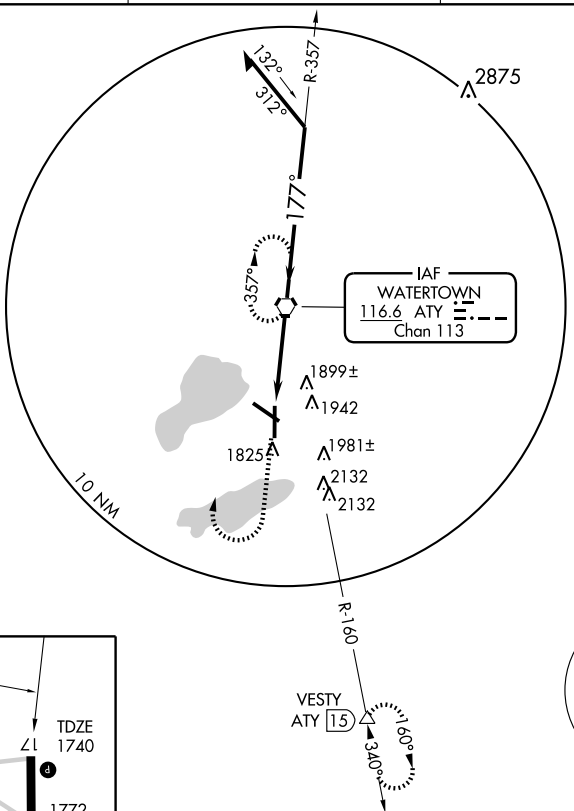
VOR or TACAN RWY 17

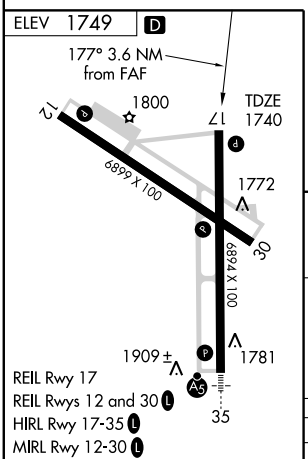
WATERTOWN RGNL (ATY)

Visibility reduction by helicopters NA.
If local altimeter not received, use Brookings altimeter setting and increase all MDAs 120 feet.
VDP NA when using Brookings altimeter setting.

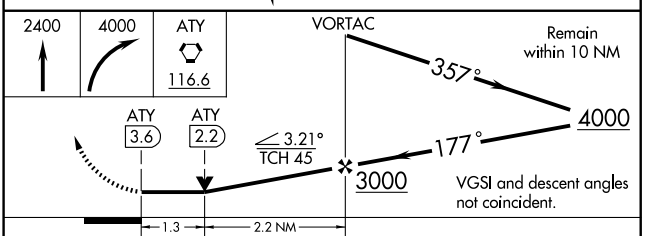
MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct ATY VORTAC and hold. (TACAN aircraft climb to 5000 via ATY VORTAC R-160 to VESTY/15 DME and hold south, right turns, 340° inbound.)

ASOS	MINNEAPOLIS CENTER	UNICOM
126.625	128.5 306.2	123.05 (CTAF) L





FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



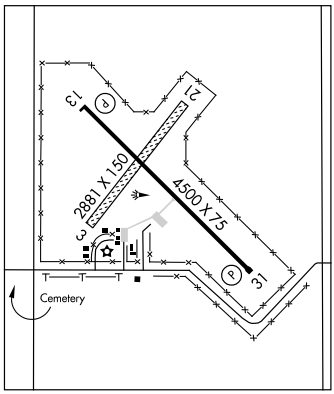
CATEGORY	A	B	C	D
S-17	2200-1	460 (500-1)	2200-1¼ 460 (500-1¼)	2200-1½ 460 (500-1½)
CIRCLING	2260-1	511 (600-1)	2260-1½ 511 (600-1½)	2340-2 591 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WHITE RIVER MUNI (7Q7) 1 S UTC−7(−6DT) N43°33.70′ W100°44.51′ **TWIN CITIES**
2151 B NOTAM FILE HON
RWY 12–30: 3000X150 (TURF) LIRL
RWY 12: Pole.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Telephone avbl. ACTIVATE LIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF 122.8

WILDER (See DESMET)

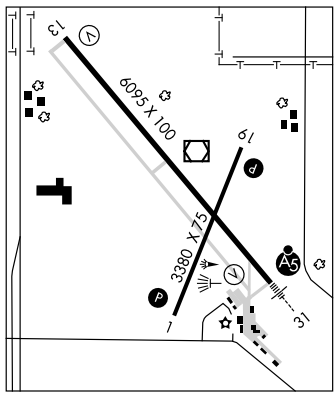
WINNER RGNL (ICR) 1 NE UTC−6(−5DT) N43°23.42′ W99°50.53′ **OMAHA**
2033 B S4 **FUEL** 100LL, JET A NOTAM FILE ICR **L–12H**
RWY 13–31: H4500X75 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 03–21: 2881X150 (TURF)
RWY 21: Fence.
AIRPORT REMARKS: Attended continuously.
Deer on and invof arpt. Rwy 03–21 CLOSED winter months. High air tfc Oct–Nov. MIRL Rwy 13–31 opr dusk–0600Z‡ after 0600Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (605) 842–3989.
COMMUNICATIONS: CTAF/UNICOM 122.8
WINNER RCO 122.1R 112.8T (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 156° 61.8 NM to fld. 1789/11E. **HIWAS.**
(L) VOR 112.8 ISD N43°29.28′ W99°45.68′ 203° 6.8 NM to fld. NOTAM FILE ICR.



YANKTON N42°55.10′ W97°23.10′ NOTAM FILE YKN. **OMAHA**
(L) VORW/DME 111.4 YKN Chan 51 at Chan Gurney Muni. 1301/7E. **L–12H**
VOR unusable byd 30 NM blo 3200′.
DME unusable 230°–270° byd 25 NM blo 4000′, 271°–310° byd 30 NM blo 4000′, 311°–060° byd 30 NM blo 3500′.
RCO 122.55 (HURON RADIO)

YANKTON

CHAN GURNEY MUNI (YKN) 3 N UTC−6(−5DT) N42°55.00′ W97°23.16′ **OMAHA**
1306 B S4 **FUEL** 100LL, JET A NOTAM FILE YKN **H–5C, L–12H**
RWY 13–31: H6095X100 (CONC) S–30, D–50, 2D–90 HIRL 0.6% up NW **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
RWY 01–19: H3380X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI(P2L)—GA 3.0° TCH 25′. P–line.
RWY 19: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
AIRPORT REMARKS: Attended 1400–0000Z‡. For svc after 0000Z‡ call 605–665–3473. PAEW mowing seasonal. Migratory waterfowl on and invof arpt. HIRL Rwy 13–31 preset medium ints SS–SR, MIRL Rwy 01–19 preset low ints SS–2300 to increase ints and ACTIVATE MALSR Rwy 31, PAPI Rwy 01 and Rwy 19 and Twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 YKN (605) 665–6072.
COMMUNICATIONS: CTAF/UNICOM 122.8
YANKTON RCO 122.55 (HURON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 124.1
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ at fld. 1301/7E. **AWOS–3.**
CAGUR NDB (LOM) 347 YK N42°50.62′ W97°18.13′ 313° 5.7 NM to fld. Unmonitored.
ILS 109.5 I–YKN Rwy 31. Class IE. LOM CAGUR NDB. ILS unmonitored.



WAAS	APP CRS	Rwy Idg	4500
CH 61212	129°	TDZE	2020
W13A		Apt Elev	2033

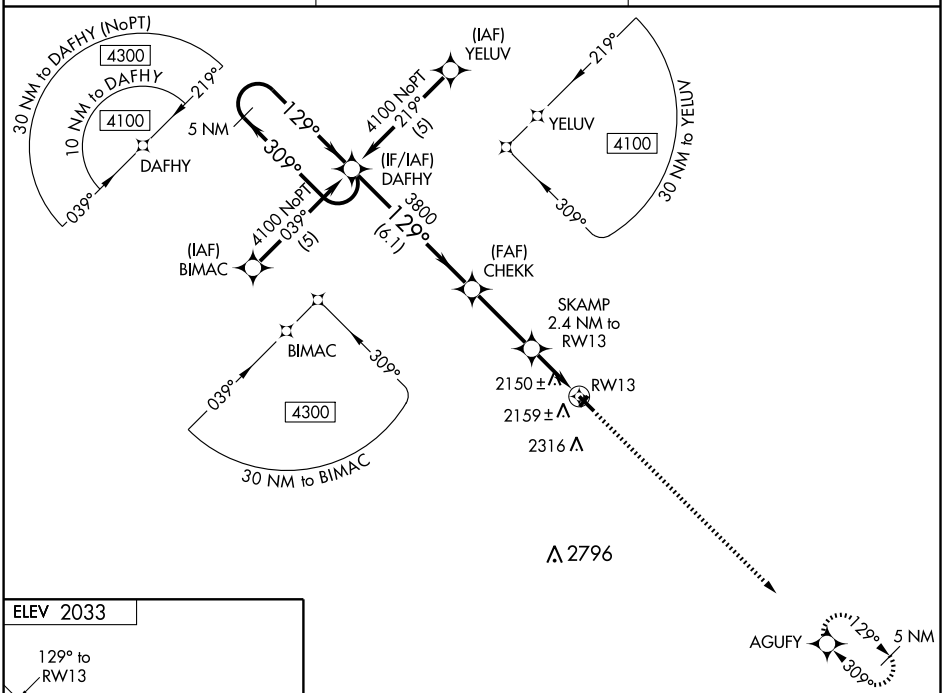
RNAV (GPS) RWY 13

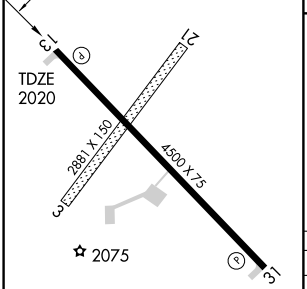
WINNER RGNL (ICR)

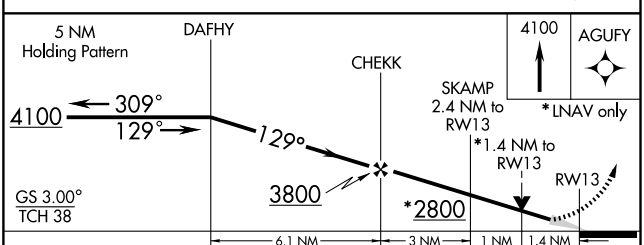
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Valentine altimeter setting.
When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ¾ mile, circling Cat B visibility ¼ mile and Cat C visibility 1 mile.

MISSED APPROACH: Climb to 4100 direct AGUFY and hold.

ASOS	HURON RADIO	UNICOM
126.775	122.1R	122.8 (CTAF)







CATEGORY	A	B	C	D
LPV DA	2270-1 250 (300-1)			NA
LNAV/VNAV DA	2456-1½ 436 (500-1½)			NA
LNAV MDA	2480-1 460 (500-1)		2480-1¼ 460 (500-1¼)	NA
CIRCLING	2580-1 547 (600-1)		2680-1¾ 647 (700-1¾)	NA

MIRL Rwy 13-31

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	4500
CH 97612	309°	TDZE	2021
W31A		Apt Elev	2033

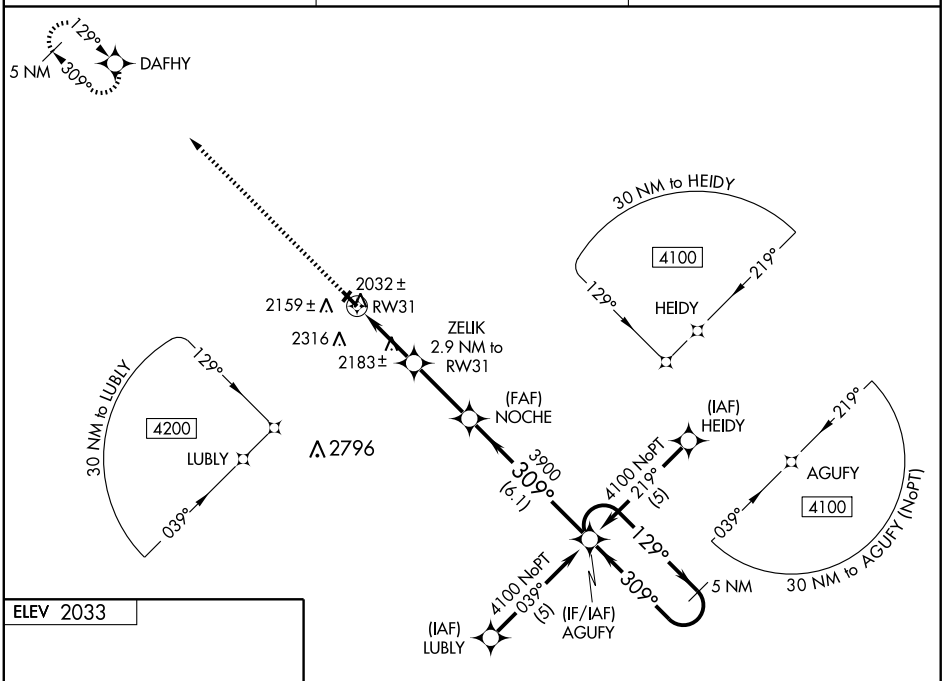
RNAV (GPS) RWY 31
WINNER RGNL (ICR)

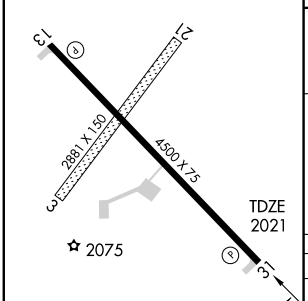
DME/DME RNP-0.3 NA.

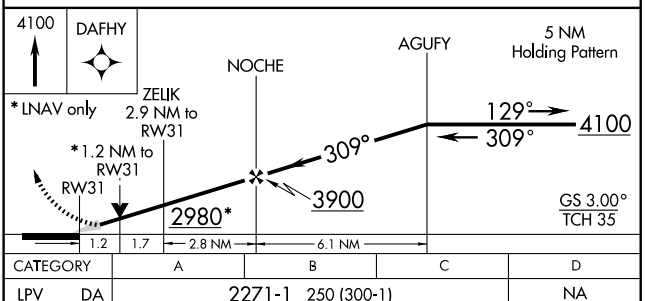
When local altimeter setting not received, use Valentine, NE altimeter setting and increase all DA/MDA 240 feet; increase LPV all Cats visibility ¾ mile, LNAV/VNAV all Cats visibility 1 mile, LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and Cat C visibility 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Valentine altimeter setting.

MISSED APPROACH: Climb to 4100 direct DAFHY and hold.

ASOS	HURON RADIO	UNICOM
126.775	122.1R	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2271-1 250 (300-1)			NA
LNAV/VNAV DA	2581-2 560 (600-2)			NA
LNAV MDA	2440-1 419 (500-1)		2440-1¼ 419 (500-1¼)	NA
CIRCLING	2580-1 547 (600-1)		2680-1¾ 647 (700-1¾)	NA

NC-1, 21 OCT 2010 to 18 NOV 2010
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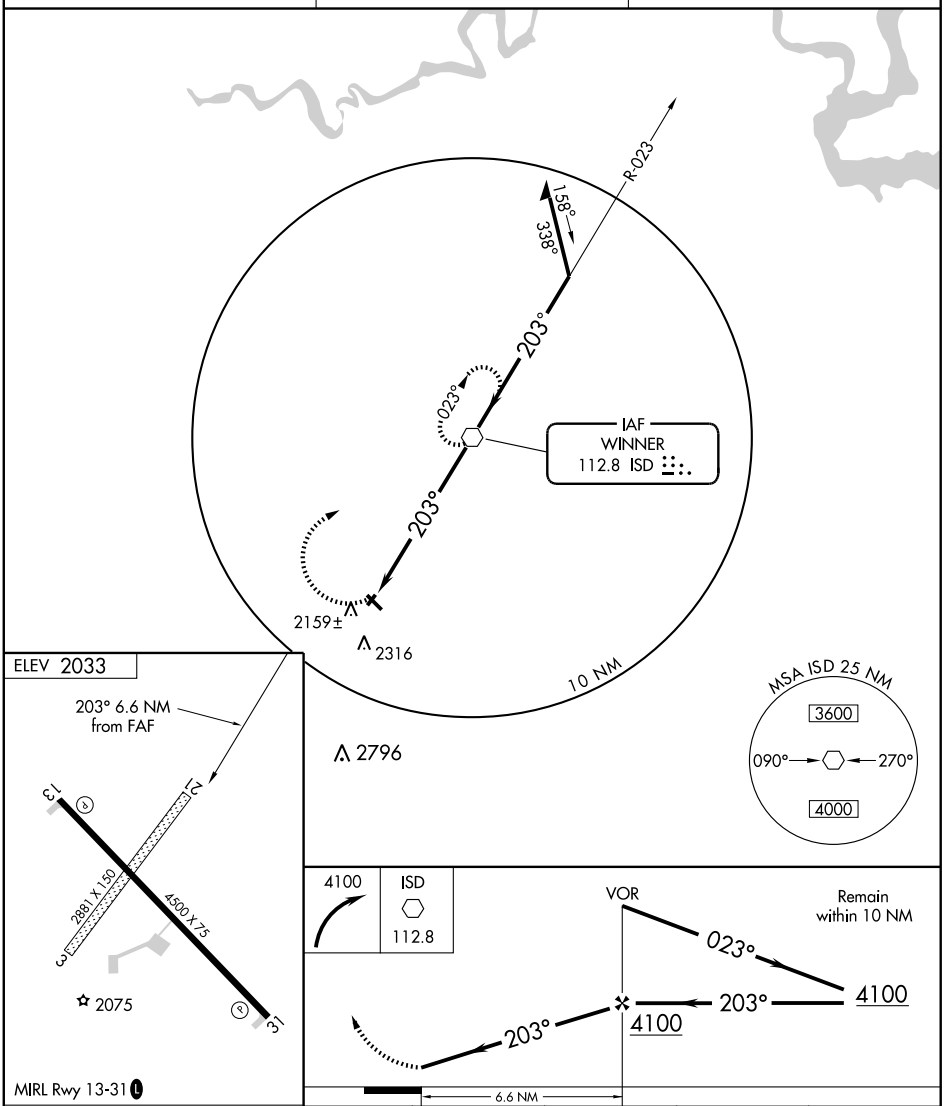
VOR ISD 112.8	APP CRS 203°	Rwy Idg N/A TDZE N/A Apt Elev 2033

VOR-A
WINNER RGNL (ICR)

When local altimeter setting not received, use Valentine, NE altimeter setting and increase all MDA 240 feet and visibility Cat B ¼ mile, Cats C and D 1 mile.

MISSED APPROACH: Climbing right turn to 4100 direct ISD VOR and hold.

ASOS 126.775	HURON RADIO 122.1R	UNICOM 122.8 (CTAF) L



FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

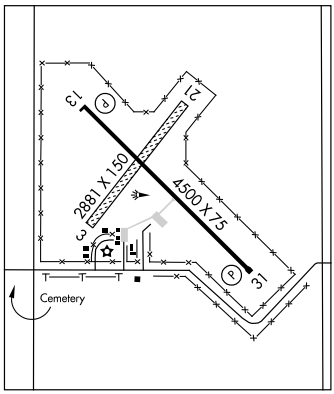
CATEGORY	A	B	C	D
CIRCLING	2580-1	547 (600-1)	2680-1¾ 647 (700-1¾)	2680-2 647 (700-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WHITE RIVER MUNI (7Q7) 1 S UTC−7(−6DT) N43°33.70′ W100°44.51′ **TWIN CITIES**
2151 B NOTAM FILE HON
RWY 12–30: 3000X150 (TURF) LIRL
RWY 12: Pole.
AIRPORT REMARKS: Unattended. Wildlife on and invof arpt. Telephone avbl. ACTIVATE LIRL Rwy 12–30—CTAF.
COMMUNICATIONS: CTAF 122.8

WILDER (See DESMET)

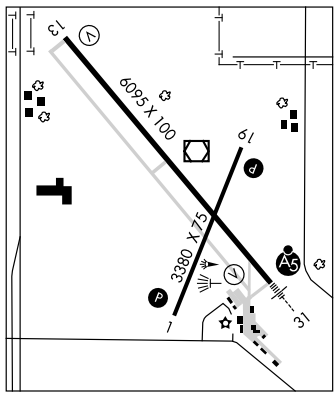
WINNER RGNL (ICR) 1 NE UTC−6(−5DT) N43°23.42′ W99°50.53′ **OMAHA**
2033 B S4 **FUEL** 100LL, JET A NOTAM FILE ICR **L–12H**
RWY 13–31: H4500X75 (CONC) S–12.5 MIRL **IAP**
RWY 13: PAPI(P2L)—GA 3.0° TCH 38′.
RWY 31: PAPI(P2L)—GA 3.0° TCH 35′.
RWY 03–21: 2881X150 (TURF)
RWY 21: Fence.
AIRPORT REMARKS: Attended continuously.
Deer on and invof arpt. Rwy 03–21 CLOSED winter months. High air tfc Oct–Nov. MIRL Rwy 13–31 opr dusk–0600Z‡ after 0600Z‡ ACTIVATE—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (605) 842–3989.
COMMUNICATIONS: CTAF/UNICOM 122.8
WINNER RCO 122.1R 112.8T (HURON RADIO)
RADIO AIDS TO NAVIGATION: NOTAM FILE PIR.
PIERRE (L) VORTACW 112.5 PIR Chan 72 N44°23.67′ W100°09.77′ 156° 61.8 NM to fld. 1789/11E. **HIWAS.**
(L) VOR 112.8 ISD N43°29.28′ W99°45.68′ 203° 6.8 NM to fld. NOTAM FILE ICR.



YANKTON N42°55.10′ W97°23.10′ NOTAM FILE YKN. **OMAHA**
(L) VORW/DME 111.4 YKN Chan 51 at Chan Gurney Muni. 1301/7E. **L–12H**
VOR unusable byd 30 NM blo 3200′.
DME unusable 230°–270° byd 25 NM blo 4000′, 271°–310° byd 30 NM blo 4000′, 311°–060° byd 30 NM blo 3500′.
RCO 122.55 (HURON RADIO)

YANKTON

CHAN GURNEY MUNI (YKN) 3 N UTC−6(−5DT) N42°55.00′ W97°23.16′ **OMAHA**
1306 B S4 **FUEL** 100LL, JET A NOTAM FILE YKN **H–5C, L–12H**
RWY 13–31: H6095X100 (CONC) S–30, D–50, 2D–90 HIRL 0.6% up NW **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 40′. Trees.
RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 40′.
RWY 01–19: H3380X75 (ASPH) S–12.5 MIRL
RWY 01: PAPI(P2L)—GA 3.0° TCH 25′. P–line.
RWY 19: PAPI(P2L)—GA 3.0° TCH 25′. Fence.
AIRPORT REMARKS: Attended 1400–0000Z‡. For svc after 0000Z‡ call 605–665–3473. PAEW mowing seasonal. Migratory waterfowl on and invof arpt. HIRL Rwy 13–31 preset medium ints SS–SR, MIRL Rwy 01–19 preset low ints SS–2300 to increase ints and ACTIVATE MALSR Rwy 31, PAPI Rwy 01 and Rwy 19 and Twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 111.4 YKN (605) 665–6072.
COMMUNICATIONS: CTAF/UNICOM 122.8
YANKTON RCO 122.55 (HURON RADIO)
MINNEAPOLIS CENTER APP/DEP CON 124.1
AIRSPACE: CLASS E svc continuous.
RADIO AIDS TO NAVIGATION: NOTAM FILE YKN.
YANKTON (L) VORW/DME 111.4 YKN Chan 51 N42°55.10′ W97°23.10′ at fld. 1301/7E. **AWOS–3.**
CAGUR NDB (LOM) 347 YK N42°50.62′ W97°18.13′ 313° 5.7 NM to fld. Unmonitored.
ILS 109.5 I–YKN Rwy 31. Class IE. LOM CAGUR NDB. ILS unmonitored.



LOC I-YKN	APP CRS	Rwy Idg	6095
109.5	313°	TDZE	1284
		Apt Elev	1305

ILS RWY 31

YANKTON/CHAN GURNEY MUNI (YKN)

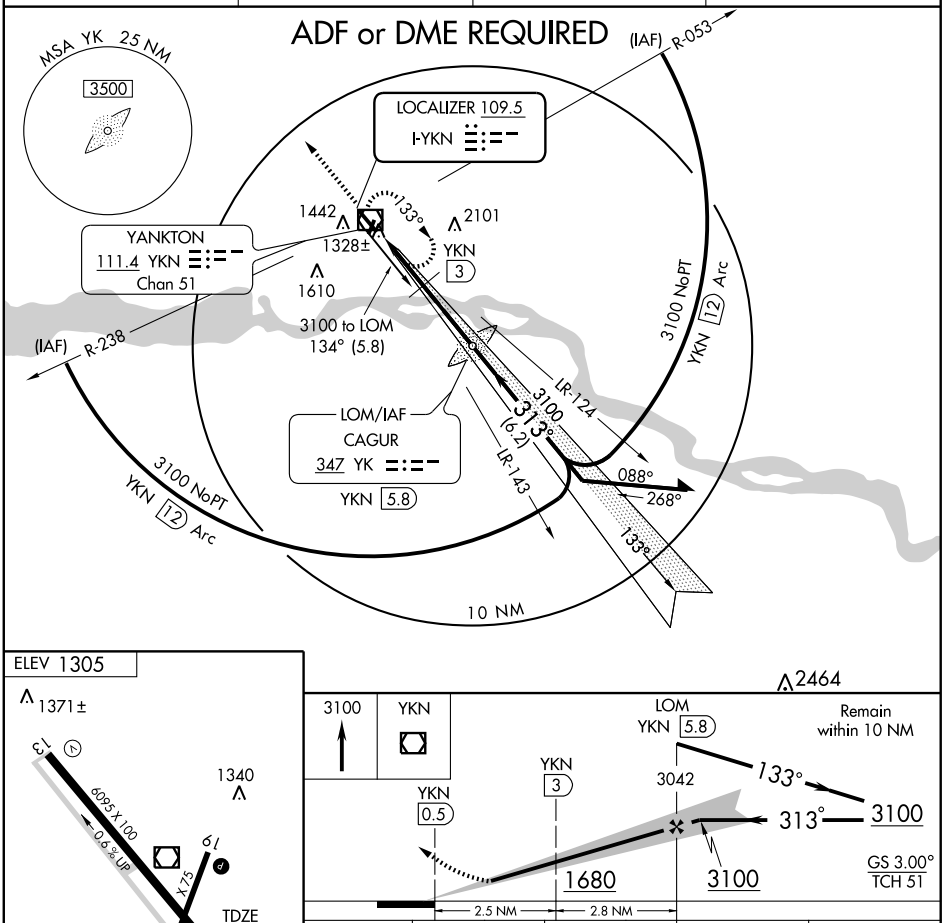
DME minimums: for inoperative MALSR, increase S-LOC-31 Cat D visibility to 1 mile.

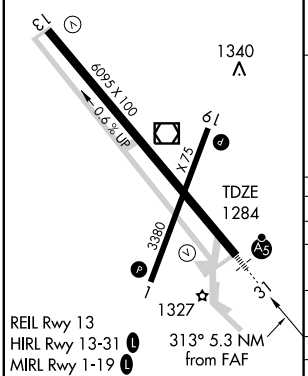
MALSR

MISSED APPROACH: Climb to 3100 then direct YKN VOR/DME and hold.

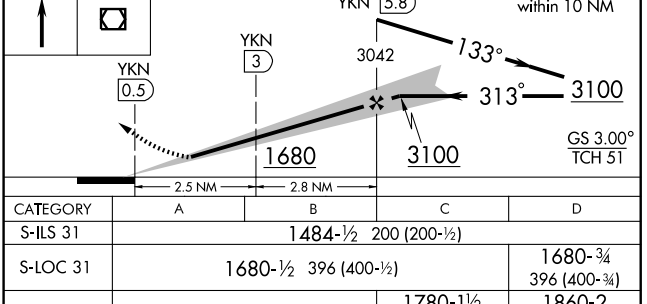
AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L

ADF or DME REQUIRED





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 31	1484-½ 200 (200-½)			
S-LOC 31	1680-½ 396 (400-½)			1680-¾ 396 (400-¾)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)
DME MINIMUMS				
S-LOC 31	1580-½ 296 (300-½)			1580-¾ 296 (300-¾)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
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LOM YK	APP CRS	Rwy Idg	6095
347	313°	TDZE	1284
		Apt Elev	1305

NDB or GPS RWY 31

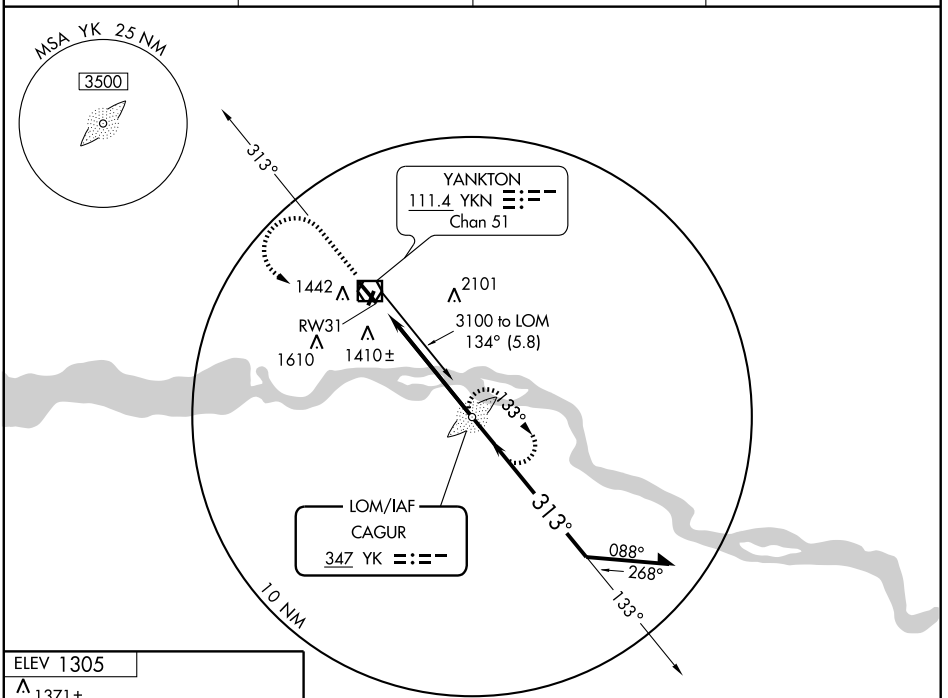
YANKTON/CHAN GURNEY MUNI (YKN)

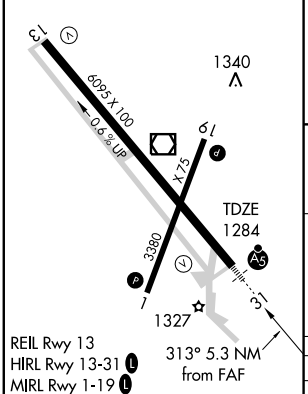
T A NA — If local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 220 feet.

MALSR

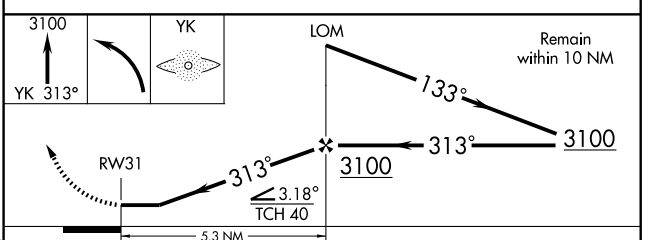
MISSED APPROACH: Climb to 3100 via YK LOM bearing 313° then left turn direct YK LOM and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-31	1720-¾ 436 (500-¾)			1720-1¼ 436 (500-1¼)
CIRCLING	1780-1 475 (500-1)		1780-1½ 475 (500-1½)	1860-2 555 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

WAAS	APP CRS	Rwy Idg	6095
CH 50400	133°	TDZE	1306
W13A		Apt Elev	1306

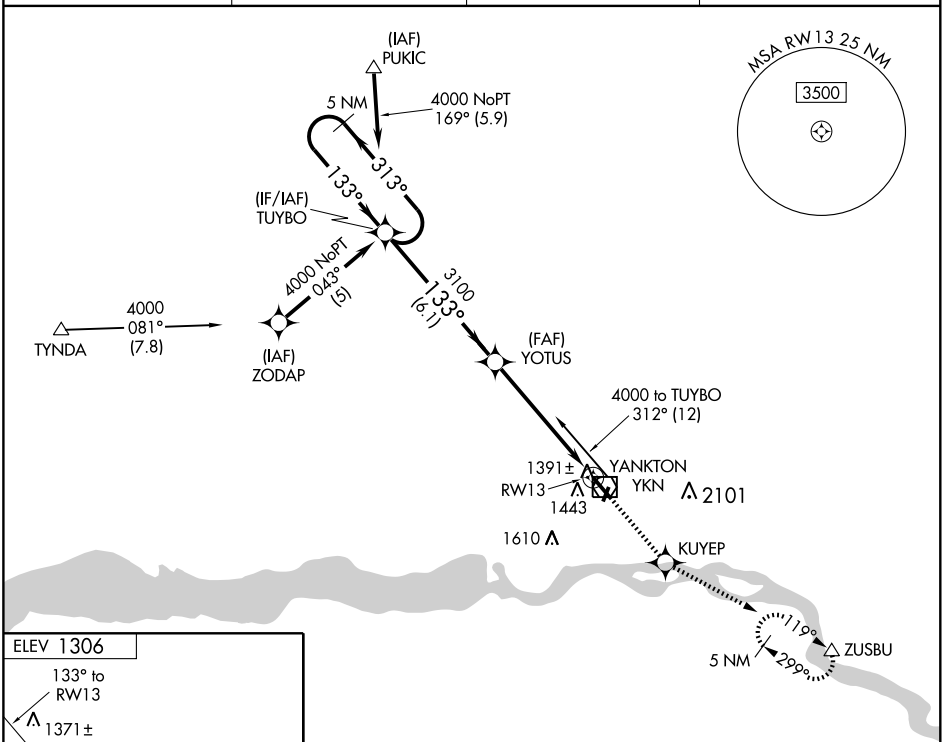
RNAV (GPS) RWY 13

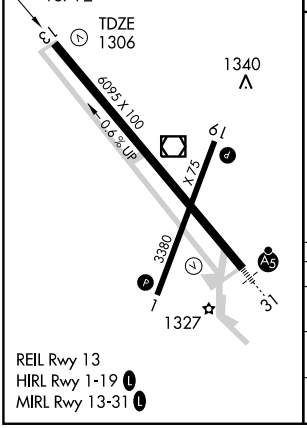
YANKTON/ CHAN GURNEY MUNI (YKN)

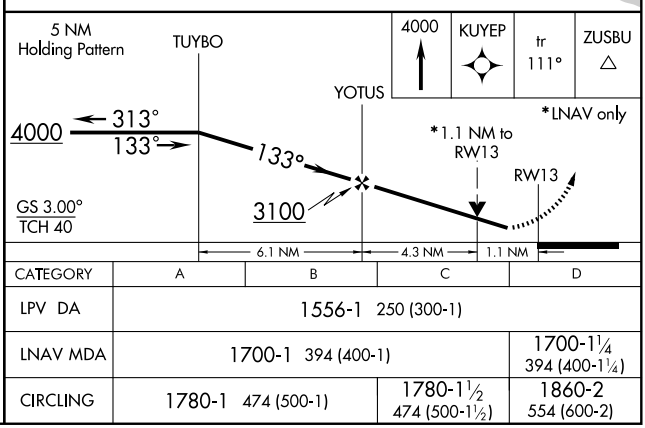
If local altimeter setting not received, use Sioux Falls altimeter setting and increase all DAs/MDAs 140 feet.
DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct KUYEP and via 111° track to ZUSBU and hold, continue climb-in-hold to 4000.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1556-1 250 (300-1)			
LNAV MDA	1700-1 394 (400-1)			1700-1¼ 394 (400-1¼)
CIRCLING	1780-1 474 (500-1)		1780-1½ 474 (500-1½)	1860-2 554 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME YKN 111.4 Chan 51	APP CRS 132°	Rwy Idg 6095 TDZE 1306 Apt Elev 1306

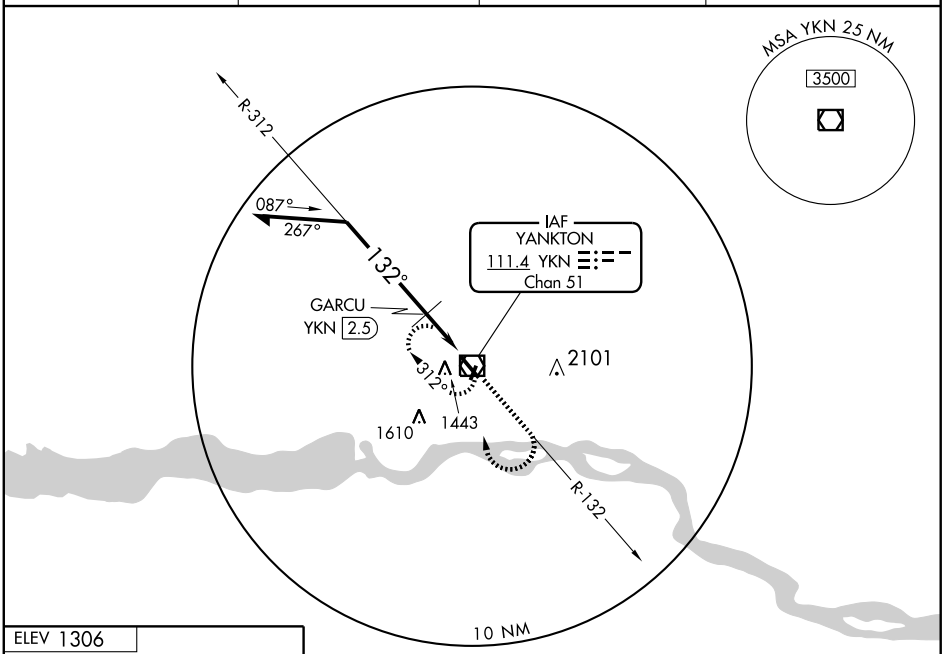
VOR RWY 13

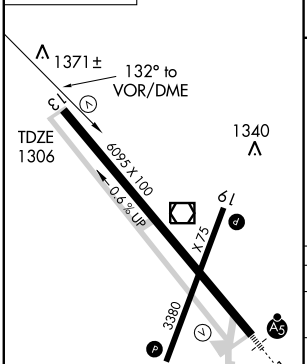
YANKTON/CHAN GURNEY MUNI (YKN)

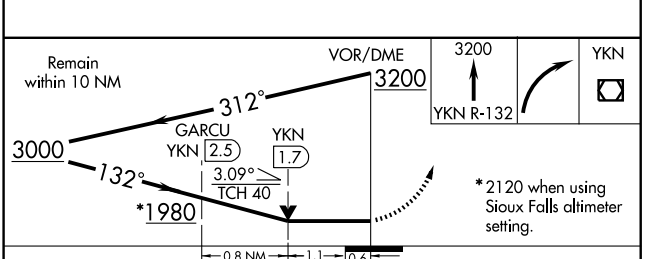
If local altimeter setting not received, use Sioux Falls altimeter setting and increase all MDAs 140 feet. VDP NA when using Sioux Falls altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3200 via YKN VOR/DME R-132 then right turn direct YKN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1980-1 674 (700-1)		1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)
CIRCLING	1980-1 674 (700-1)		1980-2 674 (700-2)	1980-2¼ 674 (700-2¼)
GARCU FIX MINIMUMS				
S-13	1700-1 394 (400-1)			1700-1¼ 394 (400-1¼)
CIRCLING	1780-1 474 (500-1)		1780-1½ 474 (500-1½)	1860-2 554 (600-2)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010

VOR/DME YKN	APP CRS	Rwy Idg	6095
111.4	318°	TDZE	1284
Chan 51		Apt Elev	1305

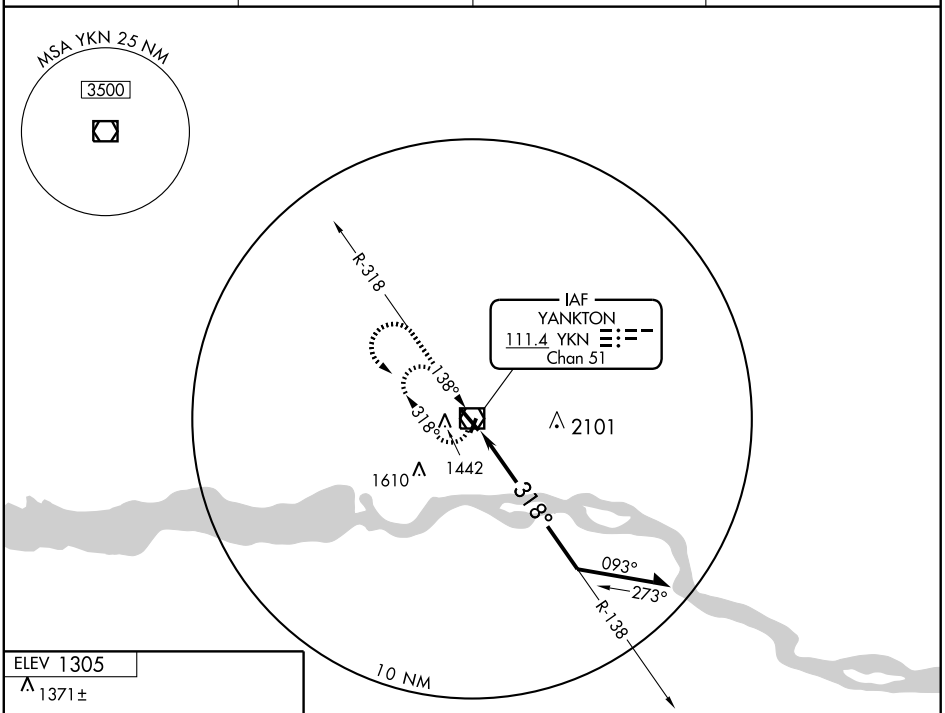
VOR RWY 31

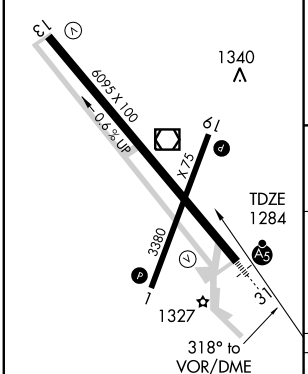
YANKTON/CHAN GURNEY MUNI (YKN)

MALSR

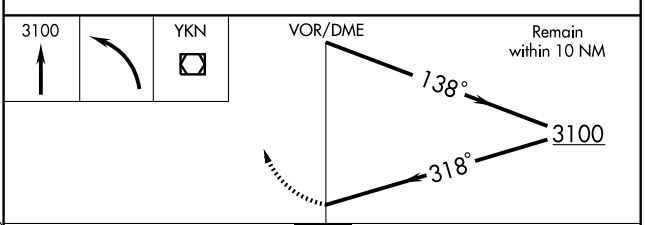
MISSED APPROACH: Climb to 3100, then left turn direct YKN VOR/DME and hold.

AWOS-3	MINNEAPOLIS CENTER	HURON RADIO	UNICOM
111.4	124.1 269.0	122.55	122.8 (CTAF) L





REIL Rwy 13
HIRL Rwy 13-31 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
S-31	1980-½ 696 (700-½)		1980-1½ 696 (700-1½)	1980-1¾ 696 (700-1¾)
CIRCLING	1980-1 675 (700-1)		1980-2 675 (700-2)	1980-2¼ 675 (700-2¼)

NC-1, 21 OCT 2010 to 18 NOV 2010
NC-1, 21 OCT 2010 to 18 NOV 2010